

Our Reference : T4011-TS-01 Rev 4
Your Reference :

31st March 2026

Bowland Wild Boar Park
Wardsley Road
Chipping
PR3 2HB

Dear Sirs,

Bowland Wild Boar Park
Temporary Erection of 5 Tipis and Associated Parking / Facilities
Transport Statement Addendum

Further to your recent instructions, PSA Design Ltd have prepared this Transport Statement Addendum to support a revised planning application on land forming part of the existing Bowland Wild Boar Park located off Wardsley Road in Chipping PR3 2HB. The revised proposals now comprise:

“Planning permission for the temporary erection and use of five (5) tipis to operate as an events space, together with the installation of a temporary toilet unit, a temporary external catering unit, and a temporary storage unit. The proposal also includes the temporary creation of hardstanding required to support the safe and functional operation of the facilities. The development is proposed in association with Bowland Escapes Holiday Park and Bowland Wild Boar Park, Chipping, Preston, PR3 2HB (“the site”) and is requested to be permitted until 1 November 2028, after which all structures will be removed and the land reinstated to its original condition (“the proposed development”).”

These revised proposals follow, and take cognisance of, extensive discussions with both the LPA and LHA in relation to the previous proposals (planning ref: Ref: 3/2024/0687). It should be noted that the significant change in the proposals is that the temporary structures will only be on site between the 1st April and 1st November (i.e. just 7 months of the year) and the permission is temporary in nature, with consent sought only until the 1st November 2028 (i.e.

just 3 years). Furthermore, it is proposed to restrict the number of events each year to just 30. These factors will significantly reduce the potential impacts of the proposed development on the local highway network.

The location of the site is shown on the Location Plan with development proposals illustrated on the Site Layout plan. Both are reproduced at **Annex A**.

As shown on the plans above, the application site is located to the east of Wardsley Road and shares the existing access serving the wider Wild Boar Park.

Background

To support the previous retrospective planning application (Ref: 3/2024/0687) a Transport Statement (dated May 2024) was prepared and submitted to the LPA. Following this Lancashire County Council (LCC) as Local Highway Authority (LHA) provided a consultation response dated 12th November 2024 which is reproduced in **Annex B**.

In this response LCC raised concerns to the development as follows:

1. Whilst the existing access and its visibility sightlines are adequate for the existing Wild Boar Park traffic, the LHA are of the opinion that the proposed development, to create a wedding venue on the site for up to 200 people, will see a higher level of trips being made to and from the site following the development, particularly in the hours of darkness which is not seen currently with the existing site usage. Therefore, there are concerns that the access is not appropriate for the nature of the development.
2. Wardsley Road is a rural road, with no footways or street lighting. Wardsley Road also varies in width, with some sections allowing two-way movement and some sections reduced to single vehicle width. Upon a site visit it became clear that there are several sections of verge damage, not only present on the reduced width sections but also on bends and sections where slow two-way movement could take place, there is a concern that the development will intensify movement along Wardsley Road and contribute to a further decline to the carriageway edge and verges. into use.
3. Data collected at other venues in Lancashire, albeit in more urban settings, indicates a general ratio of 1 car per 3 guests for wedding venues. As the venue can hold up to 200 guests, this is the number the LHA will use to calculate the required parking provisions. Following this calculation the venue should provide at least 67 parking spaces. When taking into consideration the 40 parking provisions provided alongside accommodation and the 25 spaces suggested within the car parking, there is a shortfall of 2 spaces.

Each of the above points raised by LCC are considered, in turn, in the subsequent sections of this TS Addendum.

In addition, a Teams meeting was held with LCC on the 10th November 2025, to further discuss the issues raised and to provide clarification on the nature of the proposals. This is also reflected in the information presented below.

Existing Conditions

As noted in the previous Planning Statement (July 2025), given that this is a retrospective planning application the 5 tipis and associated parking areas are already in existence and have been operational for quite some time (circa 40-45 events have been held between 2023 and 2025). Clearly, therefore, there is an evidence base for the appraisal of any potential impacts associated with the development.

In relation to road safety, reference to the LCC MARIO website indicates that during the period of records, there have been no recorded accidents on the full length of Wardsley Road from Loud Mythom Bridge in the south to Burholme Bridge in the north. This exemplary safety record provides the evidence that not only that there is not an existing road safety on either Wardsley Road or the site access but also that the use of the existing Wild Boar Park and the tipis as a wedding venue simultaneously has not affected this record.

Moreover, the available sightlines at the existing site access junction have not resulted in accidents and do not represent a road safety issue which is consistent with the research in MfS2 which, at para. 10.5.9, states that:

'The 'Y' distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended values will not necessarily lead to a significant problem.'

With regards highway operation, there have been no reports of operational issues resulting from the existing use of Wardsley Road nor is there any evidence that the previous use of the 5 tipis as a wedding venue has affected this.

Notwithstanding this, during the LCC teams meeting it was agreed that a speed survey would be undertaken on Wardsley Road in the vicinity of the site access in order to determine actual sightline requirements together with a topographical survey to ascertain existing sightlines at

the junction and investigate whether it may be possible to improve these as part of the current planning application.

The speed surveys were undertaken from Saturday the 29th November to Friday the 5th December (inclusive) and the results are reproduced at **Annex C**.

The data indicates that the recorded 85th percentile speeds on both approaches are:

- Northbound – 33.9mph
- Southbound – 36.1mph

Adopting these speeds, reference to the Manual for Streets (MfS) would require a stopping site distance (SSD) of 49m to Northbound traffic and 54m to Southbound traffic. Therefore, the following sightlines would normally be required at an access junction at this location:

- To the South – 2.4m x 49m
- To the North – 2.4m x 54m

These and the existing available sightlines are illustrated on drawing A4011-H-01 Access Plan reproduced at **Annex D**. As can be seen, whilst the existing sightlines are adequate to the south, they fall short of the required 54m to the north. However, this sightline could be improved as part of this planning application through the removal of some planting/trees to provide those commensurate with the observed vehicular speeds on Wardsley Road.

Application Development

As noted above, this is a planning application for the temporary erection the 5 tipis for the use primarily as a wedding venue but also as an events space. For the purposes of this Transport Statement Addendum, it is the wedding venue use which is considered as this is likely to generate the largest number of visitors at any one time and therefore represents a robust assessment.

To support the application, the Applicant has developed two documents: an Operational Management Statement and an Operational Management Plan which set out in detail how the temporary proposals will operate. These documents are included at **Annex E and F** respectively. It should be noted that the implementation of these documents could be secured by the LPA via planning conditions.

As can be seen on the Site Layout plan (**Annex A**) the development comprises 5 tipi structures together with the installation of a temporary toilet unit, a temporary external catering unit, and a temporary storage unit. The proposal also includes the temporary creation of hardstanding required to support the safe and functional operation of the facilities.

Following the initial planning application, the development scheme has been amended to reflect and take cognisance of the comments set out in the LCC consultation response (**Annex B**), as follows:

- The capacity for which consent is sought has been reduced from 200 to 146 which more accurately reflects the actual numbers experienced and the accommodation capacity on site.
- Car parking provision has been increased from that set out in the initial application.
- The wedding parties will have mandatory exclusive use of the accommodation i.e. the accommodation will not be let to 3rd parties during wedding events. This is fundamental to the consideration of potential impacts of the proposals as, by definition, the proposed tipi use cannot generate anymore (and probably considerably less) than the existing accommodation on the site which already has planning consent. The wedding party will be on site for the entirety of their stay whereas non-event guests generally use the accommodation as a base to explore the Ribble Valley which will clearly result in additional trips between check-in and departure.

Further details are provided below.

Tipi Element

Based on previous and current bookings, numbers are much lower than the original 200 envisaged, averaging at around 75 day guests, with 18 additional evening guests. The reason for the lower attendance numbers, is due to the feedback being that those booking wedding events have favoured the fact their guests can be on site for the full extent of the occasion and have focused their guest list accordingly. Hence the reduction in capacity down to 146.

Events will be hosted between April and October inclusive (i.e. only 7 months of the year).

This also reflects the capacity of the available lodge and pod accommodation on site which currently stands at 96 but will increase by circa 50 with the addition of lodges and pods with existing consent taking the total on site accommodation capacity up to 146. Information in **Annex G** sets out a schedule of existing and consented accommodation and associated guest capacity.

In terms of trip generation, adopting the LCC occupancy ratio of 3 people per car, then the maximum 146 capacity would result in some 49 two-way movements over the course of three days (i.e. commence arrival on the day before the wedding and leave the day after). Such trips would not represent a perceptible or material increase on the local highway network. Moreover, it should be noted that the pods and lodges could be

occupied in any event, irrespective of whether the tipis are being used for a wedding. **So, there should not be any increase in potential trips at the site resulting from the tipis.** In fact , as set out above, there is likely to be a reduction in trips when compared to non-event guest bookings.

Proposed Car Parking

Further analysis of car park availability has been undertaken. The LCC comments were based on a capacity of 200 guests and 65 available parking spaces.

Annex G sets out the available parking at the guest accommodation and designated Tipi car park. As can be seen, the graphics demonstrate that the hardstanding parking area can accommodate 41-44 cars (plus some at the Bowland Escapes reception building) and the existing and consented guest accommodation has individual parking areas for up to 47 cars. **This gives a total provision of 88-91 car parking spaces which is well above the 67 spaces requested by LCC.**

LCC Comments

In light of the information presented above, consideration is now given to each of issues raised by LCC (*in italics*) as follows:

1. *Whilst the existing access and its visibility sightlines are adequate for the existing Wild Boar Park traffic, the LHA are of the opinion that the proposed development, to create a wedding venue on the site for up to 200 people, will see a higher level of trips being made to and from the site following the development, particularly in the hours of darkness which is not seen currently with the existing site usage. Therefore, there are concerns that the access is not appropriate for the nature of the development.*

PSA Design response - Notwithstanding that there is no evidence to suggest that the existing visibility splays represent a road safety issue (as also suggested in the MfS research), as set out above, the tipis should not result in any intensification in vehicular trips whatsoever as the on-site pods and lodges could be let out in any event should there not be a wedding event taking place. In addition, as noted above, the existing sightlines would be improved as part of this planning application to provide those commensurate with observed vehicular speeds on Wardsley Road.

2. *Wardsley Road is a rural road, with no footways or street lighting. Wardsley Road also varies in width, with some sections allowing two-way movement and some sections reduced to single vehicle width. Upon a site visit it became clear that there are several sections of verge damage, not only present on the reduced width sections but also on*

bends and sections where slow two-way movement could take place, there is a concern that the development will intensify movement along Wardsley Road and contribute to a further decline to the carriageway edge and verges. into use.

PSA Design response - Wardsley Road is typical of many roads in rural areas of the Ribble Valley (and the wider Lancashire area) in containing sections of reduced carriageway width. However, verge over-running on such sections is a function of carriageway width, horizontal geometry and more frequent use by large agricultural vehicles rather than traffic volume. That is to say, that increased car traffic should not result in greater over-running, rather it is the occurrence of large HGVs and large agricultural vehicles negotiating tight bends which will take place irrespective of the subject development. Notwithstanding this, as set out above, the development would not result in an intensification of trips to/from the site so this should not be an issue in any event.

- 3. Data collected at other venues in Lancashire, albeit in more urban settings, indicates a general ratio of 1 car per 3 guests for wedding venues. As the venue can hold up to 200 guests, this is the number the LHA will use to calculate the required parking provisions. Following this calculation the venue should provide at least 67 parking spaces. When taking into consideration the 40 parking provisions provided alongside accommodation and the 25 spaces suggested within the car parking, there is a shortfall of 2 spaces.*

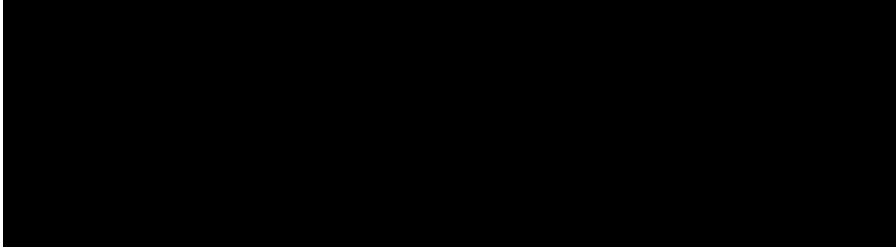
PSA Design response – as set out above, the available car parking provides a total of 88-91 car parking spaces which is well above the 67 spaces requested by LCC. In addition, it should be noted that there is in excess of 90 marked spaces in the Wild Boar Park car park which would be available in the very unlikely event that overflow parking is required for evening guests given that the Boar Park closes at 4:30pm.

