

**BOLTON FOLD FARM, ALSTON LANE, LONGRIDGE  
PROPOSED FARM WORKERS DWELLINGS**

**HIGHWAY REPORT**



# BOLTON FOLD FARM, ALSTON LANE, LONGRIDGE - PROPOSED FARM WORKERS DWELLINGS

## HIGHWAY REPORT

## DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
648-25-1	First Draft		1	JP	MP	31/7/2025
648-25-1	Second Draft		1	JP	MP	15/8/2025
648-25-1	Final		1	JP	MP	22/8/2025

Contact [info@amnitransportation.com](mailto:info@amnitransportation.com)

## Table of Contents

1.0	Introduction and Background	4
2.0	Site Location	4
3.0	Existing Highway Conditions	5
4.0	Transport Policy Context	7
5.0	Development Proposals	8
6.0	Traffic Generation and Highway Impact	8
7.0	Summary and Conclusions	11

### Appendices

Appendix A	Highway Authority Comments
Appendix B	Site Location Plan
Appendix C	Traffic Survey Results
Appendix D	Proposed Site Plan
Appendix E	Visibility Splay Calculations
Appendix F	Visibility Splays
Appendix G	Proposed Road Markings Layout at Alston Lane

### List of Tables

Table 1 - Existing Traffic Flows along Alston Lane	6
Table 2 - Design Speeds on Alston Lane	9
Table 3 - Calculated Visibility Splays for the Highway Access onto Alston Lane	9

### List of Figures

Figure 1 - Location of the Site (LCC MARIO)	5
Figure 2 - Highway Status (LCC MARIO)	5
Figure 3 - Road Safety Record near the Development Site (LCC MARIO)	6

# BOLTON FOLD FARM, ALSTON LANE, LONGRIDGE PROPOSED FARM WORKERS DWELLINGS

## HIGHWAY REPORT

### 1.0 Introduction and Background

- 1.1 This Highway Report has been prepared on behalf of the Applicant to support the planning application for the proposed 2 No farm workers dwellings located off the private road, which is situated off Alston Lane, Longridge. Planning application 3/2024/1029 refers to the proposed scheme at the site.
- 1.2 In preparing this Highway Report the following has been undertaken :-
- an assessment of the site layout and the proposed site layout;
  - an interrogation and analysis of the road safety record for the local highway network;
  - a consideration of the relevant national and local policy; and
  - an assessment of the traffic and highway impact of the proposed farm worker dwelling development.
- 1.3 The analysis undertaken for the preparation for this Highway Report demonstrates that Alston Lane has an excellent road safety record. The existing layout of the access onto Alston Lane is considered to be appropriate. The traffic associated with the farm workers dwelling development should be very low so the existing access layout onto Alston Lane is considered to provide an acceptable means of access for the proposed farm workers dwellings.
- 1.4 The Highways Officer has provided comments on the proposal including the site access, visibility and the accident record for the road. The Highways Officer response is contained in **Appendix A**.

### 2.0 Site Location

- 2.1 The proposed farm workers dwelling development is located at Bolton Fold Farm on land off the private road, which is located to the east of Alston Lane, Longridge. The site is situated to the easterly side of Alston Lane. Figure 1 shows the location of the proposed development in relation to the surrounding road network.



Figure 1 - Location of the Site (LCC MARIO)

2.2 A site location plan is contained in **Appendix B**.

### 3.0 Existing Highway Conditions

#### 3.1 Road Layout and Hierarchy

3.2 The proposed farm worker dwelling development is located at Bolton Fold Farm, which is accessed from a private road located to the east of Alston Lane, Longridge. The closest public highway, Alston Lane located to the west of the site, is subject to a speed limit of 60 mph in the vicinity of the private road which provides access to Bolton Fold Farm.

3.3 A check was made of the County Council's online mapping record of adopted highways (LCC MARIO) and this showed that Alston Lane, in the vicinity of the proposed farm worker dwelling development is a road maintainable at public expense (ie adopted highway). Figure 2 below shows the result of the search made of the highway record of the County Council.

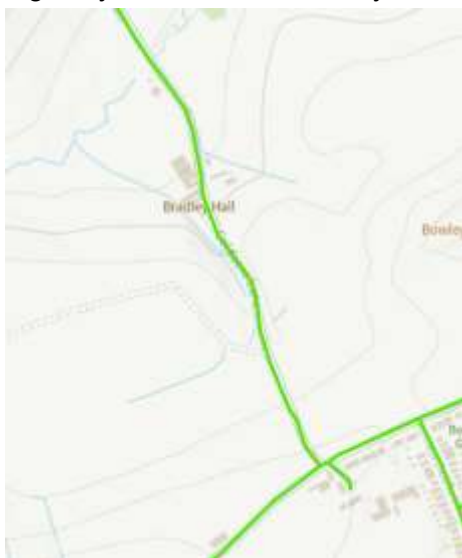


Figure 2 - Highway Status (LCC MARIO)

#### 3.4 Traffic Flows and Visibility Splays

3.5 The Highways Officer has indicated that visibility splays of 2.4 x 214 metres would be required for a road with a speed limit of 60 mph. A traffic survey was commissioned to record the volume and speed of vehicles using Alston Lane. The traffic survey was undertaken from 4<sup>th</sup> August 2025 to 10<sup>th</sup> August 2025. The traffic survey data is contained in **Appendix C**.

3.6 Table 1 below shows the average daily traffic flows along Alston Lane in the vicinity of the private access which provides access to the proposed farm workers dwellings.

Table 1 - Existing Traffic Flows along Alston Lane

Time	North-West bound	South-East bound	Total
8.00-9.00	12	12	24
16.00-17.00	13	13	26
24 Hour	197	197	394

3.7 An earlier survey had been organised in June 2025 but it was undertaken in the wrong location so a further survey was undertaken in August 2025. This recent survey has been undertaken during the school summer holidays with the primary purpose of deriving the design speeds of the road which is discussed later in this report.

3.8 Road Safety Analysis

3.9 The LCC MARIO database has been interrogated to assess the road safety record of Alston Lane in the vicinity of the site access that will serve the proposed farm workers dwellings. The output from the accident interrogation is shown in the Figure below.

