



Transportation Planning : Infrastructure Design

Transport Assessment

**Proposed Residential Development
Salesbury View, Wilpshire**

Prepared for Persimmon Homes Lancashire

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CONTENTS

1.0	INTRODUCTION	3
2.0	VISION STATEMENT	5
3.0	EXISTING CONDITIONS	6
4.0	PROPOSED DEVELOPMENT	14
5.0	PLANNING POLICY CONTEXT	17
6.0	ACCESSIBILITY	21
7.0	FUTURE BASELINE TRAFFIC CONDITIONS	28
8.0	TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT	29
9.0	HIGHWAY IMPACT	31
10.0	SUMMARY AND CONCLUSIONS	35

TRAFFIC FLOW FIGURES

1	SURVEYED TRAFFIC FLOWS
2	2030 GROWTHED SURVEYED FLOWS
3	TRIP DISTRIBUTION
4	TRAFFIC ASSIGNMENT
5	2030 'WITH DEVELOPMENT' ASSESSMENT TRAFFIC FLOWS

APPENDICES

A	PRE-APPLICATION ADVICE
B	TRAFFIC SURVEY DATA
C	ACCIDENT REPORT
D	PROPOSED SITE LAYOUT PLAN
E	RADAR SPEED SURVEYS
F	JUNCTION VISIBILITY SPLAYS + FORWARD VISIBILITY SPLAY
G	REFUSE VEHICLE SWEPT PATHS + INTERNAL VISIBILITY SPLAYS
H	SALESBURY VIEW / A666 / SHOWLEY BROOK CLOSE JUNCTION – PICADY ASSESSMENTS
I	A666/PARSONAGE ROAD / RAMSGREAVE ROAD SIGNALISED CROSSROADS – LINSIG ASSESSMENTS
J	A666 / RIBCHESTER ROAD / HOLLOWHEAD ROAD STAGGERED SIGNALISED CROSSROADS – LINSIG ASSESSMENTS

1.0 INTRODUCTION

Overview

- 1.1 SCP have been instructed by Persimmon Homes (Lancashire) to provide transport consultancy services in relation to access arrangements for a proposed residential development at land off Salesbury View, Wilpshire.
- 1.2 The proposed development will provide 80 dwellings comprising a mix of 2, 3, 4 and 5 bedroom houses split between affordable and private dwellings. Further details on the proposed development are provided later in Chapter 3 of this report.
- 1.3 This Transport Assessment (TA) has been prepared to support the planning application and has been developed in accordance with the now superseded Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document and gives due regard to the National Planning Practice Guidance (NPPG). This TA can be read in conjunction with the Travel Plan submitted alongside the planning application.

Planning History

- 1.4 Lancashire County Council (LCC), as local highway authority provided pre-application advice for this TA and a copy of their pre-application consultation dated 9th March 2020 is provided in **Appendix A**.
- 1.5 A planning application (Ref 3/2022/0115) was submitted to Ribble Valley Borough Council for the 'Proposed erection of new residential development comprising 99 new homes, including 30% affordable housing, open space and associated infrastructure'. This was ultimately withdrawn on the 28th of November 2022.
- 1.6 The planning application included an earlier version of this Transport Assessment and a Travel Plan and LCC Highways raised no objections subject to appropriate conditions and contributions.
- 1.7 Following on from this, a planning application (Ref 3/2023/0614) was submitted to Ribble Valley Borough Council on the 31st of July 2023. This application was for the 'Proposed erection of new residential development comprising 84 new homes, including 30% affordable housing, open space and associated infrastructure.' This application was refused on the 13st of September 2024, however there was no objection from the local highway authority, and this refusal was not on any highway grounds. An appeal was subsequently lodged, but on the 5th of February 2025 the appeal was dismissed. It was stated that the main issue was '*the effect of the proposed development on the character and appearance of the area.*'

Structure of Report

1.8 The structure of the TA is set out as follows:-

- Chapter 2 - describes in detail the site location and existing uses, surrounding area, local highway network, existing traffic conditions and road safety record;
- Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
- Chapter 4 – summarises the national, regional and local transport policies and describes how the proposed development accords with these;
- Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 6 – describes the future baseline traffic conditions on the local highway network in relation to committed development traffic flows and traffic growth;
- Chapter 7 – estimates the number of multimodal trips generated by the development and distributes and assigns the vehicular trips on the local highway network;
- Chapter 8 – presents an assessment of the impact of the development on the operational performance of the local highway network; and
- Chapter 9 – provides summary and conclusions to this TA derived from the analysis presented in the above Chapters.

2.0 VISION STATEMENT

- 2.1 Since the release of the revised NPPF in December 2024, a vision-led approach is required to identify transport solutions that deliver well-designed, sustainable and popular places.
- 2.2 Persimmon Homes (Lancashire) vision for the Salesbury View site is to create a high quality, sustainable and permeable neighbourhood with a strong sense of place to create a socially and physically well-connected residential environment, encouraging sustainable travel and promoting active and healthy lifestyles.
- 2.3 Their vision will make it safe and easy for people to get around and will maximise the opportunity for residents to walk, cycle, and travel via public transport.
- 2.4 This TA and the Travel Plan for the site, which is submitted under separate cover, demonstrates how the vision for the site will be delivered and considers the site location, existing infrastructure, layout design, opportunities to promote non-car modes of transport and impacts on the transport network etc.

3.0 EXISTING CONDITIONS

General

- 3.1 This chapter provides a detailed description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

Site Location and Composition

- 3.2 The application site currently comprises undeveloped land. The site is bounded by residential dwellings to the north, undeveloped land to the east and south, and residential dwellings and Salesbury View to the west.
- 3.3 The location of the site in relation to the wider highway network is shown on **Figure 3.1** below.

Figure 3.1 – Site Location – Wider Highway Network



- 3.4 The location of the site in relation to the local highway network is shown on **Figure 3.2** below.

Figure 3.2 – Site Location - Local Highway Network



Source: Google Maps

- 3.5 Vehicular access to the site is currently provided via a gated access at the eastern limit of Salesbury View.
- 3.6 Public Right of Way (PROW) FP25 runs along the eastern boundary of the site and provides pedestrian access between the application site and Hollowhead Avenue to the north, and to Parsonage Road to the south via an unnamed footpath.

Highway Network

- 3.7 The study area for this TA has been agreed with LCC, as set out in the pre-application response and comprises the following junctions:-
- A666 / Salesbury View / Showley Brook Close priority crossroads.
 - A666 / Parsonage Road / Ramsgreave Road signalised crossroads; and
 - A666 / Ribchester Road / Hollowhead Road staggered signalised crossroads.

Salesbury View

- 3.8 Salesbury View is located along the western boundary of the site and is a quiet residential cul-de-sac that serves around 7 properties with associated garages and provides access to the A66 Whalley Road to the west.
- 3.9 Salesbury View has a carriageway width of approximately 5.5m and benefits from footways with widths of between 2.0m-2.3m either side of the carriageway. Salesbury View benefits from street lighting and is subject to a mandatory 30mph speed limit.

A666 Whalley Road

- 3.10 The A666 Whalley Road is located along to the west of the site and is a distributor road which provides a link between the A59 to the north-west via Langho and the A6119 Ramsgreave Drive to the south-west via Brownhill.
- 3.11 In the vicinity of the site the A666 Whalley Road has a carriageway width of approximately 8.0m-8.2m and benefits from a continuous footway along the western section of the carriageway. A footway is provided along the eastern section of the carriageway to the north of the junction with Salesbury View and narrows to the south of the junction for approximately 40m before widening to standard footway widths.
- 3.12 In the vicinity of the site the A666 Whalley Road benefits from street lighting and is subject to a mandatory 30mph speed limit.

The A666 / Salesbury View / Showley Brook Close Priority Crossroads

- 3.13 The A666 / Salesbury View / Showley Brook Close junction is located to the west of the site and takes the form of a priority controlled crossroads, with the A666 forming the major arms and Showley Brook Close and Salesbury the minor arms.
- 3.14 The layout of the junction is shown on **Figure 3.3** below.

Figure 3.3 - A666/Salesbury View/Showley Brook Close Priority Crossroads



Source: Google Maps

The A666 / Parsonage Road / Ramsgreave Road Crossroads

- 3.15 The A666 / Parsonage Road / Ramsgreave Road junction is located to the south-west of the site and takes the form of a signalised crossroads. Signalised pedestrian crossings including dropped kerbs and tactile paving are provided on all arms in order to further assist pedestrians.
- 3.16 The layout of the junction is shown on **Figure 3.4** below.

Figure 3.4 - A666/Parsonage Road/Ramsgreave Road Signalised Crossroads

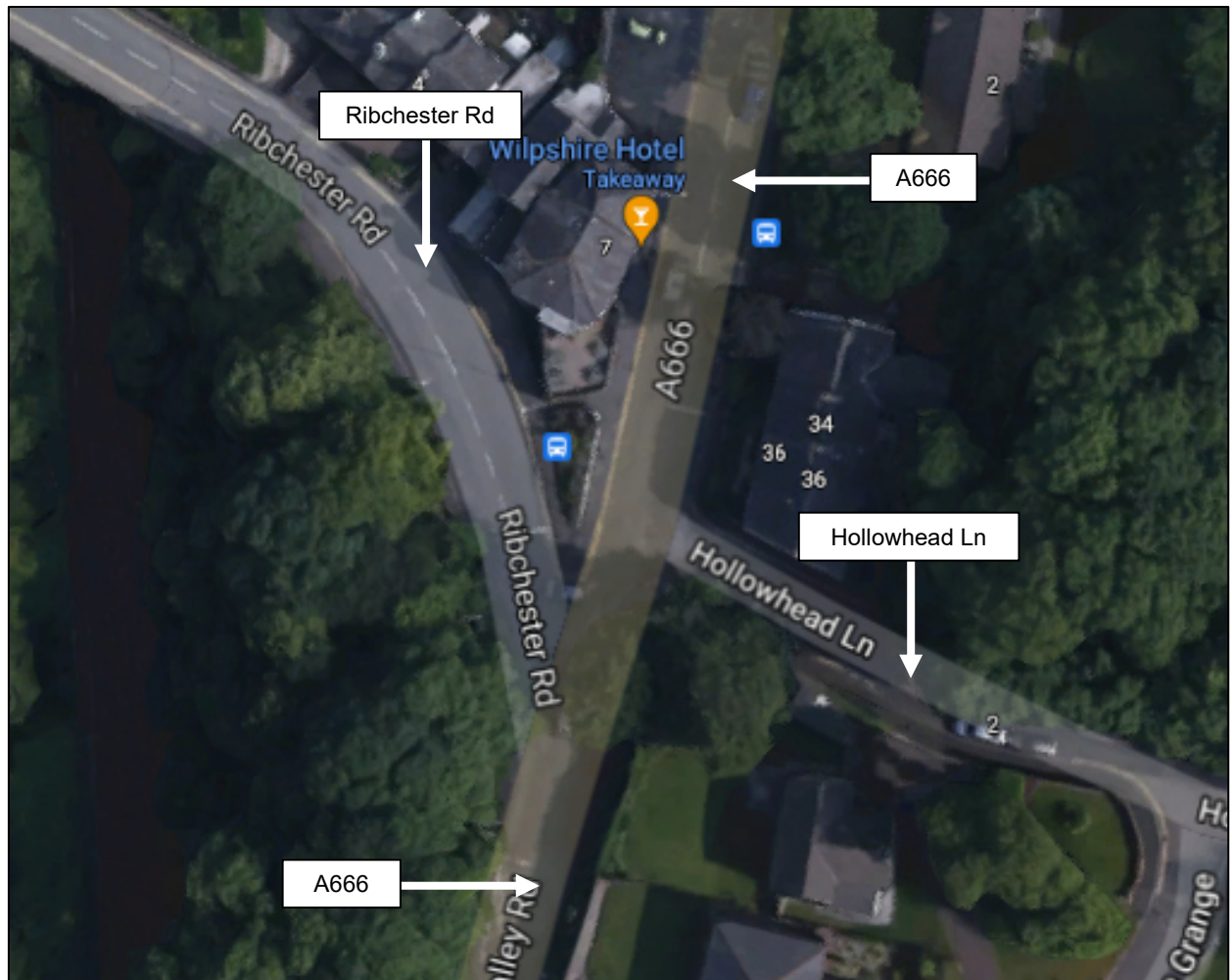


Source: Google Maps

A666 / Ribchester Road / Hollowhead Lane

- 3.17 The A666 / Ribchester Road / Hollowhead Lane junction is located to the north of the site and takes the form of a staggered signalised crossroads.
- 3.18 The layout of the junction is shown on **Figure 3.5** below.

Figure 3.5 – A666 / Ribchester Road / Hollowhead Lane



Source: Google Maps

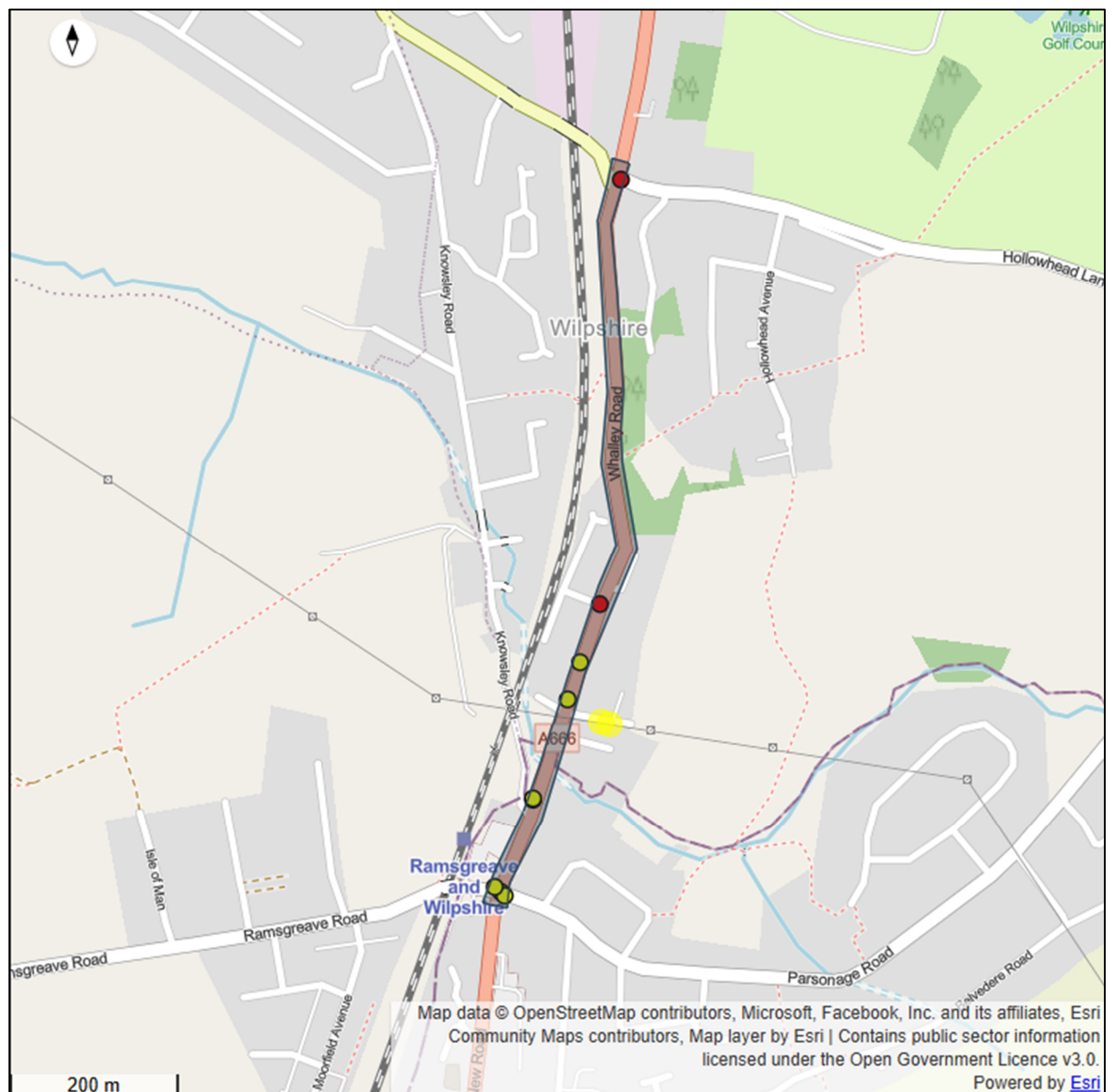
Traffic Survey Data

- 3.19 In order to establish the existing traffic flow demand on the local network, manual classified turning count traffic flow surveys were undertaken on Wednesday the 8th of July 2025 between the hours of 07:00 to 09:00 and 15:00 to 18:00 at the following junctions:
- Salesbury View / A666 / Showley Brook Close priority staggered crossroads.
 - A666 / Parsonage Road / Ramsgreave Road signalised crossroads; and
 - A666 / Ribchester Road / Hollowhead Road staggered signalised crossroads.
- 3.20 The AM / PM peak hours for the network are shown diagrammatically on the **Traffic Flow Figure 1**. The peak hours were identified as 08:15-09:15 and 16:30-17:30. The raw data is shown in **Appendix B**.

Road Safety

- 3.21 The DfT document “*Guidance on Transport Assessment*” states that, “*Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works, or traffic management measures will help to alleviate the problems*”.
- 3.22 Online accident records have been viewed for the highway in the vicinity of the site using LCC’s online resource MARIO, for the most recent 5-year period. The location and severity of the accidents is shown on **Figure 3.6** below.

Figure 3.6 – Road Safety Plan



3.23 The key points to be taken from the 5-year accident record are as follows:-

- A total of 7 accidents occurred on the A666 within the study area which were of slight severity. Three occurred south of the site at the Parsonage Road/ Whalley Road signalised junction. A further three occurred along Whalley New Road. Six of these accidents did not occur in the vicinity of Salesbury View. These occurred in 2020, 2021, 2022, and 2023. One of the seven accidents on the A666 occurred just to the north of Salesbury View. The accident occurred in 2020 and involved two vehicles. According to the accident report, a car was turning right onto Salesbury View when it collided with an oncoming vehicle traveling southbound in on the A666 Whalley Road. The junction appears to offer good visibility due to the straight alignment of the road, and there is no historical pattern of incidents at this location. Therefore, it is reasonable to conclude that this was an isolated incident, most likely attributable to human error.
- Two serious accidents also occurred at the Hollowhead Lane/A666 Whalley Road junction in 2022 and the other along A666 Whalley Road in 2019.

3.24 Having regard to the above analysis based on the low number of accidents, severity and given the absence of clusters in the vicinity of Salesbury View, the existing accident record does not represent a material concern in the context of the proposed development. A full accident report is available in [Appendix C](#).

4.0 PROPOSED DEVELOPMENT

Overview

- 4.1 The proposed development will provide 80 dwellings comprising the following mix:

Private Dwellings (56no.)

- 3-Bedroom House: 35
- 4-Bedroom House: 19
- 5-Bedroom House: 2

Affordable Dwellings (24no.)

- 2-Bedroom House: 6
- 3-Bedroom House: 18

- 4.2 The proposed site layout is presented in **Appendix D**.

Proposed Access Arrangements

- 4.3 Vehicular access to the development site will be taken via an extension to Salesbury View. The proposed access will be designed to meet typical residential standards with a 5.5m wide and a 2.0m wide footway along both sides of carriageway, as shown on the proposed site layout.
- 4.4 Pedestrian and cycle access will be provided at the same location as the vehicular access, whilst additionally FP25 which runs along the eastern boundary of the site will be retained with a link provided from the site to provide pedestrian access between the application site and Hollowhead Avenue to the north.

Off-Site Highway Improvements

- 4.5 In order to further assist pedestrians, LCC have requested that a signalised pedestrian crossing is provided on the A666 in the vicinity of Salesbury View. LCC Highways also require off-site highway improvements, including the installation of tactile paving on both sides of the footway at the junction to the right of the access serving the parking facilities for the dwellings fronting Whalley Road, as well as on both sides of the footway at the access to Salesbury View.

Junction Visibility – A666 Whalley Road / Salesbury View

- 4.6 Speed surveys were undertaken of vehicles approaching Salesbury View from either direction as part of the pre-application submission. The results are included at **Appendix E** and recorded an 85th percentile wet weather speed of 33mph for southbound traffic and 35mph for northbound traffic.
- 4.7 Based on the recorded speeds, Manual for Streets 2 (MfS2) is the appropriate guidance on visibility splay requirements and based on these requirements, the required visibility 'y' distance is 52m for visibility to the left of the site access and 47m to the right of the site access. At the appropriate minor road 'x' distance of 2.4m, the visibility splays appear achievable, as shown on drawing number **SCP/190760/SK01** contained within **Appendix F**, with the visibility splay to the south measured slightly into the carriageway, in line with the guidance set out in Manual for Streets 2.
- 4.8 Forward visibility has been identified for northbound movements of a vehicle wishing to turn right into Salesbury View, as shown on drawing number **SCP/190760/SK02** contained within **Appendix F**. This shows that the appropriate stopping sight distance in relation to the recorded northbound speeds is available.

Internal Road Layout and Servicing

- 4.9 The internal road network has been designed to ensure the movements of service and refuse vehicles will be accommodated without allowing their requirements to dominate the layout of the site. Swept path analysis of a refuse vehicle is shown on drawing number **SCP/190760/ATR01/I** presented in **Appendix G**.
- 4.10 Junction visibility splays have been shown at the proposed internal junctions within the site, as shown on drawing number **SCP/190760/D04/D** contained within **Appendix G**. Splays of 2.4m x 25m are shown, which are appropriate for a design speed of 20mph in line with the guidance set out in Manual for Streets.

Parking

- 4.11 The 'Joint Lancashire Structure Plan' adopted March 2005 sets out the following residential car parking standards.
- 1-bed – 1 per dwelling
 - 2/3 bed – 2 per dwelling

- 4+ bed – 3 per dwelling.

4.12 This equates to approximately 181 spaces in terms of the proposed development. The proposals provide approximately 201 car parking spaces per dwellings including garages which roughly equates to 2-4 spaces per dwelling, as in line with the standards, as shown on the site layout plan, contained in **Appendix D**.

5.0 PLANNING POLICY CONTEXT

Introduction

- 5.1 This chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed development will contribute towards their aims and objectives.

National Planning Policy Framework (NPPF)

- 5.2 NPPF is published by the Ministry for Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF has been revised most recently in December 2024.

- 5.3 At the heart of the NPPF is a presumption in favour of sustainable development which for decision-taking means:

- “Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or,
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”

- 5.4 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

5.5 Importantly, NPPF states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

'Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

Lancashire Third Local Transport Plan

5.6 Lancashire County Council's Highways and Transport Strategy (2023-2025) presents LCC's high-level view of how we will deliver our highways and transport responsibilities over the next three years to deliver to our corporate priorities.

5.7 The document identifies the following priorities and objectives:

Highways asset management

- *Manage our highways assets efficiently and effectively to support connectivity to employment and to essential services*
- *Build our understanding of the condition of all our highways assets to focus our maintenance activity and leverage investment*
- *Reduce the carbon footprint of our highways maintenance activities*

Network management and safety

- *Improve the efficiency of our urban and rural road networks*
- *Reduce all road casualties and progress towards zero people killed or seriously injured*
- *Create safe and social spaces*

Public transport and active travel

- *Deliver sustainable travel choices that are accessible, inclusive and affordable for all*
- *Support bus and rail services and encourage opportunities to use different forms of transport for single journeys with improved interchanges and better inter-urban and rural connectivity*
- *Reduce the need to travel by car particularly for shorter journeys*

Strategic partnerships

- *Facilitate economic growth, regeneration and levelling up*
- *Establish a pipeline of plan-ready transport interventions to leverage investment*
- *Bring partners together to align local, regional and national investment priorities*

Creating Civilised Streets

5.8 Creating Civilised Streets [CCS] is LCC's policy and design guidance for new residential development and is largely based on the Department for Transport's Manual for Streets guidance. CCS encourages a focus on all users rather than basing the design of a site around the car. By adopting such an approach, developments can create areas more suitable for families and vulnerable users and where non-motorised traffic is encouraged. There are 7 principles setting out LCC's definition of what a civilised street should be:

- Inclusive - so everyone can use them safely and easily;
- Responsive - taking account of what people say they need and want;
- Flexible - so different people can use them in different ways;
- Convenient - so everyone can use them without too much effort;
- Accommodating - for all people, regardless of their age, gender, mobility, ethnicity or circumstances;
- Welcoming - with no disabling barriers that might exclude some people; and
- Realistic - offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.

5.9 The site layout has been developed in accordance with the principles set out above, and this will be maintained through designing the linkages from the site into its surroundings.

- 5.10 CCS goes on to state that any residential development comprising more than 80 dwellings should have a travel plan prepared to encourage a shift towards alternative modes of travel. A framework travel plan has been prepared alongside this TA and will be submitted as part of the planning application.

Consideration of the Application Site against Existing Policy Background

- 5.11 In general, the relevant transport policies set out above follow similar themes and promote common aims in respect of accessibility by non-car modes. These are to provide sustainable development with good access to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 5.12 The accessibility chapter of this TA demonstrates that the site is well within easy access to a good range of local facilities and is well located to take advantage of public transport services. Having regard to this the proposed development is therefore compliant with the aspirations of relevant transport planning policies and can specifically help contribute to their objectives.

6.0 ACCESSIBILITY

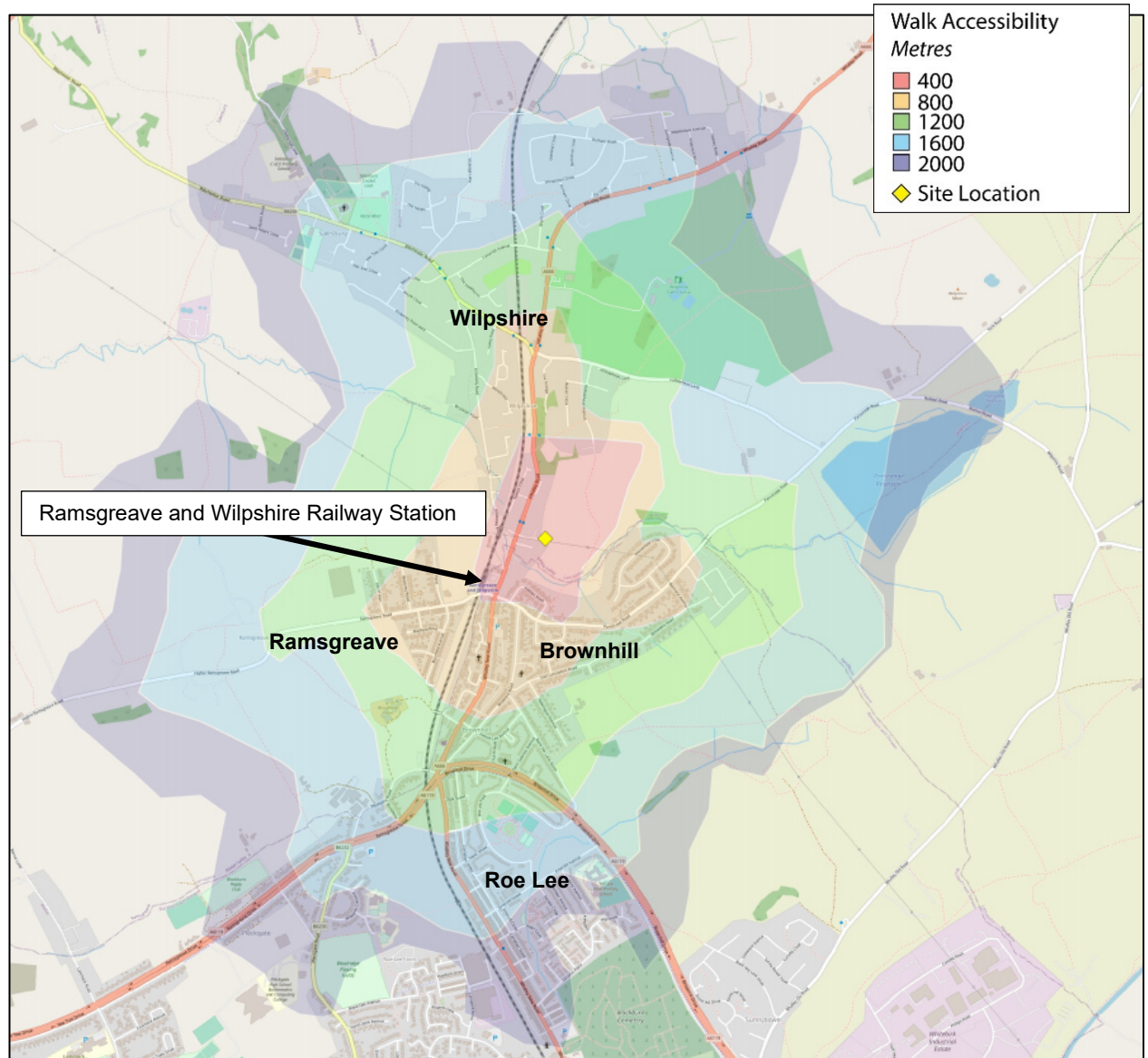
General

- 6.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrians

- 6.2 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 6.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on **Figure 6.1** below:-

Figure 6.1 – Walk Accessibility



6.4 As can be seen from the above, the site is within acceptable walking distance of Wilpshire, RamsGreave and Roe Lee which provide a good range of facilities as summarised in **Table 6.1**:-