Conclusion

In light of the above, there is no evidence to suggest that the application development would result in a detrimental impact in terms of highway operation or road safety. In fact, the evidence would suggest that ‘safe and suitable access to the site is achieved for all users;’ and that there would not be ‘an unacceptable impact on highway safety’ or ‘severe residual cumulative impacts on the road network.’ These are the relevant policy tests with regards to highways.

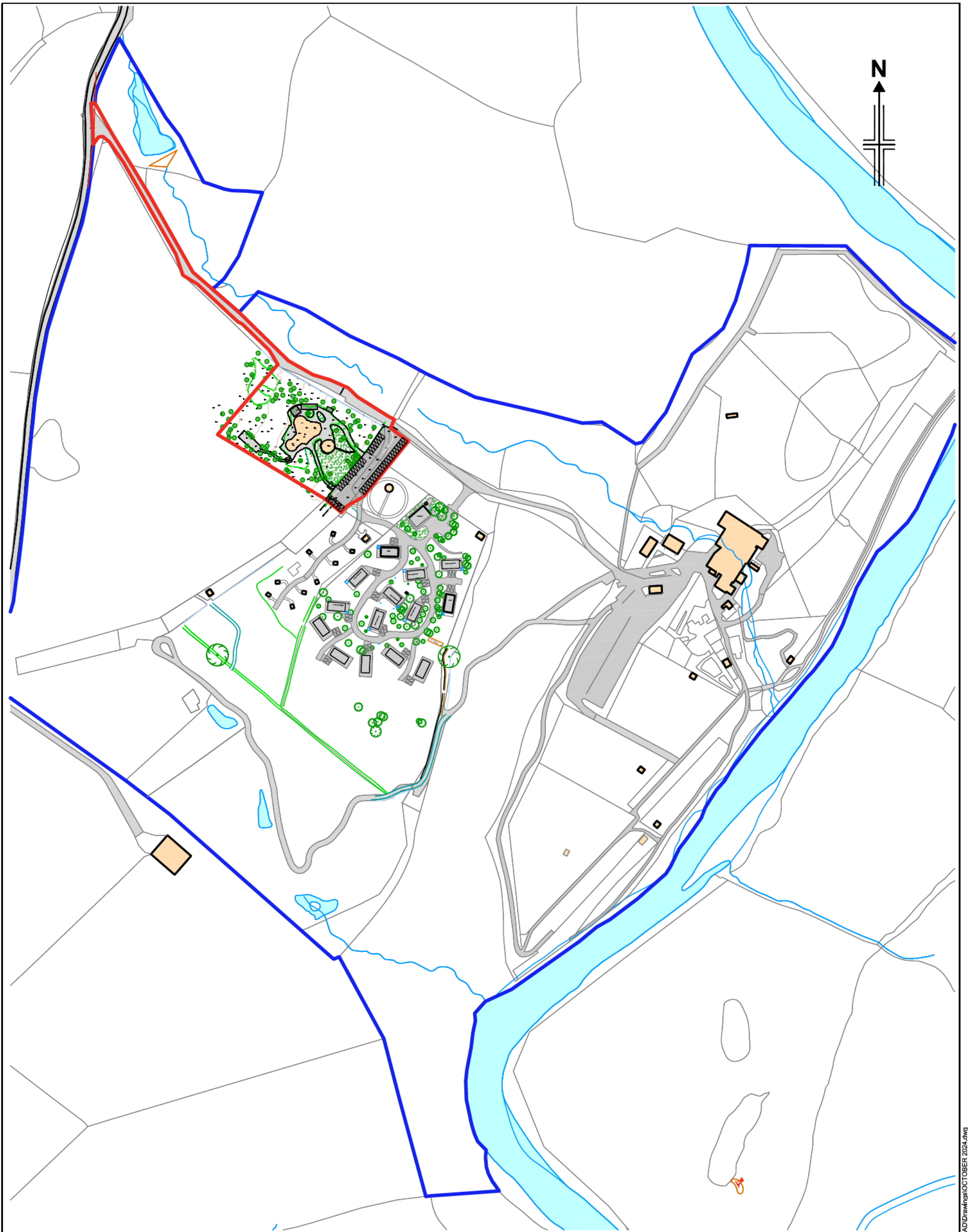
Accordingly, the proposals would therefore comply with the relevant policies of both the NPPF and LPA and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.

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



David Wallbank
Director, PSA Design Ltd.

Annex A – Location Plan and Proposed Site Plan



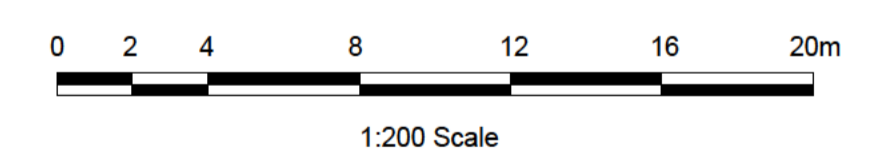
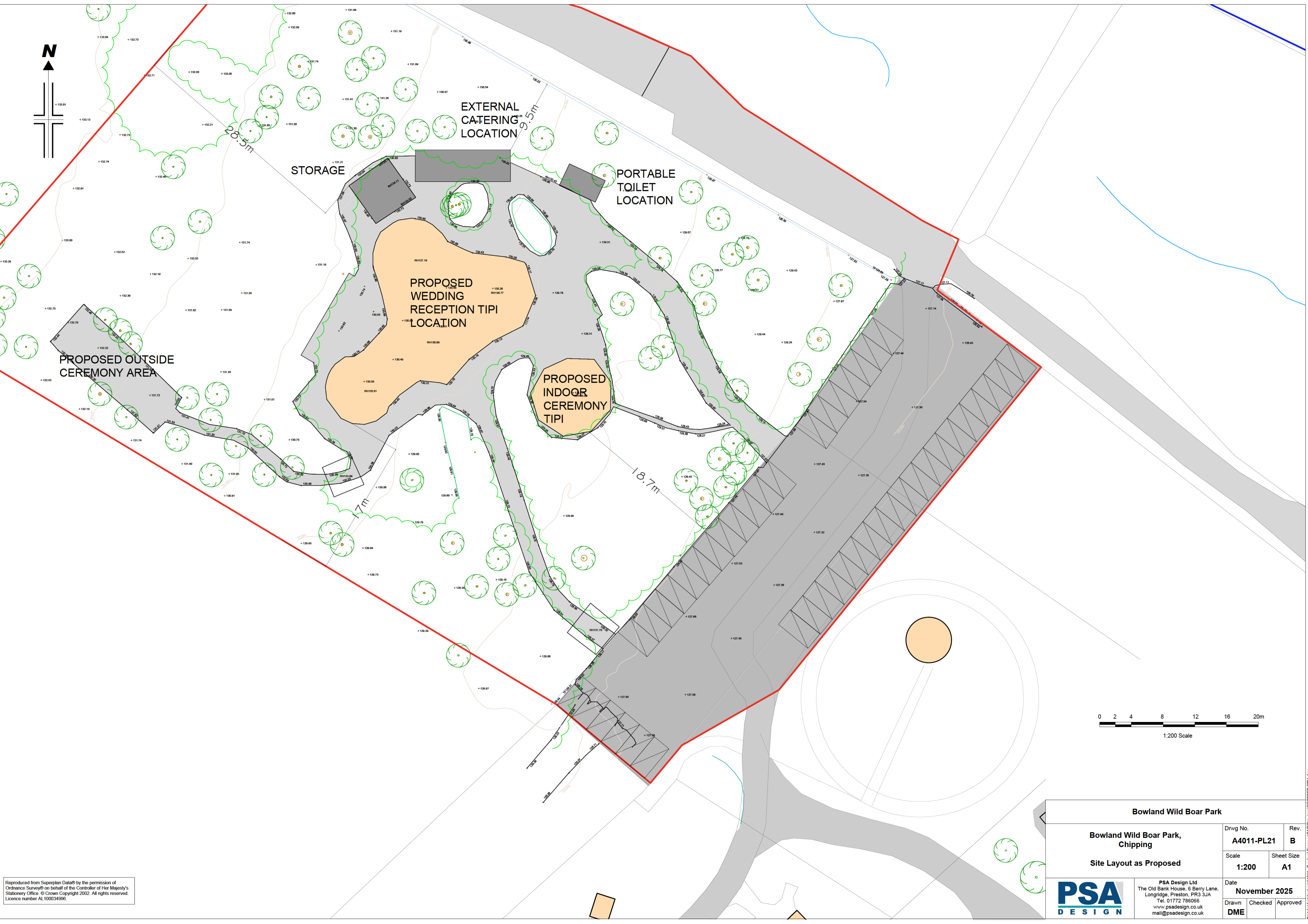
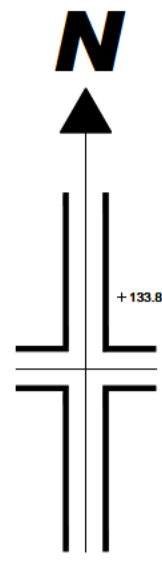
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1:2500 Scale

	PSA Design Ltd The Old Bank House, 6 Berry Lane Longridge, Preston, PR3 3JA Tel. 01772 786066 www.psadesign.co.uk mail@psadesign.co.uk	Client	Bowland Wild Boar Park	Drawn	Date	Scale	Drwg No.
		Job	Bowland Wild Boar Park, Chipping	DME	Oct '25	1:2500	A4011-PL20
		Title	Site Location Plan	Check	Appr.	Sheet Size	Rev.
				-	-	A3	

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Bowland Wild Boar Park			
Bowland Wild Boar Park, Chipping		Drwg No. A4011-PL21	Rev. B
Site Layout as Proposed		Scale 1:200	Sheet Size A1
		Date November 2025	Drawn DME
		PSA Design Ltd The Old Bank House, 6 Berry Lane, Longridge, Preston, PR3 3JA Tel. 01772 786066 www.psadesign.co.uk mail@psadesign.co.uk	
		Checked	Approved

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Annex B – LCC Highways Consultation Response - 12th November 2024

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone:

Email:

Your ref: 3/2024/0687

Our ref: 3/2024/0687/HDC/KW

Date: 12 November 2024

Location: Bowland Wild Boar Park Wardsley Road Chipping PR3 2HB
Proposal: Regularisation of change of use of woodland to wedding venue, including creation of hard standing, construction of toilet block and construction of large marquee area consisting of joined and separate tipis.
Grid Ref: 365972 445114

Dear Lyndsey Hayes

With regard to your consultation letter dated 9 October 2024, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Summary

The Local Highway Authority advice is that residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2023) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the regularisation of change of use of woodland to wedding venue, including creation of hard standing, construction of toilet block and construction of large marquee area consisting of joined and separate tipis at Bowland Wild Boar Park Wardsley Road Chipping PR3 2HB

Site Access

The site will be accessed via an existing access on to Little Bowland Road which is a C Classified road, the C567, with a speed limit of 60 mph fronting the site access.

The existing access serves Wild Boar Park as well as the holiday lodges, pods and campsite which operates inside the site.

The LHA undertook an assessment of the site access as part of a previous application, planning application 3/2020/0579, which found that the access had a visibility splays of

Continued...

Lancashire County Council
PO Box 100, County Hall, Preston, PR1 0LD



2.4m x 40m to the right and 2.4m x 44m to the left of the site access. While, these visibility splays do not comply with the LHAs guidance, which requires an access served off a 60mph road to provide visibility splays of 2.4m x 214m in both directions, the LHA accepted the shortfall because the development would result in a slight intensification of use.

However, the LHA are of the opinion that the proposed development, to create a wedding venue on the site for up to 200 people, will see a higher level of trips being made to and from the site following the development, particularly in the hours of darkness which is not seen currently with the existing site usage. Therefore, there are concerns that the access is not appropriate for the nature of the development.

Another concern of the LHA is the increased traffic along Wardsley Road following the intensification of use. Wardsley Road is a rural road, with no footways or street lighting. Wardsley Road also varies in width, with some sections allowing two-way movement and some sections reduced to single vehicle width. Upon a site visit it became clear that there are several sections of verge damage, not only present on the reduced width sections but also on bends and sections where slow two-way movement could take place, there is a concern that the development will intensify movement along Wardsley Road and contribute to a further decline to the carriageway edge and verges.

Existing Site Operation

The LHA has been unable to locate the original planning permission for Bowland Wild Boar Park and would benefit from information relating to the visitor numbers at the site and any imposed restrictions. The LHA is of the opinion that the site runs as an education centre, rather than a tourist attraction, and therefore attracts visitors for educational reasons, which would be pre-booked and controlled by the applicant.

From the Bowland Wild Boar Park website, it would appear that the park is only open limited times of year, during school holidays and Bank Holidays as well as occasions such as Mother's Day and is open from 10:30am to 4:30pm. The park also appears to be closed during the winter. The opening hours reflect that the majority of the existing vehicle trips for the site will be undertaken mostly within hours of daylight. No information has been provided regarding if the Park will remain open whilst weddings also take place on the site. Although the applicant has suggested that any accommodation on the site not used by wedding guest will be let out separately.