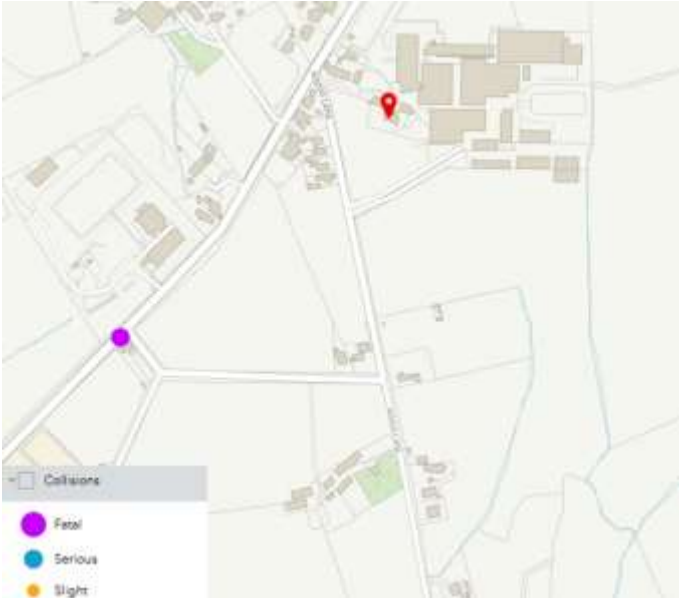


Figure 3 - Road Safety Record near the Development Site (LCC MARIO)

3.10 The analysis showed there to be no injury accidents at the junction of Alston Lane with the private access or Alston Lane with the nearby junction at Preston Road. The investigation did not identify any injury accidents along Alston Lane. The accident investigation did identify the following injury accident in Preston Road during the 5 year period of the analysis :

- On 13<sup>th</sup> September 2021 a fatal injury accident occurred in Preston Road near the junction with Back Lane which involved three vehicles.

3.11 From the accident analysis it is evident that Alston Lane has exhibited an excellent road safety record during a recent 5 year period. It is expected that the road safety record should not be a material concern in considering the application for the proposed farm workers dwellings.

## 4.0 Transport Policy Context

### 4.1 National Policy

#### 4.2 National Planning Policy Framework (NPPF) (2024)

4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.5 **Paragraph 116.** 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.

4.6 **Paragraph 117.** 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.

### 4.7 Local Policy

#### 4.8 Ribble Valley Core Strategy 2014

#### 4.9 POLICY DMG1 General Considerations

4.10 Policy DMG1 requires development proposals to consider the traffic and parking implications and ensure that safer access can be provided. The Policy also requires Public Rights of Ways to be protected and enhanced.

#### 4.11 [Manual for Streets](#)

4.12 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.

#### 4.13 [Design Manual for Roads and Bridges](#)

4.14 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.

### 5.0 **Development Proposals**

#### 5.1 [Proposed Farm Workers Dwellings Development](#)

5.2 The development proposes to provide 2 No farm workers dwellings on land at Bolton Fold Farm and with the site access onto the private road located to the east of Alston Lane. The scheme will provide car parking within the curtilage of each property. The proposed site layout is shown in **Appendix D**.

#### 5.3 [Proposed Site Access](#)

5.4 The scheme is proposed to be served by a new access onto the private road access off Alston Lane.

5.5 As described in Section 3 of this Report, Alston Lane has exhibited an excellent road safety record.

### 6.0 **Traffic Generation and Highway Impact**

#### 6.1 [Traffic Generation](#)

6.2 The TRICS database would typically be used to generate a traffic forecast for a development proposal. The proposal is to create 2 No farm workers dwellings and the occupiers will have no need to undertake a vehicular commuter trip as the dwellings will be located at the place of work.

6.3 For typical private house development two-way trips in the morning and evening peak periods in our experience could be expected to be 0.222 and 0.489 respectively. This would indicate potential traffic of less than 1 two-way vehicle trip in the morning peak period and approximately 1 two-way trip in the evening peak period for typical private dwelling development. The proposed development is for farm workers dwellings which would not have any vehicle commuter trips and traffic vehicles associated with the development would be quite ad hoc and not occur during typical traffic peak periods. Each of the dwellings would generate very low traffic movements and as such would have an unnoticeable impact on the highway network.

#### 6.4 [Visibility Splays](#)

6.5 A traffic survey has been undertaken to collect the traffic volume and traffic speeds of vehicles travelling along Alston Lane. The design speed of the road was calculated from the speed survey results and the visibility splays for the proposed access have been calculated.

6.6 The speed survey produced the following design speeds for Alston Lane, as shown in Table 2 below.

Table 2 - Design Speeds on Alston Lane

85%ile Speeds	
North-Westbound (mph)	South-Eastbound (mph)
24.9	25.0

6.7 The recorded design speeds were used to calculate the visibility splays for the proposed site access. With the design speeds that have been derived these are within the threshold for the application of the Manual for Streets calculation to determine the visibility splays for the site access onto Alston Lane.

6.8 Table 3 shows the calculated visibility splays for the proposed site access.

Table 3 - Calculated Visibility Splays for the Highway Access onto Alston Lane

Visibility Splays	
South-Eastbound (to the right)	North-Westbound (to the right)
2.4 x 33m	2.4 x 33.1m

6.9 Advice was sought from the Highways Officer on the positioning of the traffic survey and advice provided that it would be worth undertaking the speed survey near the access to derive design speeds for the north-west bound traffic movement. As the private access is located close to Preston Road the Highways Officer appeared to be content that the visibility splay could be drawn to the junction. Due to the proximity of the junction of Alston Lane with Preston Road to the north, vehicles travelling north-west bound towards this junction would be in the process of slowing down. The Automatic traffic counter was located to the south of the private road access onto Alston Lane.

6.10 The automatic traffic counter collected data for a 7 day period in August 2025 but as explained earlier the primary purpose for this survey was to obtain the design speeds for Alston Lane. The speed of vehicles along Alston Lane will be affected more by the location of the Preston Road junction at the northerly end of Alston Lane with vehicles requiring to decelerate as they approach the junction, travelling in a north-westerly direction rather than when the survey was undertaken.

6.11 The traffic and speed survey results are shown in **Appendix C** and the calculation of visibility splays are contained in **Appendix E**.