Table 6.1 - Facilities within 2km Walk Distance of the Site

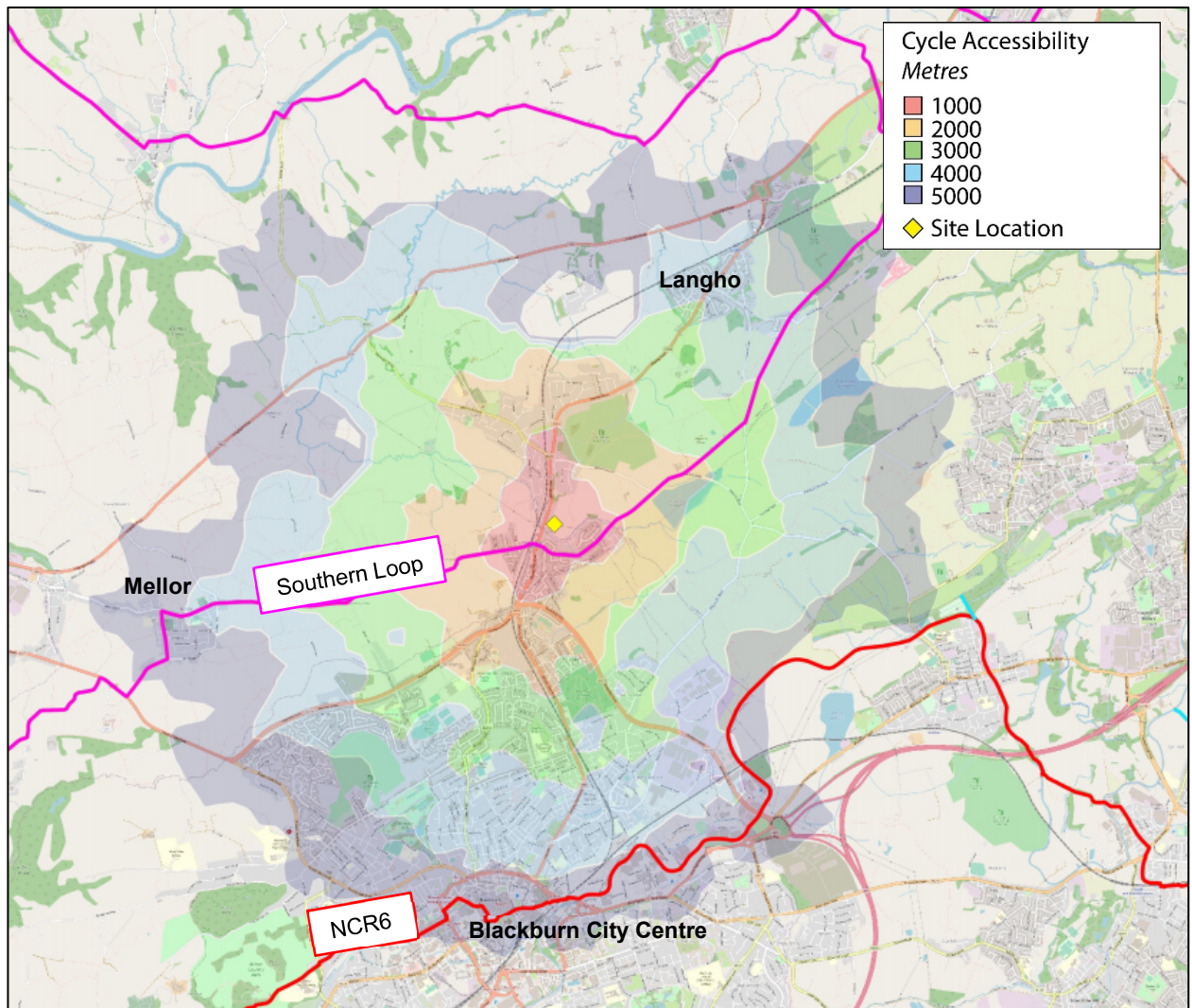
Facility	Description	Approximate Distance
Convenience Store	Co-op Food Wilpshire, Whalley New Road	290m
Railway Station	Ramsgreave & Wilpshire Railway Station, Ramsgreave Road	350m
Places of Worship	Holy Souls Catholic Church, Whalley New Road	550m
Convenience Store	Londis, Whalley New Road	600m
Places of Worship	North Blackburn United Reformed Church, Brownhill Road	600m
Pre-School	Brownhill Playgroup, Brownhill Road	600m
Pharmacy	Brownhill Pharmacy, Whalley New Road	750m
Doctor	Brownhill Surgery, Whalley New Road	750m
Butchers	Beech's, Whalley Road	800m
Convenience Store	Nisa Local, Whalley New Road	800m
Places of Worship	Wilpshire Methodist Church, Ribchester Road	1km
Places of Worship	St Gabriel's Church, Brownhill Drive	1km
Primary School	Roe Lee Park Primary and Nursery School, Emerald Avenue	1.5km
Supermarket	Tesco Express, Row Lee Park	1.5km
Places of Worship	Masjid Aqsa, Emerald Street	1.5km
Places of Worship	St Peter's Church, Salesbury, Ribchester Road	1.6km
Places of Worship	Masjid e Taqwa, Pleckgate Road	1.6km
Post Office	Salesbury Post Office, Ribchester Road	1.7km
Primary School	Salesbury Church of England Primary School, Lovely Hall Lane	1.7km
Post Office	Roe Lee Post Office, Whalley New Road	1.7km
Primary School	St Gabriels C Of E Primary School, Wilworth Cres	1.7km
Sports Ground	Blackburn Northern Sports Club, Pleckgate Road	1.8km
Nursery School	Little Achievers Forest School, Higher Ramsgreave Road	1.8km
Pharmacy	Cohens Chemist, Blackburn, Whalley New Road	1.9km
Secondary School	Pleckgate High, Pleckgate Rd	2km
Primary School	Holy Souls RC Primary School, Wilworth Cres, Pleckgate	1.8km

- 6.5 As detailed earlier, pedestrian and cycle access will be provided at the same location as the vehicular access. Generally, the topography of the area is conducive to walking. There is a well surfaced and street-lit footways along the A666 which provide a continuous link to the local facilities located between Wilpshire and Roe Lee.
- 6.6 As mentioned previously, as part of the proposed development the narrow footway located along the A666 to the south of the junction with Salesbury Drive will be widened to 2.0m
- 6.7 In addition, FP25 which runs along the eastern boundary of the site will be retained and provide pedestrian access between the application site and Hollowhead Avenue to the north and Parsonage Road to the south via the existing footpath which routes along Knotts Brook.

Cyclists

- 6.8 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.
- 6.9 GIS software has been used to model 5km cycle catchment from the site and is shown on **Figure 6.2** below. The plan demonstrates that a number of locations including Blackburn city centre are within 5km of the development.

Figure 6.2 – Cycle Accessibility



- 6.10 **Figure 6.3** above also shows the available cycle routes in the vicinity of the site.
- 6.11 The Southern Loop is located approximately 400m cycle distance to the south of the site and is an on-road route which provides access to the nearby areas of Whalley, Langho and Mellor.
- 6.12 National Cycle Network (NCN) Route 6 is located approximately 4.3km to the south of the site and is a mixture of on-road and off-road routes including the Leeds and Liverpool Canal towpath. NCR6 provides links throughout Blackburn city including the city centre and extends to the nearby areas of Rishton and Accrington city centre.

Public Transport – Bus

- 6.13 Guidance published by the IHT ‘Planning for Public Transport in Developments’ (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five-minute walk.
- 6.14 The nearest bus stops to the site are located on both sides of Whalley Road within 300m of the site and provides a number of bus services. Further bus stops are located approximately 400m south the site on Whalley Road providing additional services. The bus services from this bus stops are summarised in **Table 6.2** below:

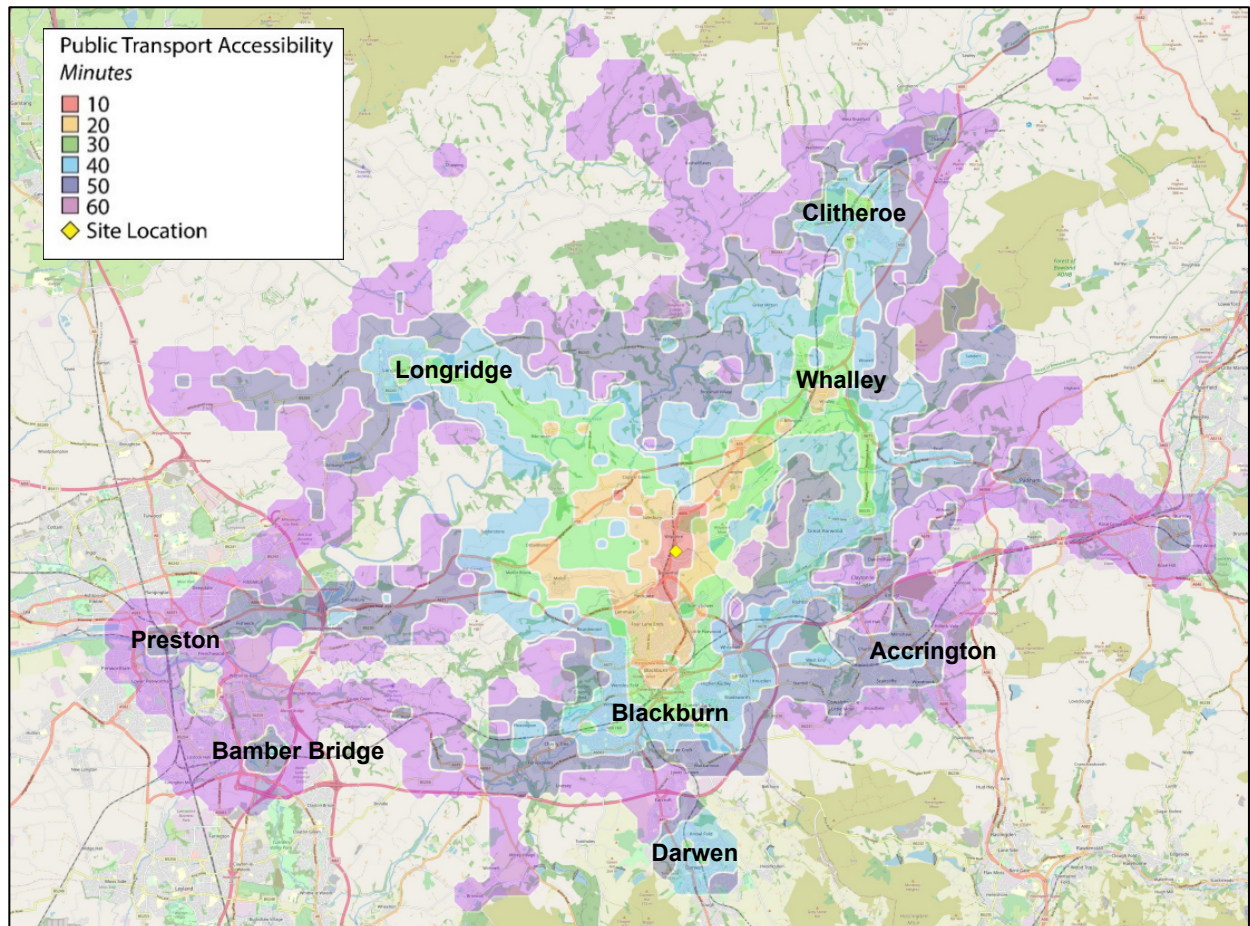
Table 6.2 – Bus Service Summary

Service Number	Route	Service Frequency		
		Mon-Fri	Sat	Sun
22 Valleyline	Clitheroe - Shadsworth	Approx every 20-30mins	Approx every 30mins	Approx every 60mins
45	Preston - Blackburn	Approx every 60mins	Approx every 60mins	Approx every 120mins
70	Roe Lee - Our Lady & St John School	Schl	-	-
622	Mellor Brook - Blackburn St Wilfrids Ce Academy	Schl	-	-
623	Mellor - Clitheroe Royal Grammar School	Schl	-	-
856	Blackburn - Billington St Augustines	Schl	-	-
M10	Blackburn Town Centre - Blackburn	4 services a day	-	-

- 6.15 Ramsgreave and Wilpshire Railway Station is located approximately 450m walking distance from the site and cycle parking with CCTV is also provided at the station.
- 6.16 Ramsgreave and Wilpshire Railway Station provides regular services daily at an average frequency of 1 service per hour in each direction between Clitheroe and Rochdale via Salford Central, Bolton, Blackburn, Darwen and Manchester Victoria, amongst others.

- 6.17 **Figure 6.4** indicates a 60-minute public transport journey from the site, which includes the time to walk to the nearby bus stops and rail station. The analysis demonstrates that it is possible to reach areas of Darwen, Blackburn, Clitheroe, Accrington and Preston, amongst others, in an acceptable 60minute commute time.

Figure 6.4 – Public Transport Accessibility



- 6.18 The site is accessible by a range of non-car modes, whilst a Travel Plan is also submitted as part of the planning application and sets out Persimmon's commitment to encourage sustainable travel by residents.

7.0 FUTURE BASELINE TRAFFIC CONDITIONS

Introduction

- 7.1 This Chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed development traffic flows.

Traffic Growth

- 7.2 Capacity assessments in this TA are undertaken for the year of registration of the planning application and 5-years hence. The year of registration of the planning application is 2025 and the future assessment year is therefore 2030.
- 7.3 In order to quantify the level of background traffic growth that could occur on the local network between the date of the traffic surveys and the assessment years, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used as summarised in **Table 7.1** below:-

Table 7.1 – Traffic Growth Factors

Period	AM Peak	PM Peak
2025 to 2030	1.0515	1.0526

- 7.4 The growth factors identified in **Table 7.1** above have been applied to the surveyed traffic flow to obtain the 2030 growthed surveyed traffic flows, as shown on **Traffic Flow Figure 2**.
- 7.5 No committed developments have been specifically identified or separately included in the capacity assessments presented in this report.

8.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Introduction

- 8.1 This chapter provides an estimate the number of trips generated by the proposed uses of the site, along with the distribution and assignment of vehicular traffic for each use on the local highway network.

Trip Generation

- 8.2 In order to estimate the trip generating potential of the proposed residential development trip rates have been taken from the Technical Note submitted with the pre-application enquiry (doc ref JH/190760/TN01). The selection criteria for the TRICS based trip rates is as follows:
- i) Residential;
 - ii) Houses Privately Owned;
 - iii) Vehicle surveys;
 - iv) Selection by number of dwellings;
 - v) Weekday surveys only; and
 - vi) Only sites in 'Edge of Town', 'Neighbourhood Centre' and 'Suburban' locations have been selected.
- 8.3 The multi modal TRICS outputs for the proposed development are summarised in **Table 8.1** below.

Table 8.1 - Estimated Trip Rates (per 1 Dwelling)

Mode	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.136	0.397	0.364	0.191

- 8.4 The estimated trip generation associated with the proposed 80 dwellings is therefore as summarised in **Table 8.2** below.

Table 8.2 - Estimated Trip Generation

Mode	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Vehicles	11	32	29	15

Trip Distribution

- 8.5 At the request of the Highway Officer at LCC, the trip distribution has been distributed 67% to the south along the A666 towards Blackburn and 33% to the north towards Clitheroe.
- 8.6 The proposed trip distribution is shown diagrammatically on **Traffic Flow Figure 3**.

Traffic Assignment

- 8.7 The level of traffic generated by the proposed development has been assigned to the above distribution methods and are shown on **Traffic Flow Figure 4**.

9.0 HIGHWAY IMPACT

Introduction

9.1 This chapter assesses the impact of the additional trips generated by the proposed development on the operation of the local highway network. The study area includes the following junctions:-

- Salisbury View / A666 / Showley Brook Close priority staggered crossroads;
- A666 / Parsonage Road / Ramsgreave Road signalised crossroads; and
- A666 / Ribchester Road / Hollowhead Road staggered signalised crossroads.

Assessment Methodology

- 9.2 Detailed capacity assessments for the priority controlled Salisbury View / A666 / Showley Brook Close priority staggered crossroads have been undertaken using Junctions 9 (PICADY) and for the signalised crossroads LINSIG software.
- 9.3 Junctions 9 models the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and one and represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represents overloaded conditions (i.e. congested conditions).
- 9.4 LINSIG software presents results as a percentage Degree of Saturation (DoS) and corresponding likely traffic queues for each modelled link at the junction. For Traffic Signals it is generally accepted that DoS of 90% or less on individual links represents satisfactory signal operation. DoS of between 90% and 100% represent variable operation which warrants further investigation and values in excess of 100% represent overloaded conditions.
- 9.5 Assessments of the operation of the local junctions have been undertaken in the future assessment year (2030) in the 'with development' scenarios to provide a worst case assessment.
- 9.6 The 2030 'with development' assessment traffic flows are the sum of the growthed surveyed traffic flows plus the proposed development flows and are shown on **Traffic Flow Figure 5**.

Salesbury View / A666 / Showley Brook Close Junction

- 9.7 The PICADY results for the Salesbury View / A666 / Showley Brook Close junction are presented in **Appendix H** with the results summarised in **Tables 9.1 and 9.2** below.

Table 9.1 - A666 / Salesbury View / Showley Brook Close – 2030 Without Development

Approach	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A666 SB	0.01	0.0	0.00	0.0
Salesbury View	0.00	0.0	0.00	0.0
A666 NB	0.00	0.0	0.00	0.0
Showley Brook Close	0.00	0.0	0.00	0.0

Table 9.2 - A666 / Salesbury View / Showley Brook Close – 2030 With Development

Approach	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A666 SB	0.10	0.1	0.05	0.0
Salesbury View	0.00	0.0	0.02	0.0
A666 NB	0.00	0.0	0.00	0.0
Showley Brook Close	0.01	0.0	0.04	0.0

- 9.8 The above results show that the existing junction between the A666 and Salesbury View is predicted to continue to operate comfortably within the practical capacity threshold of 0.85 RFC on all movements in the 'with' development scenario and predicted queue lengths are immaterial.

A666 / Parsonage Road / Ramsgreave Road Signalised Crossroads

- 9.9 The LINSIG model is based on timings data provided by the local highway authority with the output for the A666 / Parsonage Road / Ramsgreave Road signalised crossroads are presented in **Appendix I** with the results summarised in **Tables 9.3 and 9.4** below.

Table 9.3 – A666 / Parsonage Road / Ramsgreave Road Signalised Crossroads – 2030 Without Development – LINSIG Results

Link	2030 Without Dev Scenario			
	AM PEAK		PM PEAK	
	DoS	MMQ	DoS	MMQ
Whalley New Rd (SB) Ahead Right Left	70.7 : 70.7%	14.5	68.9 : 68.9%	13.2
Parsonage Rd Left Right Ahead	54.7%	4.5	66.2%	4.8
A666 Whalley New Rd (NB) Ahead Left Right	45.1 : 45.1%	7.4	73.8 : 73.8%	16.8
Ramsgreave Rd Right Left Ahead	70.7%	7.0	73.4%	8.4
	PRC 27.2	Cycle Time: 180	PCR 21.9	Cycle Time: 90

Table 9.4 – A666 / Parsonage Road / Ramsgreave Road Signalised Crossroads – 2030 With Development – LINSIG Results

Link	2030 With Dev Scenario			
	AM PEAK		PM PEAK	
	DoS	MMQ	DoS	MMQ
Whalley New Rd (SB) Ahead Right Left	73.0 : 73.0%	16.2	69.3 : 69.3%	13.5
Parsonage Rd Left Right Ahead	54.7%	4.4	68.9%	4.9
A666 Whalley New Rd (NB) Ahead Left Right	45.8 : 45.8%	8.1	74.9 : 74.9%	17.7
Ramsgreave Rd Right Left Ahead	72.5%	6.1	75.2%	8.5
	PRC 23.3	Cycle Time: 180	PCR 19.7	Cycle Time: 180

- 9.10 The above results demonstrate that the A666 / Parsonage Road / Ramsgreave Road signalised crossroads will continue to operate within capacity in 2030 with the proposed development in place.

A666 / Ribchester Road / Hollowhead Road Staggered Signalised Crossroads

- 9.11 The LINSIG model is based on timings data provided by the local highway authority with the output for the A666 / Ribchester Road / Hollowhead Road staggered signalised crossroads presented in **Appendix J** and the results summarised in **Tables 9.5 and 9.6** below.

Table 9.5 – A666 / Ribchester Road / Hollowhead Road Staggered Signalised Crossroads – 2030 Without Development – LINSIG Results

Link	2030 Without Dev Scenario			
	AM PEAK		PM PEAK	
	DoS	MMQ	DoS	MMQ
A666 (N) Ahead U-Turn Left	78.3%	12.9	58.4%	9.1
Hollowhead Ln Left Right Ahead	79.6%	4.6	80.9%	5.1
A666 (S) Ahead Ahead2 Right	65.5 : 65.5%	8.3	81.7 : 81.7%	14.5
Ribchester Rd Ahead U-Turn Ahead2	78.8%	10.8	80.7%	9.3
	PRC 13.1	Cycle Time: 90	PCR 10.2	Cycle Time: 90

Table 9.6 – A666 / Ribchester Road / Hollowhead Road Staggered Signalised Crossroads – 2030 With Development – LINSIG Results

Link	2030 With Dev Scenario			
	AM PEAK		PM PEAK	
	DoS	MMQ	DoS	MMQ
A666 (N) Ahead U-Turn Left	78.7%	13.0	59.8%	9.3
Hollowhead Ln Left Right Ahead	79.6%	4.6	80.9%	5.1
A666 (S) Ahead Ahead2 Right	67.1 : 67.1%	8.7	82.4 : 82.4%	14.7
Ribchester Rd Ahead U-Turn Ahead2	78.8%	10.8	80.7%	9.3
	PRC 13.1	Cycle Time: 90	PCR 9.2	Cycle Time: 90

- 9.12 The above results demonstrate that the A666 / Ribchester Road / Hollowhead Road staggered signalised crossroads will continue to operate within capacity in 2030 with the proposed development in place.
- 9.13 It is noted that LCC as local highway authority requested that MOVA is installed at the junction as part of the previous application, however the junction is operating with reserve capacity and the development would have only a negligible, immaterial impact and it is therefore clear that it is unjustifiable that this is necessary to make the development acceptable.

10.0 SUMMARY AND CONCLUSIONS

- 10.1 SCP have been instructed by Persimmon Homes (Lancashire) to provide transport consultancy services in relation to access arrangements for a proposed residential development at land off Salesbury View, Wilpshire.
- 10.2 The proposed development will provide 80 dwellings comprising a mix of 2, 3, ~~and 4~~, and 5 bedroom houses split between affordable and private dwellings.
- 10.3 Car parking provision is proposed in accordance with the local highway authority's standards.
- 10.4 Vehicular access to the development site will be taken via an extension to Salesbury View. The proposed access will be designed to meet typical residential standards with a 5.5m wide and a 2.0m wide footway along both sides of carriageway.
- 10.5 The proposed site layout can accommodate a refuse vehicle accessing and turning within the site, whilst appropriate visibility splays are available at junctions within the site.
- 10.6 Pedestrian and cycle access will be provided at the same location as the vehicular access.
- 10.7 There are well surfaced and street-lit footways along the A666 which provide a continuous link to the local facilities located between Wilpshire and Roe Lee. In order to further assist pedestrians, LCC have requested that a signalised pedestrian crossing is provided on the A666 in the vicinity of Salesbury View. LCC Highways also require off-site highway improvements, including the installation of tactile paving on both sides of the footway at the junction to the right of the access serving the parking facilities for the dwellings fronting Whalley Road, as well as on both sides of the footway at the access to Salesbury View
- 10.8 In addition, FP25 which runs along the eastern boundary of the site will be retained and provide pedestrian access between the application site and Hollowhead Avenue to the north.
- 10.9 The personal injury accident data for the most recently available five-year period for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed redevelopment.
- 10.10 The development is compliant with local, regional and national policy as it will promote sustainable modes of travel and reduce the number of car trips to local facilities. Policies to encourage travel by sustainable modes are developed further within the Travel Plan that accompanies this application.

- 10.11 It has been demonstrated that the development is sustainable with accessibility to the site available to those travelling by foot, bicycle and public transport.
- 10.12 The impact of the traffic arising from the scheme has been tested in detail at the following local junctions:-
- Salesbury View / A666 / Showley Brook Close priority staggered crossroads;
 - A666/Parsonage Road / Ramsgreave Road signalised crossroads; and
 - A666 / Ribchester Road / Hollowhead Road staggered signalised crossroads.
- 10.13 The assessments show that the junctions have sufficient capacity to accommodate the full proposed development.
- 10.14 Having regard to the above, it is concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

Mark Devenish
SCP Transport
c/o Persimmon Homes
Colwyn Chambers
19, York Street
Manchester
M2 3BA

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

Your ref:
Our ref:
Date: 9th March 2020

Dear Sirs

Re: Pre App Consultation

Address: Salesbury View Wilpshire

Description: Proposed Residential Development circa 130 dwellings

With respect to this pre application we would not object should an application be forthcoming.

In order to aid the progress of any forth coming application we would look for clarification of the following points to be submitted with the application.

- A traffic assessment including supporting evidence regarding the functioning of the traffic signals to the north at the junction of Whalley Road and Hollowhead Lane and the junction to the south at the junction with Whalley New Road and Parsonage Road. It should be noted that this junction is in Blackburn which is a different Local Authority they may also have concerns about the signalled junction with Brownhill Drive. An automated 7 day 24 hour traffic count will be required, a recent nearby traffic count shows 85%ile speeds in excess 30mph.
- A wider footway should be created to the south of the junction with Whalley New Road subject to maintaining a suitable carriageway width and sufficient land being available for dedication as highway.
- The existing adopted highway of Salesbury View should be included in the lighting scheme required for the Section 38 agreement.
- A footway should be created to link both sides of Salesbury View.

Phil Durnell

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

- Carriageway widths within the development shall be 5.5m with 2 x 2m footways unless agreed with by the Highway Authority
- A pedestrian access of 0.8m should be provided to each dwelling where a block of 4 or more car parking spaces are provided, this should divide the car parking spaces, each dwelling should have a car parking space with a pedestrian access for mothers with babies etc.
- All corners to on the development shall be radius kerbs rather than the squared corners shown on the plan provided
- A swept path analysis shall be provided for a refuse collection vehicle where appropriate
- A paved bin storage point shall be provided for Plots 9 to 12 and plots 31 and 32
- All garages shall measure 3m x 6m internally
- A Construction Management Plan will be required this may be provided as a Pre-commencement plan or by condition it shall include reference to the following.
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities and road sweeping as required.
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

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

Yours faithfully

Simon Hardie
Highways Development Control
Lancashire County Council

Notes

1. The applicant is advised that the off-site highway works, will need to be constructed under a section 278 agreement of the 1980 Highways Act. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant is advised to contact the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for "278 agreement".

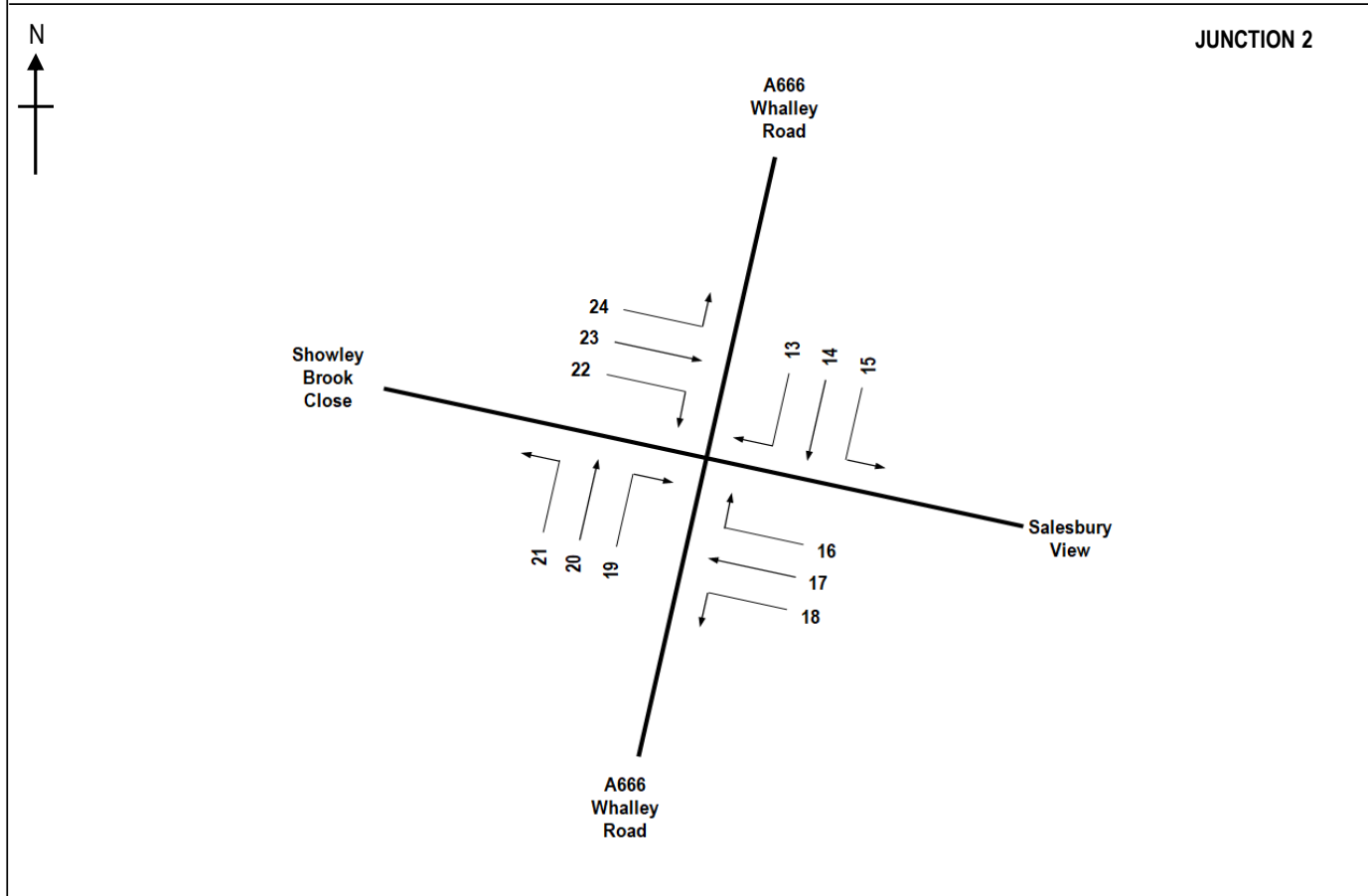
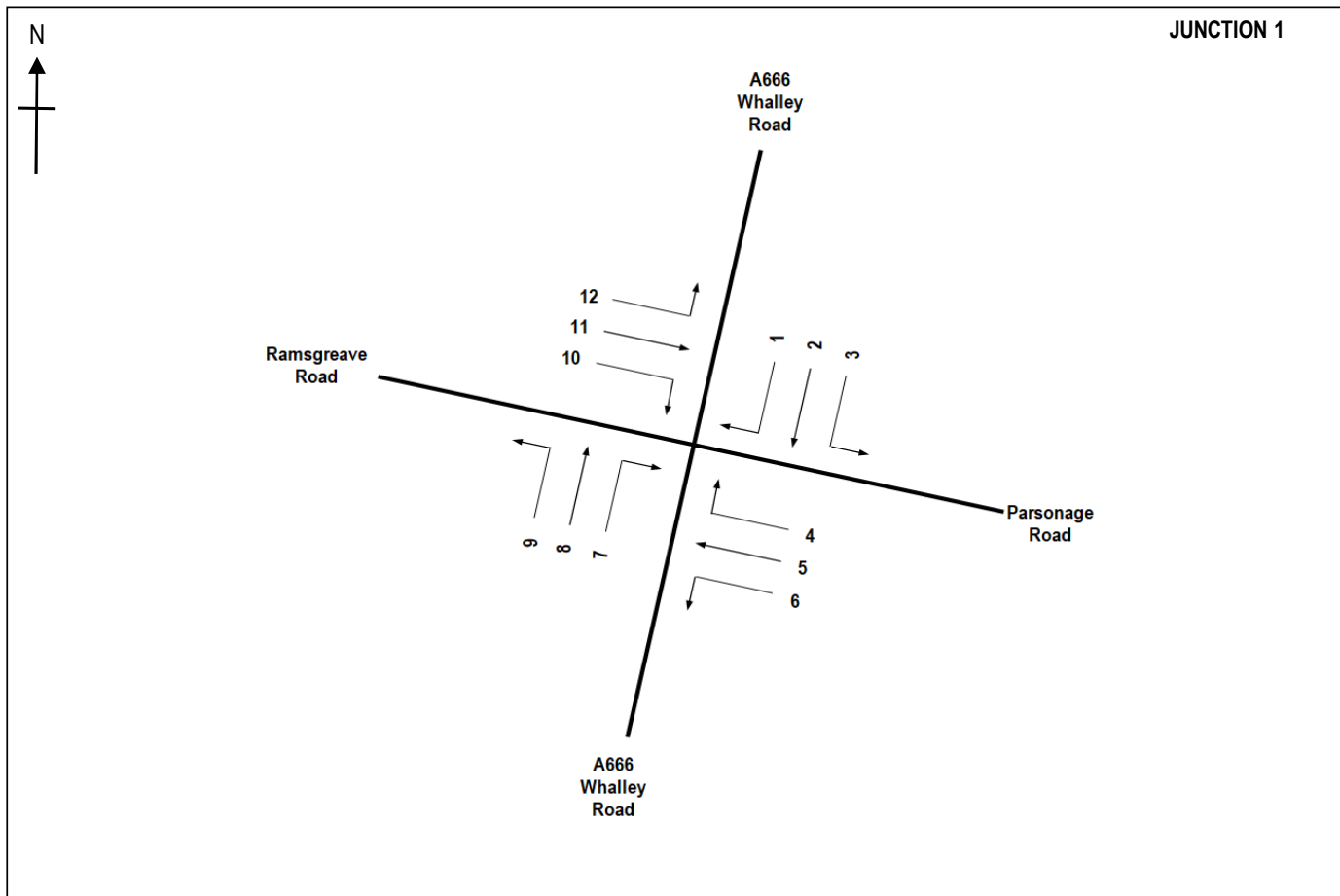
2. The developer should be aware that the any works on, or immediately adjacent to the adopted highway network, would require the appropriate permits from Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433
3. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works.