The proposed development has the potential to have a detrimental impact on highway safety and amenity in the immediate vicinity of the site. Due to the increased number of vehicle movements associated with guests to a wedding and the servicing of the wedding venue, compared to that of an education centre.

The proposed change of use will also increase the operation times of the site with greater impact on evening travel movements. The LHA is of the opinion that a wedding venue will also increase the number of vehicles to bring in staff and supplies for the catering side of the wedding functions, than presently required for the education centre.



Parking provisions

The LHA has reviewed drawing number A4011-PL12 titled Site Layout as Proposed and also note the comments made regarding parking provisions within the Transport Statement and Planning Statement. The statements advise that the venue works in partnership with Bowland Escapes and Horseshoe Glamping Executive Event Hire. The on site accommodation can cater for up to 60 guests and as explained within the transport statement each accommodation can support parking provisions. However the statements do advise that numbers from current bookings suggest around 40 guests are booked to stay on site rather than the 60 which can be accommodated. This could increase closer to the time of the event. Therefore whilst no plan has been provided showing this in practice it is expected that 40 vehicles can be accommodated for next to accommodation.

Whilst the existing car parking provisions aimed to be used for the wedding venue side of the site is shown within the plan, no detailed parking layout has been included however the application form suggests a total of 25 parking spaces can be provided. A detailed parking layout plan should include marked-out parking bays, disabled parking bays and electric vehicle charging bays. Given the nature of the site, it would be expected that all vehicles enter and exit the site in a forward gear and turning provisions are provided and shown for the largest vehicle expected to access the site.

Data collected at other venues in Lancashire, albeit in more urban settings, indicates a general ratio of 1 car per 3 guests for wedding venues. As the venue can hold up to 200 guests, this is the number the LHA will use to calculate the required parking provisions. Following this calculation the venue should provide at least 67 parking spaces. When taking into consideration the 40 parking provisions provided alongside accommodation and the 25 spaces suggested within the car parking, there is a shortfall of 2 spaces.

The Wild Boar Park also has a large car parking area which could provide some overflow parking, although this would depend on if the Wild Boar Park was open and its capacity at the time of weddings.

Sustainability

The nearest bus stop to the site is located over 5km from the site on Dunsop Road, which makes the use of public transport to the site unrealistic and presents a safety concern as the pedestrians would be on high speed rural roads without lighting or separate footways. Given the rural nature of the site, there is a reliance on the private car to access the site which is not supported.

Conclusion

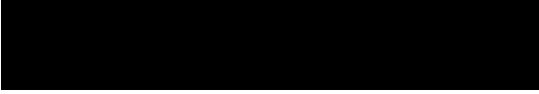
At the time of writing, the planning application fails to demonstrate that the development can be fully and appropriately integrated into the local environment without a significant negative impact on the network and that its impacts would be unacceptable in terms of highway safety. This is contrary to the National Planning Policy Framework (NPPF).

Yours sincerely

Kate Walsh



Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council



Annex C – ATC Data - Saturday the 29th November to Friday the 5th December

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Saturday 29/11/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9	10	0	0	0	0	0	0	0	0	0	0	0	0	10
10	7	1	0	0	0	0	0	0	0	0	0	0	0	8
11	5	0	0	0	0	0	0	0	0	0	0	0	0	5
12	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15	6	0	0	0	0	0	0	0	0	0	0	0	0	6
16	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	44	4	0	0	0	0	0	0	0	0	0	0	0	48
6-22	45	7	0	0	0	0	0	0	0	0	0	0	0	52
6-24	46	7	0	0	0	0	0	0	0	0	0	0	0	53
0-24	46	7	0	0	0	0	0	0	0	0	0	0	0	53

Direction : NORTHBOUND

Saturday 29/11/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9	13	1	0	0	0	0	0	0	0	0	0	0	0	14
10	10	2	0	0	0	0	0	0	0	0	0	0	0	12
11	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12	3	4	0	0	0	0	0	0	0	0	0	0	0	7
13	3	2	0	0	0	0	0	0	0	0	0	0	0	5
14	12	0	0	0	0	0	0	0	0	0	0	0	0	12
15	9	0	0	0	0	0	0	0	0	0	0	0	0	9
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17	6	0	0	0	0	0	0	0	0	0	0	0	0	6
18	7	0	0	0	0	0	0	0	0	0	0	0	0	7
19	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	77	11	0	0	0	0	0	0	0	0	0	0	0	88
6-22	80	14	0	0	0	0	0	0	0	0	0	0	0	94
6-24	83	14	0	0	0	0	0	0	0	0	0	0	0	97
0-24	83	14	0	0	0	0	0	0	0	0	0	0	0	97

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Saturday 29/11/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	1	0	0	0	0	0	0	0	0	2
8	0	0	0	1	0	0	0	0	0	0	0	0	1
9	0	2	4	4	0	0	0	0	0	0	0	0	10
10	0	2	6	0	0	0	0	0	0	0	0	0	8
11	0	1	4	0	0	0	0	0	0	0	0	0	5
12	0	0	2	0	0	0	0	0	0	0	0	0	2
13	0	0	1	0	0	0	0	0	0	0	0	0	1
14	0	0	2	1	0	0	0	0	0	0	0	0	3
15	0	3	3	0	0	0	0	0	0	0	0	0	6
16	0	1	2	0	0	0	0	0	0	0	0	0	3
17	0	0	4	0	0	0	0	0	0	0	0	0	4
18	0	0	3	1	0	0	0	0	0	0	0	0	4
19	0	0	0	1	0	0	0	0	0	0	0	0	1
20	0	0	1	0	0	0	0	0	0	0	0	0	1
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	1	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	9	31	8	0	0	0	0	0	0	0	0	48
6-22	0	10	33	9	0	0	0	0	0	0	0	0	52
6-24	0	10	34	9	0	0	0	0	0	0	0	0	53
0-24	0	10	34	9	0	0	0	0	0	0	0	0	53

Direction : NORTHBOUND

Saturday 29/11/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	1	0	0	0	0	0	0	0	0	2
8	0	0	0	2	0	0	0	0	0	0	0	0	2
9	0	3	7	4	0	0	0	0	0	0	0	0	14
10	0	2	10	0	0	0	0	0	0	0	0	0	12
11	0	2	6	0	0	0	0	0	0	0	0	0	8
12	0	2	4	1	0	0	0	0	0	0	0	0	7
13	0	2	3	0	0	0	0	0	0	0	0	0	5
14	0	5	5	2	0	0	0	0	0	0	0	0	12
15	0	5	4	0	0	0	0	0	0	0	0	0	9
16	0	2	3	0	0	0	0	0	0	0	0	0	5
17	0	1	5	0	0	0	0	0	0	0	0	0	6
18	0	1	5	1	0	0	0	0	0	0	0	0	7
19	0	0	0	1	0	0	0	0	0	0	0	0	1
20	0	0	1	0	0	0	0	0	0	0	0	0	1
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	2	1	0	0	0	0	0	0	0	0	0	3
23	0	2	1	0	0	0	0	0	0	0	0	0	3
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	25	52	11	0	0	0	0	0	0	0	0	88
6-22	0	27	55	12	0	0	0	0	0	0	0	0	94
6-24	0	29	56	12	0	0	0	0	0	0	0	0	97
0-24	0	29	56	12	0	0	0	0	0	0	0	0	97

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Sunday 30/11/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10	6	1	0	0	0	0	0	0	0	0	0	0	0	7
11	8	1	0	0	0	0	0	0	0	0	0	0	0	9
12	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13	2	1	0	0	0	0	0	0	0	0	0	0	0	3
14	2	1	0	0	0	0	0	0	0	0	0	0	0	3
15	5	1	0	0	0	0	0	0	0	0	0	0	0	6
16	6	2	0	0	0	0	0	0	0	0	0	0	0	8
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	35	9	0	0	0	0	0	0	0	0	0	0	0	44
6-22	35	10	0	0	0	0	0	0	0	0	0	0	0	45
6-24	35	10	0	0	0	0	0	0	0	0	0	0	0	45
0-24	35	12	0	0	0	0	0	0	0	0	0	0	0	47

Direction : NORTHBOUND

Sunday 30/11/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13	5	2	0	0	0	0	0	0	0	0	0	0	0	7
14	5	2	0	0	0	0	0	0	0	0	0	0	0	7
15	4	2	0	0	0	0	0	0	0	0	0	0	0	6
16	7	1	0	0	0	0	0	0	0	0	0	0	0	8
17	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18	3	0	0	0	0	0	0	0	0	0	0	0	0	3
19	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	36	10	0	0	0	0	0	0	0	0	0	0	0	46
6-22	36	11	0	0	0	0	0	0	0	0	0	0	0	47
6-24	36	11	0	0	0	0	0	0	0	0	0	0	0	47
0-24	37	11	0	0	0	0	0	0	0	0	0	0	0	48

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Sunday 30/11/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	2	0	0	0	0	0	0	0	2
10	0	0	1	6	0	0	0	0	0	0	0	0	7
11	0	1	7	1	0	0	0	0	0	0	0	0	9
12	0	0	3	1	0	0	0	0	0	0	0	0	4
13	0	2	1	0	0	0	0	0	0	0	0	0	3
14	0	0	3	0	0	0	0	0	0	0	0	0	3
15	0	1	4	0	1	0	0	0	0	0	0	0	6
16	0	0	8	0	0	0	0	0	0	0	0	0	8
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	1	0	1	0	0	0	0	0	0	0	2
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	4	28	8	4	0	0	0	0	0	0	0	44
6-22	0	4	29	8	4	0	0	0	0	0	0	0	45
6-24	0	4	29	8	4	0	0	0	0	0	0	0	45
0-24	0	4	30	9	4	0	0	0	0	0	0	0	47

Direction : NORTHBOUND

Sunday 30/11/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	1	0	0	0	0	0	0	0	0	0	0	1
9	0	0	0	0	2	0	0	0	0	0	0	0	2
10	0	1	1	2	0	0	0	0	0	0	0	0	4
11	0	1	2	0	0	0	0	0	0	0	0	0	3
12	0	0	1	1	0	0	0	0	0	0	0	0	2
13	1	4	1	1	0	0	0	0	0	0	0	0	7
14	0	0	7	0	0	0	0	0	0	0	0	0	7
15	0	1	4	0	1	0	0	0	0	0	0	0	6
16	0	0	8	0	0	0	0	0	0	0	0	0	8
17	0	0	1	0	0	0	0	0	0	0	0	0	1
18	0	0	2	0	1	0	0	0	0	0	0	0	3
19	0	1	1	0	0	0	0	0	0	0	0	0	2
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1	9	28	4	4	0	0	0	0	0	0	0	46
6-22	1	9	29	4	4	0	0	0	0	0	0	0	47
6-24	1	9	29	4	4	0	0	0	0	0	0	0	47
0-24	1	10	29	4	4	0	0	0	0	0	0	0	48

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Monday 01/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8	4	2	0	0	0	0	0	0	0	0	0	0	0	6
9	1	3	0	0	0	0	0	0	0	0	0	0	0	4
10	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11	0	1	0	0	0	0	0	1	0	0	0	0	0	2
12	1	4	0	0	0	0	0	0	0	0	0	0	0	5
13	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15	2	2	0	0	0	0	0	0	0	0	0	0	0	4
16	0	3	0	0	0	0	0	0	0	0	0	1	0	4
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	2	1	0	0	0	0	0	0	0	0	0	0	0	3
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	15	17	0	0	0	0	0	1	0	0	0	1	0	34
6-22	15	18	0	0	0	0	0	1	0	0	0	1	0	35
6-24	15	19	0	0	0	0	0	1	0	0	0	1	0	36
0-24	15	19	0	0	0	0	0	1	0	0	0	1	0	36

Direction : NORTHBOUND

Monday 01/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	7	1	0	0	0	0	0	0	0	0	0	0	0	8
9	2	3	1	0	0	0	0	0	0	0	0	0	0	6
10	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12	1	4	0	0	0	0	0	0	0	0	0	0	0	5
13	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14	4	0	0	0	0	0	0	0	0	0	0	0	0	4
15	2	2	0	0	0	0	0	0	0	0	0	0	0	4
16	3	1	0	0	0	0	0	0	0	0	0	0	0	4
17	7	2	0	0	0	0	0	0	0	0	0	0	0	9
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	5	2	0	0	0	0	0	0	0	0	0	0	0	7
20	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	2	1	0	0	0	0	0	0	0	0	0	0	0	3
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	38	17	1	0	0	0	0	0	0	0	0	0	0	56
6-22	46	17	1	0	0	0	0	0	0	0	0	0	0	64
6-24	49	18	1	0	0	0	0	0	0	0	0	0	0	68
0-24	49	18	1	0	0	0	0	0	0	0	0	0	0	68