- 6.12 The calculated visibility splays for the site access onto Alston Lane have been plotted on a drawing. This drawing is located in **Appendix F**. The visibility splay for the north-west direction has been produced using the speed survey data and the Manual for Streets calculation.
- 6.13 [Highway Layout Requests](#)
- 6.14 [Widen Access with Alston Lane](#)
- 6.15 LCC Highways has advised the following :  
*'Following the intensification of the use of the private access road, the LHA would request that the access with Alston Lane be widened to a minimum of 5.5m, extending for 10m back which will allow for two-way movement to take place within the access. The private access road should be appropriately paved for a minimum of 5m behind the carriageway edge to prevent loose surface material from being carried on to the public highway.'*
- 6.16 The width of the road is approximately 4.4 metres wide which Manual for Streets Figure 7.1 suggests is acceptable for two cars to pass.
- 6.17 The access is already experiencing regular daily traffic trips and these are not impacting on the road safety record. Each of the dwellings would generate some ad-hoc traffic movements but overall these would be expected to be very low in number and not occur during busy periods during the day, particularly not affecting morning and evening peak traffic and as such should have an unnoticeable impact on the highway network. Whilst there would be some traffic movements associated with the farm workers dwellings these will be light and should not be considered to create a noticeable intensification.
- 6.18 [Proximity of Accesses and Highway Safety Concerns](#)
- 6.19 LCC Highways has concerns about the proximity of accesses and the potential for highway safety issues :  
*'There is also a concern regarding the proposed access to the farm track which runs along the side of the boundary to the rear field, given its proximity to the junction of the private access road with Alston Lane as well as the junction of Alston Lane with Preston Road there is a concern that the accesses will conflict with each other and in turn cause highway safety concerns. The LHA are of the opinion that this field access should be closed to reduce the number of accesses within close proximity and that the existing access on the opposite side of the field be used for field access which is located at a farm access further along Alston Road.'*
- 6.20 There is an agreement in place with the tenant of the land to the south of the private road and the field gate provides access into that land. It is not possible to close this field gate as access is needed and is part of a legal agreement with the tenant.
- 6.21 The highway safety concerns are noted from the Highways Officer. The investigation of the road safety record did not identify any injury accidents at the private access with

Alston Lane and Alston Lane at the junction with Preston Road. There is nothing within the road safety record to indicate that it is being impacted by the layout of the road or the proximity of the accesses.

- 6.22 Notwithstanding the above the Applicant would be willing to amend the layout of the private road intersection with Alston Lane with a road marking improvement. This is shown on the drawing in **Appendix G**.

## **7.0 Summary and Conclusions**

- 7.1 This report has been produced to support a planning application to create 2 No farm worker dwellings on land to the south of the private road, which is located on the easterly side of Alston Lane.
- 7.2 A speed survey has been undertaken and this showed there to be low design speeds along Alston Lane in each direction. Road safety analysis demonstrated that Alston Lane, the road that provides access to the private road which the development will be accessed off, has exhibited an excellent road safety record during a recent 5-year period.
- 7.3 The anticipated traffic generation for the proposed farm workers dwellings is expected to be very low and not impact on the peak periods. The farm workers dwellings will have parking provide. The farm workers will not need to undertake commuter trips as the proposed dwellings are located at the place of work. The traffic impact is expected to be unnoticeable.
- 7.4 The visibility splays have been designed for the proposed development using a speed survey and the MfS calculations.
- 7.5 The road safety record for Alston Lane has been shown to be excellent over a recent 5 year period. The traffic from the proposed farm worker dwellings is predicted to be very low. The private road is already experiencing regular daily traffic flows and these have not impacted on the highway safety record in the recent 5-year period. With the very low traffic anticipated from the farm workers dwellings then the proposed development should not have the potential to worsen the road safety record.
- 7.6 The analysis undertaken shows that there will be no unacceptable highway safety impacts and unnoticeable traffic impacts on the local highway network so it is hoped the application to create 2 No farm workers dwellings at the private road, off Alston Lane will receive the support of the Highways Officer.

# Appendix A

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

Phone: 0300 123 6780  
Email: [Kathryn.Walsh@lancashire.gov.uk](mailto:Kathryn.Walsh@lancashire.gov.uk)  
Your ref: 3/2024/1029  
Our ref: 3/2024/1029/HDC/KW  
Date: 11 March 2025

**Location:** Bolton Fold Farm Alston Lane Longridge PR3 3BN  
**Proposal:** Proposed construction of two agricultural workers dwellings with access and parking.  
**Grid Ref:** 360137 435333

Dear Maya Cullen

With regard to your consultation letter dated 17 February 2025, I have the following comments to make based on all the information provided by the applicant to date.

### **Summary**

Lancashire County Council acting as the Local Highway Authority (LHA) does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

### **Advice to Local Planning Authority**

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the proposed construction of two agricultural workers dwellings with access and parking at Bolton Fold Farm Alston Lane Longridge PR3 3BN

#### **Site Access**

The site will be accessed via a new shared driveway access from an existing private access road which meets the adopted highway at Alston Lane. Alston Lane is an unclassified road with a national speed limit. The private access track also makes up FP0302069.

The direct driveway access to the proposed agricultural dwellings is a proposed shared access measuring a minimum of 5.5m wide which is acceptable to the LHA and will allow for two-way vehicle movements. The existing hedgerow which is to be retained on either side of the shared driveway access should be retained at no more than 0.9m to provide visibility along the private access road.

Following the intensification of the use of the private access road, the LHA would request that the access with Alston Lane be widened to a minimum of 5.5m, extending for 10m back which will allow for two-way movement to take place within the access. The private

Continued...

access road should be appropriately paved for a minimum of 5m behind the carriageway edge to prevent loose surface material from being carried on to the public highway

To ensure adequate intervisibility between highway users at the amended access a visibility splay set 2.4 metres back from the near edge of the carriageway and extending 214 metres along the nearside carriageway edge should be provided.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access.

The applicant should provide accurate details of the required sight line requirement, before determining the application.

There is also a concern regarding the proposed access to the farm track which runs along the side of the boundary to the rear field, given its proximity to the junction of the private access road with Alston Lane as well as the junction of Alston Lane with Preston Road there is a concern that the accesses will conflict with each other and in turn cause highway safety concerns. The LHA are of the opinion that this field access should be closed to reduce the number of accesses within close proximity and that the existing access on the opposite side of the field be used for field access which is located at a farm access further along Alston Road.