S|C|P

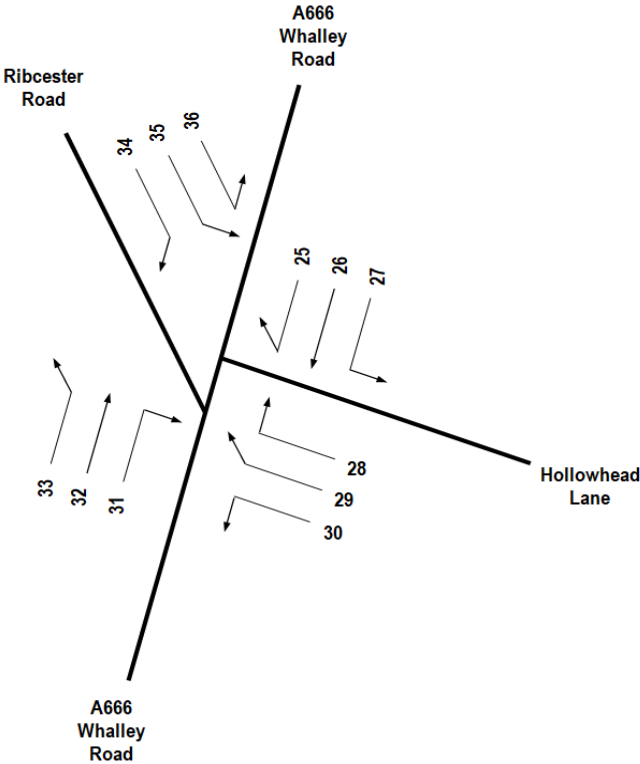
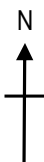
APPENDIX B

SURVEY CONTROL

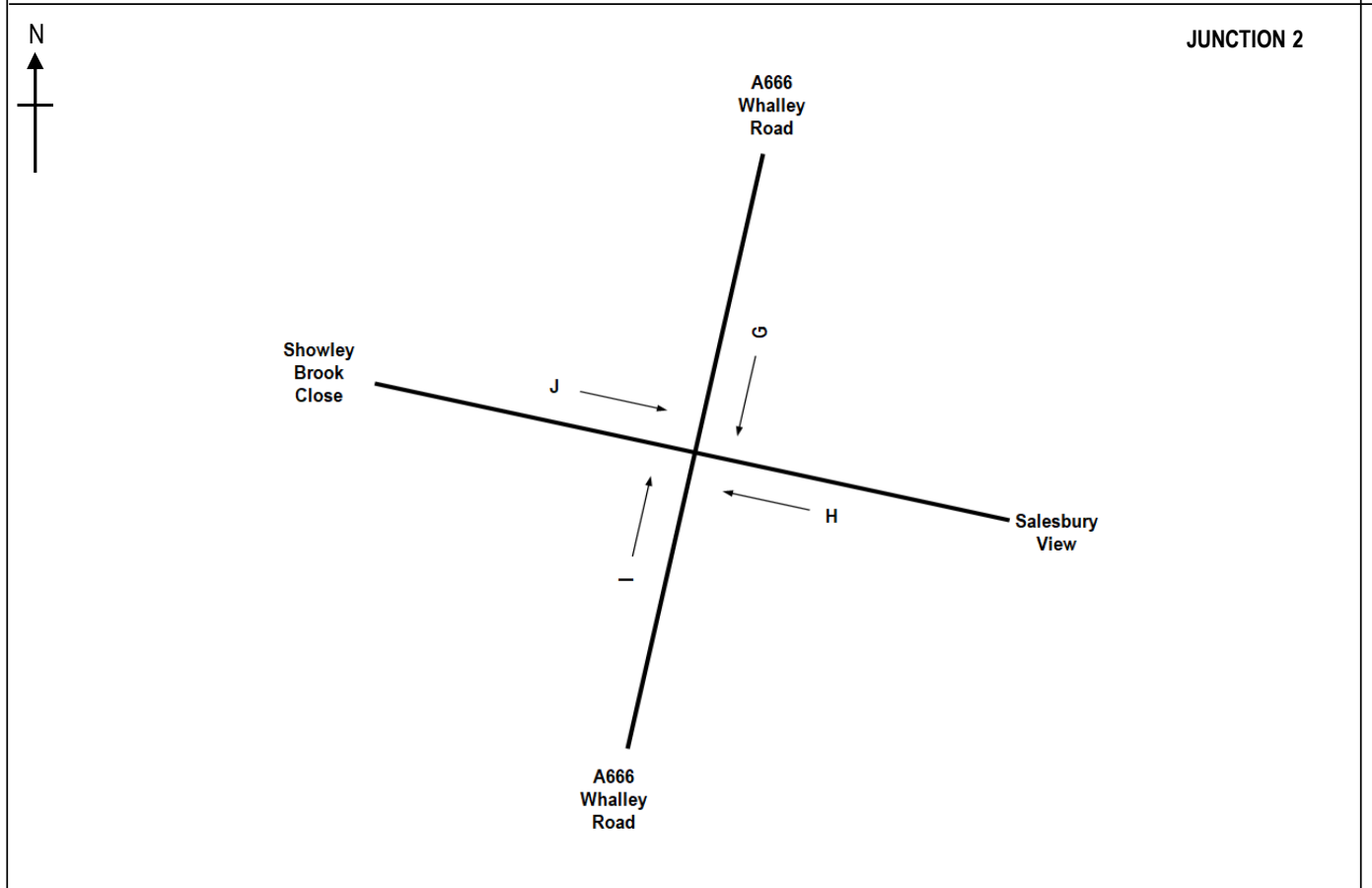
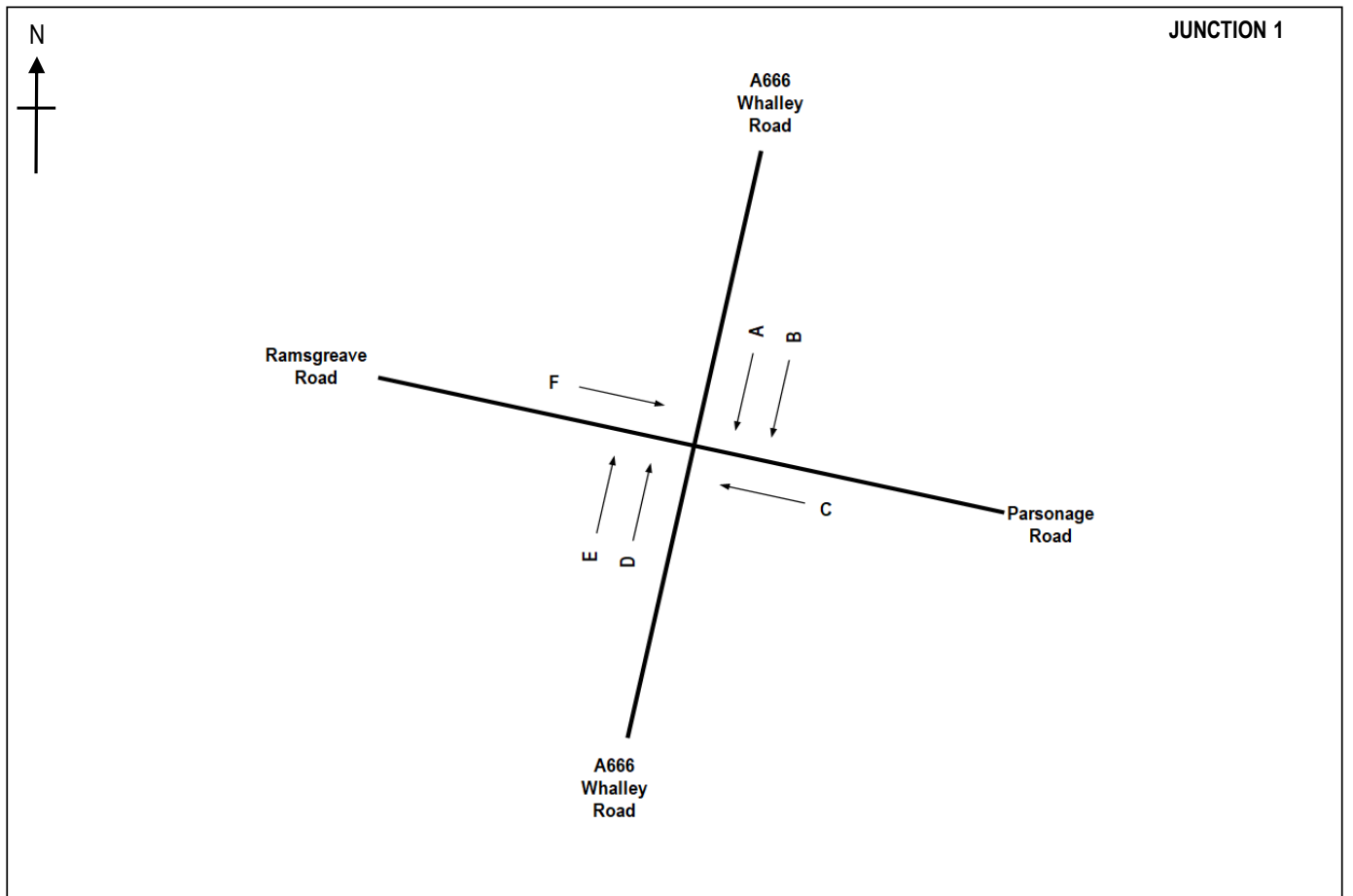
Client:	SCP
Client Contact:	Tom King
Survey Location:	Wiltshire
Date(s) of Survey:	Wednesday 25th June 2025
Notes:	
On Site Supervisor:	Neil Harley
Data Checking:	David Cheng
Survey Reference:	25.072 Salesbury View, Wiltshire
Status:	Final
Date of Issue:	8th July 2025



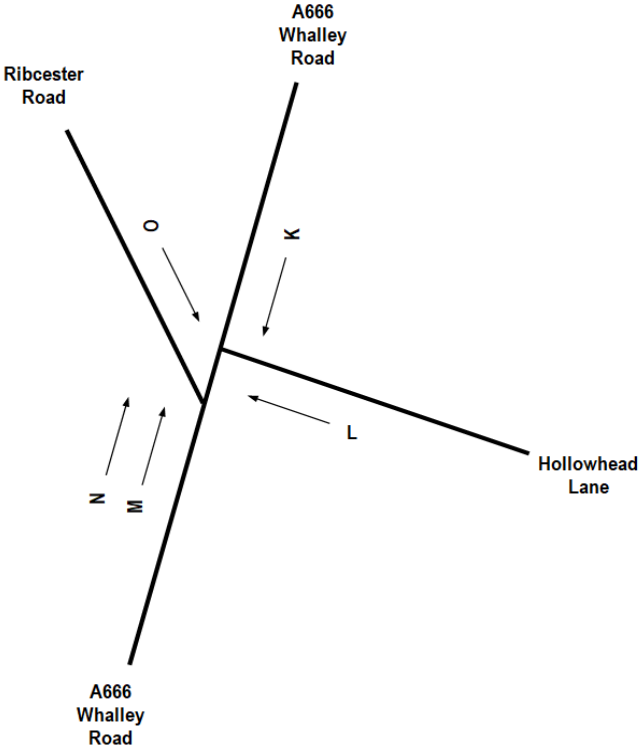
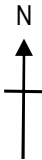
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JOB TITLE				
25.072 SALESBURY VIEW, WILPSHIRE				
DRAWN BY CC	DATE JUN 2025	SCALE NTS	REF FIGURE 1	



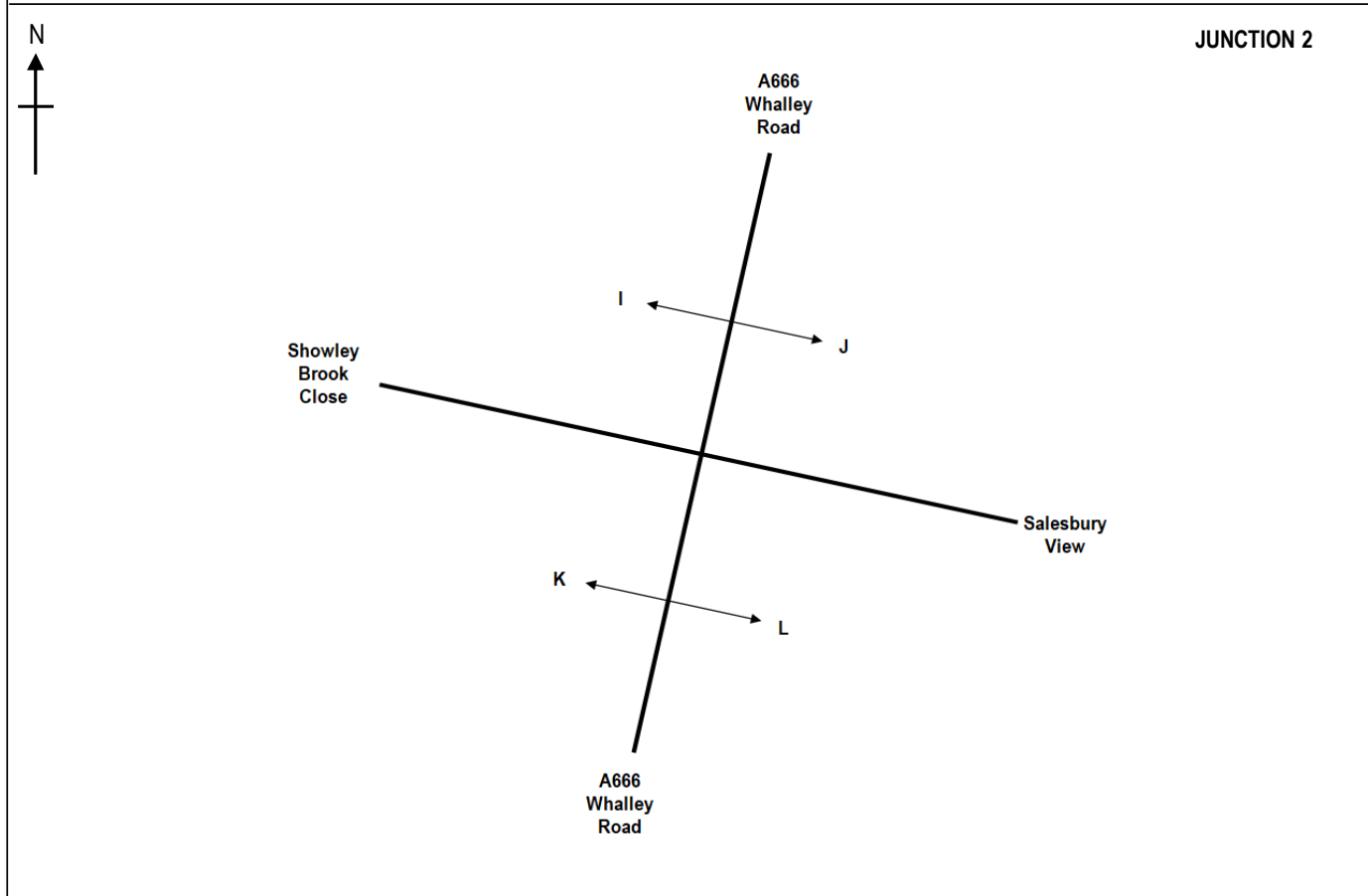
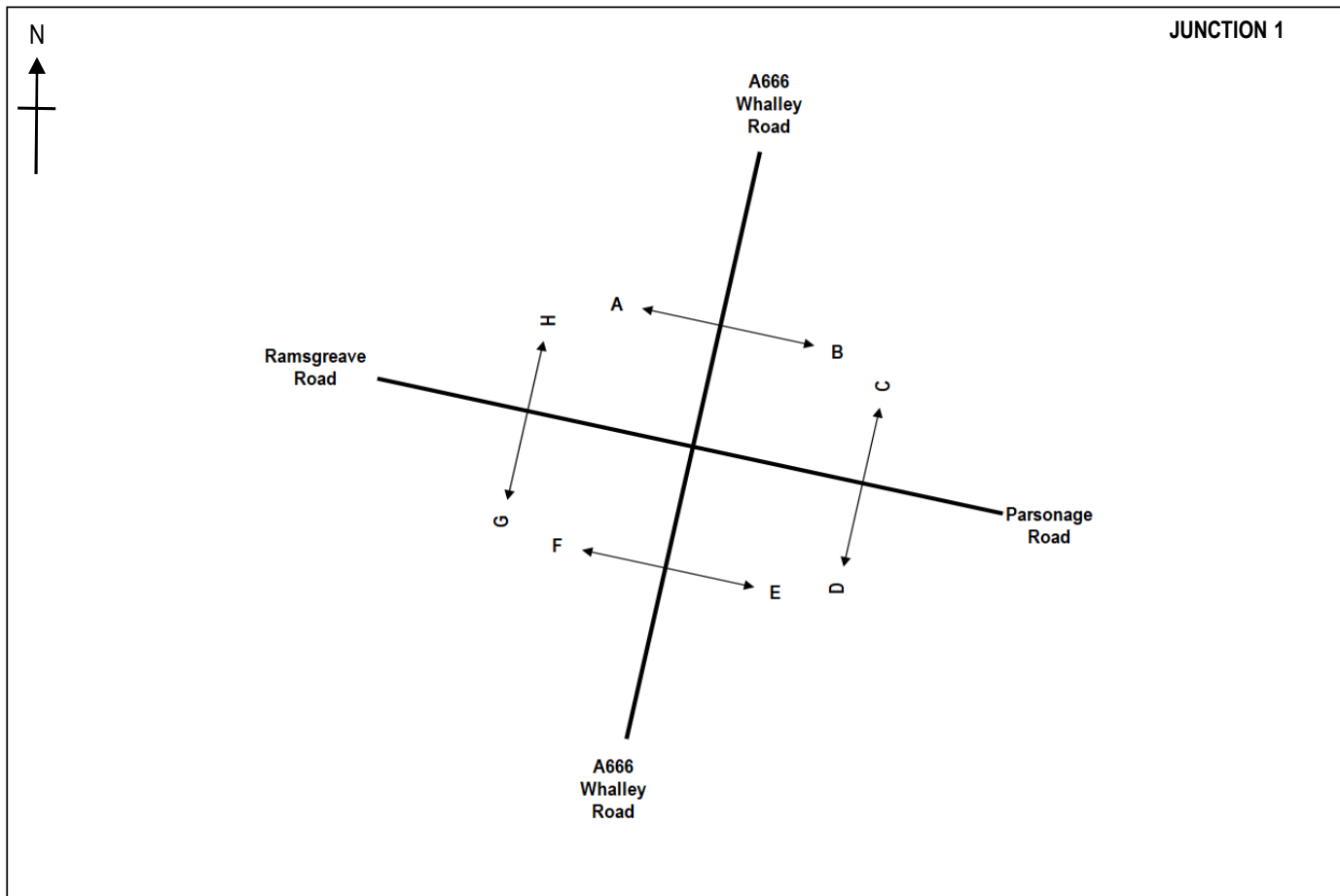
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DRAWN BY CC	DATE JUN 2025	SCALE NTS	REF FIGURE 3	



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CC	JUN 2025	NTS	FIGURE 4	



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PEDESTRIAN CROSSING REFERENCE				
JOB TITLE				
25.072 SALESBURY VIEW, WILPSHIRE				
DRAWN BY CC	DATE JUN 2025	SCALE NTS	REF FIGURE 5	

Time Beginning																													
	1							2							3							4							
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	
0700	0	0	1	0	0	0	0	0	0	68	2	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	
0715	0	0	6	0	1	0	0	0	0	82	14	1	2	1	0	0	1	2	0	0	0	0	0	8	1	0	0	0	
0730	0	1	6	1	0	0	0	0	0	126	22	3	2	4	0	0	3	0	0	0	0	0	0	9	1	0	1	0	
0745	0	0	15	2	1	0	0	0	0	135	19	0	0	1	0	0	3	0	0	0	0	0	0	8	1	0	0	0	
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0830	0	0	7	1	0	0	0	1	1	102	15	2	2	1	0	0	3	0	0	0	0	0	0	12	1	0	0	0	
0845	0	0	10	1	0	0	0	0	0	103	17	3	0	1	0	0	11	2	0	0	0	0	0	13	1	0	0	0	
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Time Beginning																													
	1							2							3							4							
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1715	0	0	5	0	0	0	0	0	0	86	20	0	0	1	0	0	9	2	0	0	0	0	0	14	1	1	0	0	
1730	0	0	14	0	0	0	0	0	0	66	14	1	0	1	0	0	7	0	0	0	0	0	0	16	1	0	0	0	
1745	0	0	6	0	0	0	0	1	0	94	14	1	0	0	0	0	2	0	0	0	0	0	1	10	1	0	0	0	
1800	0	1	7	0	0	0	0	0	0	83	12	1	0	2	0	0	7	0	0	0	0	0	0	12	1	0	0	0	
1815	0	0	9	1	0	0	0	0	0	71	10	0	0	0	0	0	5	0	0	0	0	0	0	8	0	0	0	0	
1830	0	0	7	0	0	0	0	2	0	62	12	2	0	1	0	0	11	0	1	0	0	0	0	4	0	0	0	0	
1845	0	0	3	2	0	0	0	0	0	64	5	0	0	2	0	0	8	0	0	0	0	0	0	9	2	0	0	0	

A666 Whalley Road/ Ramsgreave Road/Parsonage Road - Wednesday 25th June 2025

5							6							7							8						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	10	1	0	0	0	0	0	12	0	0	0	0	0	0	3	0	0	0	0	0	0	38	2	1	0	0
0	0	19	3	0	0	0	0	0	10	0	0	0	0	0	0	5	0	0	0	0	0	0	68	8	6	0	3
0	0	21	5	0	0	0	0	0	17	1	0	0	0	0	0	5	0	0	0	0	0	0	64	7	1	0	1
0	0	23	2	0	0	0	0	0	14	0	0	0	0	0	0	2	1	0	0	1	0	1	64	17	1	2	7
0	0	20	4	0	0	0	0	0	18	2	0	0	1	0	0	5	2	0	0	0	0	0	64	12	4	1	2
0	0	20	5	0	0	0	0	0	7	2	0	0	0	0	0	10	1	0	0	0	0	0	88	24	6	0	1
0	0	7	5	0	0	0	0	0	11	0	0	0	0	0	0	9	2	0	0	0	0	0	64	17	6	0	1
0	0	10	1	0	0	0	0	0	8	4	0	0	0	0	0	10	3	1	0	0	0	0	66	7	2	1	0
0	0	6	2	0	0	0	0	0	11	2	1	0	0	0	0	3	3	0	0	0	0	0	44	10	5	0	2
0	0	6	3	0	0	0	0	0	12	2	0	0	0	0	0	8	3	0	0	0	0	1	68	16	4	1	2
0	0	4	1	0	0	0	0	0	2	15	0	0	0	0	0	8	1	0	0	0	0	1	45	6	8	0	3
0	0	6	0	0	0	0	0	0	0	11	4	1	0	0	0	7	2	1	0	0	0	0	69	12	4	0	0

A666 Whalley Road/ Ramsgreave Road/Parsonage Road - Wednesday 25th June 2025

5							6							7							8						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	5	0	0	0	0	0	0	9	0	0	0	0	0	0	7	0	0	0	0	0	0	130	6	2	0	1
0	0	3	1	0	0	0	0	0	9	0	1	0	0	0	0	11	0	1	0	0	0	0	98	13	1	0	3
0	0	5	1	0	0	0	0	0	7	1	1	0	0	0	0	14	1	0	0	0	0	0	96	6	1	0	1
0	0	7	0	0	0	0	0	0	14	2	0	0	1	0	0	12	0	0	0	1	0	1	100	14	2	0	1
0	0	9	2	1	0	0	0	0	12	4	1	0	0	0	0	12	1	0	0	0	0	0	110	9	1	0	5
0	1	11	1	0	0	0	0	0	14	1	0	0	0	0	0	19	0	0	0	1	0	0	133	5	2	0	4
0	0	11	0	0	0	0	0	0	1	22	1	0	0	0	0	11	2	0	0	0	0	0	128	11	1	0	1
0	0	6	1	0	0	0	0	0	0	10	1	0	0	0	0	18	1	0	0	0	0	0	128	3	0	0	0
0	0	4	0	0	0	0	0	0	1	15	1	0	0	0	0	7	1	1	0	0	0	2	125	16	0	0	1
0	0	8	3	0	0	0	0	0	0	10	1	0	0	0	0	8	2	0	0	0	0	1	147	7	2	1	1
0	0	12	0	0	0	0	0	1	0	18	3	0	0	0	0	5	0	0	0	0	0	1	143	7	0	0	1
0	0	10	0	0	0	0	0	0	0	6	2	0	0	0	0	11	1	0	0	0	0	0	126	8	0	0	1
0	0	13	0	0	0	0	0	0	0	9	0	0	0	0	0	8	0	0	0	0	0	2	92	8	0	0	0
0	0	2	1	0	0	0	0	0	0	19	1	0	0	0	0	20	0	0	0	0	0	1	122	3	0	0	1
0	0	5	1	0	0	0	0	0	0	10	1	0	0	0	0	1	10	1	1	0	0	1	114	4	0	0	1
0	0	5	0	0	0	0	0	0	0	9	0	0	0	0	0	11	1	0	0	0	0	0	101	8	0	0	1

9							10							11							12						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	2	0	0	0	0	0	1	6	1	0	0	0	0	0	2	0	0	0	0	0	0	3	2	0	0	0
0	0	7	3	0	0	0	0	0	10	0	0	0	0	0	0	2	0	0	0	0	0	0	5	2	0	0	0
0	0	8	1	0	0	0	0	0	20	6	1	0	0	0	0	6	1	0	0	0	0	0	8	1	0	0	0
0	0	17	3	1	0	0	0	0	11	3	0	0	0	0	0	6	0	0	0	0	0	0	9	1	0	0	0
0	0	18	3	0	0	0	0	0	18	2	0	0	0	0	0	5	4	0	0	0	0	0	12	1	0	0	0
0	0	21	3	0	0	0	0	0	18	2	0	0	0	0	0	7	3	0	0	0	0	0	17	1	0	0	0
0	0	20	2	0	0	0	0	0	17	2	0	0	0	0	0	6	2	0	0	0	0	0	25	2	0	0	0
0	0	11	0	0	0	0	0	0	19	1	0	0	0	0	0	6	0	0	0	0	0	0	19	4	0	0	0
0	1	8	2	0	0	0	0	0	9	2	0	0	0	0	0	11	0	0	0	0	0	0	12	0	0	0	0
0	0	6	0	0	0	0	0	0	9	0	0	0	0	0	0	3	1	0	0	0	0	0	7	2	0	0	0
0	0	7	2	1	0	0	0	0	15	2	0	0	0	0	0	4	0	1	0	0	0	0	12	1	0	0	0
0	0	4	1	0	0	1	0	0	8	1	0	0	0	0	0	5	0	0	0	0	0	0	4	3	1	0	0