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Monday 01/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	1	0	0	0	0	0	0	0	0	1
8	0	0	1	1	3	1	0	0	0	0	0	0	6
9	0	0	2	2	0	0	0	0	0	0	0	0	4
10	0	1	0	0	0	0	0	0	0	0	0	0	1
11	0	0	2	0	0	0	0	0	0	0	0	0	2
12	0	0	4	1	0	0	0	0	0	0	0	0	5
13	0	0	2	0	0	0	0	0	0	0	0	0	2
14	0	1	2	0	0	0	0	0	0	0	0	0	3
15	0	0	1	2	1	0	0	0	0	0	0	0	4
16	0	0	4	0	0	0	0	0	0	0	0	0	4
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	2	1	0	0	0	0	0	0	0	0	3
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	1	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	2	20	7	4	1	0	0	0	0	0	0	34
6-22	0	2	20	8	4	1	0	0	0	0	0	0	35
6-24	0	2	20	8	4	2	0	0	0	0	0	0	36
0-24	0	2	20	8	4	2	0	0	0	0	0	0	36

Direction : NORTHBOUND

Monday 01/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	1	0	0	0	0	0	0	0	0	1
8	0	0	2	1	4	1	0	0	0	0	0	0	8
9	0	1	3	2	0	0	0	0	0	0	0	0	6
10	0	2	0	0	0	0	0	0	0	0	0	0	2
11	0	0	1	0	0	0	0	0	0	0	0	0	1
12	0	0	4	1	0	0	0	0	0	0	0	0	5
13	0	0	2	0	0	0	0	0	0	0	0	0	2
14	0	2	2	0	0	0	0	0	0	0	0	0	4
15	0	0	1	2	1	0	0	0	0	0	0	0	4
16	0	0	4	0	0	0	0	0	0	0	0	0	4
17	0	0	7	1	1	0	0	0	0	0	0	0	9
18	0	1	3	0	0	0	0	0	0	0	0	0	4
19	0	1	5	1	0	0	0	0	0	0	0	0	7
20	0	0	4	1	0	0	0	0	0	0	0	0	5
21	0	0	1	0	0	0	0	0	0	0	0	0	1
22	0	0	1	0	0	0	0	0	0	0	0	0	1
23	0	0	2	0	0	1	0	0	0	0	0	0	3
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	0	7	34	8	6	1	0	0	0	0	0	0	56
6-22	0	7	40	10	6	1	0	0	0	0	0	0	64
6-24	0	7	43	10	6	2	0	0	0	0	0	0	68
0-24	0	7	43	10	6	2	0	0	0	0	0	0	68

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Tuesday 02/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	5	1	0	0	0	0	0	0	0	0	0	0	0	6
9	3	1	0	0	0	0	0	0	0	0	0	0	0	4
10	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11	4	2	0	0	0	0	0	0	0	0	0	0	0	6
12	4	4	0	0	0	0	0	0	0	0	0	0	0	8
13	2	4	0	0	0	0	0	0	0	0	0	0	0	6
14	0	2	0	0	0	0	0	0	0	0	0	1	0	3
15	1	2	0	0	0	0	1	0	0	0	0	0	0	4
16	3	3	0	0	0	0	0	0	0	0	0	0	0	6
17	3	2	0	0	0	0	0	0	0	0	0	0	0	5
18	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	29	25	0	0	0	0	1	0	0	0	0	1	0	56
6-22	29	26	0	0	0	0	1	0	0	0	0	1	0	57
6-24	29	26	0	0	0	0	1	0	0	0	0	1	0	57
0-24	31	26	0	0	0	0	1	0	0	0	0	1	0	59

Direction : NORTHBOUND

Tuesday 02/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	5	1	0	0	0	0	0	0	0	0	0	0	0	6
9	4	1	0	0	0	0	0	0	0	0	0	0	0	5
10	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11	5	2	0	0	0	0	0	0	0	0	0	0	0	7
12	4	4	0	0	0	0	0	0	0	0	0	0	0	8
13	2	4	0	0	0	0	0	0	0	0	0	0	0	6
14	4	0	0	0	0	0	0	0	0	0	0	0	0	4
15	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16	5	2	0	0	0	0	0	0	0	0	0	0	0	7
17	3	2	0	0	0	0	0	0	0	0	0	0	0	5
18	5	0	0	0	0	0	0	0	0	0	0	0	0	5
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	43	18	0	0	0	0	0	0	0	0	0	0	0	61
6-22	43	18	0	0	0	0	0	0	0	0	0	0	0	61
6-24	43	18	0	0	0	0	0	0	0	0	0	0	0	61
0-24	43	18	0	0	0	0	0	0	0	0	0	0	0	61

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Tuesday 02/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	1	5	0	0	0	0	0	0	0	0	6
9	0	0	0	4	0	0	0	0	0	0	0	0	4
10	0	0	1	4	0	0	0	0	0	0	0	0	5
11	0	0	0	5	1	0	0	0	0	0	0	0	6
12	0	0	2	2	3	0	1	0	0	0	0	0	8
13	0	0	3	1	0	1	1	0	0	0	0	0	6
14	0	0	1	2	0	0	0	0	0	0	0	0	3
15	0	2	2	0	0	0	0	0	0	0	0	0	4
16	0	2	3	0	1	0	0	0	0	0	0	0	6
17	0	3	1	1	0	0	0	0	0	0	0	0	5
18	0	0	0	0	1	0	1	0	0	0	0	0	2
19	0	0	0	0	1	0	0	0	0	0	0	0	1
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	1	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	7	14	24	7	1	3	0	0	0	0	0	56
6-22	0	7	15	24	7	1	3	0	0	0	0	0	57
6-24	0	7	15	24	7	1	3	0	0	0	0	0	57
0-24	0	7	15	24	9	1	3	0	0	0	0	0	59

Direction : NORTHBOUND

Tuesday 02/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	1	5	0	0	0	0	0	0	0	0	6
9	0	0	1	4	0	0	0	0	0	0	0	0	5
10	0	0	1	4	0	0	0	0	0	0	0	0	5
11	0	1	0	5	1	0	0	0	0	0	0	0	7
12	0	0	2	2	3	0	1	0	0	0	0	0	8
13	0	0	3	1	0	1	1	0	0	0	0	0	6
14	0	0	2	2	0	0	0	0	0	0	0	0	4
15	0	2	1	0	0	0	0	0	0	0	0	0	3
16	0	3	4	0	0	0	0	0	0	0	0	0	7
17	0	3	1	1	0	0	0	0	0	0	0	0	5
18	0	0	0	0	3	0	2	0	0	0	0	0	5
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	9	16	24	7	1	4	0	0	0	0	0	61
6-22	0	9	16	24	7	1	4	0	0	0	0	0	61
6-24	0	9	16	24	7	1	4	0	0	0	0	0	61
0-24	0	9	16	24	7	1	4	0	0	0	0	0	61

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Wednesday 03/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	3	0	0	0	0	0	0	0	0	0	0	0	5
9	3	4	0	0	0	0	0	0	0	0	0	0	0	7
10	3	1	0	0	0	0	0	0	0	0	0	1	0	5
11	0	3	0	0	0	0	0	0	0	0	0	1	0	4
12	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13	1	1	1	0	0	0	0	0	0	0	0	0	0	3
14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15	2	2	0	0	0	0	0	0	0	0	0	0	0	4
16	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17	2	3	0	0	1	0	0	0	0	0	0	0	0	6
18	1	3	2	0	0	0	0	0	0	0	0	0	0	6
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21	0	0	0	0	0	0	0	0	0	0	0	1	0	1
22	2	0	0	0	0	0	0	0	0	0	0	1	0	3
23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	16	23	3	0	1	0	0	0	0	0	0	2	0	45
6-22	19	23	3	0	1	0	0	0	0	0	0	4	0	50
6-24	19	24	3	0	1	0	0	0	0	0	0	4	0	51
0-24	19	26	4	0	1	0	0	0	0	0	0	4	0	54

Direction : NORTHBOUND

Wednesday 03/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	6	1	0	0	0	0	0	0	0	0	0	0	0	7
9	5	0	0	0	0	0	0	0	0	0	0	0	0	5
10	6	1	0	0	0	0	0	0	0	0	0	0	0	7
11	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12	5	1	0	0	0	0	0	0	0	0	0	0	0	6
13	3	1	1	0	0	0	0	0	0	0	0	0	0	5
14	4	1	0	0	0	0	0	0	0	0	0	0	0	5
15	4	2	0	0	0	0	0	0	0	0	0	0	0	6
16	4	0	0	0	0	0	0	0	0	0	0	0	0	4
17	1	1	0	0	1	0	0	0	0	0	0	0	0	3
18	3	1	1	0	0	0	0	0	0	0	0	0	0	5
19	2	1	0	0	0	0	0	0	0	0	0	0	0	3
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	47	11	2	0	1	0	0	0	0	0	0	0	0	61
6-22	51	11	2	0	1	0	0	0	0	0	0	0	0	65
6-24	52	11	2	0	1	0	0	0	0	0	0	0	0	66
0-24	52	11	2	0	1	0	0	0	0	0	0	0	0	66

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Wednesday 03/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	1	1	0	0	0	0	0	0	3
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	1	2	1	1	0	0	0	0	0	0	5
9	0	0	1	2	3	0	1	0	0	0	0	0	7
10	0	0	5	0	0	0	0	0	0	0	0	0	5
11	0	0	1	2	1	0	0	0	0	0	0	0	4
12	0	0	1	1	0	0	0	0	0	0	0	0	2
13	0	0	0	0	3	0	0	0	0	0	0	0	3
14	0	0	0	0	1	0	0	0	0	0	0	0	1
15	0	0	0	1	2	1	0	0	0	0	0	0	4
16	0	0	0	0	2	0	0	0	0	0	0	0	2
17	0	0	1	3	2	0	0	0	0	0	0	0	6
18	0	0	0	0	3	1	1	1	0	0	0	0	6
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	1	0	0	0	0	0	0	1
21	0	0	0	0	0	0	1	0	0	0	0	0	1
22	0	0	0	0	0	0	2	0	1	0	0	0	3
23	0	0	0	0	1	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	10	11	18	3	2	1	0	0	0	0	45
6-22	0	0	10	11	18	4	5	1	1	0	0	0	50
6-24	0	0	10	11	19	4	5	1	1	0	0	0	51
0-24	0	0	10	12	20	5	5	1	1	0	0	0	54

Direction : NORTHBOUND

Wednesday 03/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	1	1	0	0	0	0	0	0	0	2
8	0	0	2	4	1	0	0	0	0	0	0	0	7
9	0	0	1	2	2	0	0	0	0	0	0	0	5
10	0	0	7	0	0	0	0	0	0	0	0	0	7
11	0	0	1	4	0	0	0	0	0	0	0	0	5
12	0	0	3	3	0	0	0	0	0	0	0	0	6
13	0	0	0	0	5	0	0	0	0	0	0	0	5
14	0	0	0	0	5	0	0	0	0	0	0	0	5
15	0	0	0	1	4	1	0	0	0	0	0	0	6
16	0	0	0	0	4	0	0	0	0	0	0	0	4
17	0	0	1	2	0	0	0	0	0	0	0	0	3
18	0	0	0	0	3	1	1	0	0	0	0	0	5
19	0	0	0	1	1	1	0	0	0	0	0	0	3
20	0	0	0	0	0	2	0	0	0	0	0	0	2
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	1	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	15	17	25	3	1	0	0	0	0	0	61
6-22	0	0	15	18	26	5	1	0	0	0	0	0	65
6-24	0	0	15	18	27	5	1	0	0	0	0	0	66
0-24	0	0	15	18	27	5	1	0	0	0	0	0	66

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Thursday 04/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	2	0	0	0	0	0	0	0	0	0	0	0	4
9	6	2	0	0	1	0	0	0	0	0	0	0	0	9
10	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12	3	1	0	0	0	0	0	0	0	0	0	1	0	5
13	4	0	0	0	0	0	0	0	0	0	0	1	0	5
14	2	2	0	0	0	0	0	0	0	0	0	0	0	4
15	7	2	0	0	0	0	0	0	0	0	0	0	0	9
16	3	1	0	0	0	0	0	0	0	0	0	1	0	5
17	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18	2	3	1	0	0	0	0	0	0	0	0	0	0	6
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	1	0	0	0	0	0	0	0	0	0	0	1	0	2
21	0	0	0	0	0	0	0	0	0	0	0	1	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	34	15	1	0	1	0	0	0	0	0	0	3	0	54
6-22	35	15	1	0	1	0	0	0	0	0	0	5	0	57
6-24	35	16	1	0	1	0	0	0	0	0	0	5	0	58
0-24	35	16	1	0	1	0	0	0	0	0	0	5	0	58