Additionally, the width of the agricultural field access is currently shown as 3m on the Proposed Site Plan, drawing PSP 001 REV A. However, to be in accordance with the LHAs guidance, an agricultural access should be 4m wide for a minimum distance of 6m behind the highway boundary. A further 1m should be added to the width when it is bound on both sides. There is also a proposed gate which again does not comply with the LHAs guidance which requires the gate to be setback a minimum distance of 6m to allow agricultural vehicles to not obstruct the highway whilst the gate is being operated. Therefore, currently, the farm track access is substandard.

### **Internal Layout**

The LHA have reviewed the Proposed Site Plan, drawing PSP 001 REV A and are aware that the dwelling complies with the LHAs parking standards as defined in the Joint Lancashire Structure Plan.

The recommended minimum internal dimensions for a single garage size is 6m in length and 3m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). The LHA has reviewed the proposed floor plans for both agricultural dwellings, drawing PRO 001 and PRO 002 and note that the garage have been designed to an acceptable internal size to provide parking.

### **Public Right of Way**

Please note that there are Public Rights of Way's FP0302069 through the application site. Following changes to the private access road, diversion of the Public Right of way may be required to enable the safe passage of pedestrians alongside vehicle movements.

The granting of planning permission does not constitute the diversion of a Definitive Right of Way. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on [PROW@lancashire.gov.uk](mailto:PROW@lancashire.gov.uk), quoting the location, district and planning application number, to discuss their proposal before any development works begin.

The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner, it is a criminal offence to drive a motor vehicle on the public path.

### **Sustainability**

The site shall increase its sustainable transport options to encourage and promote sustainable transport use. This LHA ask that such options are conditioned as part of any approval granted.

Therefore, the development shall include covered secure cycle storage shall be provided for one bicycle space per bedroom to ensure the provision and availability of adequate cycle parking for each resident and the promotion of sustainable forms of transport. Additionally, due to the nature of the application, it is expected that a charging point for electric vehicles is included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

### **Conclusion**

In conclusion, the Local Highway Authority (LHA) has thoroughly assessed the Proposed Site Plan, drawing PSP 001 REV A, and has provided detailed feedback to ensure compliance with highway safety and accessibility standards. The recommendations include modifications to the site access, field gate, visibility splays, private access road and Public Right of Way to meet appropriate safety requirements. Concerns regarding intervisibility and proximity of multiple access points have also been raised, with suggestions for mitigation.

Additionally, sustainability measures such as secure cycle storage and electric vehicle charging points are strongly encouraged to support environmentally friendly transport options. Implementing these adjustments will enhance the proposal's safety, practicality, and compliance with current guidance.

Yours sincerely

Kate Walsh

Assistant Engineer

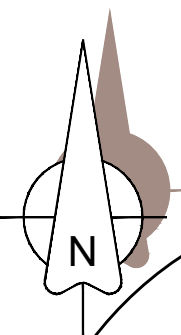
Highway Development Control

Highways and Transport

Lancashire County Council

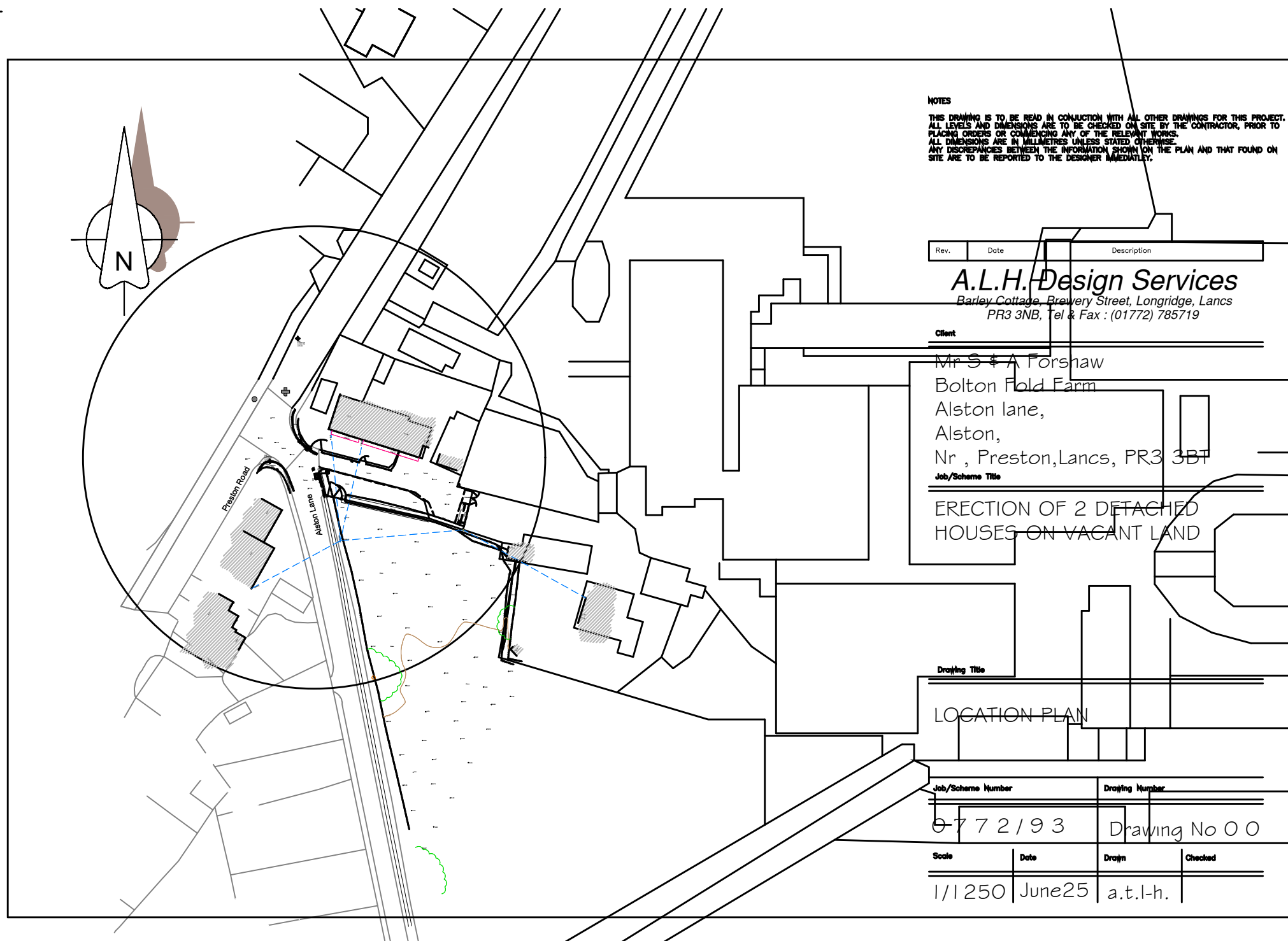
W: <http://www.lancashire.gov.uk>

## Appendix B



**NOTES**

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS FOR THIS PROJECT. ALL LEVELS AND DIMENSIONS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR, PRIOR TO PLACING ORDERS OR COMMENCING ANY OF THE RELEVANT WORKS. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. ANY DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THE PLAN AND THAT FOUND ON SITE ARE TO BE REPORTED TO THE DESIGNER IMMEDIATELY.