9							10							11							12							
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	
0	0	9	2	0	0	0	0	0	7	0	0	0	0	0	0	5	0	1	0	0	0	0	0	20	0	0	0	0
0	0	8	0	0	0	0	0	1	11	2	0	0	0	0	0	9	0	0	0	0	0	0	21	2	0	0	0	
0	0	16	0	0	0	0	0	0	17	1	1	0	0	0	0	14	1	0	0	0	0	0	13	1	0	0	0	
0	0	14	2	0	0	0	0	0	10	0	0	0	0	0	0	16	2	0	0	0	0	0	13	3	0	0	0	
0	0	13	2	0	0	0	0	0	11	3	0	0	0	0	0	18	0	0	0	0	0	0	18	3	0	0	0	
0	0	9	2	0	0	0	0	0	8	0	0	0	0	0	0	19	1	0	0	0	0	0	24	0	0	0	0	
0	0	15	1	0	0	0	0	0	13	2	0	0	0	0	0	20	5	0	0	0	0	0	24	2	0	0	1	
0	0	17	2	0	0	0	0	0	10	3	0	0	0	0	0	28	1	0	0	0	0	0	18	5	1	0	0	
0	0	23	0	0	0	0	0	0	17	0	0	0	0	1	0	18	1	0	0	0	0	0	25	6	0	0	0	
0	0	8	1	0	0	0	0	0	14	0	0	0	0	4	0	25	2	0	0	1	0	1	33	1	0	0	0	
0	0	6	0	0	0	0	0	0	14	0	1	0	0	0	0	28	2	0	0	0	0	0	25	0	0	0	0	
0	0	13	1	0	0	0	0	0	25	0	0	0	0	0	1	24	1	1	0	0	1	0	14	0	0	0	0	
0	0	7	1	0	0	0	0	0	12	2	0	0	0	0	0	6	1	0	0	0	0	0	14	0	0	0	0	
0	0	11	1	0	0	0	0	0	8	1	0	0	0	0	1	12	1	0	0	0	0	0	13	0	0	0	0	
1	0	13	0	0	0	0	0	0	10	0	0	0	0	0	0	7	1	0	0	0	2	0	13	0	0	0	0	
0	0	8	0	1	0	0	0	0	13	0	0	0	0	0	0	6	1	0	0	0	0	0	12	1	0	0	0	

Time Beginning																												
	13							14							15							16						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0700	0	0	0	0	0	0	0	0	0	69	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	80	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	1	125	24	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	1	132	21	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	105	12	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	111	20	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	2	0	105	17	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	132	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	1	0	165	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	0	0	0	0	0	0	0	0	0	112	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	87	18	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	0	0	0	0	0	0	0	1	0	76	19	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time Beginning																												
	13							14							15							16						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
1500	0	0	0	0	0	0	0	0	2	89	20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	1	1	92	20	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	1	0	128	23	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	1	132	25	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	1	108	29	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	1	1	98	20	5	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	1	0	104	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	105	18	4	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	1	97	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	97	20	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	89	13	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	91	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1800	0	0	0	0	0	0	0	1	0	99	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	88	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	2	0	68	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	65	9	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0

A666 Whalley Road/ Showley Brook Close/Salesbury View - Wednesday 25th June 2025

17							18							19							20						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	7	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	15	4	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	17	1	1	1
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1	71	22	0	1	6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	16	3	2	2
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	102	33	2	0	1
0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	94	24	4	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	20	2	1	0
0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	64	13	3	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	73	20	1	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	46	18	4	2	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	62	18	3	1	0

A666 Whalley Road/ Showley Brook Close/Salesbury View - Wednesday 25th June 2025

17							18							19							20						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	12	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	20	2	0	2
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	103	14	1	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	95	20	2	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	118	21	0	1	5
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	126	16	1	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	132	27	0	1	3
0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	126	12	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	138	21	2	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	156	19	2	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	161	19	1	0	0
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	1	129	13	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	104	12	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	126	9	0	0	1
0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	3	0	117	7	1	0	0
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	107	12	0	0	1

[illegible][illegible]

Time Beginning																												
	25							26							27							28						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0700	0	0	6	1	0	0	0	0	0	43	1	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	15	1	0	0	0	0	0	52	10	1	0	0	0	0	5	0	0	0	0	0	0	4	0	0	0	0
0730	0	0	8	0	0	0	0	0	1	77	15	2	0	2	0	0	4	0	0	0	0	0	0	0	2	0	0	0
0745	0	0	15	2	0	0	0	0	0	71	12	3	0	1	0	0	2	0	0	0	0	0	0	5	1	0	0	0
0800	0	0	16	2	1	0	0	0	0	56	8	4	1	1	0	0	5	0	0	0	0	1	0	0	3	1	0	0
0815	0	0	23	2	0	0	0	0	0	58	8	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0
0830	0	0	20	4	1	0	0	1	1	64	9	0	1	1	0	0	6	0	0	0	0	0	0	5	0	0	0	0
0845	0	0	19	3	0	0	0	0	0	89	9	1	0	1	0	0	3	4	0	0	0	0	0	5	1	0	0	0
0900	0	0	12	2	1	0	0	0	0	87	13	3	1	1	0	0	3	0	0	0	0	0	0	3	1	0	0	0
0915	0	0	9	4	0	0	0	0	0	62	12	2	0	1	0	0	1	1	0	0	0	0	0	4	1	0	0	1
0930	0	0	6	2	0	0	0	0	0	44	7	2	1	2	0	0	3	1	0	0	0	0	0	9	1	0	0	0
0945	0	0	10	4	0	0	0	0	1	48	12	2	1	0	0	0	2	0	0	0	0	0	0	3	2	0	0	0

Time Beginning																												
	25							26							27							28						
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
1500	0	0	26	5	0	0	0	0	1	47	10	0	0	0	0	0	3	2	0	0	0	2	0	5	0	0	0	0
1515	0	0	17	5	0	0	0	0	1	58	12	1	1	1	0	0	3	0	1	0	0	0	0	3	0	0	0	0
1530	0	0	24	5	1	0	0	1	0	83	19	0	0	2	0	0	3	0	0	0	0	0	0	5	1	1	0	0
1545	0	0	23	4	0	0	0	1	1	79	7	1	0	1	0	0	7	0	0	0	0	0	0	6	3	0	0	0
1600	0	0	16	4	0	0	0	0	0	78	18	2	0	2	0	0	1	0	0	0	0	0	0	3	1	0	0	0
1615	0	0	12	3	1	0	0	1	0	56	10	4	0	2	0	0	4	0	0	0	0	0	0	5	1	1	0	0
1630	0	0	12	3	0	0	0	1	0	56	9	1	1	0	0	0	5	0	0	0	0	0	1	0	5	1	0	0
1645	0	0	11	1	1	0	0	0	0	74	10	2	0	3	0	0	5	1	0	0	0	0	0	7	2	0	0	0
1700	0	0	8	5	0	0	0	0	1	68	9	1	0	0	0	0	4	1	0	0	0	0	0	4	2	0	0	0
1715	0	0	16	1	0	0	0	0	0	64	12	0	0	1	0	0	6	1	0	0	1	0	0	6	2	0	0	0
1730	0	0	13	1	0	0	0	0	0	57	6	0	0	1	0	0	6	1	0	1	0	0	0	5	0	0	0	0
1745	0	0	13	2	0	0	0	0	0	61	10	0	0	0	0	0	3	2	0	0	0	0	0	3	1	0	0	0
1800	0	0	13	3	0	0	0	1	0	61	11	1	0	1	0	0	5	0	0	0	0	0	0	2	1	0	0	0
1815	0	0	7	2	0	0	0	0	0	56	7	0	0	0	0	0	3	1	0	0	0	0	0	7	3	0	0	0
1830	0	0	7	2	0	0	0	0	0	34	8	1	0	1	0	0	3	1	0	0	0	0	0	2	0	0	0	0
1845	0	0	9	2	0	0	0	1	0	39	6	0	1	1	0	0	3	1	0	0	0	0	0	6	0	0	0	0

A666 Whalley Road/ Ribchester Road/Hollowhead Lane - Wednesday 25th June 2025

29							30							31							32						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
1	0	9	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	5	1	0	0
0	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	7	1	0	1
0	0	6	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40	9	0	1	0
0	0	19	6	0	0	0	0	0	1	2	0	0	0	0	0	2	0	0	0	0	1	1	44	8	0	1	4
0	0	10	5	1	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	42	5	2	3	2
1	0	18	2	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	63	22	1	0	1
0	0	23	2	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	56	14	2	0	1
0	0	24	4	1	0	0	0	0	2	1	0	0	0	0	0	4	0	0	0	0	0	0	47	14	1	1	0
0	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	40	6	2	0	1
0	0	8	2	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	1	0	34	13	0	0	0
0	0	8	3	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	1	0	34	8	3	2	2
0	0	10	5	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	1	0	43	10	2	0	2

A666 Whalley Road/ Ribchester Road/Hollowhead Lane - Wednesday 25th June 2025

29							30							31							32						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	13	2	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	84	10	0	0	1
0	0	15	2	0	0	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	58	10	0	0	1
0	0	13	5	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	65	7	1	1	2
0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	57	7	0	0	0
0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	1	0	68	13	0	1	1
0	0	10	2	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	82	11	1	0	2
0	0	13	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	79	14	0	1	2
0	0	13	2	0	0	0	0	0	4	1	0	0	0	0	0	2	0	0	0	0	0	0	76	9	0	0	0
0	0	29	5	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	1	70	9	1	0	1
0	0	20	2	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	3	2	110	14	1	0	1
0	0	14	4	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	98	14	1	0	0
0	0	10	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	1	0	82	7	0	0	1
0	0	10	1	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	64	8	0	0	0
0	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	1	0	73	6	0	0	1
0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	4	1	0	0	0	0	0	77	2	1	0	0
0	0	7	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	71	6	0	0	1

33							34							35							36						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	11	4	0	0	0	0	0	20	1	0	0	0	0	0	5	1	0	0	0	0	0	8	1	0	0	0
0	0	26	6	3	0	1	0	0	30	4	1	0	0	0	0	9	1	0	0	0	0	0	8	4	0	0	0
0	0	28	9	1	0	0	0	0	56	9	2	1	2	0	0	15	3	0	0	0	0	0	7	1	1	0	0
0	0	32	13	0	0	3	0	1	60	7	0	0	0	0	0	17	5	0	0	0	0	0	9	3	1	0	0
0	0	32	11	1	0	0	0	0	42	6	2	0	0	0	0	11	1	0	0	0	0	0	11	0	0	0	0
0	0	35	12	1	0	0	0	0	52	10	0	0	1	0	0	10	1	0	0	0	0	0	15	2	1	1	0
0	0	39	7	2	0	0	0	0	33	7	3	0	0	0	0	12	2	0	0	0	0	0	20	1	0	0	0
0	0	30	9	1	0	0	0	0	56	9	1	0	0	0	0	14	2	0	0	0	0	0	15	3	0	0	0
0	0	15	9	1	0	0	0	1	67	7	1	0	0	0	0	13	2	0	0	0	0	0	14	1	0	0	0
0	0	26	7	1	0	2	0	0	38	6	0	0	0	0	0	6	2	0	0	0	0	0	14	0	0	0	0
0	1	13	3	2	0	0	0	0	39	10	0	0	0	0	0	4	2	0	0	0	0	0	7	0	0	0	0
0	0	23	11	2	0	0	0	0	20	12	1	0	0	0	0	4	1	0	0	0	0	0	6	2	1	0	0

33							34							35							36						
PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV
0	0	53	3	0	0	0	0	1	30	9	0	1	0	0	0	3	1	0	0	0	0	0	16	4	0	0	0
0	0	38	8	2	0	0	1	0	34	10	0	0	2	0	0	12	2	0	0	0	1	1	21	0	0	1	0
0	0	37	7	0	0	0	0	0	50	5	1	0	0	0	0	11	4	0	0	0	0	0	24	4	0	0	0
0	0	41	12	2	0	1	0	0	48	18	1	0	1	0	0	14	6	0	0	0	0	0	24	6	1	0	0
0	0	42	5	0	0	3	0	0	32	11	2	0	1	0	0	12	1	0	0	0	0	0	14	4	1	0	0
0	0	41	5	0	0	1	0	1	38	9	1	1	0	0	0	14	3	1	0	0	0	0	18	4	1	0	0
0	0	52	11	0	0	1	0	0	44	9	0	0	0	0	0	15	3	0	0	0	0	0	15	0	0	1	0
0	0	49	3	1	0	0	0	0	31	7	1	0	1	0	0	7	1	0	0	0	0	0	14	0	0	0	0
0	0	59	12	1	0	0	0	0	26	6	1	0	0	0	0	18	3	0	0	0	0	0	12	4	0	0	0
1	0	47	5	1	0	0	0	0	33	10	0	0	0	0	0	15	3	0	0	0	0	0	13	1	1	0	0
0	1	50	5	0	0	0	0	0	30	4	1	0	0	0	0	11	4	0	0	0	0	0	11	3	0	0	0
0	1	53	7	1	0	0	0	0	26	2	2	0	0	0	0	14	1	0	0	0	0	0	13	0	0	0	0
1	0	35	5	0	0	0	0	0	35	3	0	0	0	0	0	8	2	0	0	0	0	0	10	2	0	0	0
1	0	44	3	0	0	0	0	0	30	2	0	0	0	0	0	6	1	0	0	0	0	0	12	3	0	0	0
3	0	33	3	0	0	0	2	0	32	4	1	0	0	0	0	8	2	0	0	0	0	0	11	1	0	0	0
0	0	44	4	0	0	0	0	0	19	5	0	0	0	0	0	7	0	0	0	0	0	0	13	1	0	0	0

Time Beginning	A666 Whalley Road/ Ramsgreave Road/Parsonage Road, Queues (vehs) - Wednesday 25th June 2025					
	A	B	C	D	E	F
0700	0	3	0	0	1	0
0705	1	2	3	1	1	1
0710	0	4	4	0	0	1
0715	0	4	0	0	4	1
0720	0	5	3	1	2	0
0725	0	5	3	1	4	0
0730	0	5	3	0	3	1
0735	1	8	4	0	1	2
0740	0	9	2	0	5	2
0745	1	17	3	0	3	1
0750	0	16	5	0	10	3
0755	0	19	4	0	11	0
0800	2	5	7	1	10	1
0805	0	9	0	0	4	3
0810	1	5	3	0	0	1
0815	0	4	3	0	9	3
0820	2	8	2	0	10	0
0825	1	17	6	2	11	0
0830	2	13	2	0	7	1
0835	1	8	0	0	8	1
0840	0	2	1	0	4	6
0845	0	10	2	1	5	4
0850	0	2	4	1	4	6
0855	0	6	2	1	1	4
0900	1	8	2	0	4	0
0905	0	22	0	0	10	1
0910	1	16	1	0	4	4
0915	1	14	5	0	2	4
0920	0	8	2	0	5	3
0925	0	2	2	0	9	2
0930	0	11	4	0	6	0
0935	0	4	1	0	5	6
0940	0	17	1	0	3	0
0945	0	11	2	1	14	3
0950	1	5	4	1	4	2
0955	0	4	3	0	5	3
1000	0	10	7	1	3	1

Time Beginning	A666 Whalley Road/ Ramsgreave Road/Parsonage Road, Queues (vehs) - Wednesday 25th June 2025					
	A	B	C	D	E	F
1500	0	6	3	0	9	5
1505	2	2	2	0	12	0
1510	0	6	0	0	13	4
1515	0	2	1	1	18	1
1520	2	15	1	1	10	2
1525	0	5	2	0	7	1
1530	0	14	0	1	10	4
1535	0	9	1	1	6	3
1540	0	4	1	2	6	5
1545	0	25+	1	4	7	2
1550	0	22	5	1	25+	3
1555	0	18	5	3	22	2
1600	4	18	6	1	18	2
1605	0	17	2	0	22	5
1610	3	11	2	1	9	3
1615	0	5	4	0	19	4
1620	1	10	4	0	20	3
1625	0	5	2	0	25+	5
1630	1	7	4	0	16	5
1635	1	10	0	1	21	5
1640	0	2	2	1	14	4
1645	0	12	4	1	15	3
1650	0	12	4	0	18	4
1655	0	13	4	3	16	1
1700	0	2	3	0	16	1
1705	2	7	2	0	25+	1
1710	1	8	1	0	25+	4
1715	2	10	2	0	25	5
1720	0	12	3	1	22	2
1725	1	4	1	1	23	6
1730	0	7	2	0	20	3
1735	1	7	3	0	22	4
1740	0	4	3	0	25+	5
1745	1	1	1	1	18	1
1750	0	6	1	0	9	2
1755	0	17	3	2	17	4
1800	1	3	0	1	6	2
1805	0	1	4	1	7	4
1810	0	10	3	0	10	2
1815	0	8	2	1	12	2
1820	0	6	1	0	10	1
1825	1	6	0	0	5	4
1830	0	13	0	0	7	1
1835	1	3	0	0	6	3
1840	1	3	1	0	8	2
1845	1	1	3	0	8	2
1850	0	6	2	2	6	2
1855	0	2	0	1	9	0
1900	1	8	2	0	2	3

Time Beginning	A666 Whalley Road/ Showley Brook Close/Salesbury View, Queues (vehs) - Wednesday 25th June 2025			
	G	H	I	J
0700	0	0	0	0
0705	0	0	0	0
0710	0	0	0	0
0715	0	0	0	0
0720	0	0	0	0
0725	0	0	0	0
0730	0	0	0	0
0735	0	0	0	0
0740	0	0	0	0
0745	0	0	0	0
0750	0	0	0	0
0755	0	0	0	0
0800	0	0	0	0
0805	0	0	0	0
0810	0	0	0	0
0815	0	0	0	0
0820	0	0	0	0
0825	0	0	0	0
0830	0	0	0	0
0835	0	0	0	0
0840	0	0	0	0
0845	0	0	0	0
0850	0	0	0	0
0855	0	0	0	0
0900	0	0	0	0
0905	0	0	0	0
0910	0	0	0	0
0915	0	0	0	0
0920	0	0	0	0
0925	0	0	0	0
0930	0	0	0	0
0935	0	0	0	0
0940	0	0	0	0
0945	0	0	0	0
0950	0	0	0	0
0955	0	0	0	0
1000	0	0	0	0

Time Beginning	A666 Whalley Road/ Showley Brook Close/Salesbury View, Queues (vehs) - Wednesday 25th June 2025			
	G	H	I	J
1500	0	0	0	0
1505	0	0	0	0
1510	0	0	0	0
1515	0	0	0	0
1520	0	0	0	0
1525	0	0	0	0
1530	0	0	0	0
1535	0	0	0	0
1540	0	0	0	0
1545	0	0	0	0
1550	0	0	0	0
1555	0	0	0	0
1600	0	0	0	0
1605	0	0	0	0
1610	0	0	0	0
1615	0	0	0	0
1620	0	0	0	0
1625	0	0	0	0
1630	0	0	0	0
1635	0	0	0	0
1640	0	0	0	0
1645	0	0	0	0
1650	0	0	0	0
1655	0	0	0	0
1700	0	0	0	0
1705	0	0	0	0
1710	0	0	0	0
1715	0	0	0	0
1720	0	0	0	0
1725	0	0	0	0
1730	0	0	0	0
1735	0	0	0	0
1740	0	0	0	0
1745	0	0	0	0
1750	0	0	0	0
1755	0	0	0	0
1800	0	0	0	0
1805	0	0	0	0
1810	0	0	0	0
1815	0	0	0	0
1820	0	0	0	0
1825	0	0	0	0
1830	0	0	0	0
1835	0	0	0	0
1840	0	0	0	0
1845	0	0	0	0
1850	0	0	0	0
1855	0	0	0	0
1900	0	0	0	0

Time Beginning	A666 Whalley Road/ Ribchester Road/Hollowhead Lane, Queues (vehs) - Wednesday 25th June 2025				
	K	L	M	N	O
0700	0	0	2	0	0
0705	0	0	0	2	4
0710	3	0	0	0	2
0715	1	2	1	0	6
0720	1	1	1	3	3
0725	3	1	2	2	6
0730	2	0	4	0	1
0735	4	1	4	1	8
0740	7	4	4	1	12
0745	9	2	1	2	9
0750	14	2	7	3	7
0755	4	4	12	0	8
0800	1	1	0	0	4
0805	8	4	2	0	3
0810	5	2	4	2	6
0815	1	3	0	1	2
0820	6	2	5	0	2
0825	7	3	4	2	13
0830	1	2	12	1	6
0835	11	2	0	4	8
0840	11	7	6	4	7
0845	9	6	4	4	7
0850	7	1	2	0	8
0855	17	6	9	1	12
0900	18	3	1	2	7
0905	14	1	5	1	12
0910	2	0	1	0	5
0915	1	3	2	1	5
0920	2	1	1	2	5
0925	6	2	0	1	5
0930	1	4	0	0	3
0935	0	3	3	1	0
0940	1	5	3	0	5
0945	4	2	11	1	4
0950	8	2	1	2	7
0955	2	1	8	0	2
1000	4	1	5	2	1

Time Beginning	A666 Whalley Road/ Ribchester Road/Hollowhead Lane, Queues (vehs) - Wednesday 25th June 2025				
	K	L	M	N	O
1500	4	2	1	3	4
1505	3	6	2	2	4
1510	2	0	0	3	3
1515	13	2	0	2	4
1520	2	6	4	0	4
1525	7	2	5	4	3
1530	17	3	6	0	11
1535	21	2	1	2	0
1540	14	1	7	4	14
1545	13	8	3	0	16
1550	19	2	5	4	19
1555	23	3	14	0	9
1600	24	1	2	0	6
1605	19	0	6	4	7
1610	4	8	13	0	5
1615	5	3	2	1	1
1620	4	3	6	1	11
1625	9	1	10	0	6
1630	8	2	4	2	4
1635	7	7	4	2	5
1640	9	2	4	1	3
1645	9	1	10	0	2
1650	5	6	3	1	6
1655	2	3	0	0	7
1700	1	2	5	2	2
1705	12	9	5	1	4
1710	13	0	1	6	5
1715	5	8	10	0	11
1720	13	7	11	1	5
1725	4	3	9	0	12
1730	6	4	5	1	10
1735	5	1	7	2	4
1740	1	1	5	0	3
1745	4	1	4	1	5
1750	6	0	12	3	1
1755	2	2	5	4	1
1800	3	1	1	0	1
1805	2	2	2	0	7
1810	3	1	2	0	6
1815	3	2	0	0	2
1820	2	3	1	0	3
1825	1	4	5	1	0
1830	0	2	7	1	2
1835	1	1	7	1	4
1840	1	1	3	1	9
1845	0	2	0	0	2
1850	1	2	2	0	5
1855	0	1	1	1	1
1900	2	1	2	1	4

Time Beginning	A666 Whalley Road/ Ramsgreave Road/Parsonage							
	Called at A	Called at B	Crossing: A to B	Crossing: B to A	Called at C	Called at D	Crossing: C to D	Crossing: D to C
0700	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0
0730	0	0	0	0	1	0	1	0
0745	0	0	0	0	0	0	0	0
0800	0	1	0	1	0	0	0	0
0815	1	2	1	2	0	0	0	0
0830	1	0	1	0	0	0	0	0
0845	0	0	0	0	0	0	0	0
0900	1	0	3	2	0	0	0	0
0915	1	0	1	0	0	0	0	0
0930	0	2	0	2	0	0	0	0
0945	1	1	2	2	0	0	0	0
Time Beginning	A666 Whalley Road/ Ramsgreave Road/Parsonage							
	Called at A	Called at B	Crossing: A to B	Crossing: B to A	Called at C	Called at D	Crossing: C to D	Crossing: D to C
1500	1	0	1	0	0	0	0	0
1515	1	3	1	3	0	0	0	0
1530	1	1	2	3	0	0	0	0
1545	1	1	1	1	0	0	0	0
1600	1	0	3	0	0	1	0	1
1615	2	2	4	4	1	0	2	0
1630	1	1	3	1	0	0	0	0
1645	4	2	4	2	0	0	0	0
1700	1	0	1	0	0	0	0	0
1715	1	2	1	2	0	0	0	0
1730	4	1	4	1	0	0	0	0
1745	3	0	3	0	0	0	0	0
1800	1	0	1	0	0	0	0	0
1815	0	1	0	1	0	0	0	0
1830	1	0	1	0	0	0	0	0
1845	1	3	1	3	0	0	0	0

3 Road, Pedestrians - Wednesday 25th June 2025

Called at E	Called at F	Crossing: E to F	Crossing: F to E	Called at G	Called at H	Crossing: G to H	Crossing: H to G
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	0	4	0	0	0	0	0
3	0	3	0	0	1	0	1
2	0	2	0	0	1	0	1
1	0	1	0	0	0	0	0
1	0	1	0	1	0	1	0
1	0	1	0	0	1	0	1
0	0	0	0	0	1	0	3
0	0	0	0	0	0	0	0
1	1	1	2	1	2	1	3
0	1	0	1	0	3	0	3

3 Road, Pedestrians - Wednesday 25th June 2025

Called at E	Called at F	Crossing: E to F	Crossing: F to E	Called at G	Called at H	Crossing: G to H	Crossing: H to G
1	0	1	0	0	0	0	0
0	1	0	1	4	2	4	5
2	1	3	2	0	1	0	1
4	3	8	3	1	0	1	0
3	1	6	1	0	0	0	0
1	1	2	2	2	2	2	3
1	3	1	6	6	2	11	5
3	1	3	1	1	2	1	2
3	1	4	1	0	1	0	2
1	1	1	1	1	2	1	2
0	1	0	1	3	2	5	3
0	1	0	1	3	0	3	0
2	1	2	1	0	1	0	1
0	0	0	0	0	1	0	1
0	1	0	1	0	1	0	1
2	2	2	2	1	1	1	1

Time Beginning	A666 Whalley Road/ Showley Brook Close/Salesbury View, Pedestrians - Wednesday 25th June 2025			
	Crossing: I to J	Crossing: J to I	Crossing: K to L	Crossing: L to K
0700	0	0	0	0
0715	0	0	0	1
0730	0	0	0	0
0745	0	2	0	0
0800	0	0	0	0
0815	0	1	0	1
0830	0	0	0	0
0845	0	0	0	0
0900	0	0	1	0
0915	0	0	0	0
0930	0	0	0	2
0945	0	0	1	0
Time Beginning	A666 Whalley Road/ Showley Brook Close/Salesbury View, Pedestrians - Wednesday 25th June 2025			
	Crossing: I to J	Crossing: J to I	Crossing: K to L	Crossing: L to K
1500	0	0	0	0
1515	0	0	0	1
1530	1	0	0	0
1545	0	0	0	0
1600	0	0	0	0
1615	0	0	1	0
1630	0	0	0	0
1645	1	0	0	0
1700	0	0	0	0
1715	0	0	0	0
1730	2	0	0	0
1745	0	0	0	0
1800	0	0	0	4
1815	0	0	0	0
1830	0	0	0	0
1845	0	0	0	0

S|C|P

APPENDIX C

Accident Report

Area of Interest (AOI) Information

Area:

Date: Tue Aug 19 2025 14:24:17 GMT+0100 (British Summer Time)



OS Code-Point Open postcode locator



BNG locator



ArcGIS World Geocoding Service



OS Open Names locator



what3words_EN_English



DfT Road Safety Data 2019 to mid 2024

Collisions 2019 - mid 2024

Collision severity



Collisions 2019 - mid 2024 | Total count: 9

#	Collision index	Collision reference	Date and time
1	2019040850633	040850633	10/04/2019, 14:00
2	2019040887838	040887838	04/09/2019, 19:10
3	2020040937651	040937651	06/03/2020, 19:20
4	2021041120089	041120089	09/12/2021, 07:35
5	2022041188310	041188310	15/06/2022, 16:00
6	2022041197937	041197937	09/07/2022, 23:45
7	2022041216859	041216859	07/09/2022, 17:07
8	2023041314661	041314661	04/06/2023, 01:30
9	2023041378270	041378270	23/11/2023, 18:25

#	Collision severity	Number of vehicles	Number of casualties
1	Slight	2	1
2	Serious	2	1
3	Slight	2	2
4	Slight	1	1
5	Slight	1	1
6	Slight	2	3
7	Serious	2	1
8	Slight	2	1
9	Slight	2	1

#	Enhanced severity collision	Day of week	First road class
1	Slight	Wednesday	A
2	Less Serious	Wednesday	A
3	Slight	Friday	A
4	Slight	Thursday	A
5	Slight	Wednesday	A
6	Slight	Saturday	A
7	Less Serious	Wednesday	A
8	Slight	Sunday	Unclassified
9	Slight	Thursday	Unclassified

#	First road number	Light conditions	Road type
1	666	Daylight	Single carriageway
2	666	Daylight	Single carriageway
3	666	Daylight	Single carriageway
4	666	Daylight	Single carriageway
5	666	Daylight	Single carriageway
6	666	Daylight	Single carriageway
7	666	Darkness - lights unlit	Single carriageway
8	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway
9	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway

#	Speed limit	Junction detail	Junction control
1	30	Other junction	Give way or uncontrolled
2	30	T or staggered junction	Give way or uncontrolled
3	30	Mini-roundabout	Give way or uncontrolled
4	30	Other junction	Give way or uncontrolled
5	30	Crossroads	Auto traffic signal
6	30	Not at junction or within 20 metres	Data missing or out of range
7	30	Crossroads	Give way or uncontrolled
8	30	Crossroads	Auto traffic signal
9	30	Crossroads	Auto traffic signal

#	Second road class	Second road number	Pedestrian crossing human control
1	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
2	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
3	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
4	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
5	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
6	Not at junction or within 20 metres	Unknown	None within 50 metres
7	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
8	A	666	None within 50 metres
9	A	666	None within 50 metres

#	Pedestrian crossing physical facilities	Weather conditions	Road surface conditions
1	No physical crossing facilities within 50 metres	Fine no high winds	Dry
2	No physical crossing facilities within 50 metres	Raining no high winds	Wet or damp
3	No physical crossing facilities within 50 metres	Fine no high winds	Dry
4	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	Fine no high winds	Wet or damp
5	Pedestrian phase at traffic signal junction	Fine no high winds	Dry
6	No physical crossing facilities within 50 metres	Fine no high winds	Dry
7	No physical crossing facilities within 50 metres	Raining no high winds	Wet or damp
8	No physical crossing facilities within 50 metres	Fine no high winds	Dry
9	Zebra	Raining no high winds	Wet or damp

#	Special conditions at site	Carriageway hazards	Urban or rural area
1	None	None	Urban
2	None	None	Urban
3	None	None	Urban
4	None	None	Urban
5	None	None	Urban
6	None	None	Urban
7	None	None	Urban
8	None	None	Urban
9	None	None	Urban