Direction : NORTHBOUND

Thursday 04/12/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	6	2	0	0	0	0	0	0	0	0	0	0	0	8
9	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10	3	0	1	0	0	0	0	0	0	0	0	0	0	4
11	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14	5	1	0	0	0	0	0	0	0	0	0	0	0	6
15	4	2	0	0	0	0	0	0	0	0	0	0	0	6
16	5	1	0	0	0	0	0	0	0	0	0	0	0	6
17	3	1	0	0	0	0	0	0	0	0	0	0	0	4
18	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	38	9	1	0	0	0	0	0	0	0	0	0	0	48
6-22	40	9	1	0	0	0	0	0	0	0	0	0	0	50
6-24	40	9	1	0	0	0	0	0	0	0	0	0	0	50
0-24	40	9	1	0	0	0	0	0	0	0	0	0	0	50

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Thursday 04/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	1	1	2	0	0	0	0	0	0	4
9	0	0	3	0	0	0	3	3	0	0	0	0	9
10	0	0	0	0	2	0	0	0	0	0	0	0	2
11	0	0	0	1	2	0	0	0	0	0	0	0	3
12	0	0	0	0	3	0	0	2	0	0	0	0	5
13	0	0	1	1	3	0	0	0	0	0	0	0	5
14	0	0	1	0	3	0	0	0	0	0	0	0	4
15	0	0	0	5	1	3	0	0	0	0	0	0	9
16	0	0	0	4	1	0	0	0	0	0	0	0	5
17	0	0	1	1	0	0	0	0	0	0	0	0	2
18	0	0	1	2	1	1	0	1	0	0	0	0	6
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	1	0	0	1	0	0	0	0	0	0	2
21	0	0	1	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	1	0	0	0	0	0	1
7-19	0	0	7	15	17	6	3	6	0	0	0	0	54
6-22	0	0	9	15	17	7	3	6	0	0	0	0	57
6-24	0	0	9	15	17	7	4	6	0	0	0	0	58
0-24	0	0	9	15	17	7	4	6	0	0	0	0	58

Direction : NORTHBOUND

Thursday 04/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	1	0	0	0	0	0	0	0	1
8	0	0	0	2	2	4	0	0	0	0	0	0	8
9	0	1	1	0	0	0	1	0	0	0	0	0	3
10	0	0	0	0	4	0	0	0	0	0	0	0	4
11	0	1	0	1	0	0	0	0	0	0	0	0	2
12	0	0	0	0	4	0	0	0	0	0	0	0	4
13	0	0	0	0	2	0	0	0	0	0	0	0	2
14	0	0	2	0	4	0	0	0	0	0	0	0	6
15	0	0	0	4	1	1	0	0	0	0	0	0	6
16	0	0	0	5	1	0	0	0	0	0	0	0	6
17	0	0	2	2	0	0	0	0	0	0	0	0	4
18	0	0	1	1	1	0	0	0	0	0	0	0	3
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	1	0	0	0	0	0	0	0	0	0	1
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	2	6	15	19	5	1	0	0	0	0	0	48
6-22	0	2	7	15	20	5	1	0	0	0	0	0	50
6-24	0	2	7	15	20	5	1	0	0	0	0	0	50
0-24	0	2	7	15	20	5	1	0	0	0	0	0	50

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Friday 05/12/2025	VEHICLE CLASSIFICATION													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10	1	3	0	0	1	0	0	0	0	0	0	0	0	0	5
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
17	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	24	7	4	0	1	0	0	1	0	0	0	0	0	0	37
6-22	26	9	4	0	1	0	0	1	0	0	0	0	0	0	41
6-24	26	10	4	0	1	0	0	1	0	0	0	0	0	0	42
0-24	27	10	4	0	1	0	0	1	0	0	0	0	0	0	43

Direction : NORTHBOUND

Friday 05/12/2025	VEHICLE CLASSIFICATION													TOTAL	
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	3	0	2	0	0	0	0	0	0	0	0	0	0	0	5
9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
17	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	48	5	4	0	0	0	0	0	0	0	0	0	0	0	57
6-22	51	5	4	0	0	0	0	0	0	0	0	0	0	0	60
6-24	51	5	4	0	0	0	0	0	0	0	0	0	0	0	60
0-24	51	5	4	0	0	0	0	0	0	0	0	0	0	0	60

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

Friday 05/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	1	0	1	0	0	0	0	0	2
9	0	0	0	0	0	9	0	0	0	0	0	0	9
10	0	1	2	2	0	0	0	0	0	0	0	0	5
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	1	3	1	0	0	0	0	0	0	0	5
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	3	0	0	0	0	0	0	0	0	3
15	0	1	1	3	0	0	0	0	0	0	0	0	5
16	0	0	0	2	0	1	0	0	0	0	0	0	3
17	0	0	0	2	2	0	0	0	0	0	0	0	4
18	0	0	0	0	1	0	0	0	0	0	0	0	1
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	1	0	0	0	0	0	0	0	0	1
21	0	0	0	3	0	0	0	0	0	0	0	0	3
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	1	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	2	4	15	5	10	1	0	0	0	0	0	37
6-22	0	2	4	19	5	10	1	0	0	0	0	0	41
6-24	0	3	4	19	5	10	1	0	0	0	0	0	42
0-24	0	3	4	19	6	10	1	0	0	0	0	0	43

Direction : NORTHBOUND

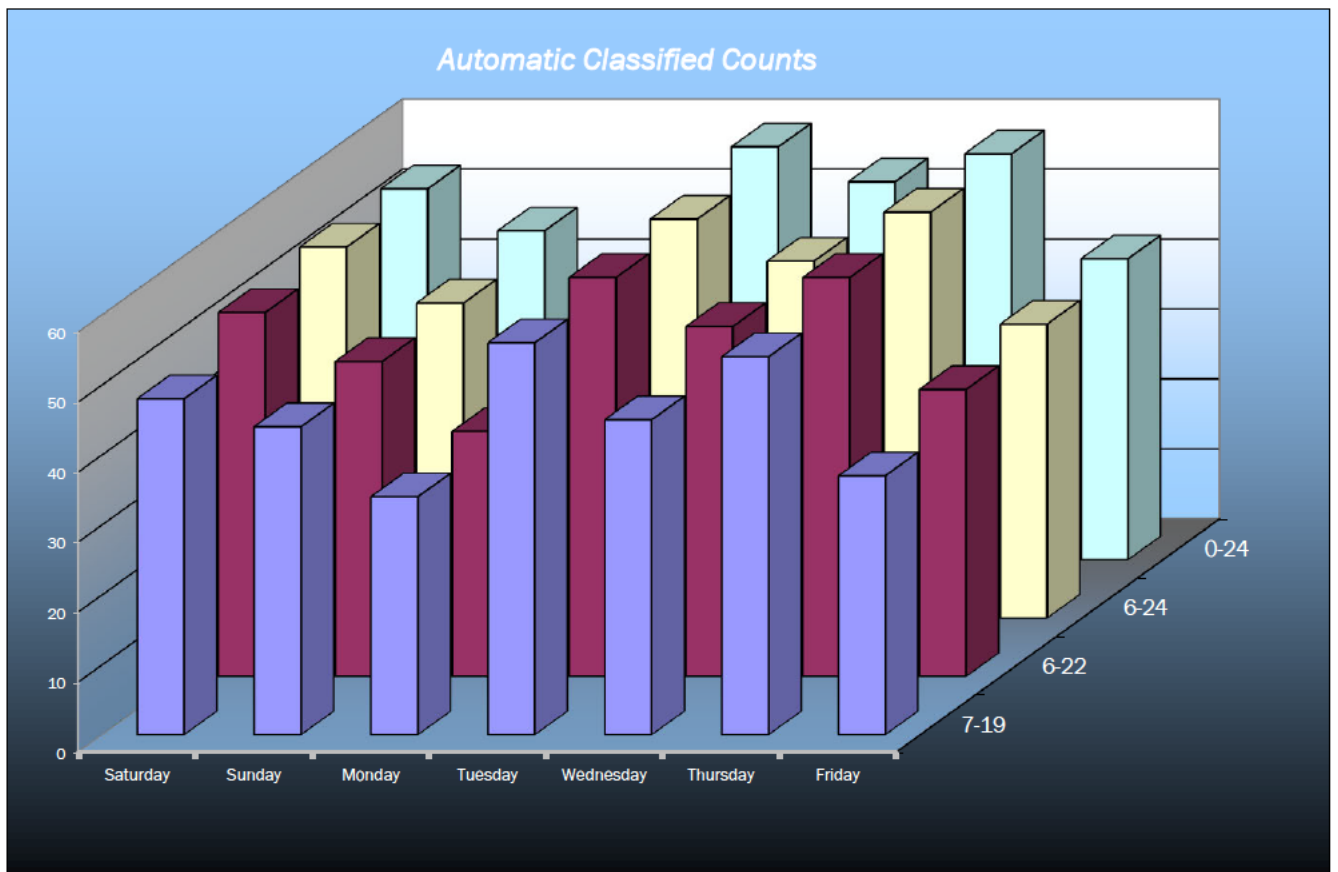
Friday 05/12/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	3	0	0	1	0	1	0	0	0	0	0	5
9	0	0	0	0	0	10	0	0	0	0	0	0	10
10	0	1	3	2	0	0	0	0	0	0	0	0	6
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	2	4	1	0	0	0	0	0	0	0	7
13	0	0	3	0	0	0	0	0	0	0	0	0	3
14	0	0	0	6	0	0	0	0	0	0	0	0	6
15	0	1	1	3	0	0	0	0	0	0	0	0	5
16	0	0	0	4	0	2	0	0	0	0	0	0	6
17	0	0	0	3	2	0	0	0	0	0	0	0	5
18	0	0	0	0	2	0	0	0	0	0	0	0	2
19	0	0	2	0	0	0	0	0	0	0	0	0	2
20	0	0	0	2	0	0	0	0	0	0	0	0	2
21	0	0	0	1	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	5	11	22	6	12	1	0	0	0	0	0	57
6-22	0	5	11	25	6	12	1	0	0	0	0	0	60
6-24	0	5	11	25	6	12	1	0	0	0	0	0	60
0-24	0	5	11	25	6	12	1	0	0	0	0	0	60

Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

VEHICLE FLOWS									
Hr Ending	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	2	0	2	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	1	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	3	0	0	1	0
7	2	1	1	0	0	0	0	0	1
8	1	0	6	6	5	4	2	5	3
9	10	2	4	4	7	9	9	7	6
10	8	7	1	5	5	2	5	4	5
11	5	9	2	6	4	3	0	3	4
12	2	4	5	8	2	5	5	5	4
13	1	3	2	6	3	5	0	3	3
14	3	3	3	3	1	4	3	3	3
15	6	6	4	4	4	9	5	5	5
16	3	8	4	6	2	5	3	4	4
17	4	0	0	5	6	2	4	3	3
18	4	2	0	2	6	6	1	3	3
19	1	0	3	1	0	0	0	1	1
20	1	0	0	0	1	2	1	1	1
21	0	0	0	1	1	1	3	1	1
22	1	0	0	0	3	0	0	1	1
23	1	0	1	0	1	0	1	1	1
24	0	0	0	0	0	1	0	0	0
7-19	48	44	34	56	45	54	37	45	45
6-22	52	45	35	57	50	57	41	48	48
6-24	53	45	36	57	51	58	42	49	49
0-24	53	47	36	59	54	58	43	50	50