Rev.	Date	Description
------	------	-------------

**A.L.H. Design Services**  
Barley Cottage, Brewery Street, Longridge, Lancs  
PR3 3NB, Tel & Fax : (01772) 785719

**Client**

Mr S & A Forshaw  
Bolton Fold Farm  
Alston lane,  
Alston,  
Nr , Preston, Lancs, PR3 3BT

**Job/Scheme Title**

ERECTION OF 2 DETACHED  
HOUSES ON VACANT LAND

**Drawing Title**

LOCATION PLAN

**Job/Scheme Number**      **Drawing Number**

0772193      Drawing No 000

**Scale**      **Date**      **Drawn**      **Checked**

1/1250      June25      a.t.l-h.

## Appendix C



**THE DATA COLLECTION SPECIALISTS**

**AMNI Transportation Ltd**

**61633 – Longridge ATC  
Survey**

**Monday 04<sup>th</sup> – Sunday 10<sup>th</sup>  
August 2025**

**Jigisha Parekh**



# Contents

1. Data Quality Assurance
2. Method of Survey.
3. Incidents Encountered During Surveys.

Appendix 1 - Maps of Survey Locations.

Appendix 2 - ATC Survey Results.

## **Data Quality Assurance:**

Data Revision: Rev. 1

Analysis and Report by: Jigisha Parekh  
Date: 14/08/2025

Checked by: Joe Maclaren  
Date: 14/08/2025

Approved by: Joe Maclaren  
Date: 14/08/2025

## **Method of Survey:**

### **ATC SURVEYS:**

Classified volume and speed data were collected via ATC units positioned in Longridge. Data was collected from Monday 04<sup>th</sup> – Sunday 10<sup>th</sup> August 2025. Data is shown in hourly intervals and by direction.

The following point was surveyed:

- Alston Lane, Longridge

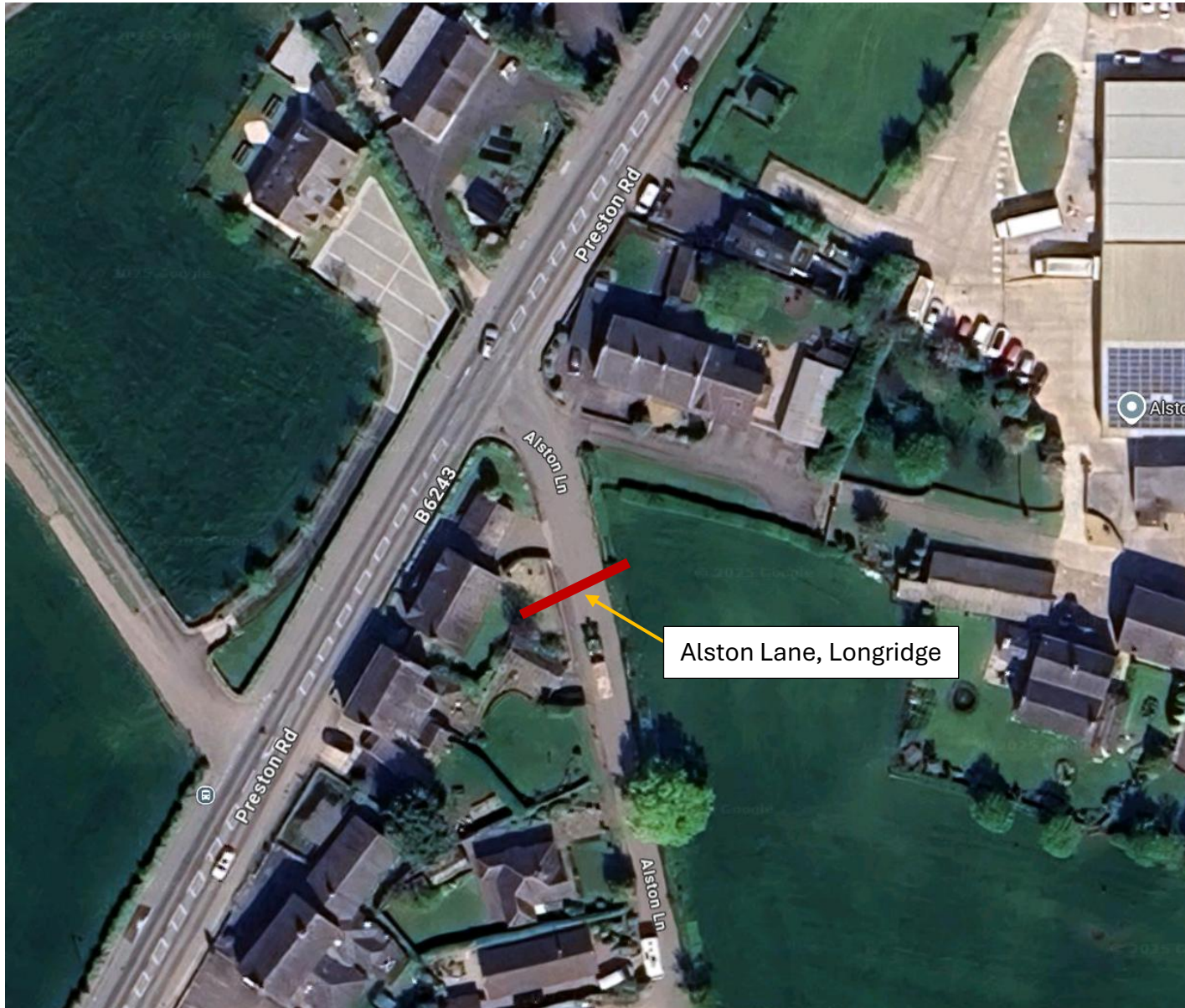
The Vehicle Classifications used in this survey numbered in the data are as follows:

1. Pedal Cycles
2. Motorcycles
3. Passenger cars with or without trailers
4. LGVs with or without trailers
5. 2 axles rigid HGV
6. 3 axles rigid HGV
7. 4 axles rigid HGV
8. 3 axles articulated HGV
9. 4 axles articulated HGV
10. 5 or more axles articulated HGV
11. Buses and coaches

## **Incidents Encountered During Surveys:**

There were no significant events or unforeseen circumstances to affect the results of the surveys.