#	Trunk road flag	Police force	Did police officer attend scene
1	Non-trunk	Lancashire	No
2	Non-trunk	Lancashire	Yes
3	Non-trunk	Lancashire	No
4	Non-trunk	Lancashire	No
5	Non-trunk	Lancashire	No
6	Non-trunk	Lancashire	Yes
7	Non-trunk	Lancashire	Yes
8	Non-trunk	Lancashire	Yes
9	Non-trunk	Lancashire	No

#	Local authority ONS district	Local authority highway	Local authority district
1	Blackburn with Darwen	Blackburn with Darwen	Blackburn with Darwen
2	Ribble Valley	Lancashire	Ribble Valley
3	Ribble Valley	Lancashire	Ribble Valley
4	Blackburn with Darwen	Blackburn with Darwen	Code deprecated
5	Blackburn with Darwen	Blackburn with Darwen	Code deprecated
6	Ribble Valley	Lancashire	Code deprecated
7	Ribble Valley	Lancashire	Code deprecated
8	Blackburn with Darwen	Blackburn with Darwen	Code deprecated
9	Blackburn with Darwen	Blackburn with Darwen	Code deprecated

#	LSOA of collision location	ObjectID	Location northing OSGR
1	E01012636	26837	431668
2	E01025353	28229	431890
3	E01025353	139702	431782
4	E01012636	234875	431670
5	E01012636	335219	431563
6	E01025353	335457	431825
7	E01025353	335892	432376
8	E01012636	440396	431558
9	E01012636	441853	431569

#	Location easting OSGR	Longitude	Latitude
1	368675	-2.476851	53.780405
2	368752	-2.475705	53.782405
3	368715	-2.476256	53.781432
4	368675	-2.476851	53.780423
5	368637	-2.477418	53.779446
6	368729	-2.476049	53.781807
7	368779	-2.475346	53.786762
8	368641	-2.477357	53.779402
9	368630	-2.477525	53.779500

#	GlobalID	Collision year	Closest Approximate Distance
1	f8041f25-54d7-4381-a4dd-ddfc67768300	2019	0 m
2	a5e82fde-b2a4-4db2-89df-9e1d998929ef	2019	0 m
3	9bfb722-650b-48b2-861d-4072e65ea620	2020	0 m
4	71d99db6-52b9-48db-9caa-6434b48fd0cd	2021	0 m
5	18b1e759-5c57-456a-b2c0-198f2db0c766	2022	0 m
6	fc5e016a-0cbc-4684-8328-d14e25350c9e	2022	0 m
7	d1210825-d327-4574-b82d-8f8717b3f6a6	2022	0 m
8	ef7cc4e3-7eea-405e-b6a0-2595f009b6d4	2023	0 m
9	ee142025-9796-4dd6-9ce0-93aec6e89dd1	2023	0 m

Vehicles 2019 - mid 2024 | Total count: 16

#	Collision index	Collision year	Collision reference
1	2019040850633	2019	040850633
2	2019040850633	2019	040850633
3	2019040887838	2019	040887838
4	2019040887838	2019	040887838
5	2020040937651	2020	040937651
6	2020040937651	2020	040937651
7	2021041120089	2021	041120089
8	2022041188310	2022	041188310
9	2022041197937	2022	041197937
10	2022041197937	2022	041197937
11	2022041216859	2022	041216859
12	2022041216859	2022	041216859
13	2023041314661	2023	041314661
14	2023041314661	2023	041314661
15	2023041378270	2023	041378270
16	2023041378270	2023	041378270

#	Collision severity	Vehicle reference	Vehicle type
1	Slight	1	Car
2	Slight	2	Car
3	Serious	1	Car
4	Serious	2	Pedal cycle
5	Slight	1	Car
6	Slight	2	Car
7	Slight	1	Car
8	Slight	1	Van / Goods 3.5 tonnes mgw or under
9	Slight	1	Car
10	Slight	2	Car
11	Serious	1	Car
12	Serious	2	Car
13	Slight	1	Car
14	Slight	2	Car
15	Slight	1	Car
16	Slight	2	Car

#	Generic make model	Age of vehicle	Propulsion code
1	LAND ROVER RANGE ROVER	3	Heavy oil
2	SKODA OCTAVIA	1	Petrol
3	TOYOTA YARIS	9	Petrol
4	Data missing or out of range	Data missing or out of range	Undefined
5	SKODA FABIA	17	Petrol
6	MERCEDES A CLASS	5	Heavy oil
7	Data missing or out of range	Data missing or out of range	Undefined
8	FORD TRANSIT	8	Heavy oil
9	AUDI A3	14	Heavy oil
10	MINI FIRST	12	Petrol
11	KIA SPORTAGE	2	Petrol
12	VOLKSWAGEN TIGUAN	6	Heavy oil
13	PORSCHE TAYCAN	1	Electric
14	CITROEN C3	0	Petrol
15	SKODA SUPERB	4	Petrol
16	NISSAN MICRA	3	Petrol

#	Engine capacity cc	Vehicle left hand drive	Escooter flag
1	2993	No	Vehicle was not an e-scooter
2	999	No	Vehicle was not an e-scooter
3	1329	No	Vehicle was not an e-scooter
4	Data missing or out of range	No	Vehicle was not an e-scooter
5	1397	No	Vehicle was not an e-scooter
6	1461	No	Vehicle was not an e-scooter
7	Data missing or out of range	Yes	Vehicle was not an e-scooter
8	2198	No	Vehicle was not an e-scooter
9	1896	No	Vehicle was not an e-scooter
10	1598	No	Vehicle was not an e-scooter
11	1591	No	Vehicle was not an e-scooter
12	1968	No	Vehicle was not an e-scooter
13	Data missing or out of range	No	Vehicle was not an e-scooter
14	1199	No	Vehicle was not an e-scooter
15	1498	No	Vehicle was not an e-scooter
16	999	No	Vehicle was not an e-scooter

#	Towing and articulation	Vehicle manoeuvre	First point of impact
1	No tow/articulation	Going ahead other	Front
2	No tow/articulation	Slowing or stopping	Back
3	No tow/articulation	Turning left	Did not impact
4	No tow/articulation	Going ahead other	Offside
5	No tow/articulation	Going ahead other	Front
6	No tow/articulation	Turning right	Nearside
7	No tow/articulation	Slowing or stopping	Nearside
8	No tow/articulation	Going ahead other	Nearside
9	No tow/articulation	Going ahead other	Front
10	No tow/articulation	Going ahead other	Front
11	No tow/articulation	Slowing or stopping	Front
12	No tow/articulation	Slowing or stopping	Back
13	No tow/articulation	Going ahead other	Front
14	No tow/articulation	Going ahead other	Offside
15	No tow/articulation	Going ahead other	Front
16	No tow/articulation	Going ahead other	Nearside

#	Junction location	Skidding and overturning	Vehicle location restricted lane
1	Cleared junction or waiting/parked at junction exit	None	On main c'way - not in restricted lane
2	Cleared junction or waiting/parked at junction exit	None	On main c'way - not in restricted lane
3	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
4	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
5	Entering roundabout	None	On main c'way - not in restricted lane
6	Entering roundabout	None	On main c'way - not in restricted lane
7	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
8	Approaching junction or waiting/parked at junction approach	None	Footway (pavement)
9	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
10	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
11	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
12	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
13	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
14	Cleared junction or waiting/parked at junction exit	Overtaken	On main c'way - not in restricted lane
15	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
16	Mid Junction - on roundabout or on main road	Skidded	On main c'way - not in restricted lane

#	Hit object in carriageway	Hit object off carriageway	Vehicle leaving carriageway
1	None	None	Did not leave carriageway
2	None	None	Did not leave carriageway
3	None	None	Did not leave carriageway
4	None	None	Did not leave carriageway
5	None	None	Did not leave carriageway
6	None	None	Did not leave carriageway
7	None	None	Did not leave carriageway
8	None	None	Did not leave carriageway
9	None	None	Did not leave carriageway
10	None	None	Did not leave carriageway
11	None	None	Did not leave carriageway
12	None	None	Did not leave carriageway
13	None	None	Offside
14	None	None	Straight ahead at junction
15	None	None	Did not leave carriageway
16	None	None	Did not leave carriageway

#	Vehicle direction from	Vehicle direction to	Journey purpose of driver
1	South	North	Other
2	North	South	Other
3	South	North	Other
4	North	South	Not known
5	South	South	Not known
6	North	North East	Other
7	West	East	Commuting to/from work
8	East	West	Not known
9	South	North	Other
10	North	South	Other
11	North	South	Other
12	North	South	Other
13	East	West	Other
14	North	South	Other
15	North	South	Other
16	West	East	Commuting to/from work

#	Sex of driver	Age of driver	Age band of driver
1	Female	41	36 - 45
2	Male	33	26 - 35
3	Female	39	36 - 45
4	Male	56	56 - 65
5	Male	26	26 - 35
6	Female	23	21 - 25
7	Female	28	26 - 35
8	Not known	Data missing or out of range	Data missing or out of range
9	Male	18	16 - 20
10	Male	58	56 - 65
11	Female	43	36 - 45
12	Female	35	26 - 35
13	Male	47	46 - 55
14	Female	30	26 - 35
15	Female	54	46 - 55
16	Female	53	46 - 55

#	Driver home area type	Driver IMD Decile	LSOA of driver
1	Urban area	Less deprived 10-20%	E01025324
2	Urban area	Less deprived 20-30%	E01012636
3	Urban area	Least deprived 10%	E01025353
4	Urban area	Less deprived 40-50%	Data missing or out of range
5	Urban area	More deprived 10-20%	E01025285
6	Urban area	More deprived 10-20%	E01012605
7	Urban area	Least deprived 10%	E01025353
8	Data missing or out of range	Data missing or out of range	Data missing or out of range
9	Urban area	More deprived 30-40%	E01012634
10	Urban area	Less deprived 20-30%	E01012584
11	Rural	Less deprived 40-50%	E01025456
12	Urban area	Less deprived 10-20%	E01012583
13	Small town	Less deprived 10-20%	E01025343
14	Urban area	Most deprived 10%	E01012594
15	Urban area	Less deprived 10-20%	E01025324
16	Urban area	Less deprived 40-50%	E01025066

#	Driver distance banding	Direction from east	Direction from north
1	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
2	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
3	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
4	Data missing or out of range	Data missing or out of range	Data missing or out of range
5	Collision occurred between 10.001 and 20km of drivers home postcode	Data missing or out of range	Data missing or out of range
6	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
7	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
8	Data missing or out of range	Data missing or out of range	Data missing or out of range
9	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
10	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
11	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
12	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
13	Collision occurred between 10.001 and 20km of drivers home postcode	Data missing or out of range	Data missing or out of range
14	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
15	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
16	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range

#	Direction to east	Direction to north	OBJECTID
1	Data missing or out of range	Data missing or out of range	48479
2	Data missing or out of range	Data missing or out of range	48480
3	Data missing or out of range	Data missing or out of range	51046
4	Data missing or out of range	Data missing or out of range	51047
5	Data missing or out of range	Data missing or out of range	257137
6	Data missing or out of range	Data missing or out of range	257138
7	Data missing or out of range	Data missing or out of range	432011
8	Data missing or out of range	Data missing or out of range	616286
9	Data missing or out of range	Data missing or out of range	616721
10	Data missing or out of range	Data missing or out of range	616722
11	Data missing or out of range	Data missing or out of range	617539
12	Data missing or out of range	Data missing or out of range	617540
13	Data missing or out of range	Data missing or out of range	808173
14	Data missing or out of range	Data missing or out of range	808174
15	Data missing or out of range	Data missing or out of range	810862
16	Data missing or out of range	Data missing or out of range	810863

#	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	368675	431668	f8041f25-54d7-4381-a4dd-ddfc67768300	0 m
2	368675	431668	f8041f25-54d7-4381-a4dd-ddfc67768300	0 m
3	368752	431890	a5e82fde-b2a4-4db2-89df-9e1d998929ef	0 m
4	368752	431890	a5e82fde-b2a4-4db2-89df-9e1d998929ef	0 m
5	368715	431782	9bfb722-650b-48b2-861d-4072e65ea620	0 m
6	368715	431782	9bfb722-650b-48b2-861d-4072e65ea620	0 m
7	368675	431670	71d99db6-52b9-48db-9caa-6434b48fd0cd	0 m
8	368637	431563	18b1e759-5c57-456a-b2c0-198f2db0c766	0 m
9	368729	431825	fc5e016a-0cbc-4684-8328-d14e25350c9e	0 m
10	368729	431825	fc5e016a-0cbc-4684-8328-d14e25350c9e	0 m
11	368779	432376	d1210825-d327-4574-b82d-8f8717b3f6a6	0 m
12	368779	432376	d1210825-d327-4574-b82d-8f8717b3f6a6	0 m
13	368641	431558	ef7cc4e3-7eea-405e-b6a0-2595f009b6d4	0 m
14	368641	431558	ef7cc4e3-7eea-405e-b6a0-2595f009b6d4	0 m
15	368630	431569	ee142025-9796-4dd6-9ce0-93aec6e89dd1	0 m
16	368630	431569	ee142025-9796-4dd6-9ce0-93aec6e89dd1	0 m

Casualties 2019 - mid 2024 | Total count: 12

#	Collision index	Collision year	Collision reference
1	2019040850633	2019	040850633
2	2019040887838	2019	040887838
3	2020040937651	2020	040937651
4	2020040937651	2020	040937651
5	2021041120089	2021	041120089
6	2022041188310	2022	041188310
7	2022041197937	2022	041197937
8	2022041197937	2022	041197937
9	2022041197937	2022	041197937
10	2022041216859	2022	041216859
11	2023041314661	2023	041314661
12	2023041378270	2023	041378270

#	Vehicle reference	Casualty reference	Casualty severity
1	2	1	Slight
2	2	1	Serious
3	2	1	Slight
4	2	2	Slight
5	1	1	Slight
6	1	1	Slight
7	1	3	Slight
8	2	1	Slight
9	2	2	Slight
10	1	1	Serious
11	2	1	Slight
12	1	1	Slight

#	Casualty class	Casualty type	Sex of casualty
1	Driver or rider	Car occupant	Male
2	Driver or rider	Cyclist	Male
3	Driver or rider	Car occupant	Female
4	Passenger	Car occupant	Female
5	Pedestrian	Pedestrian	Male
6	Pedestrian	Pedestrian	Female
7	Driver or rider	Car occupant	Male
8	Driver or rider	Car occupant	Male
9	Passenger	Car occupant	Female
10	Passenger	Car occupant	Female
11	Driver or rider	Car occupant	Female
12	Driver or rider	Car occupant	Female

#	Age of casualty	Age band of casualty	Enhanced casualty severity
1	33	26 - 35	Slight
2	56	56 - 65	Less Serious
3	23	21 - 25	Slight
4	16	16 - 20	Slight
5	13	11 - 15	Slight
6	33	26 - 35	Slight
7	18	16 - 20	Slight
8	58	56 - 65	Slight
9	60	56 - 65	Slight
10	8	6 - 10	Less Serious
11	30	26 - 35	Slight
12	54	46 - 55	Slight

#	Car passenger	Bus or coach passenger	Pedestrian location
1	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
2	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
3	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
4	Front seat passenger	Not a bus or coach passenger	Not a Pedestrian
5	Not car passenger	Not a bus or coach passenger	Crossing elsewhere within 50m. of pedestrian crossing
6	Not car passenger	Not a bus or coach passenger	On footway or verge
7	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
8	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
9	Front seat passenger	Not a bus or coach passenger	Not a Pedestrian
10	Rear seat passenger	Not a bus or coach passenger	Not a Pedestrian
11	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
12	Not car passenger	Not a bus or coach passenger	Not a Pedestrian

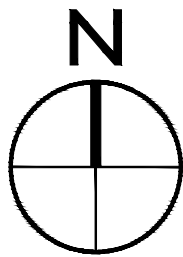
#	Pedestrian movement	Pedestrian road maintenance worker	Casualty home area type
1	Not a Pedestrian	No / Not applicable	Urban area
2	Not a Pedestrian	No / Not applicable	Urban area
3	Not a Pedestrian	No / Not applicable	Urban area
4	Not a Pedestrian	No / Not applicable	Urban area
5	Crossing from nearside - masked by parked or stationary vehicle	No / Not applicable	Data missing or out of range
6	Unknown or other	No / Not applicable	Urban area
7	Not a Pedestrian	No / Not applicable	Urban area
8	Not a Pedestrian	No / Not applicable	Urban area
9	Not a Pedestrian	No / Not applicable	Urban area
10	Not a Pedestrian	No / Not applicable	Rural
11	Not a Pedestrian	No / Not applicable	Urban area
12	Not a Pedestrian	No / Not applicable	Urban area

#	Casualty distance banding	Casualty IMD decile	LSOA of casualty
1	Collision occurred within 5km of casualties home postcode	Less deprived 20-30%	E01012636
2	Data missing or out of range	Less deprived 40-50%	Data missing or out of range
3	Collision occurred within 5km of casualties home postcode	More deprived 10-20%	E01012605
4	Collision occurred within 5km of casualties home postcode	More deprived 10-20%	E01012605
5	Data missing or out of range	Data missing or out of range	Data missing or out of range
6	Collision occurred within 5km of casualties home postcode	Less deprived 10-20%	E01025324
7	Collision occurred within 5km of casualties home postcode	More deprived 30-40%	E01012634
8	Collision occurred within 5km of casualties home postcode	Less deprived 20-30%	E01012584
9	Collision occurred within 5km of casualties home postcode	Less deprived 20-30%	E01012584
10	Collision occurred between 5.001 and 10km of casualties home postcode	Less deprived 40-50%	E01025456
11	Collision occurred between 5.001 and 10km of casualties home postcode	Most deprived 10%	E01012594
12	Collision occurred within 5km of casualties home postcode	Less deprived 10-20%	E01025324

#	OBJECTID	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	32190	368675	431668	f8041f25-54d7-4381-a4dd-ddfc67768300	0 m
2	34124	368752	431890	a5e82fde-b2a4-4db2-89df-9e1d998929ef	0 m
3	179050	368715	431782	9bfb722-650b-48b2-861d-4072e65ea620	0 m
4	179051	368715	431782	9bfb722-650b-48b2-861d-4072e65ea620	0 m
5	299524	368675	431670	71d99db6-52b9-48db-9caa-6434b48fd0cd	0 m
6	426835	368637	431563	18b1e759-5c57-456a-b2c0-198f2db0c766	0 m
7	427159	368729	431825	fc5e016a-0cbc-4684-8328-d14e25350c9e	0 m
8	427160	368729	431825	fc5e016a-0cbc-4684-8328-d14e25350c9e	0 m
9	427161	368729	431825	fc5e016a-0cbc-4684-8328-d14e25350c9e	0 m
10	427736	368779	432376	d1210825-d327-4574-b82d-8f8717b3f6a6	0 m
11	560889	368641	431558	ef7cc4e3-7eea-405e-b6a0-2595f009b6d4	0 m
12	562864	368630	431569	ee142025-9796-4dd6-9ce0-93aec6e89dd1	0 m

S|C|P

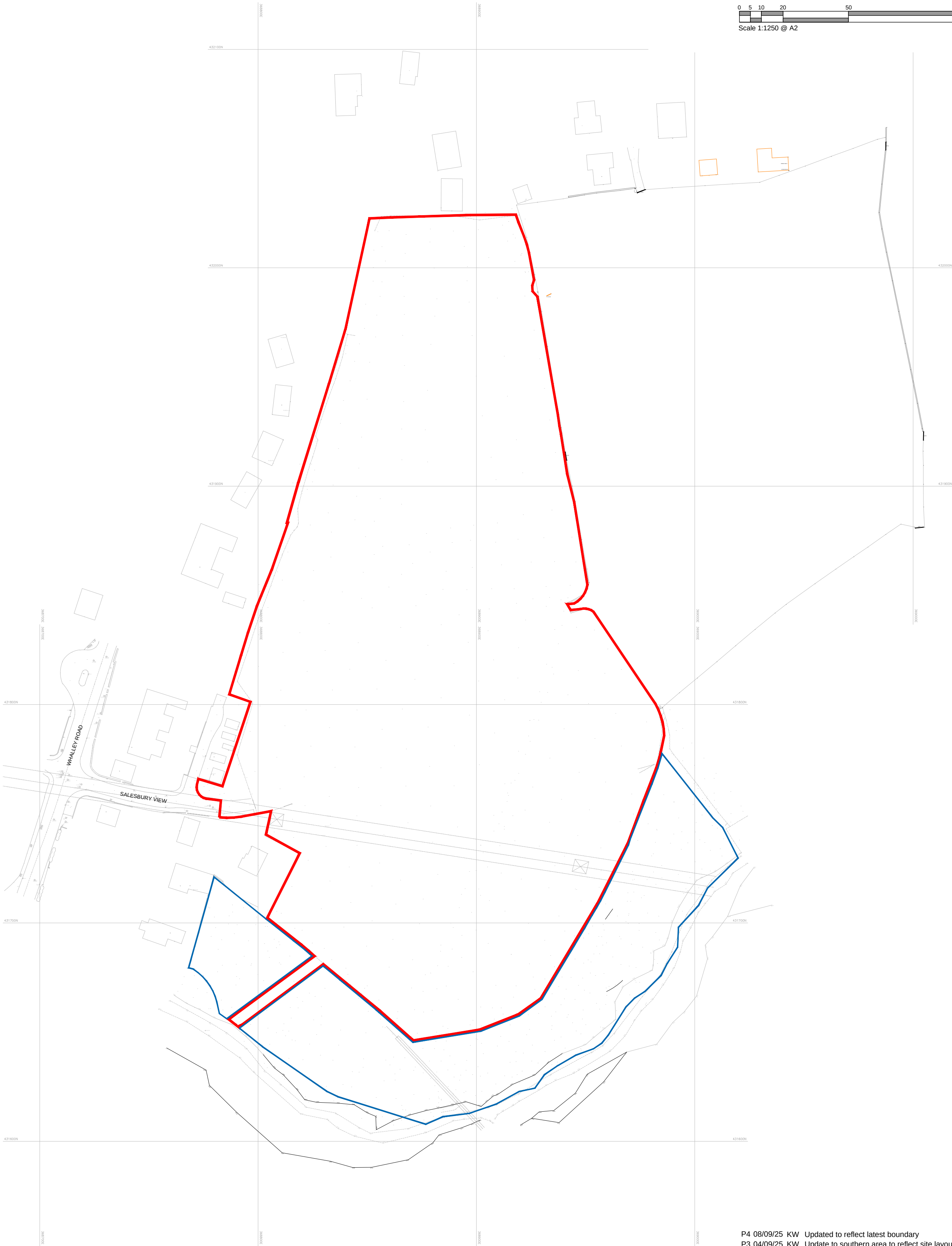
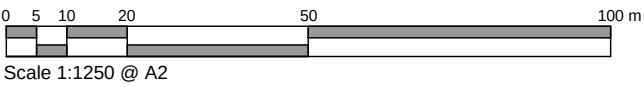
APPENDIX D



DO NOT SCALE
All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

DESIGNERS RISK ASSESSMENT
Construction (Design and Management) Regulations 2015
RESIDUAL RISKS

REF	DATE	DESCRIPTION
-----	------	-------------



P4 08/09/25 KW Updated to reflect latest boundary
P3 04/09/25 KW Update to southern area to reflect site layout
P2 29/08/25 KW Updated to reflect latest boundary
P1 26/08/25 KW Issued for planning

REV	DATE	INITIAL	DESCRIPTION
-----	------	---------	-------------

PROJECT / CLIENT Salesbury View, Wilpshire for Persimmon Homes			PROJECT NO. N81:3203	
DRAWING TITLE Site Location Plan			DRAWING STATUS PLANNING	
			DRAWING NO. 100	
PROJECT LEADER KD		DRAWN BY KW	CHECKED BY IDP	DRAWING REVISION P4
SCALE 1:1250 @ A2		DATE August 2025		
COPYRIGHT - IDPartnership				



Architecture
Masterplanning
Urban Design

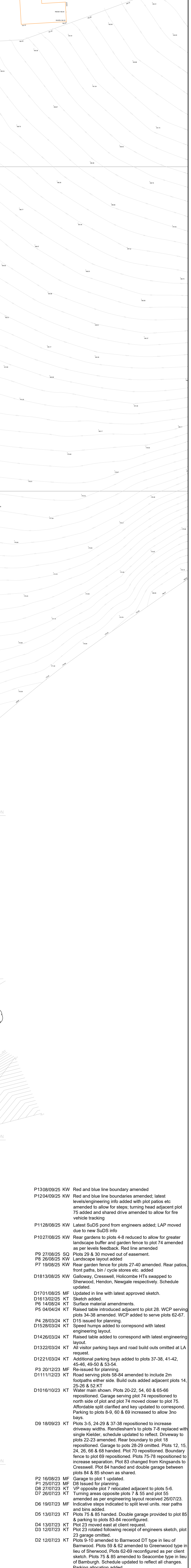
IDPartnership Northern, St. Jude's, Barker Street, Shieldfield, Newcastle Upon Tyne, NE2 1AS T: 0191 2614442
E: info@idpartnership.com | W: idpartnership.com

KEY

-  **SITE BOUNDARY**
This boundary is subject to confirmation by Client
-  **RAISED TABLE - 150x WITH RED CHIPPINGS**
-  **AFFORDABLE - 150x**
-  **AFFORDABLE - INTERMEDIATE**
-  **AFFORDABLE - FIRST HOMES**
-  **OVER 55 UNITS**
-  **DENOTED BIN STORAGE (WITHIN GARAGE)**
-  **WATER MAIN (AND EASEMENT)**
-  **RETAINING WALL**
-  **UNDERGROUND RETAINING WALL**







A number line is shown with a starting point at 0 and an ending point at 50 metres. A grey bar is drawn from 0 to 20, and a white bar is drawn from 20 to 50.

Figure 1 is a map of the study area, showing the coastline and the locations of the four sampling stations (S1, S2, S3, S4). The map includes latitude and longitude coordinates and a scale bar.

Tr

	amended to allow for steps; turning head adjacent plot 75 added and shared drive amended to allow for fire vehicle tracking
P1128/08/25 KW	Latest SuDS pond from engineers added; LAP moved due to new SuDS info
P1027/08/25 KW	Rear gardens to plots 4-8 reduced to allow for greater landscape buffer and garden fence to plot 74 amended as per levels feedback. Red line amended

D16 15/02/23	KT	Soil test water.
P6 14/08/24	KT	Surface material amendments.
P5 04/04/24	KT	Raised table introduced adjacent to plot 28. WCP serving plots 34-38 amended. WCP added to serve plots 62-67.
P4 28/03/24	KT	D15 issued for planning.
D15 28/03/24	KT	Speed humps added to correspond with latest engineering layout.
D14 26/03/24	KT	Raised table added to correspond with latest engineering layout.

D9 18/09/23 KT Plots 3-5, 24-29 & 37-38 repositioned to increase driveway widths. Rendlesham's to plots 7-8 replaced with single Kielder, schedule updated to reflect. Driveway to plots 22-23 amended. Rear boundary to plot 18 repositioned. Garage serving plot 74 repositioned to north side of plot and plot 74 moved closer to plot 75. Affordable split clarified and key updated to correspond. Parking to plots 8-9, 60 & 69 increased to allow 3no bays.

D7	28/07/23	KT	Turning areas opposite plots 7 & 85 and plot 55 amended as per engineering layout received 26/07/23.
D6	19/07/23	MF	Indicative steps indicated to split level units, rear paths and bins added.
D5	13/07/23	KT	Plots 75 & 85 handed. Double garage provided to plot 85 & parking to plots 83-84 reconfigured.
D4	13/07/23	KT	Plot 23 moved east at client request.
D3	12/07/23	KT	Plot 23 rotated following receipt of engineers sketch, plot 23 garage omitted.