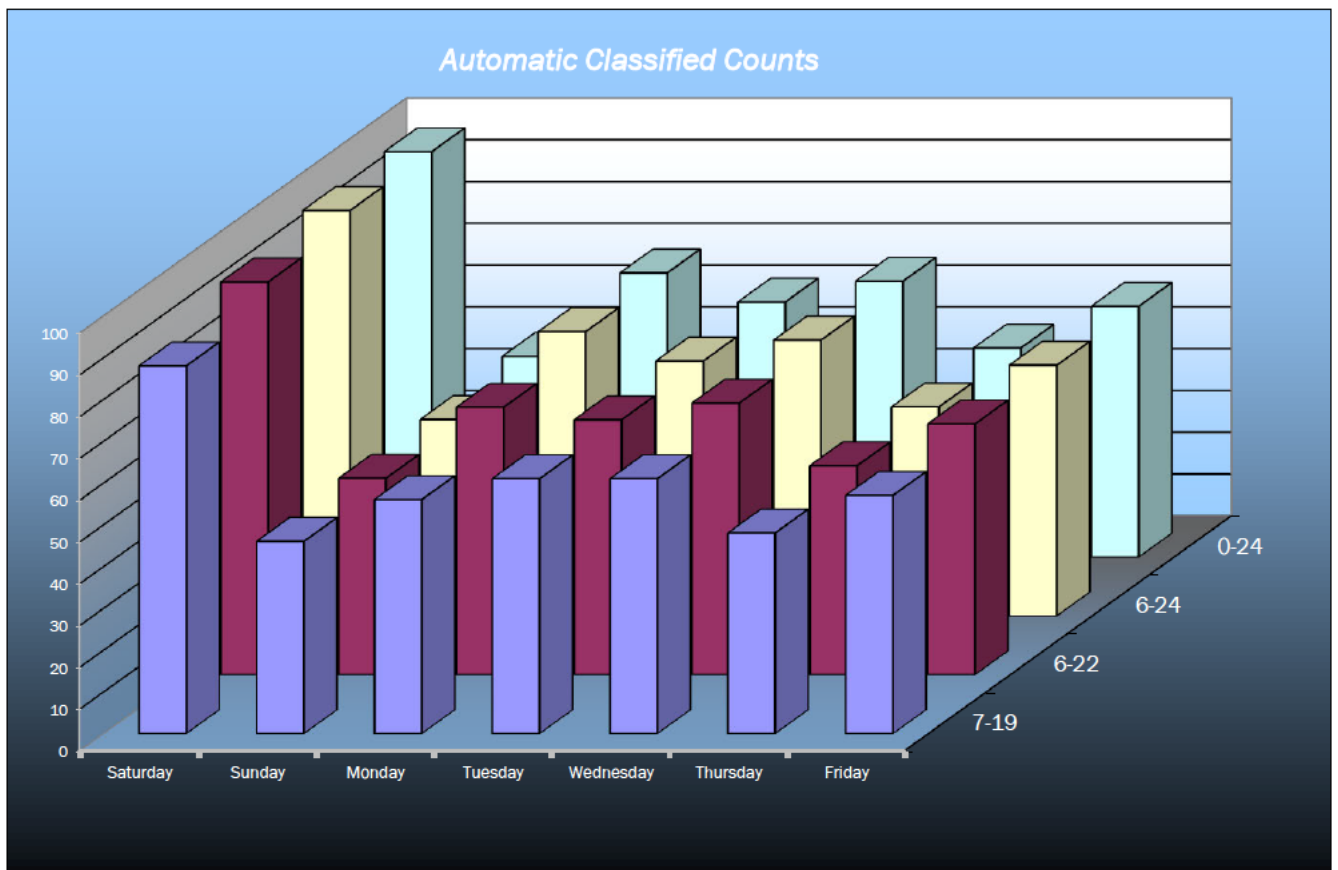


survey and presentation by **trafficsense** Ltd.

LOCATION: LITTLE BOWLAND ROAD

Direction : NORTHBOUND

NORTHBOUND									
Hr Ending	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	2	1	1	0	2	1	0	1	1
8	2	1	8	6	7	8	5	7	5
9	14	2	6	5	5	3	10	6	6
10	12	4	2	5	7	4	6	5	6
11	8	3	1	7	5	2	0	3	4
12	7	2	5	8	6	4	7	6	6
13	5	7	2	6	5	2	3	4	4
14	12	7	4	4	5	6	6	5	6
15	9	6	4	3	6	6	5	5	6
16	5	8	4	7	4	6	6	5	6
17	6	1	9	5	3	4	5	5	5
18	7	3	4	5	5	3	2	4	4
19	1	2	7	0	3	0	2	2	2
20	1	0	5	0	2	1	2	2	2
21	0	0	1	0	0	0	1	0	0
22	3	0	1	0	0	0	0	0	1
23	3	0	3	0	1	0	0	1	1
24	0	0	1	0	0	0	0	0	0
7-19	88	46	56	61	61	48	57	57	60
6-22	94	47	64	61	65	50	60	60	63
6-24	97	47	68	61	66	50	60	61	64
0-24	97	48	68	61	66	50	60	61	64



Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25
1	-	29.3	-	38.0	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	38.0
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	38.0	-	-
7	29.3	25.5	33.0	-	-	-	-
8	33.0	-	35.9	31.8	34.5	39.3	43.0
9	26.5	38.0	29.3	33.0	36.2	42.2	43.0
10	23.0	31.9	15.5	31.5	25.5	38.0	26.5
11	23.5	25.2	25.5	33.8	32.4	36.3	-
12	25.5	27.4	27.0	34.9	29.3	44.0	32.5
13	25.5	18.8	25.5	33.4	38.0	34.5	-
14	28.0	25.5	22.2	30.5	38.0	34.9	33.0
15	20.5	25.9	32.4	20.5	38.0	36.9	28.0
16	22.2	25.5	25.5	24.3	38.0	34.0	36.3
17	25.5	-	-	21.0	33.4	29.3	35.5
18	27.4	31.8	-	43.0	43.0	37.6	38.0
19	33.0	-	28.0	38.0	-	-	-
20	25.5	-	-	-	43.0	34.3	33.0
21	-	-	-	25.5	48.0	25.5	33.0
22	15.5	-	-	-	51.3	-	-
23	25.5	-	43.0	-	38.0	-	15.5
24	-	-	-	-	-	48.0	-
10-12	24.5	26.3	26.3	34.4	30.8	40.2	32.5
14-16	21.3	25.7	28.9	22.4	38.0	35.4	32.2
0-24	25.6	27.7	28.6	31.4	37.8	36.8	33.5

85TH PERCENTILE							
Hr Ending	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25
1	-	34.6	-	38.0	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	43.0	-	-
7	34.6	-	-	-	-	-	-
8	-	-	41.9	34.8	41.0	44.0	50.1
9	33.3	38.0	33.6	33.0	43.1	54.9	43.0
10	27.6	34.8	-	34.9	25.5	38.0	33.7
11	28.0	29.6	25.5	35.9	37.5	39.2	-
12	25.5	31.1	30.4	42.3	34.6	52.2	37.0
13	-	24.6	25.5	43.3	38.0	40.0	-
14	32.3	25.5	27.9	34.8	-	41.1	33.0
15	26.0	33.1	37.5	26.3	42.1	41.7	35.7
16	27.9	25.5	25.5	32.6	38.0	36.2	42.1
17	25.5	-	-	29.0	38.0	34.6	38.4
18	31.1	40.6	-	50.1	49.3	47.1	-
19	-	-	32.3	-	-	-	-
20	-	-	-	-	-	46.6	-
21	-	-	-	-	-	-	33.0
22	-	-	-	-	57.1	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-
10-12	26.7	30.4	27.9	39.1	36.0	45.7	37.0
14-16	27.0	29.3	31.5	29.4	40.0	39.0	38.9
0-24	29.2	31.7	31.1	36.2	40.6	43.0	38.4

7 DAY AVERAGE SPEED	31.8
7 DAY AVERAGE 85th PERCENTILE	36.1

5 DAY OFF PEAK AVERAGE SPEED	32.1
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	36.5

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LOCATION: LITTLE BOWLAND ROAD

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25
1	-	15.5	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	29.3	25.5	33.0	-	35.5	38.0	-
8	33.0	15.5	34.9	31.8	31.6	39.3	26.5
9	25.5	38.0	26.3	31.5	33.5	29.7	43.0
10	23.8	26.8	15.5	31.5	25.5	38.0	26.3
11	23.0	22.2	25.5	31.2	31.5	24.3	-
12	23.7	29.3	27.0	34.9	29.3	38.0	31.6
13	21.5	18.0	25.5	33.4	38.0	38.0	25.5
14	22.6	25.5	20.5	29.3	38.0	33.8	33.0
15	19.9	25.9	32.4	18.8	38.0	35.5	28.0
16	21.5	25.5	25.5	21.2	38.0	33.8	36.3
17	23.8	25.5	27.7	21.0	30.5	29.3	35.0
18	25.1	29.7	23.0	42.0	41.0	32.2	38.0
19	33.0	20.5	25.1	-	38.0	-	25.5
20	25.5	-	27.0	-	43.0	25.5	33.0
21	-	-	25.5	-	-	-	33.0
22	18.8	-	25.5	-	-	-	-
23	18.8	-	31.3	-	38.0	-	-
24	-	-	25.5	-	-	-	-
10-12	23.4	25.7	26.3	33.0	30.4	31.1	31.6
14-16	20.7	25.7	28.9	20.0	38.0	34.7	32.2
0-24	24.3	24.5	26.5	29.7	35.3	33.5	31.9

85TH PERCENTILE							
Hr Ending	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	34.6	-	-	-	39.0	-	-
8	33.0	-	41.2	34.8	36.1	43.7	42.0
9	31.9	38.0	32.8	34.9	38.6	46.3	43.0
10	27.7	35.0	15.5	34.9	25.5	38.0	32.8
11	27.6	27.9	-	38.4	34.9	36.6	-
12	30.0	34.6	30.4	42.3	33.4	38.0	36.1
13	27.0	26.8	25.5	43.3	38.0	38.0	25.5
14	29.4	25.5	26.3	33.6	38.0	40.3	33.0
15	25.2	33.1	37.5	24.6	41.2	39.7	35.7
16	27.0	25.5	25.5	26.6	38.0	35.9	41.5
17	27.9	-	32.3	29.0	34.8	33.6	37.7
18	30.2	36.9	28.0	47.5	45.5	38.5	38.0
19	-	27.6	30.2	-	43.0	-	25.5
20	-	-	30.4	-	43.0	-	33.0
21	-	-	-	-	-	-	-
22	24.6	-	-	-	-	-	-
23	24.6	-	41.4	-	-	-	-
24	-	-	-	-	-	-	-
10-12	28.8	31.2	30.4	40.3	34.1	37.3	36.1
14-16	26.1	29.3	31.5	25.6	39.6	37.8	38.6
0-24	28.6	31.1	30.5	35.4	37.8	39.0	35.3

7 DAY AVERAGE SPEED	29.1
7 DAY AVERAGE 85th PERCENTILE	33.9

5 DAY OFF PEAK AVERAGE SPEED	30.6
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	35.1

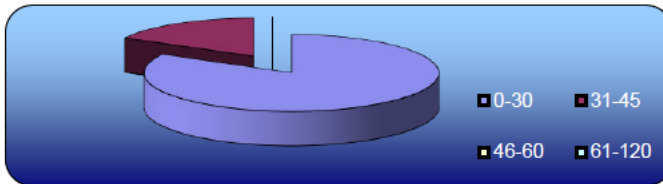
Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

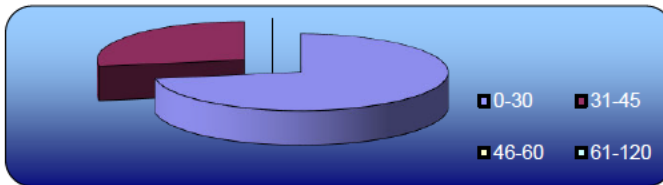
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25
0-30	44	34	22	22	10	9	7
31-45	9	13	14	34	37	39	35
46-60	0	0	0	3	7	10	1
61-120	0	0	0	0	0	0	0
TOTAL	53	47	36	59	54	58	43

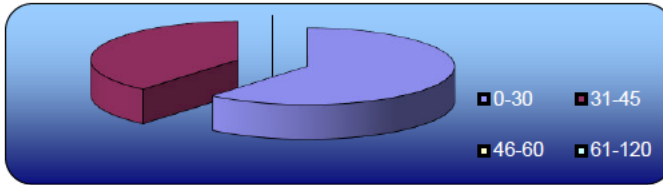
Saturday
29-Nov-25



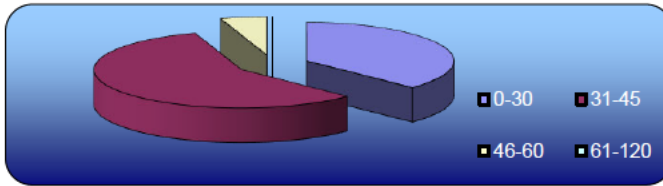
Sunday
30-Nov-25



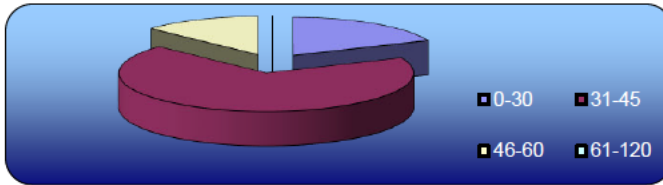
Monday
1-Dec-25



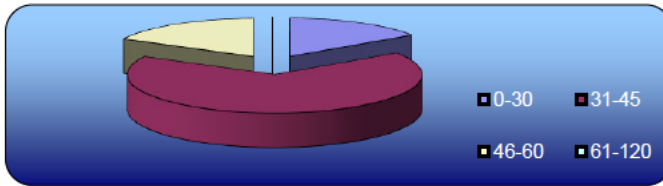
Tuesday
2-Dec-25



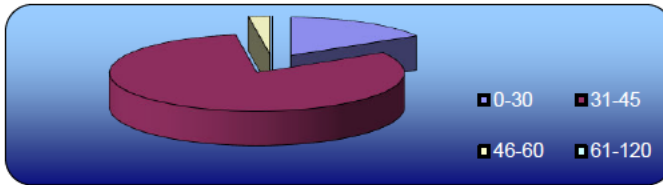
Wednesday
3-Dec-25



Thursday
4-Dec-25



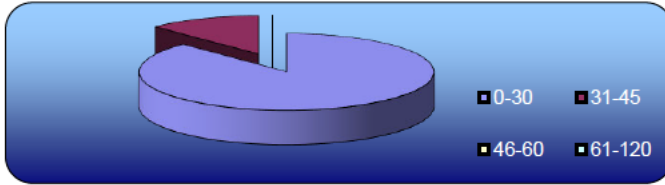
Friday
5-Dec-25



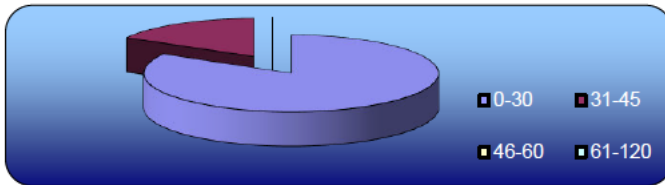
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SPEED SUMMARY							
SPEED (MPH)	Saturday 29-Nov-25	Sunday 30-Nov-25	Monday 1-Dec-25	Tuesday 2-Dec-25	Wednesday 3-Dec-25	Thursday 4-Dec-25	Friday 5-Dec-25
0-30	85	40	50	25	15	9	16
31-45	12	8	18	32	50	40	43
46-60	0	0	0	4	1	1	1
61-120	0	0	0	0	0	0	0
TOTAL	97	48	68	61	66	50	60