61633 - AMNI Transportation Ltd – Longridge ATC Survey – Location Map – Appendix 1



**Location: Alston Lane, Longridge**  
**Direction: Southeast bound**

Monday 04 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	1	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	0	4	2	1	0	0	0	0	0	0
07:00	13	0	1	9	3	0	0	0	0	0	0	0
08:00	13	0	0	10	2	0	0	0	1	0	0	0
09:00	17	0	0	6	9	1	1	0	0	0	0	0
10:00	17	0	0	6	10	1	0	0	0	0	0	0
11:00	14	0	0	11	2	1	0	0	0	0	0	0
12:00	14	0	0	8	5	1	0	0	0	0	0	0
13:00	10	0	0	6	4	0	0	0	0	0	0	0
14:00	12	0	0	8	2	0	0	0	1	0	0	1
15:00	15	0	0	10	4	1	0	0	0	0	0	0
16:00	21	0	0	15	6	0	0	0	0	0	0	0
17:00	15	0	0	13	1	1	0	0	0	0	0	0
18:00	22	0	0	16	5	0	0	0	1	0	0	0
19:00	8	0	0	5	2	1	0	0	0	0	0	0
20:00	7	0	0	5	2	0	0	0	0	0	0	0
21:00	5	0	0	2	2	1	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	183	0	1	118	53	6	1	0	3	0	0	1
06-22	210	0	1	134	61	9	1	0	3	0	0	1
06-00	211	0	1	135	61	9	1	0	3	0	0	1
00-00	213	0	1	135	63	9	1	0	3	0	0	1
AM Peak												
	09:00	00:00	07:00	11:00	10:00	06:00	09:00	00:00	08:00	00:00	00:00	00:00
	17	0	1	11	10	1	1	0	1	0	0	0
PM Peak												
	18:00	12:00	12:00	18:00	16:00	12:00	12:00	12:00	14:00	12:00	12:00	14:00
	22	0	0	16	6	1	0	0	1	0	0	1

Tuesday 05 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	0	0	0	0
06:00	3	0	0	3	0	0	0	0	0	0	0	0
07:00	8	0	1	2	5	0	0	0	0	0	0	0
08:00	12	0	0	5	5	2	0	0	0	0	0	0
09:00	14	0	1	8	4	1	0	0	0	0	0	0
10:00	21	0	0	12	5	2	0	0	2	0	0	0
11:00	26	2	1	12	6	3	0	0	2	0	0	0
12:00	21	0	0	15	4	0	0	0	1	0	0	1
13:00	18	0	0	12	3	2	0	0	0	0	1	0
14:00	21	0	0	13	7	1	0	0	0	0	0	0
15:00	20	0	0	9	8	2	1	0	0	0	0	0
16:00	24	0	1	15	7	1	0	0	0	0	0	0
17:00	10	0	0	4	5	1	0	0	0	0	0	0
18:00	17	1	0	13	2	1	0	0	0	0	0	0
19:00	9	0	0	6	3	0	0	0	0	0	0	0
20:00	5	0	0	4	1	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	2	0	0	2	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	212	3	4	120	61	16	1	0	5	0	1	1
06-22	230	3	4	134	65	16	1	0	5	0	1	1
06-00	232	3	4	136	65	16	1	0	5	0	1	1
00-00	233	3	4	136	65	16	2	0	5	0	1	1
AM Peak												
	11:00	11:00	07:00	10:00	11:00	11:00	05:00	00:00	10:00	00:00	00:00	00:00
	26	2	1	12	6	3	1	0	2	0	0	0
PM Peak												
	16:00	18:00	16:00	12:00	15:00	13:00	15:00	12:00	12:00	12:00	13:00	12:00
	24	1	1	15	8	2	1	0	1	0	1	1

Wednesday 06 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	0	3	0	0	0	0	0	0	0	0
07:00	12	0	1	6	5	0	0	0	0	0	0	0
08:00	13	0	0	4	7	2	0	0	0	0	0	0
09:00	17	0	0	11	5	1	0	0	0	0	0	0
10:00	17	0	0	12	5	0	0	0	0	0	0	0
11:00	19	0	1	13	3	1	0	0	1	0	0	0
12:00	12	0	0	9	3	0	0	0	0	0	0	0
13:00	9	0	2	6	1	0	0	0	0	0	0	0
14:00	6	0	0	3	2	0	0	0	1	0	0	0
15:00	15	0	0	9	5	1	0	0	0	0	0	0
16:00	26	0	1	15	10	0	0	0	0	0	0	0
17:00	18	0	1	12	4	1	0	0	0	0	0	0
18:00	11	2	0	7	2	0	0	0	0	0	0	0
19:00	12	0	0	10	2	0	0	0	0	0	0	0
20:00	9	0	0	2	7	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0
Total												
07-19	175	2	6	107	52	6	0	0	2	0	0	0
06-22	200	2	6	123	61	6	0	0	2	0	0	0
06-00	202	2	6	125	61	6	0	0	2	0	0	0
00-00	203	2	6	125	61	7	0	0	2	0	0	0
AM Peak												
	11:00	00:00	07:00	11:00	08:00	08:00	00:00	00:00	11:00	00:00	00:00	00:00
AM Peak	19	0	1	13	7	2	0	0	1	0	0	0
PM Peak												
	16:00	18:00	13:00	16:00	16:00	15:00	12:00	12:00	14:00	12:00	12:00	12:00
PM Peak	26	2	2	15	10	1	0	0	1	0	0	0