Architecture
Masterplanning
Urban Design

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APPENDIX E

A666 Whalley Road, Wilpshire - Speed Survey (Wednesday 30th October 2019)

Weather Conditions - Fine, Sunny Periods & Breezy/Road Surface - Dry

Northbound

36	34	31	37	34	40	31	33	24	40
41	31	37	29	39	27	45	30	33	30
33	37	31	29	42	32	26	33	29	33
28	34	30	28	31	32	27	37	33	29
33	30	34	28	37	32	29	34	30	32
26	29	38	34	27	32	24	29	35	33
32	28	31	38	32	35	27	33	29	32
30	25	33	29	31	40	27	33	39	29
33	42	32	29	34	30	28	37	25	31
28	30	38	31	29	37	32	35	28	30
38	27	32	29	24	36	31	29	39	31
28	31	25	30	27	41	30	26	29	26
35	25	38	27	32	35	29	26	45	33
25	36	27	29	34	40	32	36	33	27
30	34	28	30	27	31	35	25	31	28
26	33	35	29	32	23	29	25	33	31
34	28	35	23	31	33	36	23	30	25
38	33	30	27	38	31	28	34	25	30
30	28	27	31	29	33	24	28	30	33
43	34	29	38	32	28	36	40	35	28

Max - 45

Min - 23

85% - 37

Ave - 32

Sp. Limit - 30

36 - Cars/LGV's

37 - HGV's/PSV's

A666 Whalley Road, Wilpshire - Speed Survey (Wednesday 30th October 2019)

Weather Conditions - Fine, Sunny Periods & Breezy/Road Surface - Dry

Southbound

29	37	30	33	27	32	28	35	30	34
42	29	39	34	32	29	36	41	29	31
28	34	31	37	33	30	27	36	31	25
29	34	30	33	37	28	36	30	23	30
21	37	31	26	29	32	25	28	25	31
31	29	33	28	30	37	28	32	28	35
30	37	24	31	31	39	28	44	31	38
29	31	26	36	30	32	28	32	27	37
35	31	28	30	36	31	27	30	28	31
31	33	29	33	31	26	29	33	30	28
28	31	40	31	29	33	29	33	29	31
30	33	30	28	32	27	33	39	31	33
27	31	35	32	29	31	27	29	35	31
31	27	29	37	31	35	30	32	35	29
29	37	31	30	33	27	35	28	30	26
33	31	28	35	31	29	32	38	27	31
30	33	27	33	28	31	37	33	31	28
37	31	29	24	32	37	30	32	26	31
32	30	45	29	35	32	29	40	31	28
30	34	32	26	31	29	32	26	29	30

Max - 45

Min - 21

85% - 35

Ave - 31

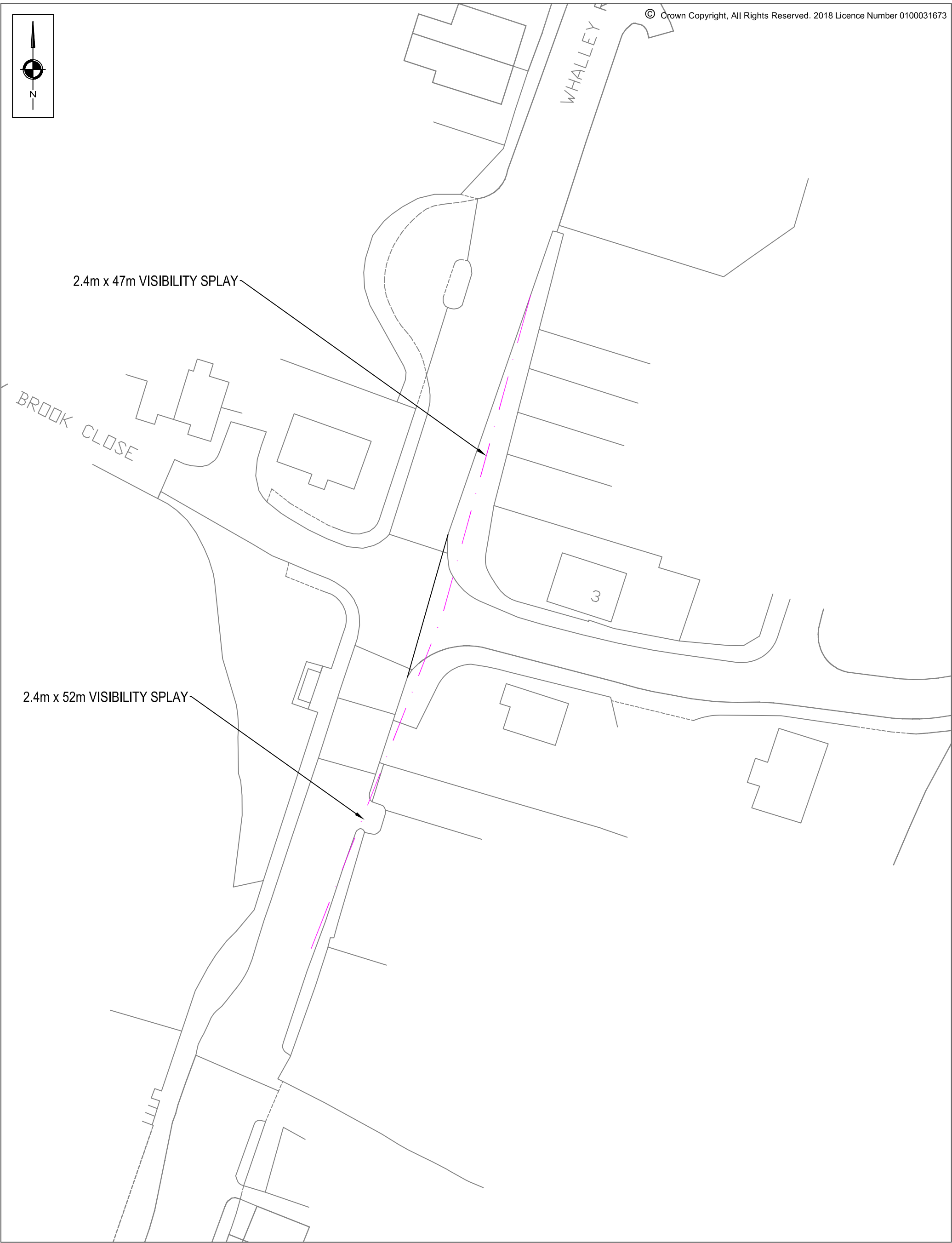
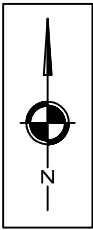
Sp. Limit - 30

29 - Cars/LGV's

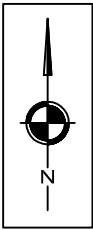
28 - HGV's/PSV's

S|C|P

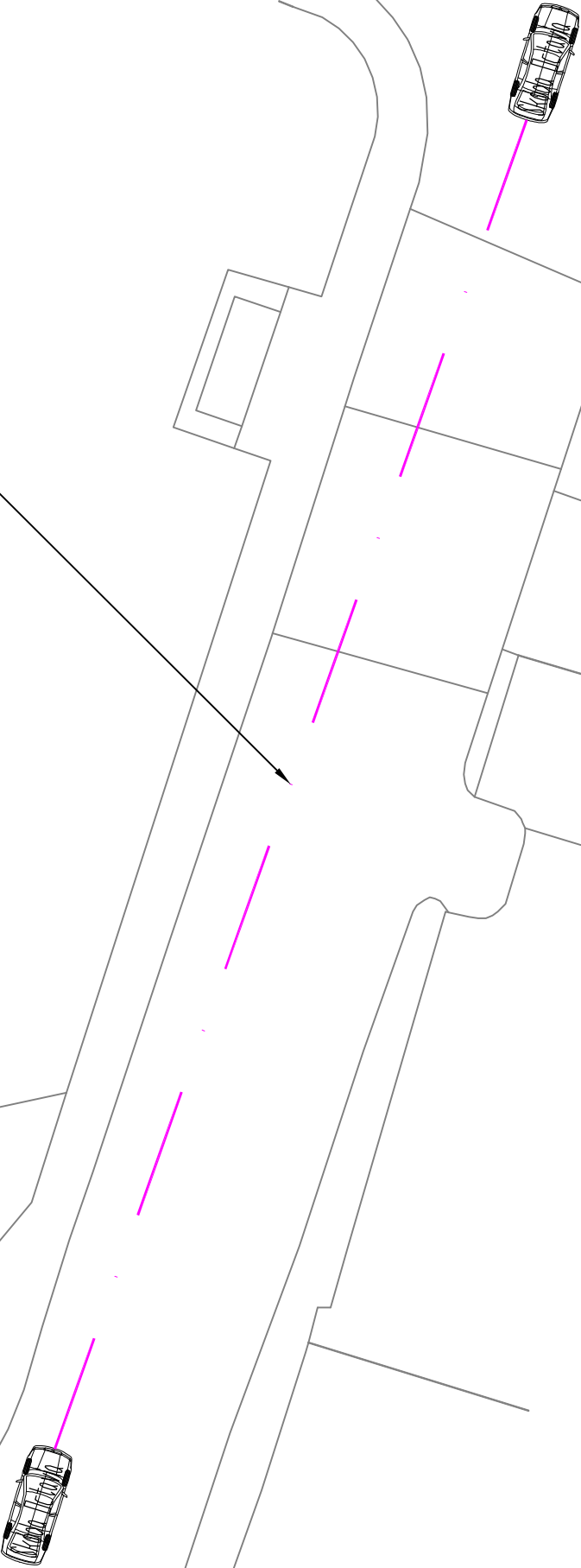
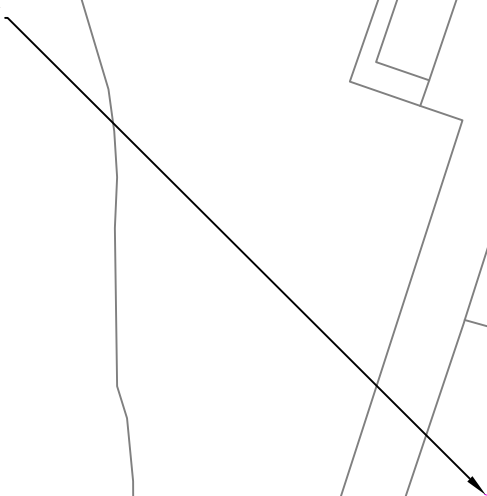
APPENDIX F



S C P Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client PERSIMMON HOMES LTD	Drawing Title SITE ACCESS VISIBILITY SPLAYS	Scale 1:500 @ A3	By JH	Drawing No. SCP/190760/SK01
	Project Title SALESBURY VIEW, BLACKBURN		Date 22.11.2019	Checked MD	
			Approved/Unapproved -	Status PLANNING	Revision -



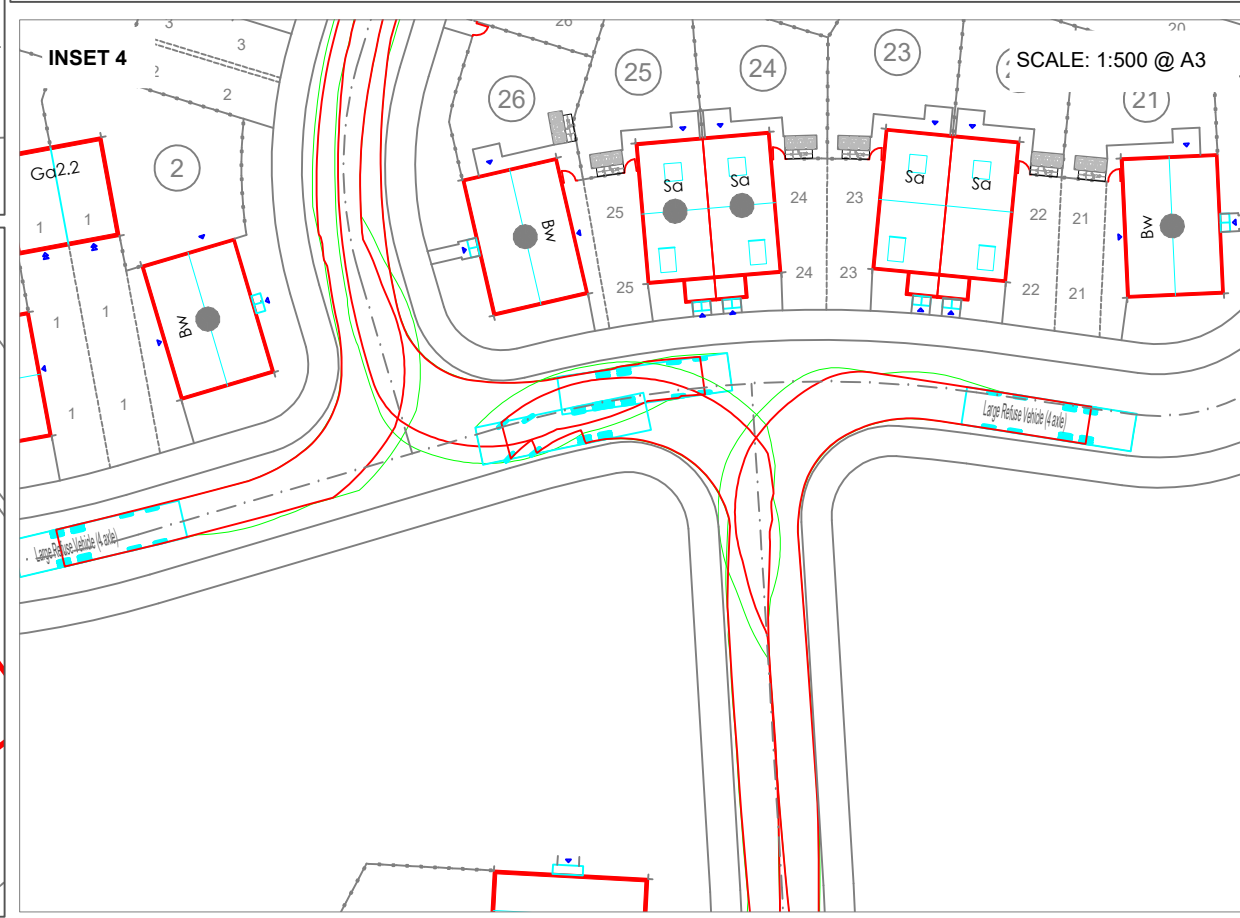
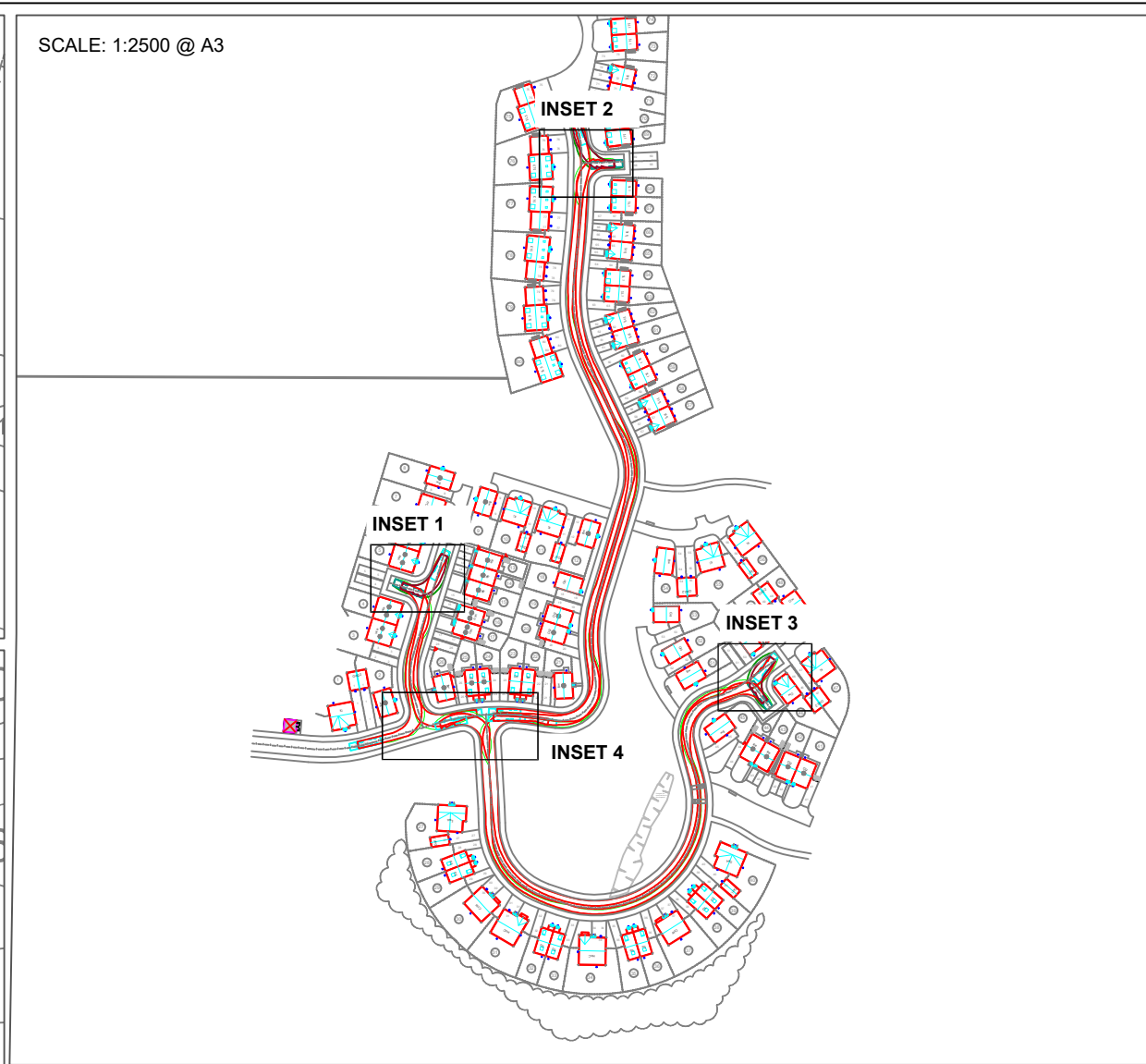
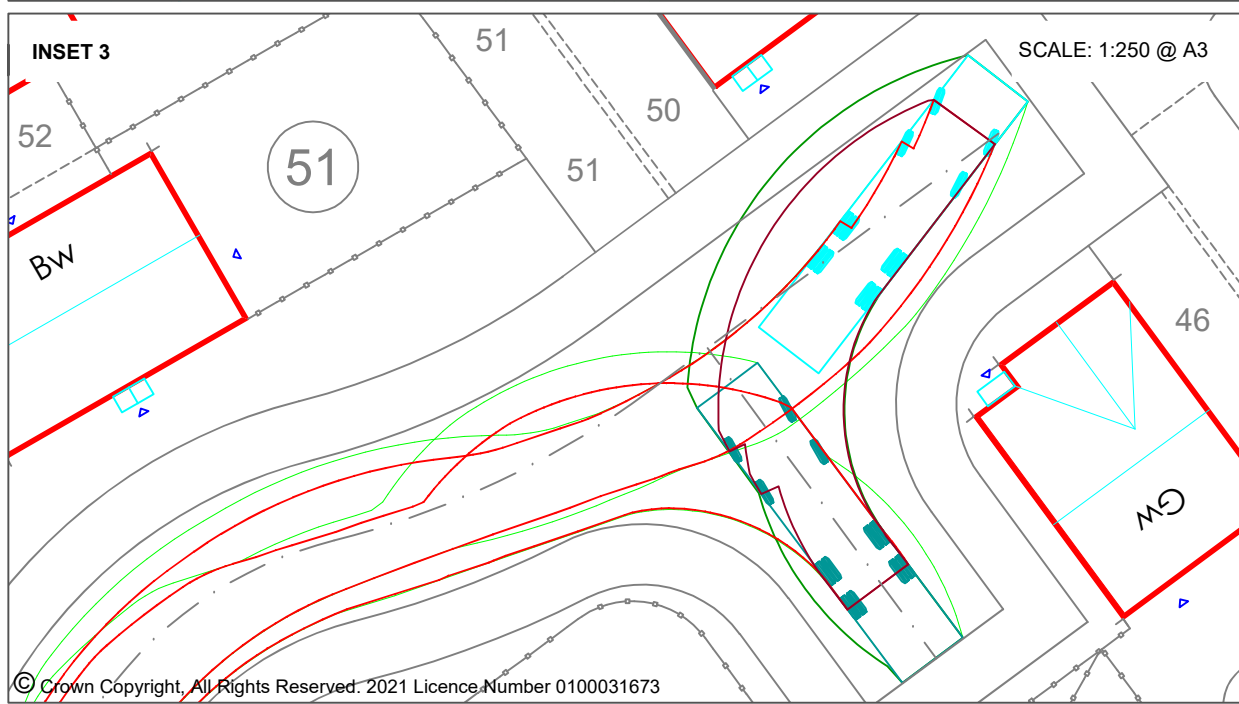
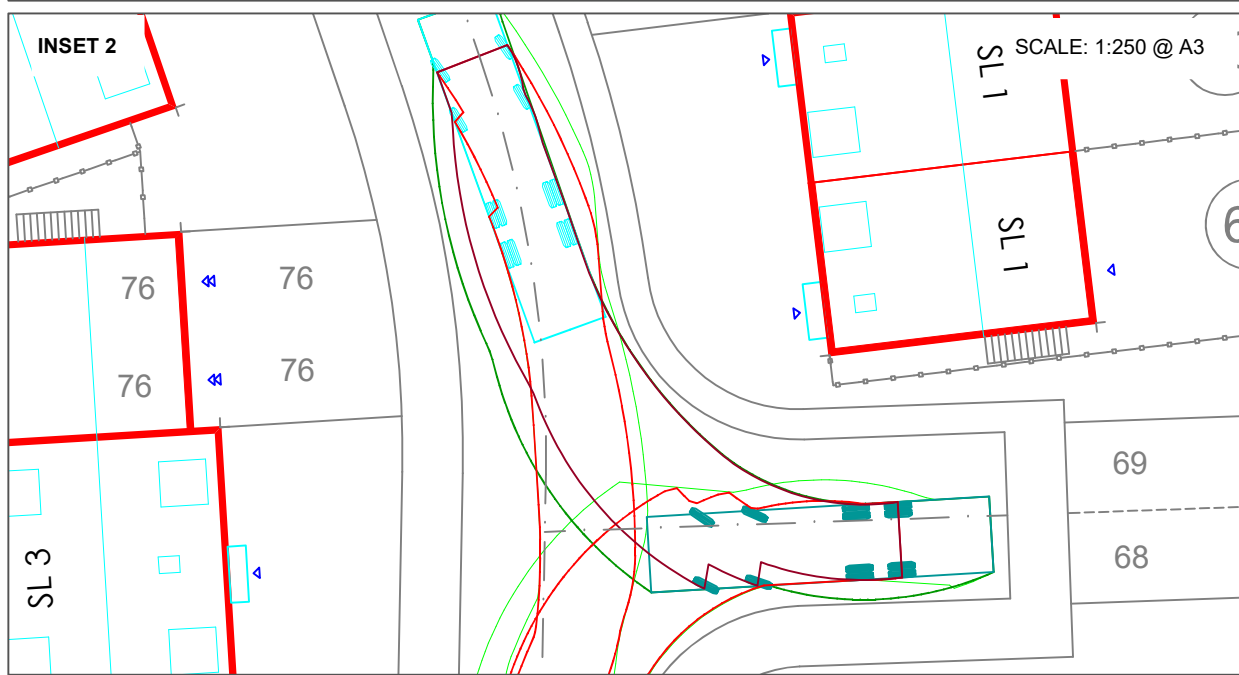
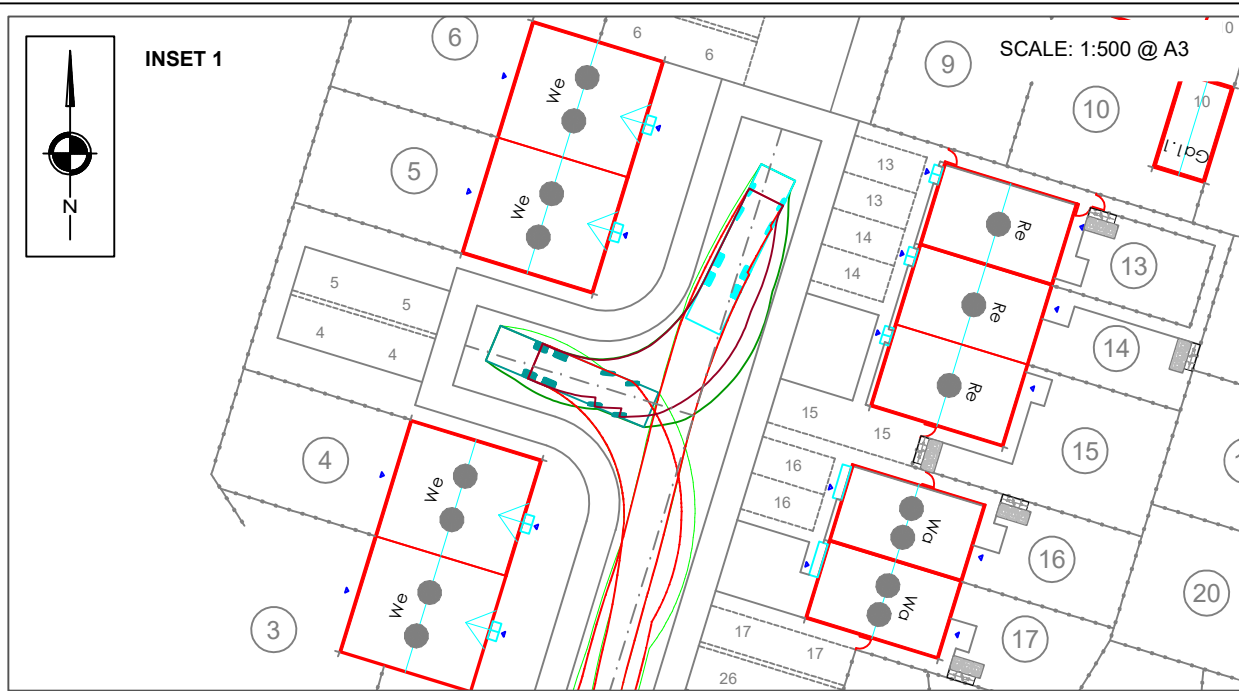
52m FORWARD VISIBILITY SPLAY



SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client PERSIMMON HOMES LTD	Drawing Title FORWARD VISIBILITY SPLAYS	Scale 1:500 @ A3	By JH	Drawing No. SCP/190760/SK02
	Project Title SALESBURY VIEW, BLACKBURN		Date 22.11.2019	Checked MD	
			Approved/ Unapproved -	Status PLANNING	Revision -

S|C|P

APPENDIX G



NOTES

Large Refuse Vehicle (4 axle)

Overall Length 11.347m

Overall Width 2.500m

Overall Body Height 3.751m

Min Body Ground Clearance 0.304m

Track Width 2.500m

Lock to lock time 6.00s

Wall to Wall Turning Radius 11.330m

REVISIONS

REV	DESCRIPTION	DATE	BY
B	-UPDATED ROAD LAYOUT AND VEHICLE TRACKING	10.07.22	OP
C	-UPDATED ROAD LAYOUT AND VEHICLE TRACKING	24.07.23	AM
D	-UPDATED SITE LAYOUT AND VEHICLE TRACKING	27.07.23	OP
E	-UPDATED SITE LAYOUT AND VEHICLE TRACKING	28.07.23	OP
F	-UPDATED SITE LAYOUT AND VEHICLE TRACKING	09.01.24	AM
G	-UPDATED VEHICLE TRACKING	21.03.24	OP
H	-UPDATED SITE LAYOUT UNDERLAID	03.04.24	OP
I	-UPDATED SITE LAYOUT UNDERLAID AND SWEEP PATHS UPDATED	20.08.25	OP

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

PERSIMMON HOMES

Project Title:

SALESBURY VIEW, WILPSHIRE

Drawing Title:

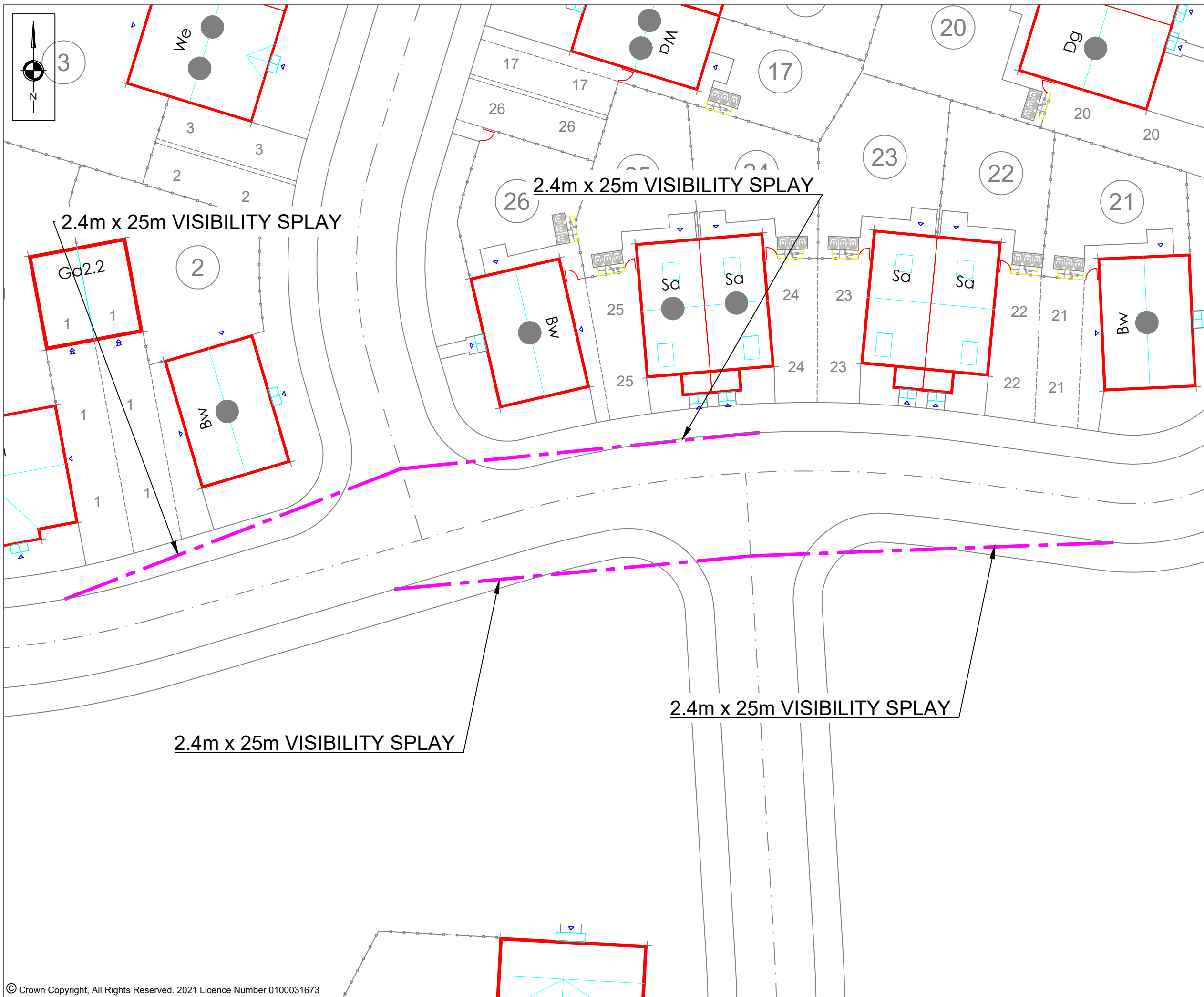
SWEPT PATH ANALYSIS - REFUSE VEHICLE

Drawn By: BH Date: 13.12.2021

Checked: MD Scale: 1:500 @ A3, UNLESS STATED IN INSET

Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/190760/ATR01 Rev. I



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATE SITE LAYOUT	27.07.23	OP
B	-UPDATE SITE LAYOUT	08.01.24	AM
C	-UPDATE SITE LAYOUT	04.04.24	OP
D	-UPDATE SITE LAYOUT	20.08.25	OP

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

PERSIMMON HOMES

Project Title:

SALESBURY VIEW,
WILPSHIRE

Drawing Title:

JUNCTION VISIBILITY SPLAYS

Drawn By:	AM	Date:	26.07.2023
Checked:	PT	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/190760/D04	Rev.	D
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S|C|P

APPENDIX H

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.1.1.1905 © Copyright TRL Software Limited, 2023									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: PICADY Model_Salesbury View.j10

Path: Z:\Job Library\2019\190760 - Salesbury View, Wilpshire\Traffic Data\PICADY Model_Salesbury View LB