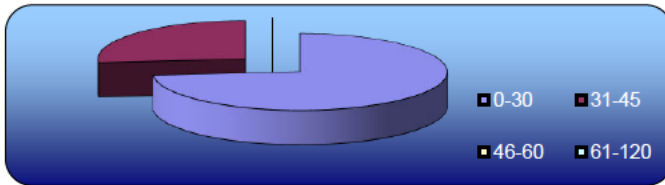
Saturday
29-Nov-25



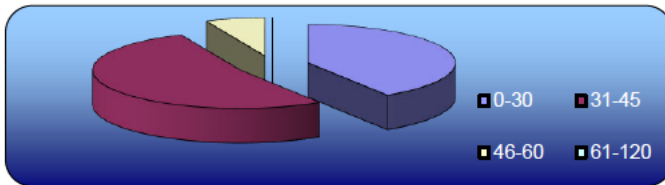
Sunday
30-Nov-25



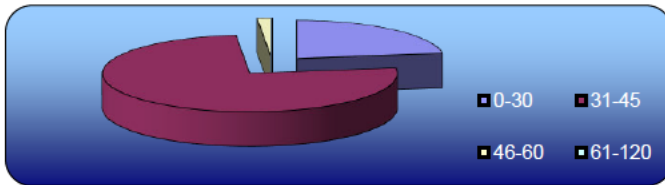
Monday
1-Dec-25



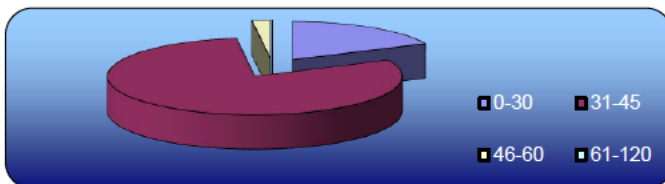
Tuesday
2-Dec-25



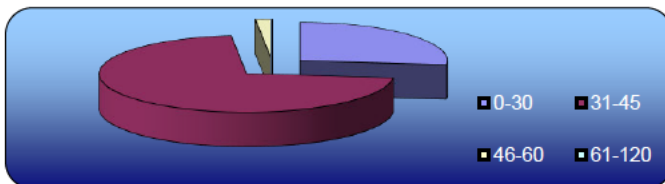
Wednesday
3-Dec-25



Thursday
4-Dec-25



Friday
5-Dec-25

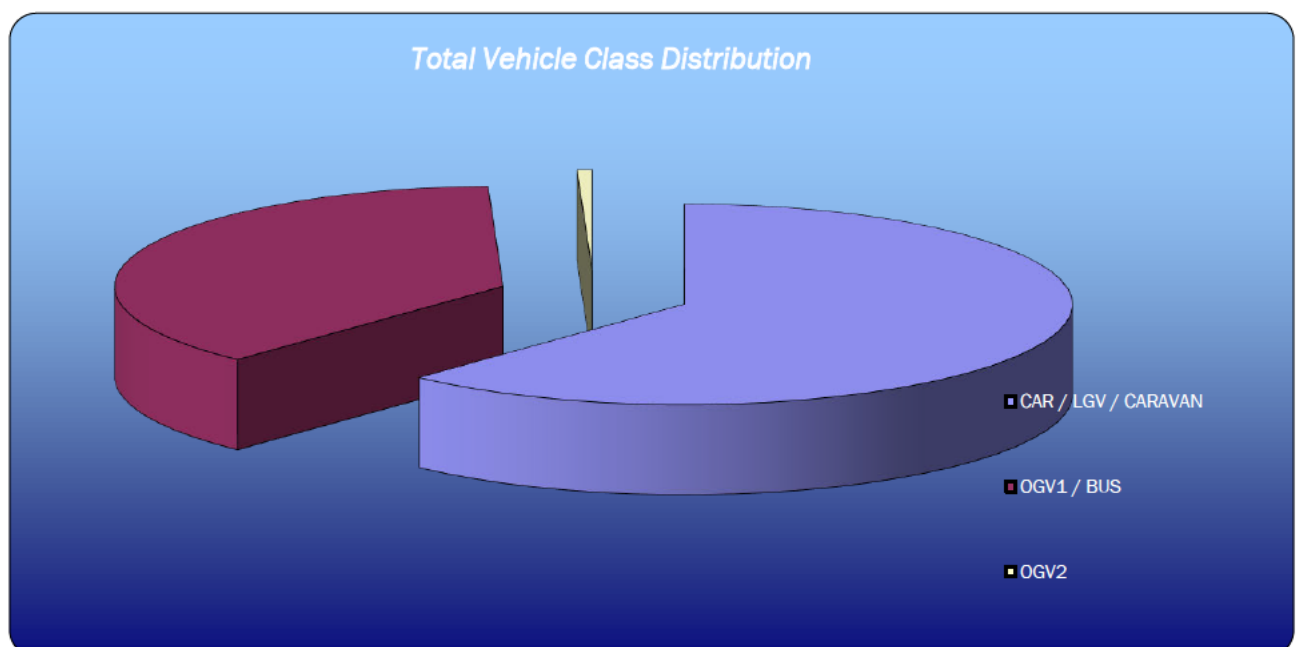


Automatic Classified Counts, Ribble Valley

LOCATION: LITTLE BOWLAND ROAD

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
29-Nov-25				
7-19	44	4	0	48
6-22	45	7	0	52
6-24	46	7	0	53
0-24	46	7	0	53
30-Nov-25				
7-19	35	9	0	44
6-22	35	10	0	45
6-24	35	10	0	45
0-24	35	12	0	47
1-Dec-25				
7-19	15	18	1	34
6-22	15	19	1	35
6-24	15	20	1	36
0-24	15	20	1	36
2-Dec-25				
7-19	29	27	0	56
6-22	29	28	0	57
6-24	29	28	0	57
0-24	31	28	0	59
3-Dec-25				
7-19	16	29	0	45
6-22	19	31	0	50
6-24	19	32	0	51
0-24	19	35	0	54
4-Dec-25				
7-19	34	20	0	54
6-22	35	22	0	57
6-24	35	23	0	58
0-24	35	23	0	58
5-Dec-25				
7-19	24	12	1	37
6-22	26	14	1	41
6-24	26	15	1	42
0-24	27	15	1	43
AVERAGE				
7-19	28	17	0	45
6-22	29	19	0	48
6-24	29	19	0	49
0-24	30	20	0	50

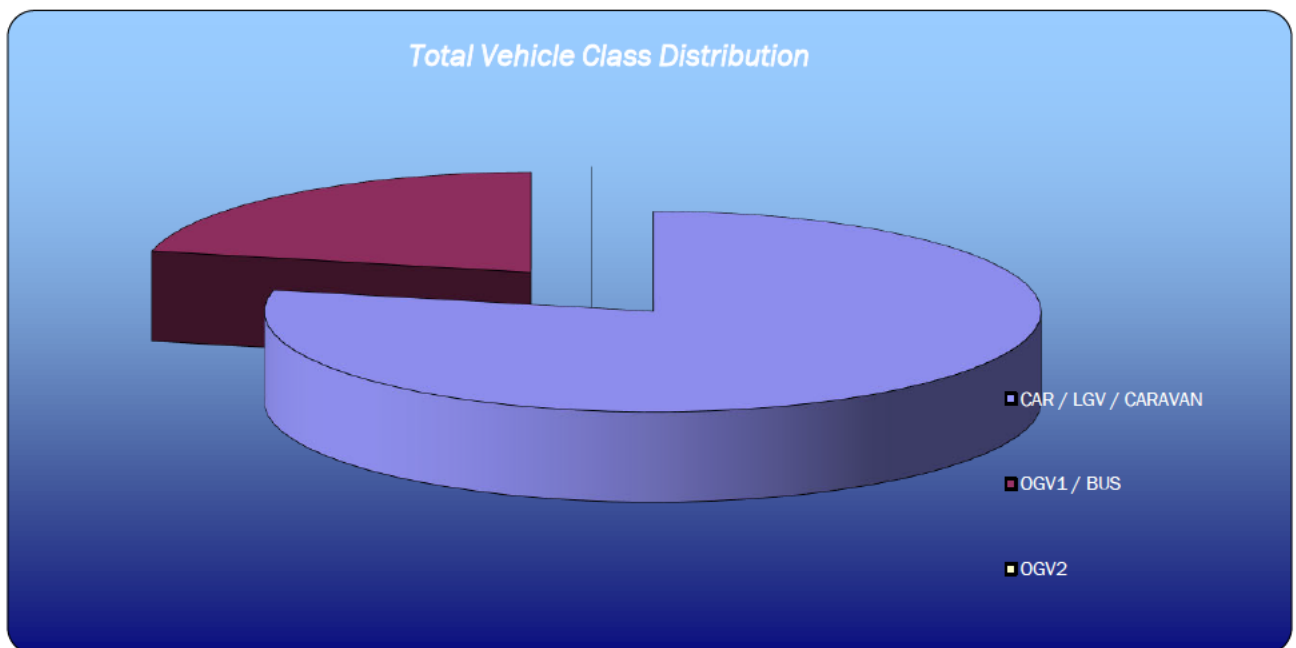


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LOCATION: LITTLE BOWLAND ROAD

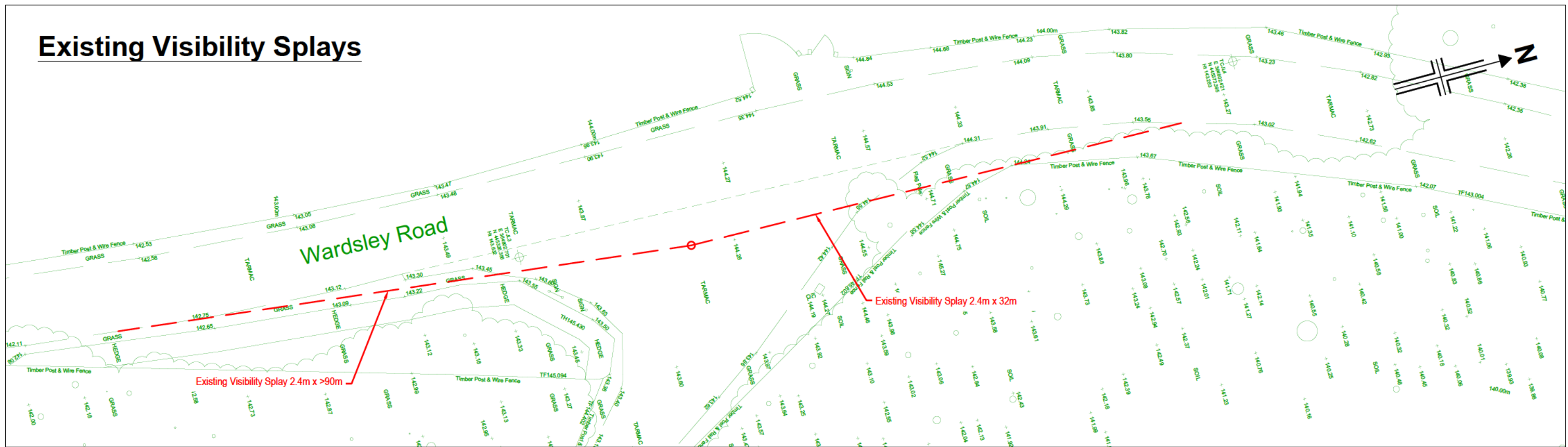
Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
29-Nov-25				
7-19	77	11	0	88
6-22	80	14	0	94
6-24	83	14	0	97
0-24	83	14	0	97
30-Nov-25				
7-19	36	10	0	46
6-22	36	11	0	47
6-24	36	11	0	47
0-24	37	11	0	48
1-Dec-25				
7-19	38	18	0	56
6-22	46	18	0	64
6-24	49	19	0	68
0-24	49	19	0	68
2-Dec-25				
7-19	43	18	0	61
6-22	43	18	0	61
6-24	43	18	0	61
0-24	43	18	0	61
3-Dec-25				
7-19	47	14	0	61
6-22	51	14	0	65
6-24	52	14	0	66
0-24	52	14	0	66
4-Dec-25				
7-19	38	10	0	48
6-22	40	10	0	50
6-24	40	10	0	50
0-24	40	10	0	50
5-Dec-25				
7-19	48	9	0	57
6-22	51	9	0	60
6-24	51	9	0	60
0-24	51	9	0	60
AVERAGE				
7-19	47	13	0	60
6-22	50	13	0	63
6-24	51	14	0	64
0-24	51	14	0	64