Thursday 07 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	1	0	0	0	0	0	0	0
06:00	7	0	0	4	2	1	0	0	0	0	0	0
07:00	8	0	1	5	2	0	0	0	0	0	0	0
08:00	15	0	2	11	1	0	0	1	0	0	0	0
09:00	24	0	0	16	7	1	0	0	0	0	0	0
10:00	17	0	1	10	4	1	0	0	1	0	0	0
11:00	13	0	0	9	4	0	0	0	0	0	0	0
12:00	25	0	1	15	8	0	0	0	1	0	0	0
13:00	10	0	0	6	3	0	0	0	1	0	0	0
14:00	17	0	0	11	5	1	0	0	0	0	0	0
15:00	5	0	0	3	2	0	0	0	0	0	0	0
16:00	16	0	0	9	6	1	0	0	0	0	0	0
17:00	18	0	1	12	5	0	0	0	0	0	0	0
18:00	15	1	0	10	3	0	1	0	0	0	0	0
19:00	8	0	0	5	3	0	0	0	0	0	0	0
20:00	9	0	0	4	5	0	0	0	0	0	0	0
21:00	5	0	0	2	3	0	0	0	0	0	0	0
22:00	3	0	0	2	1	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	183	1	6	117	50	4	1	1	3	0	0	0
06-22	212	1	6	132	63	5	1	1	3	0	0	0
06-00	215	1	6	134	64	5	1	1	3	0	0	0
00-00	216	1	6	134	65	5	1	1	3	0	0	0
AM Peak												
AM Peak	09:00	00:00	08:00	09:00	09:00	06:00	00:00	08:00	10:00	00:00	00:00	00:00
	24	0	2	16	7	1	0	1	1	0	0	0
PM Peak												
PM Peak	12:00	18:00	12:00	12:00	12:00	14:00	18:00	12:00	12:00	12:00	12:00	12:00
	25	1	1	15	8	1	1	0	1	0	0	0

Friday 08 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	10	0	0	4	5	1	0	0	0	0	0	0
07:00	9	0	1	6	2	0	0	0	0	0	0	0
08:00	7	0	0	3	3	1	0	0	0	0	0	0
09:00	21	0	0	9	11	1	0	0	0	0	0	0
10:00	13	0	0	10	2	0	1	0	0	0	0	0
11:00	14	0	0	8	3	2	1	0	0	0	0	0
12:00	12	0	0	4	8	0	0	0	0	0	0	0
13:00	14	1	0	6	5	0	1	0	1	0	0	0
14:00	9	0	0	4	3	1	0	0	0	0	1	0
15:00	14	0	0	7	7	0	0	0	0	0	0	0
16:00	8	0	1	4	3	0	0	0	0	0	0	0
17:00	19	0	0	12	7	0	0	0	0	0	0	0
18:00	12	0	0	7	5	0	0	0	0	0	0	0
19:00	6	0	0	4	2	0	0	0	0	0	0	0
20:00	7	0	0	5	2	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	0	2	3	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	152	1	2	80	59	5	3	0	1	0	1	0
06-22	175	1	2	93	68	6	3	0	1	0	1	0
06-00	180	1	2	95	71	6	3	0	1	0	1	0
00-00	181	1	2	96	71	6	3	0	1	0	1	0
AM Peak												
	09:00	00:00	07:00	10:00	09:00	11:00	10:00	00:00	00:00	00:00	00:00	00:00
AM Peak	21	0	1	10	11	2	1	0	0	0	0	0
PM Peak												
	17:00	13:00	16:00	17:00	12:00	14:00	13:00	12:00	13:00	12:00	14:00	12:00
PM Peak	19	1	1	12	8	1	1	0	1	0	1	0

Saturday 09 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	1	0	0	1	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	0	1	1	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	3	0	0	2	1	0	0	0	0	0	0	0
07:00	9	0	0	4	5	0	0	0	0	0	0	0
08:00	20	1	0	12	7	0	0	0	0	0	0	0
09:00	15	0	0	10	4	0	0	0	1	0	0	0
10:00	17	0	1	11	5	0	0	0	0	0	0	0
11:00	19	0	0	13	4	1	0	1	0	0	0	0
12:00	16	0	0	13	3	0	0	0	0	0	0	0
13:00	10	0	0	8	1	1	0	0	0	0	0	0
14:00	12	0	0	11	1	0	0	0	0	0	0	0
15:00	15	0	0	10	4	0	0	0	1	0	0	0
16:00	14	0	0	8	6	0	0	0	0	0	0	0
17:00	6	0	0	5	1	0	0	0	0	0	0	0
18:00	7	0	0	5	2	0	0	0	0	0	0	0
19:00	13	0	0	10	2	0	0	0	1	0	0	0
20:00	5	0	0	3	2	0	0	0	0	0	0	0
21:00	3	0	0	1	2	0	0	0	0	0	0	0
22:00	4	0	0	3	0	1	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0
Total												
07-19	160	1	1	110	43	2	0	1	2	0	0	0
06-22	184	1	1	126	50	2	0	1	3	0	0	0
06-00	189	1	1	130	50	3	0	1	3	0	0	0
00-00	195	1	1	135	51	3	0	1	3	0	0	0
AM Peak												
	08:00	08:00	10:00	11:00	08:00	11:00	00:00	11:00	09:00	00:00	00:00	00:00
AM Peak	20	1	1	13	7	1	0	1	1	0	0	0
PM Peak												
	12:00	12:00	12:00	12:00	16:00	13:00	12:00	12:00	15:00	12:00	12:00	12:00
PM Peak	16	0	0	13	6	1	0	0	1	0	0	0

Sunday 10 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	1	0	0	0	1	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	1	0	0	0	1	0	0	0	0	0	0	0
07:00	4	0	0	4	0	0	0	0	0	0	0	0
08:00	5	0	0	3	1	0	0	0	1	0	0	0
09:00	10	0	0	9	1	0	0	0	0	0	0	0
10:00	14	0	0	10	4	0	0	0	0	0	0	0
11:00	18	0	0	14	4	0	0	0	0	0	0	0
12:00	12	0	0	9	3	0	0	0	0	0	0	0
13:00	12	0	1	4	6	1	0	0	0	0	0	0
14:00	9	0	1	7	1	0	0	0	0	0	0	0
15:00	6	0	0	6	0	0	0	0	0	0	0	0
16:00	12	0	0	9	2	1	0	0	0	0	0	0
17:00	5	0	0	2	2	1	0	0	0	0	0	0
18:00	9	0	0	7	2	0	0	0	0	0	0	0
19:00	7	0	0	5	2	0	0	0	0	0	0	0
20:00	3	0	0	3	0	0	0	0	0	0	0	0
21:00	4	0	0	2	2	0	0	0	0	0	0	0
22:00	2	0	0	2	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0
Total												
07-19	116	0	2	84	26	3	0	0	1	0	0	0
06-22	131	0	2	94	31	3	0	0	1	0	0	0
06-00	134	0	2	97	31	3	0	0	1	0	0	0
00-00	136	0	2	98	32	3	0	0	1	0	0	0
AM Peak												
	11:00	00:00	00:00	11:00	10:00	00:00	00:00	00:00	08:00	00:00	00:00	00:00
	18	0	0	14	4	0	0	0	1	0	0	0
PM Peak												
	12:00	12:00	13:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	12	0	1	9	6	1	0	0	0	0	0	0