07.09.21._Junctions 9 Report\2025.08.20 Update

Report generation date: 20/08/2025 11:48:05

- »2030 Base, AM
- »2030 Base, PM
- »2030 Proposed, AM
- »2030 Proposed, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 Base									
Stream B-ACD	D1	0.0	8.00	0.01	A	D2	0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A		0.0	6.26	0.00	A
	2030 Proposed									
Stream B-ACD	D3	0.1	9.62	0.10	A	D4	0.0	8.65	0.05	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.69	0.01	A		0.0	6.22	0.04	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Salesbury View, Wilpshire
Location	
Site number	
Date	20/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSBY\abbie.moore
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base	AM	ONE HOUR	08:00	09:30	15
D2	2030 Base	PM	ONE HOUR	16:15	17:45	15
D3	2030 Proposed	AM	ONE HOUR	08:00	09:30	15
D4	2030 Proposed	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Salesbury View, Wilpshire	Crossroads	Two-way	Two-way	Two-way	Two-way		0.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	A666 SB		Major
B	Salesbury View		Minor
C	A666 NB		Major
D	Showley Brook Close		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	8.40			250.0	✓	1.00
C	8.40			250.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	29	34
D	One lane	3.12	18	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	719	-	-	-	-	-	-	0.249	0.356	0.249	-	-	-
B-A	529	0.086	0.218	0.218	-	-	-	0.137	0.312	-	0.218	0.218	0.109
B-C	678	0.093	0.235	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	529	0.086	0.218	0.218	-	-	-	0.137	0.312	0.137	-	-	-
B-D, offside lane	529	0.086	0.218	0.218	-	-	-	0.137	0.312	0.137	-	-	-
C-B	719	0.249	0.249	0.356	-	-	-	-	-	-	-	-	-
D-A	643	-	-	-	-	-	-	0.223	-	0.088	-	-	-
D-B, nearside lane	498	0.129	0.129	0.293	-	-	-	0.205	0.205	0.081	-	-	-
D-B, offside lane	498	0.129	0.129	0.293	-	-	-	0.205	0.205	0.081	-	-	-
D-C	498	-	0.129	0.293	0.103	0.205	0.205	0.205	0.205	0.081	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Base	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	652	100.000
B		✓	6	100.000
C		✓	469	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	0	652	0
	B	1	0	5	0
	C	469	0	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.01	8.00	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	519	0.009	4	0.0	7.002	A
A-BCD	0	1261	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			
D-ABC	0	398	0.000	0	0.0	0.000	A
C-ABD	0	1193	0.000	0	0.0	0.000	A
C-D	0			0			
C-A	353			353			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	493	0.011	5	0.0	7.385	A
A-BCD	0	1227	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	586			586			
D-ABC	0	372	0.000	0	0.0	0.000	A
C-ABD	0	1145	0.000	0	0.0	0.000	A
C-D	0			0			
C-A	422			422			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	457	0.014	7	0.0	8.001	A
A-BCD	0	1180	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			
D-ABC	0	335	0.000	0	0.0	0.000	A
C-ABD	0	1079	0.000	0	0.0	0.000	A
C-D	0			0			
C-A	516			516			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7	457	0.014	7	0.0	8.001	A
ABCD	0	1180	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	718			718			
D-ABC	0	335	0.000	0	0.0	0.000	A
C-ABD	0	1079	0.000	0	0.0	0.000	A
C-D	0			0			
C-A	516			516			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	493	0.011	5	0.0	7.385	A
ABCD	0	1227	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	586			586			
D-ABC	0	372	0.000	0	0.0	0.000	A
C-ABD	0	1145	0.000	0	0.0	0.000	A
C-D	0			0			
C-A	422			422			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	5	519	0.009	5	0.0	7.003	A
ABCD	0	1261	0.000	0	0.0	0.000	A
A-B	0			0			
A-C	491			491			
D-ABC	0	398	0.000	0	0.0	0.000	A
C-ABD	0	1193	0.000	0	0.0	0.000	A
C-D	0			0			
C-A	353			353			

2030 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Salesbury View, Wilpshire	Crossroads	Two-way	Two-way	Two-way	Two-way		0.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	526	100.000
B		✓	3	100.000
C		✓	695	100.000
D		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	2	524	0
	B	0	0	3	0
	C	689	2	0	4
	D	0	0	1	0

Vehicle Mix

Heavy Vehicle %

From	To				
	A	B	C	D	
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
ABCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.00	6.26	0.0	A
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	408	0.000	0	0.0	0.000	A
ABCD	0	1176	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	394			394			
D-ABC	0	373	0.000	0	0.0	0.000	A
C-ABD	2	621	0.002	1	0.0	5.808	A
C-D	3			3			
C-A	519			519			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	378	0.000	0	0.0	0.000	A
ABCD	0	1125	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	471			471			
D-ABC	0	342	0.000	0	0.0	0.000	A
C-ABD	2	603	0.003	2	0.0	5.990	A
C-D	4			4			
C-A	619			619			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	336	0.000	0	0.0	0.000	A
ABCD	0	1055	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	577			577			
D-ABC	0	299	0.000	0	0.0	0.000	A
C-ABD	2	577	0.004	2	0.0	6.259	A
C-D	4			4			
C-A	759			759			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	336	0.000	0	0.0	0.000	A
ABCD	0	1055	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	577			577			
D-ABC	0	299	0.000	0	0.0	0.000	A
C-ABD	2	577	0.004	2	0.0	6.259	A
C-D	4			4			
C-A	759			759			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	378	0.000	0	0.0	0.000	A
ABCD	0	1125	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	471			471			
D-ABC	0	342	0.000	0	0.0	0.000	A
C-ABD	2	603	0.003	2	0.0	5.993	A
C-D	4			4			
C-A	619			619			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	408	0.000	0	0.0	0.000	A
ABCD	0	1176	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	394			394			
D-ABC	0	373	0.000	0	0.0	0.000	A
C-ABD	2	621	0.002	2	0.0	5.810	A
C-D	3			3			
C-A	519			519			

2030 Proposed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Salesbury View, Wilpshire	Crossroads	Two-way	Two-way	Two-way	Two-way		0.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Proposed	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	656	100.000
B		✓	38	100.000
C		✓	476	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	4	652	0
	B	12	0	26	0
	C	469	7	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.10	9.62	0.1	A
ABCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	6.69	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	484	0.059	28	0.1	7.903	A
ABCD	0	1258	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	491			491			
D-ABC	0	395	0.000	0	0.0	0.000	A
C-ABD	5	599	0.009	5	0.0	6.066	A
C-D	0			0			
C-A	353			353			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	34	456	0.075	34	0.1	8.538	A
ABCD	0	1223	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	586			586			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	6	576	0.011	6	0.0	6.315	A
C-D	0			0			
C-A	422			422			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	42	416	0.101	42	0.1	9.610	A
A-BCD	0	1174	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	718			718			
D-ABC	0	331	0.000	0	0.0	0.000	A
C-ABD	8	546	0.014	8	0.0	6.688	A
C-D	0			0			
C-A	516			516			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	42	416	0.101	42	0.1	9.616	A
A-BCD	0	1174	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	718			718			
D-ABC	0	331	0.000	0	0.0	0.000	A
C-ABD	8	546	0.014	8	0.0	6.688	A
C-D	0			0			
C-A	516			516			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	34	456	0.075	34	0.1	8.544	A
A-BCD	0	1223	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	586			586			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	6	576	0.011	6	0.0	6.318	A
C-D	0			0			
C-A	422			422			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	484	0.059	29	0.1	7.915	A
A-BCD	0	1258	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	491			491			
D-ABC	0	395	0.000	0	0.0	0.000	A
C-ABD	5	599	0.009	5	0.0	6.068	A
C-D	0			0			
C-A	353			353			

2030 Proposed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Salesbury View, Wilpshire	Crossroads	Two-way	Two-way	Two-way	Two-way		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Proposed	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	536	100.000
B		✓	18	100.000
C		✓	715	100.000
D		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	12	524	0
	B	5	0	13	0
	C	689	22	0	4
	D	0	0	1	0

Vehicle Mix

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.05	8.65	0.0	A
ABCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.04	6.22	0.0	A
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	501	0.027	13	0.0	7.381	A
ABCD	0	1165	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	394			394			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	17	632	0.027	17	0.0	5.851	A
C-D	3			3			
C-A	518			518			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	16	474	0.034	16	0.0	7.855	A
ABCD	0	1113	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	471			471			
D-ABC	0	337	0.000	0	0.0	0.000	A
C-ABD	20	619	0.033	20	0.0	6.012	A
C-D	4			4			
C-A	619			619			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	436	0.045	20	0.0	8.643	A
A-BCD	0	1040	0.000	0	0.0	0.000	A
A-B	13			13			
A-C	577			577			
D-ABC	0	293	0.000	0	0.0	0.000	A
C-ABD	26	604	0.042	26	0.0	6.224	A
C-D	4			4			
C-A	757			757			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	436	0.045	20	0.0	8.645	A
A-BCD	0	1040	0.000	0	0.0	0.000	A
A-B	13			13			
A-C	577			577			
D-ABC	0	293	0.000	0	0.0	0.000	A
C-ABD	26	604	0.042	26	0.0	6.224	A
C-D	4			4			
C-A	757			757			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	16	474	0.034	16	0.0	7.857	A
A-BCD	0	1113	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	471			471			
D-ABC	0	337	0.000	0	0.0	0.000	A
C-ABD	20	619	0.033	21	0.0	6.015	A
C-D	4			4			
C-A	619			619			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	501	0.027	14	0.0	7.385	A
A-BCD	0	1165	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	394			394			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	17	632	0.027	17	0.0	5.852	A
C-D	3			3			
C-A	518			518			

S|C|P

APPENDIX I

Basic Results Summary

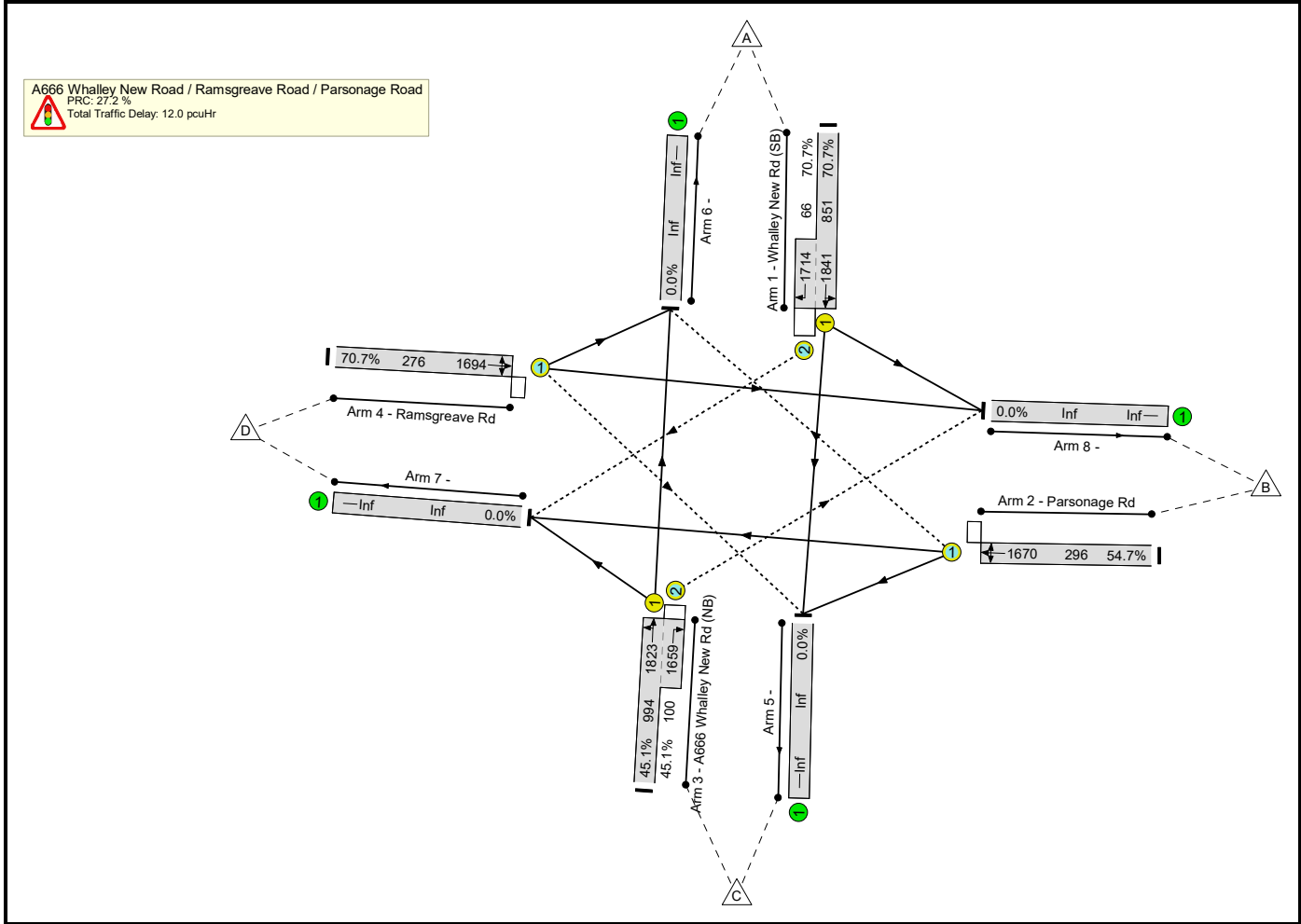
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	190760 Wilpshire_LINSIG_A666.Ramsgreave Rd.Parsonage Rd 2025.08.20.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2030 Bases AM' (FG1: '2030 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

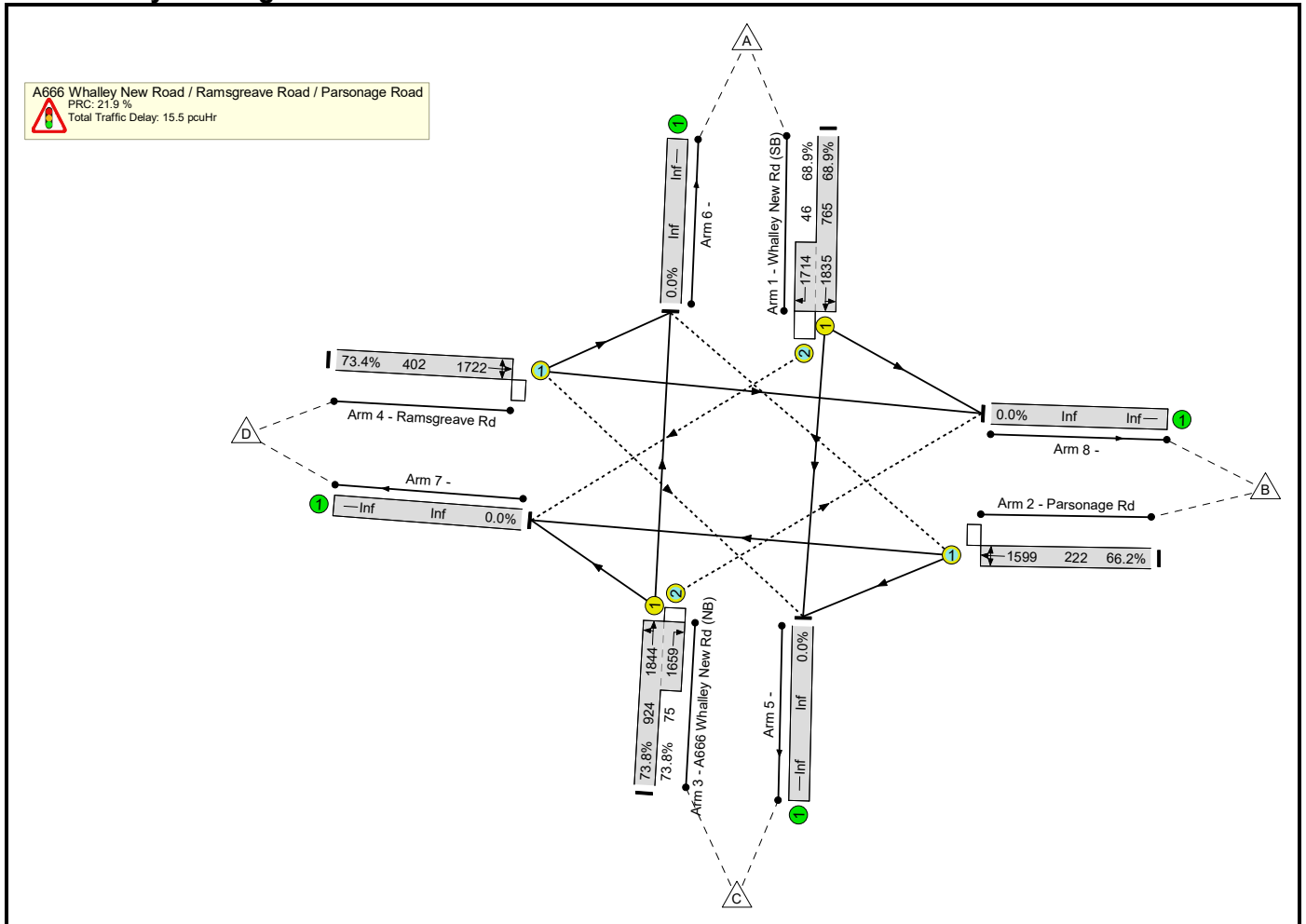
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	70.7%	198	4	19	12.0	-	-
A666 Whalley New Road / Ramsgreave Road / Parsonage Road	-	-	-	-	-	-	-	-	-	-	70.7%	198	4	19	12.0	-	-
1/1+1/2	Whalley New Rd (SB) Ahead Right Left	U+O	D		2	87	-	649	1841:1714	851+66	70.7 : 70.7%	47	0	0	4.4	24.5	14.5
2/1	Parsonage Rd Left Right Ahead	O	A		2	30	-	162	1670	296	54.7%	48	0	6	2.2	48.0	4.5
3/1+3/2	A666 Whalley New Rd (NB) Ahead Left Right	U+O	B	E	2	105	8	493	1823:1659	994+100	45.1 : 45.1%	41	4	1	1.9	14.2	7.4
4/1	Ramsgreave Rd Right Left Ahead	O	C		2	30	-	195	1694	276	70.7%	62	0	12	3.5	64.8	7.0
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		27.2 27.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.02 12.02	Cycle Time (s):		180						

Basic Results Summary

Scenario 2: '2030 Bases PM' (FG2: '2030 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

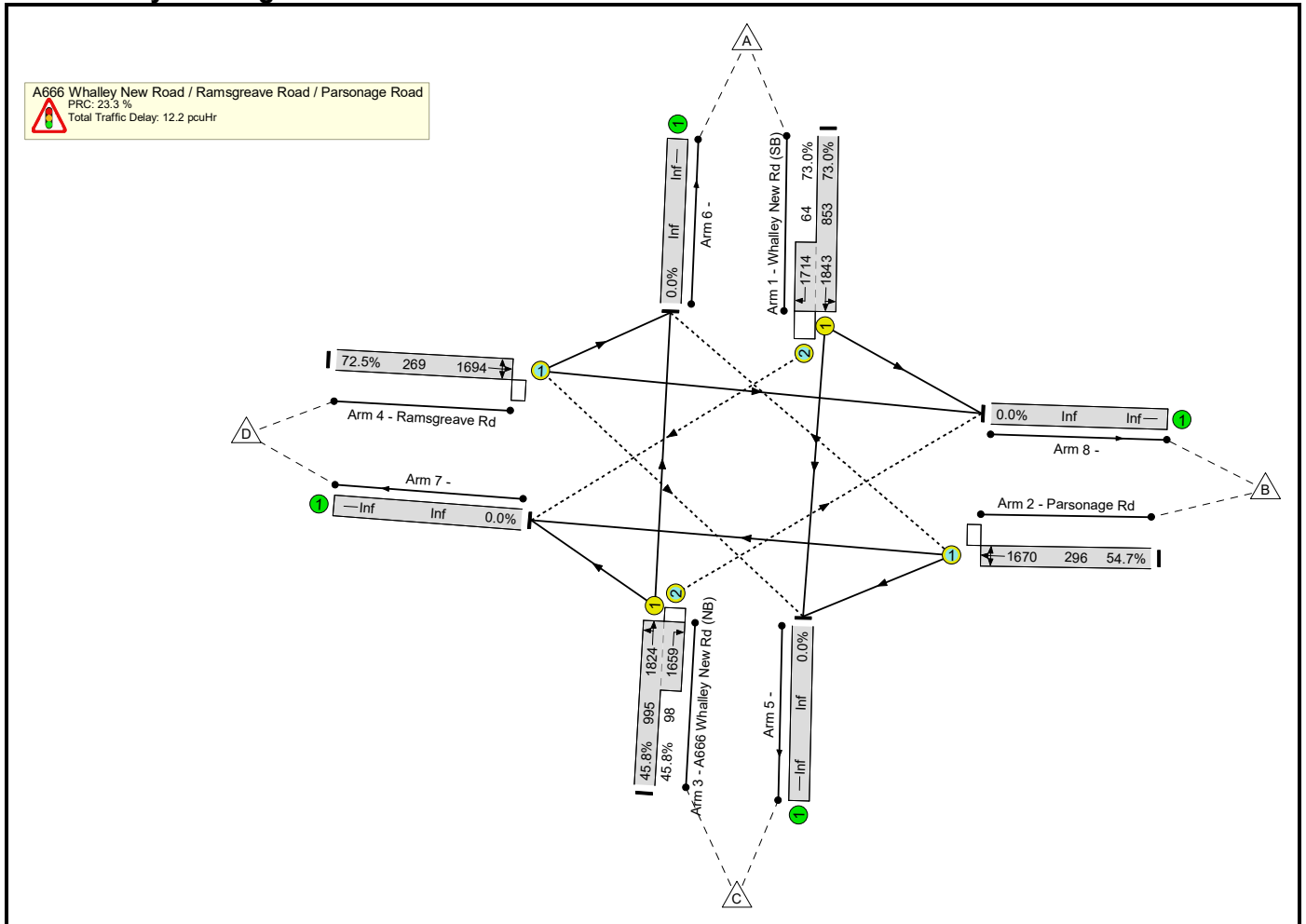
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	73.8%	173	4	18	15.5	-	-
A666 Whalley New Road / Ramsgreave Road / Parsonage Road	-	-	-	-	-	-	-	-	-	-	73.8%	173	4	18	15.5	-	-
1/1+1/2	Whalley New Rd (SB) Ahead Right Left	U+O	D		2	77	-	559	1835:1714	765+46	68.9 : 68.9%	32	0	0	4.4	28.3	13.2
2/1	Parsonage Rd Left Right Ahead	O	A		2	40	-	147	1599	222	66.2%	29	0	18	2.4	58.4	4.8
3/1+3/2	A666 Whalley New Rd (NB) Ahead Left Right	U+O	B	E	2	95	8	737	1844:1659	924+75	73.8 : 73.8%	50	4	1	4.8	23.4	16.8
4/1	Ramsgreave Rd Right Left Ahead	O	C		2	40	-	295	1722	402	73.4%	62	0	0	4.0	48.6	8.4
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		21.9 21.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		15.55 15.55	Cycle Time (s):		180						

Basic Results Summary

Scenario 3: '2030 Assess AM' (FG3: '2030 Assess AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



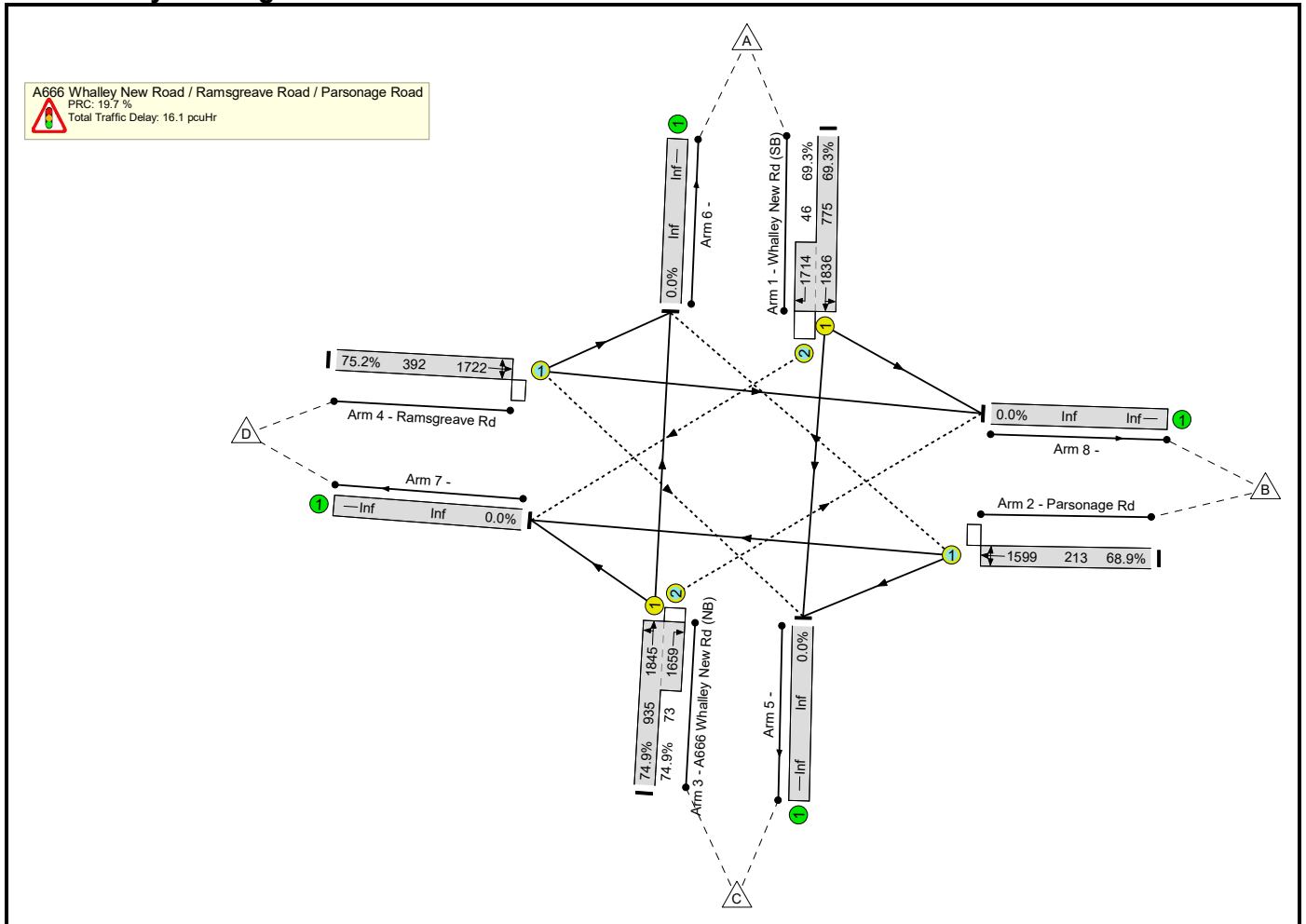
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	73.0%	216	4	1	12.2	-	-
A666 Whalley New Road / Ramsgreave Road / Parsonage Road	-	-	-	-	-	-	-	-	-	-	73.0%	216	4	1	12.2	-	-
1/1+1/2	Whalley New Rd (SB) Ahead Right Left	U+O	D		2	87	-	670	1843:1714	853+64	73.0 : 73.0%	47	0	0	4.8	25.7	16.2
2/1	Parsonage Rd Left Right Ahead	O	A		2	30	-	162	1670	296	54.7%	54	0	0	2.2	47.9	4.4
3/1+3/2	A666 Whalley New Rd (NB) Ahead Left Right	U+O	B	E	2	105	8	501	1824:1659	995+98	45.8 : 45.8%	41	4	1	2.0	14.6	8.1
4/1	Ramsgreave Rd Right Left Ahead	O	C		2	30	-	195	1694	269	72.5%	74	0	0	3.2	59.6	6.1
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		23.3 23.3	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.20 12.20	Cycle Time (s):		180						

Basic Results Summary

Scenario 4: '2030 Assess PM' (FG4: '2030 Assess PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	75.2%	172	4	20	16.1	-	-
A666 Whalley New Road / Ramsgreave Road / Parsonage Road	-	-	-	-	-	-	-	-	-	-	75.2%	172	4	20	16.1	-	-
1/1+1/2	Whalley New Rd (SB) Ahead Right Left	U+O	D		2	78	-	569	1836:1714	775+46	69.3 : 69.3%	32	0	0	4.4	28.1	13.5
2/1	Parsonage Rd Left Right Ahead	O	A		2	39	-	147	1599	213	68.9%	28	0	19	2.5	62.3	4.9
3/1+3/2	A666 Whalley New Rd (NB) Ahead Left Right	U+O	B	E	2	96	8	756	1845:1659	935+73	74.9 : 74.9%	50	4	1	4.9	23.5	17.7
4/1	Ramsgreave Rd Right Left Ahead	O	C		2	39	-	295	1722	392	75.2%	62	0	0	4.1	50.6	8.5
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		19.7 19.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		16.08 16.08	Cycle Time (s):		180						