Annex D – Drawing A4011-H-01 Access Plan

Existing Visibility Splays



Proposed Visibility Splays



P1	13/01/26	For Planning	GS	DLW	GS
REV	DATE	AMENDMENT DETAILS	DRAWN	CHECKED	APPROVED

PSA DESIGN
 PSA Design Ltd
 The Old Bank House, 6 Berry Lane
 Longridge, Preston, PR3 3JA
 Tel. 01772 786066
 www.psadesign.co.uk
 mail@psadesign.co.uk

Client	Bowland Escapes	Drawn	GS	Date		Scale		Sheet Size		Drwg No.		Rev.	
Job	Bowland Wild Boar Park, Chipping	Check	GS	13/01/26		1:250		A3		A4011-H-01		P1	
Title	Access Plan	Appr.	DW										

Annex E - Operational Management Statement

Operational & Highways Management Statement

Bowland Tipis

1. Accommodation-Led Event Model (Key Highways Control Measure)

A fundamental operational principle of the venue is that **all events are intrinsically linked to on-site accommodation provision**. This forms a primary mechanism for controlling vehicle movements and reducing impacts on the local highway network.

1.1 Mandatory Accommodation Requirement

- All weddings and events are conditional upon the **full booking of on-site accommodation**.
- The venue operates a strict policy:
No accommodation booking = no event booking.
- This is both:
 - **Contractually enforceable** through booking terms
 - **Operationally monitored** through the venue's booking system
- During an event period:
 - Only guests attending the wedding/event are permitted to occupy the on-site accommodation
 - Accommodation is not made available to the general public

1.2 Operational Rationale

This approach ensures:

- The site operates as a **self-contained destination venue**
 - The majority of guests **stay on-site rather than travelling to and from the venue**
 - Vehicle trips are **significantly reduced compared to typical wedding venues**
-

2. Visitor Profile & Travel Behaviour

The venue's accommodation-led model results in a **distinct and predictable traffic pattern**, which differs substantially from conventional event venues.

2.1 Guest Arrival Patterns

- **Majority of full-day guests:**
 - Arrive **the day before the wedding**, typically during daylight hours
 - Stay on-site overnight
- **Remaining full-day guests:**
 - Arrive on the morning of the event
 - Also stay overnight on-site
- As a result:
 - There is **no large single peak arrival period** immediately prior to the ceremony
 - Vehicle movements are **spread over an extended timeframe**

2.2 Evening Guests

- A limited number of evening-only guests (average **~18 persons**) attend
- Arrival window: **17:00–19:00**
- Departure window: **22:00–00:00**
- These guests:
 - Either pre-book taxis (primarily via RS Travel)
 - Or travel short distances (typically **3–6 miles**) to local accommodation

2.3 No Late-Night Mass Departure

- Due to the mandatory on-site accommodation:
 - There is **no scenario where all guests depart late at night**
 - This removes a key highways concern typical of wedding venues
 - Late-night vehicle movements are **minimal and controlled**
-

3. Staff & Operational Traffic

- Staff travel is minimised through **car sharing**, typically:
 - **3–4 staff per vehicle**
- Supplier movements are:

- Pre-booked
 - Scheduled within controlled time windows
 - On-site security manages:
 - Late arrivals/departures
 - Taxi coordination
 - Any unforeseen vehicle movements
-

4. Comparative Traffic Impact

The venue's operational model results in **vehicular movements that are comparable to, or lower than, a typical non-event weekend**, due to:

- High levels of **on-site accommodation occupancy**
- **Reduced need for off-site travel**
- **Staggered arrivals and departures**
- Minimal late-night dispersal

This distinguishes the venue from traditional wedding venues, where:

- Guests typically arrive shortly before the ceremony
 - A significant proportion depart simultaneously late at night
 - There is greater reliance on off-site accommodation
-

5. Highways Impact Summary

Through the measures outlined above, the venue achieves:

- Reduced peak-time traffic generation
- Elimination of large-scale late-night departures
- Controlled and predictable vehicle movements
- High levels of sustainable travel behaviour (car sharing, taxis)
- No overspill parking or roadside congestion

The accommodation-led model is therefore a **key mitigation strategy**, ensuring that the operation of the venue does not result in a severe impact on the local highway network.

Annex F - Operational Management Plan

Operational & Highways Management Plan

Bowland Tipis

1. Purpose of the Plan

This Operational and Highways Management Plan (OHMP) sets out the procedures and controls to ensure that all events held at the venue are managed safely and efficiently, with particular regard to:

- Minimising impact on the local highway network
- Ensuring safe access and egress for all vehicles and pedestrians
- Maintaining free flow of traffic on surrounding roads
- Providing adequate on-site parking and avoiding overspill
- Ensuring emergency vehicle access at all times

This plan will be adhered to by all staff, contractors, and event organisers.

2. Pre-Event Booking & Management Controls

All events will be pre-booked and managed through a digital booking system. The following information will be recorded and agreed in advance:

- Maximum guest numbers (strictly enforced)
- Mandatory use of on-site accommodation (to minimise off-site vehicle trips)
- Guest arrival and departure time windows
- Customer contact details
- Event itinerary and supplier schedules
- Codes of conduct, including highways and parking requirements

All clients must formally agree to booking terms, which include compliance with this Highways Management Plan.

A **Pre-Event Information Pack** will be issued to all guests and suppliers, including:

- Approved access routes to the venue (with map)
 - Parking arrangements and restrictions
 - Car-sharing encouragement
 - Details of approved taxi providers (e.g. RS Travel)
 - Local accommodation options
 - Site rules, including noise and departure procedures
-

3. Wedding Handover & Event Planning

A structured pre-event meeting will be held with the event organiser to confirm:

- Final guest numbers
 - Supplier arrival/departure schedules
 - Traffic management arrangements
 - Parking allocations
 - Emergency procedures
 - Code of conduct and behavioural expectations
-

4. Highways & Traffic Management Strategy

4.1 Access & Routing

- A single, clearly defined vehicular access point will be used.
- Guests and suppliers will be instructed to follow designated routes to avoid unsuitable local roads.
- No reliance will be placed on informal or residential roads for access.

4.2 Vehicle Trip Management

- Arrival and departure times will be **staggered** to prevent congestion.
- Suppliers will operate within pre-allocated time slots.
- Guest arrivals will be spread over defined windows.
- Departures will be managed in phases where necessary.

4.3 Parking Provision

- Adequate on-site parking will be provided in accordance with event capacity.
- Parking areas will be clearly sign posted and stewarded.
- No on-street parking will be permitted.

4.4 Parking Stewarding

- Trained staff will manage all vehicle movements on-site.
- Stewards will:
 - Direct vehicles to allocated spaces
 - Ensure safe pedestrian movement
 - Prevent obstruction of access routes
 - Maintain emergency access lanes at all times

4.5 Sustainable Transport Measures

- Guests will be encouraged to:
 - Car share
 - Use pre-booked taxis
 - Stay overnight in on-site accommodation
- Contact details for local taxi providers (e.g. RS Travel) will be provided in advance.

4.6 Emergency Access

- A dedicated emergency access route will be maintained at all times.
 - Turning space for emergency vehicles will be provided on-site.
 - All staff will be trained in maintaining access control during emergencies.
-

5. Site Safety & Event Management

The site layout will clearly identify:

- Vehicle routes and parking areas
- Pedestrian pathways
- Emergency access routes
- Fire assembly points
- Event structures (tipis, catering tents, etc.)

Regular safety inspections will include:

- Structural stability checks
 - Electrical safety inspections
 - Trip hazard identification
 - Monitoring of vehicle/pedestrian interaction areas
-

6. Roles & Responsibilities

Event Manager

- Overall responsibility for event operations
- Oversight of traffic and parking management
- Liaison with guests and authorities if required

Traffic & Parking Marshals

- Manage vehicle arrivals and departures
- Direct parking and enforce restrictions
- Maintain safe vehicle circulation

Security Personnel

- Control site access
- Manage taxis and late departures
- Ensure compliance with site rules

Hospitality Staff

- Guest reception and accommodation support
-

7. Noise & Amenity Management

- Amplified music will be controlled via a sound limiter
 - Noise levels monitored using calibrated equipment
 - Curfews strictly enforced
 - Guests informed of quiet departure requirements
-

8. Utilities, Sanitation & Waste

- Adequate toilet facilities provided for capacity

- Scheduled cleaning and servicing
 - Waste management plan including recycling
 - All waste removed post-event
-

9. Emergency Procedures

9.1 Communication

- Staff equipped with radios/mobile communication
- Clear escalation procedures in place
- Incident logs maintained

9.2 Evacuation

- Clearly marked escape routes and assembly points
- Designated fire marshals
- Managed evacuation procedures

9.3 Emergency Services Coordination

- Emergency access routes kept clear at all times
 - Staff aware of rendezvous points
-

10. Contractor & Supplier Management

All contractors must provide:

- Public liability insurance
- Risk assessments and method statements (RAMS)
- Electrical safety certification (where applicable)

Supplier movements will be:

- Pre-booked
 - Time-controlled
 - Managed on arrival
-

11. Post-Event Management

11.1 Departure Management

- Phased departure of guests and suppliers
- Stewarding to prevent congestion
- Taxi coordination where required

11.2 Site Restoration

- Removal of all waste and equipment
- Inspection for damage or hazards
- Reinstatement of parking and access areas

11.3 Review & Continuous Improvement

A post-event review will record:

- Traffic or parking issues
 - Complaints (if any)
 - Incidents or near misses
 - Opportunities for improvement
-

12. Compliance

This plan will be regularly reviewed and updated in consultation with the Local Planning Authority and Highway Authority to ensure ongoing compliance with relevant policies and best practice.

Annex G - Existing and Approved Accommodation Capacity and Car Parking Provision

TIPI PARKING

- 41 cars shown in this example
- Orange shapes show where further cars could've been parked
- Capacity on tipi car park alone can be 44 cars



BOWLAND ESCAPES
PARKING

- 1 space at the Iron Aged Roundhouse
- 1 space outside each of the 5 Camping Pods
- 2 spaces at the location of each Lodge and Safari Tent
- 8 spaces outside Bowland Escapes
- 30 spaces total



Existing accommodation
Guest capacity and parking breakdown

Accommodation	Number of this accommodation	Guest capacity	Parking spaces per accommodation	Total guest capacity per accommodation	Total parking spaces per accommodation	Comment
Bridal lodge	1	2	2	2	2	Outside lodge
4 person lodge	1	4	2	4	2	Outside lodge
6 person lodge	4	6	2	24	8	Outside lodge
Safari tent	2	4	2	8	4	Beside tent
Shepherds Huts	2	2	1	4	2	Beside huts
Camping pods	5	4 (2 adults 2 children)	1	20	5	In front of pods
Iron Age Rounhouse	1	4 (2 adults 2 children)	1	4	1	
Camping/Glamping area	1	30	8	30	8	On the path beside the camping field
			SITE TOTAL	96	32	

Future accommodation with planning

Accommodation	Number of this accommodation	Guest capacity	Parking spaces per accommodation	Total guest capacity per accommodation	Total parking spaces per accommodation	Comment
6 person luxury lodge	5	6	2	30	10	Already approved
Glamping pods	5	4	2	20	5	Outside pods
			SITE TOTAL	50	15	

Existing car parking spaces

Location	Number of spaces
Car park between tipis and camping field	40
In front of Bowland Escapes reception	8
TOTAL	48