S|C|P

APPENDIX J

Basic Results Summary

Basic Results Summary

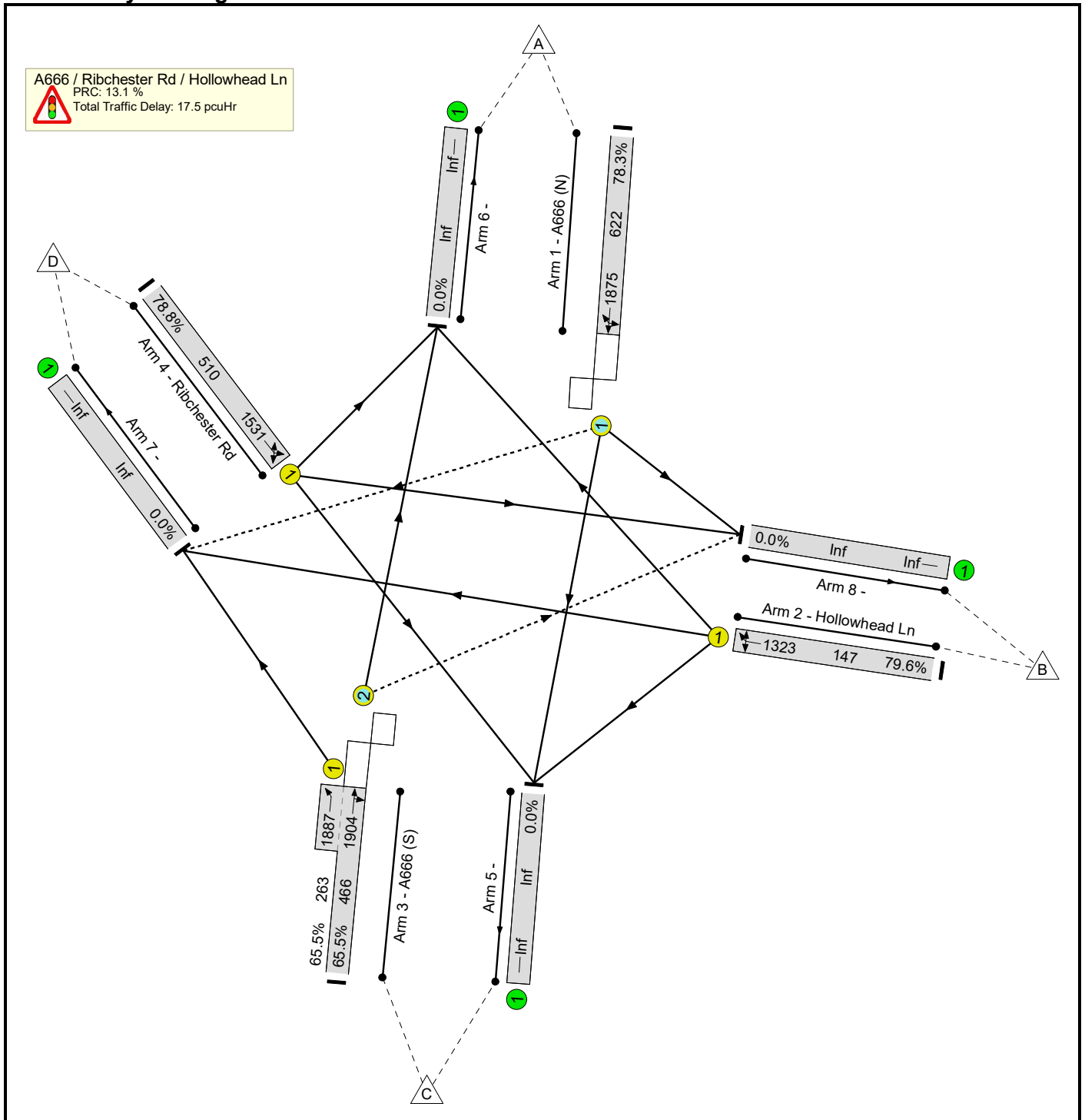
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	190760 Wilpshire_LINSIG_A666.Ribchester Rd.Hollowhead Ln 2025.08.20.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

Scenario 1: '2028 Base AM' (FG1: '2030 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

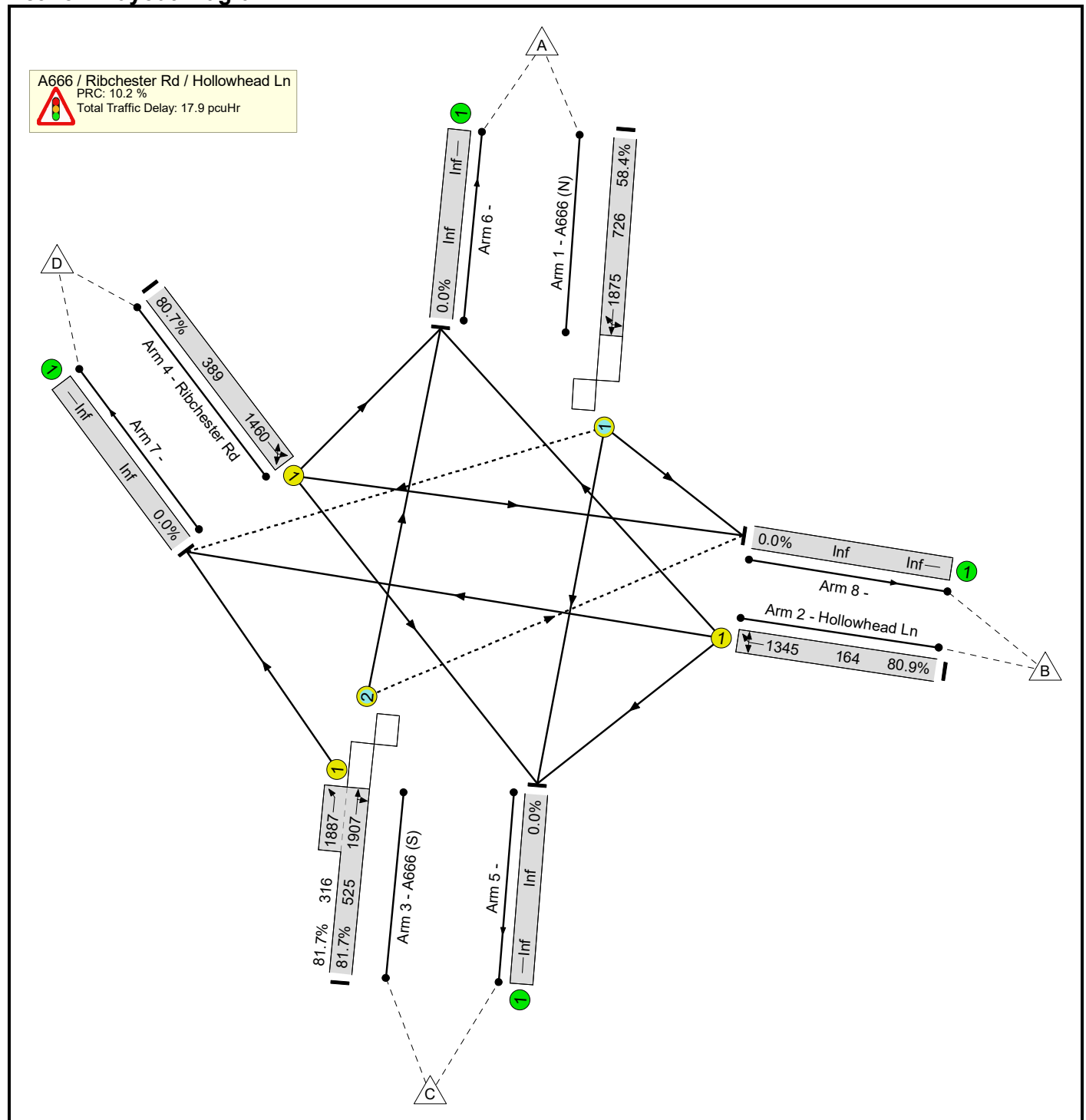
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.6%	101	0	3	17.5	-	-
A666 / Ribchester Rd / Hollowhead Ln	-	-	-		-	-	-	-	-	-	79.6%	101	0	3	17.5	-	-
1/1	A666 (N) Ahead U-Turn Left	O	A		1	29	-	487	1875	622	78.3%	90	0	3	5.5	40.9	12.9
2/1	Hollowhead Ln Left Right Ahead	U	C		1	9	-	117	1323	147	79.6%	-	-	-	3.0	92.8	4.6
3/2+3/1	A666 (S) Ahead Ahead2 Right	O+U	D		1	29	-	477	1904:1887	466+263	65.5 : 65.5%	11	0	0	4.1	31.1	8.3
4/1	Ribchester Rd Ahead U-Turn Ahead2	U	B		1	29	-	402	1531	510	78.8%	-	-	-	4.8	43.2	10.8
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		13.1 13.1		Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		17.49 17.49		Cycle Time (s):		90				

Basic Results Summary

Scenario 2: '2028 Base PM' (FG2: '2030 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

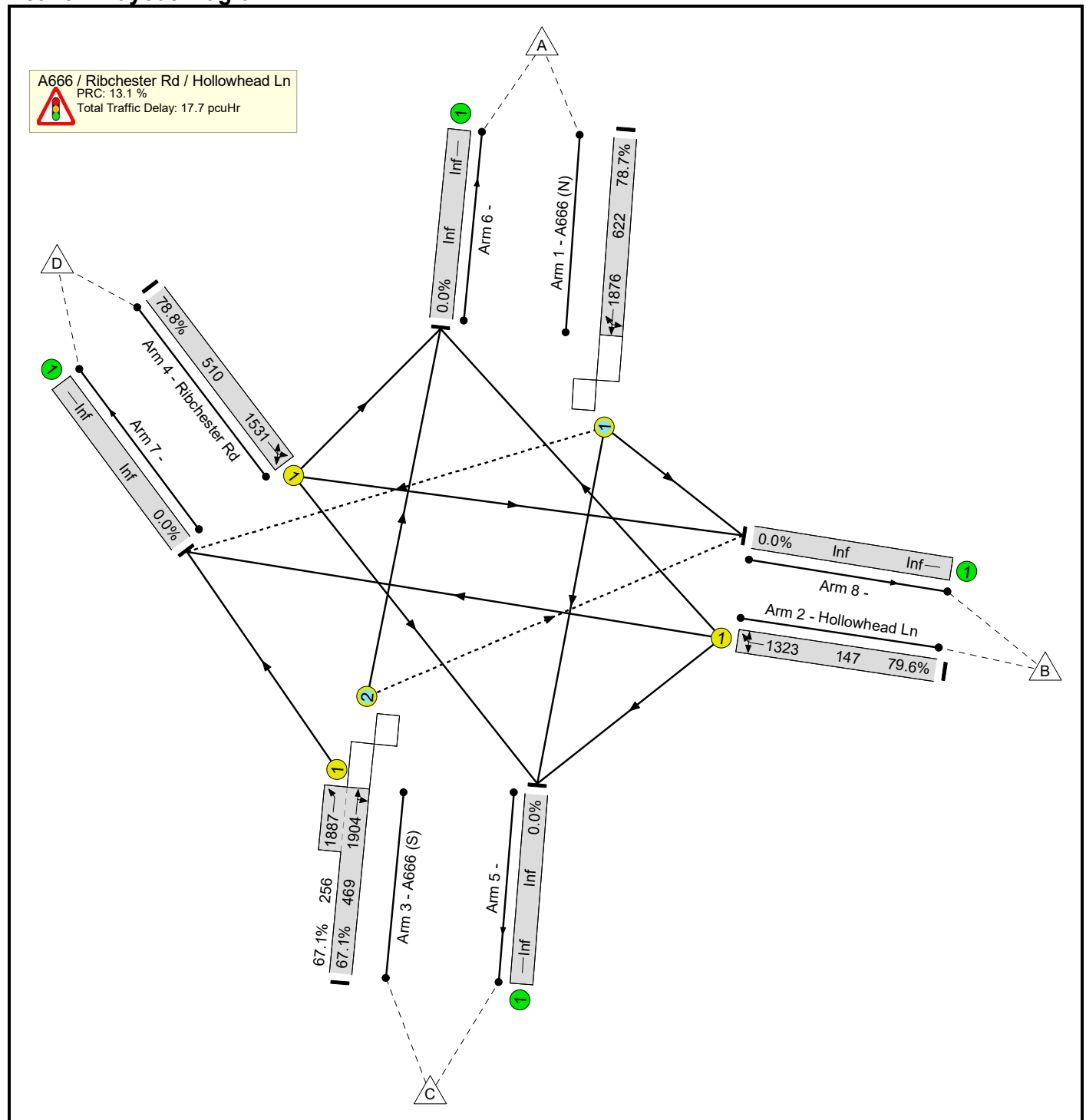
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	81.7%	71	0	2	17.9	-	-
A666 / Ribchester Rd / Hollowhead Ln	-	-	-		-	-	-	-	-	-	81.7%	71	0	2	17.9	-	-
1/1	A666 (N) Ahead U-Turn Left	O	A		1	34	-	424	1875	726	58.4%	60	0	2	3.4	28.8	9.1
2/1	Hollowhead Ln Left Right Ahead	U	C		1	10	-	133	1345	164	80.9%	-	-	-	3.3	89.7	5.1
3/2+3/1	A666 (S) Ahead Ahead2 Right	O+U	D		1	34	-	687	1907:1887	525+316	81.7 : 81.7%	11	0	0	6.5	34.1	14.5
4/1	Ribchester Rd Ahead U-Turn Ahead2	U	B		1	23	-	314	1460	389	80.7%	-	-	-	4.7	53.5	9.3
		C1	PRC for Signalled Lanes (%) : PRC Over All Lanes (%) :		10.2 : 10.2		Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		17.87 : 17.87		Cycle Time (s):		90				

Basic Results Summary

Scenario 3: '2028 Assess AM' (FG3: '2030 Assess AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

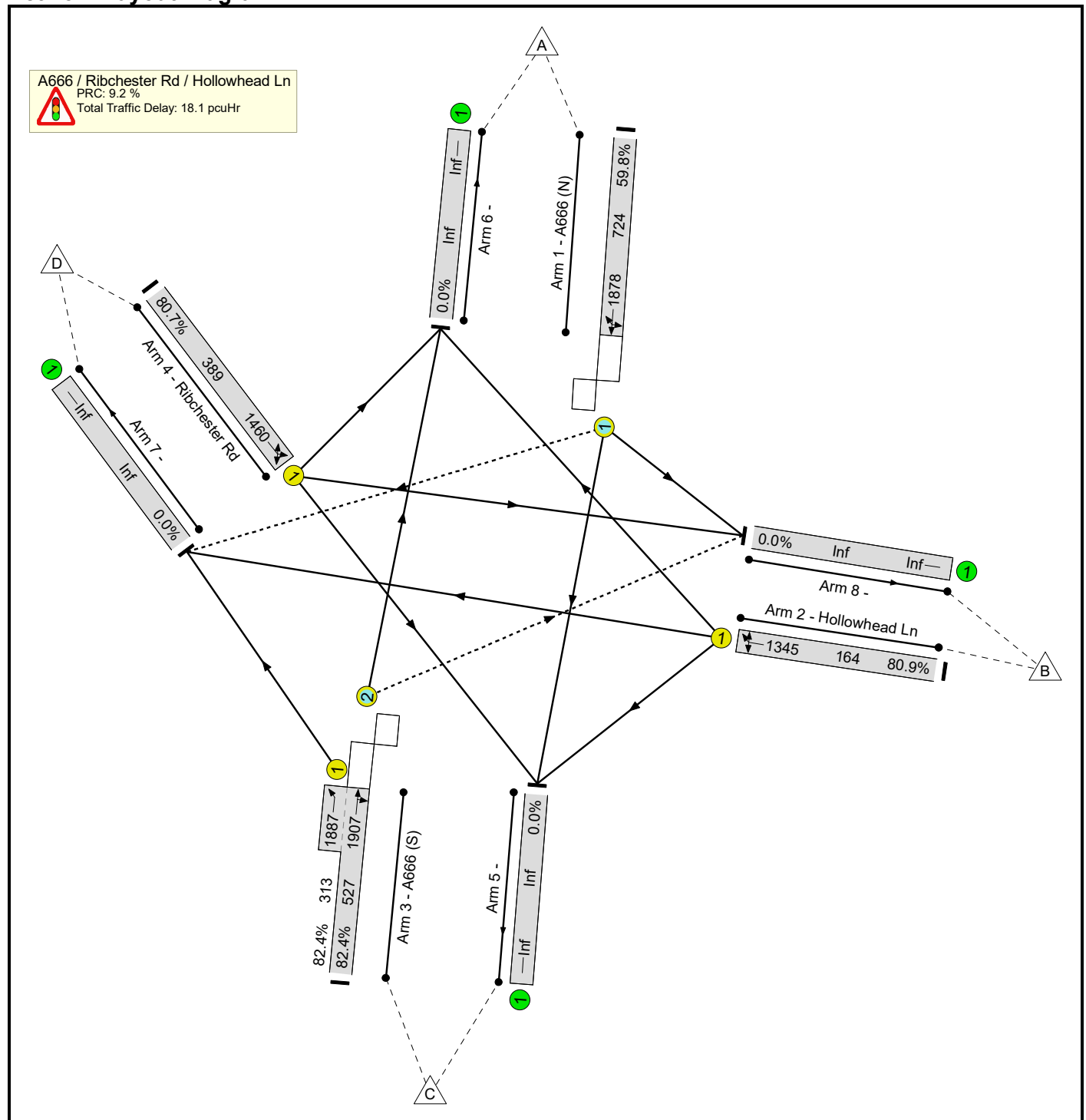


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.6%	101	0	3	17.7	-	-
A666 / Ribchester Rd / Hollowhead Ln	-	-	-		-	-	-	-	-	-	79.6%	101	0	3	17.7	-	-
1/1	A666 (N) Ahead U-Turn Left	O	A		1	29	-	490	1876	622	78.7%	90	0	3	5.6	41.3	13.0
2/1	Hollowhead Ln Left Right Ahead	U	C		1	9	-	117	1323	147	79.6%	-	-	-	3.0	92.8	4.6
3/2+3/1	A666 (S) Ahead Ahead2 Right	O+U	D		1	29	-	487	1904:1887	469+256	67.1 : 67.1%	11	0	0	4.3	31.6	8.7
4/1	Ribchester Rd Ahead U-Turn Ahead2	U	B		1	29	-	402	1531	510	78.8%	-	-	-	4.8	43.2	10.8
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		13.1 13.1		Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		17.74 17.74		Cycle Time (s):		90				

Network Layout Diagram



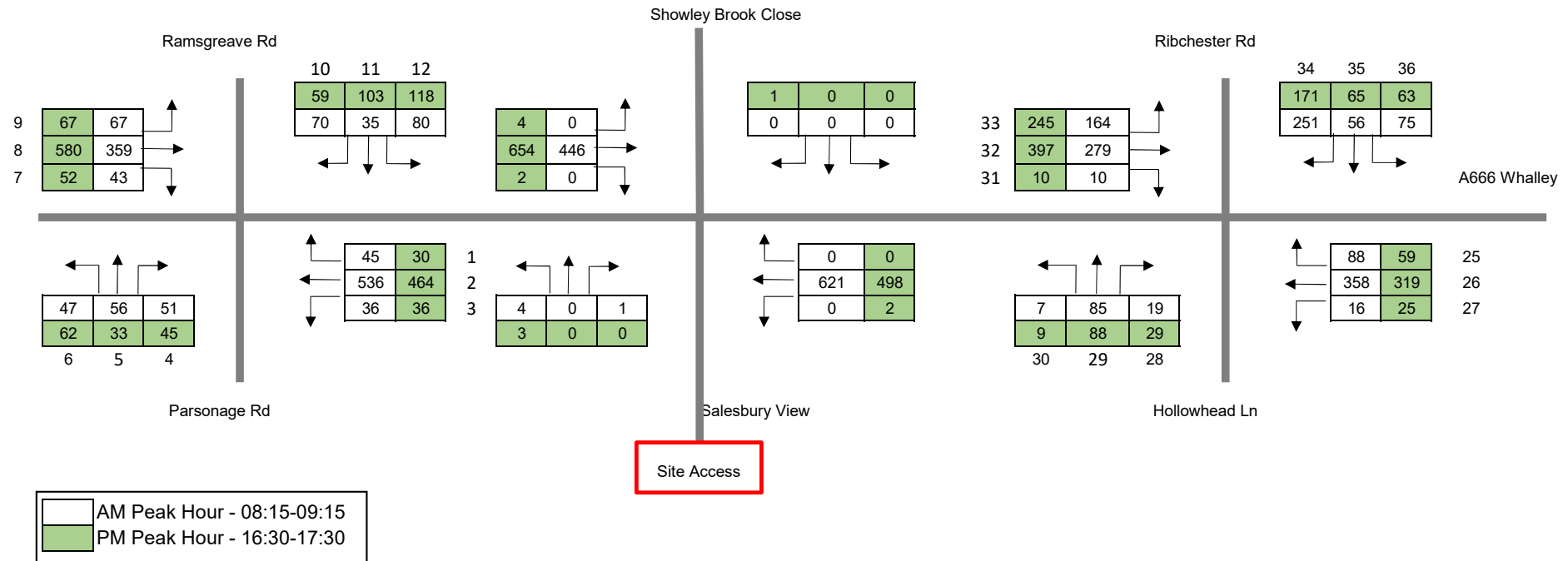
Basic Results Summary

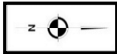
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.4%	71	0	2	18.1	-	-
A666 / Ribchester Rd / Hollowhead Ln	-	-	-		-	-	-	-	-	-	82.4%	71	0	2	18.1	-	-
1/1	A666 (N) Ahead U-Turn Left	O	A		1	34	-	433	1878	724	59.8%	60	0	2	3.5	29.1	9.3
2/1	Hollowhead Ln Left Right Ahead	U	C		1	10	-	133	1345	164	80.9%	-	-	-	3.3	89.7	5.1
3/2+3/1	A666 (S) Ahead Ahead2 Right	O+U	D		1	34	-	692	1907:1887	527+313	82.4 : 82.4%	11	0	0	6.7	34.6	14.7
4/1	Ribchester Rd Ahead U-Turn Ahead2	U	B		1	23	-	314	1460	389	80.7%	-	-	-	4.7	53.5	9.3
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		9.2 9.2		Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.14 18.14		Cycle Time (s): 90						

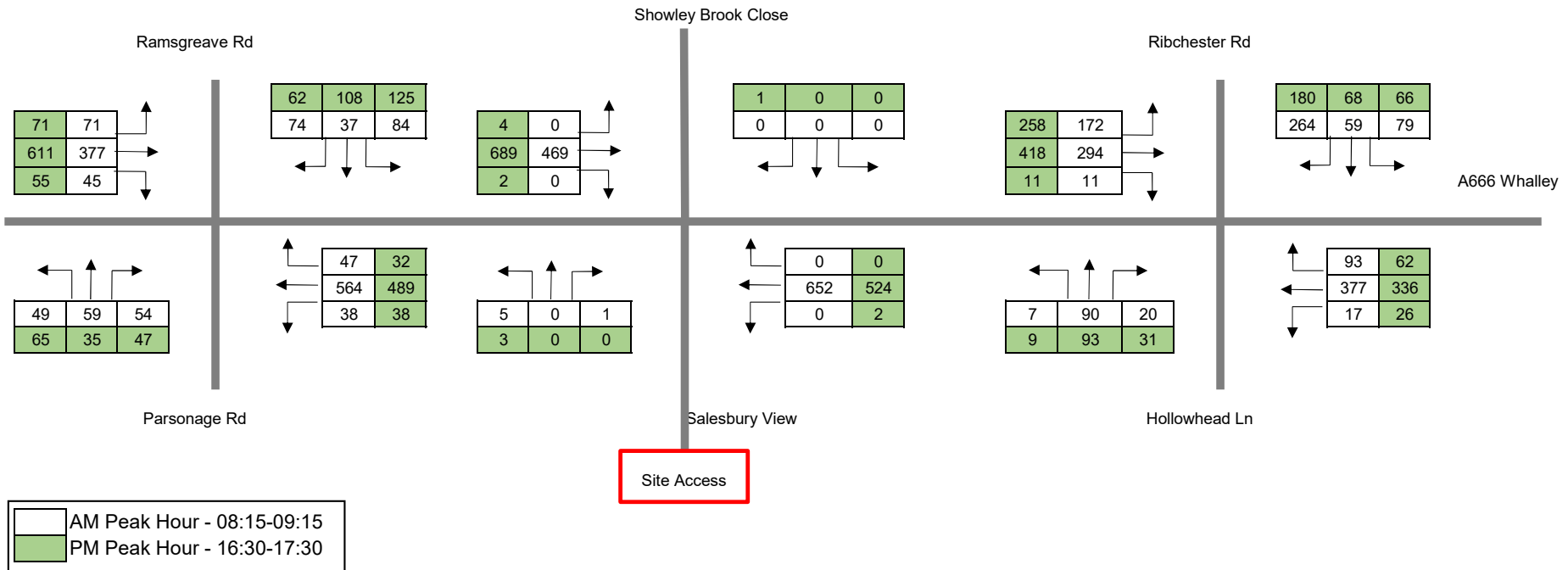
S|C|P

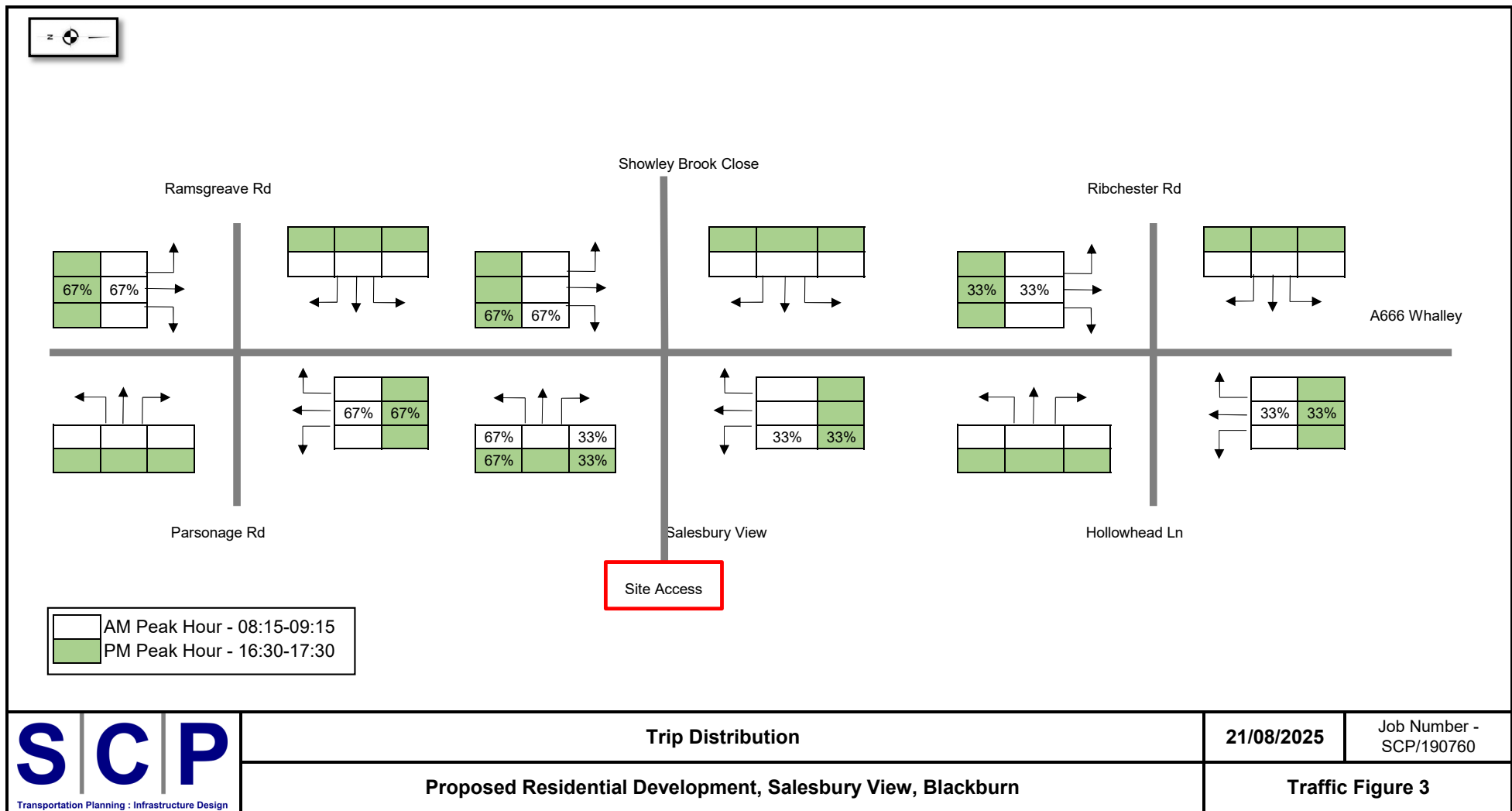
FIGURES

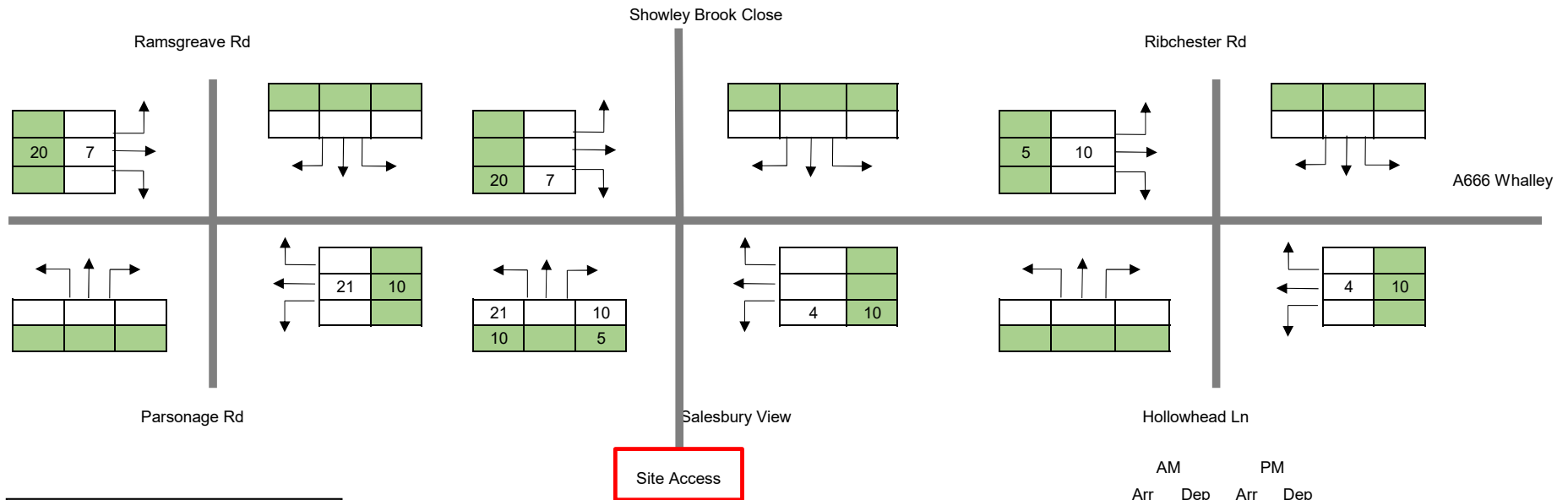




TEMPRO	
AM	1.0515
PM	1.0526







	AM Peak Hour - 08:15-09:15
	PM Peak Hour - 16:30-17:30

	AM		PM	
	Arr	Dep	Arr	Dep
Trip Rate	0.14	0.40	0.36	0.19
# of Dwell	80	11	29	15