**Location: Alston Lane, Longridge**  
**Direction: Northwest bound**

Monday 04 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	1	0	0	0	0	0	0	0
02:00	1	0	0	0	1	0	0	0	0	0	0	0
03:00	1	0	0	0	1	0	0	0	0	0	0	0
04:00	1	0	0	0	1	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0
06:00	5	0	0	2	1	2	0	0	0	0	0	0
07:00	11	0	0	7	3	1	0	0	0	0	0	0
08:00	13	0	0	10	3	0	0	0	0	0	0	0
09:00	13	0	0	5	7	1	0	0	0	0	0	0
10:00	22	0	0	11	6	3	0	0	0	0	1	1
11:00	10	0	0	4	5	1	0	0	0	0	0	0
12:00	15	0	0	5	8	2	0	0	0	0	0	0
13:00	12	0	0	8	2	2	0	0	0	0	0	0
14:00	12	0	0	6	4	0	0	0	1	0	0	1
15:00	11	0	0	8	1	2	0	0	0	0	0	0
16:00	20	0	1	12	7	0	0	0	0	0	0	0
17:00	15	0	0	8	6	1	0	0	0	0	0	0
18:00	15	0	0	9	4	2	0	0	0	0	0	0
19:00	9	0	1	5	2	0	0	0	1	0	0	0
20:00	9	0	0	6	3	0	0	0	0	0	0	0
21:00	4	0	0	4	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	169	0	1	93	56	15	0	0	1	0	1	2
06-22	196	0	2	110	62	17	0	0	2	0	1	2
06-00	197	0	2	111	62	17	0	0	2	0	1	2
00-00	202	0	2	112	66	17	0	0	2	0	1	2
AM Peak												
	10:00	00:00	00:00	10:00	09:00	10:00	00:00	00:00	00:00	00:00	10:00	10:00
	22	0	0	11	7	3	0	0	0	0	1	1
PM Peak												
	16:00	12:00	16:00	16:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00	14:00
	20	0	1	12	8	2	0	0	1	0	0	1

Tuesday 05 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	1	0	3	0	0	0	0	0	0	0
06:00	2	0	0	1	0	0	0	0	1	0	0	0
07:00	14	0	0	7	5	2	0	0	0	0	0	0
08:00	16	0	0	7	8	0	0	0	0	0	0	1
09:00	23	0	0	12	10	1	0	0	0	0	0	0
10:00	13	0	0	7	2	3	0	0	1	0	0	0
11:00	24	1	1	8	9	4	0	0	1	0	0	0
12:00	18	0	0	10	6	1	0	0	1	0	0	0
13:00	17	0	0	13	2	1	0	0	0	0	0	1
14:00	22	0	1	6	12	1	0	0	2	0	0	0
15:00	23	0	0	12	8	1	1	0	1	0	0	0
16:00	23	0	1	6	13	2	0	0	0	0	1	0
17:00	12	0	0	5	5	2	0	0	0	0	0	0
18:00	10	0	0	6	3	1	0	0	0	0	0	0
19:00	2	1	0	1	0	0	0	0	0	0	0	0
20:00	7	0	0	5	2	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	3	0	0	3	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0
Total												
07-19	215	1	3	99	83	19	1	0	6	0	1	2
06-22	227	2	3	107	85	19	1	0	7	0	1	2
06-00	231	2	3	111	85	19	1	0	7	0	1	2
00-00	235	2	4	111	88	19	1	0	7	0	1	2
AM Peak												
	11:00	11:00	05:00	09:00	09:00	11:00	00:00	00:00	06:00	00:00	00:00	08:00
	24	1	1	12	10	4	0	0	1	0	0	1
PM Peak												
	15:00	19:00	14:00	13:00	16:00	16:00	15:00	12:00	14:00	12:00	16:00	13:00
	23	1	1	13	13	2	1	0	2	0	1	1

Wednesday 06 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0
05:00	3	0	0	2	1	0	0	0	0	0	0	0
06:00	1	0	0	0	1	0	0	0	0	0	0	0
07:00	11	0	0	4	5	2	0	0	0	0	0	0
08:00	14	0	0	8	5	1	0	0	0	0	0	0
09:00	18	0	0	9	6	2	0	0	1	0	0	0
10:00	25	0	0	9	10	5	1	0	0	0	0	0
11:00	14	0	1	6	7	0	0	0	0	0	0	0
12:00	10	0	0	6	3	1	0	0	0	0	0	0
13:00	14	0	2	8	4	0	0	0	0	0	0	0
14:00	8	0	0	6	2	0	0	0	0	0	0	0
15:00	21	0	2	11	5	2	0	0	1	0	0	0
16:00	15	0	2	7	5	1	0	0	0	0	0	0
17:00	19	1	0	7	10	1	0	0	0	0	0	0
18:00	14	0	0	9	5	0	0	0	0	0	0	0
19:00	11	0	0	6	4	1	0	0	0	0	0	0
20:00	9	0	0	6	2	0	0	0	1	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	0	1	1	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	183	1	7	90	67	15	1	0	2	0	0	0
06-22	204	1	7	102	74	16	1	0	3	0	0	0
06-00	206	1	7	103	75	16	1	0	3	0	0	0
00-00	211	1	7	105	77	17	1	0	3	0	0	0
AM Peak												
	10:00	00:00	11:00	09:00	10:00	10:00	10:00	00:00	09:00	00:00	00:00	00:00
	25	0	1	9	10	5	1	0	1	0	0	0
PM Peak												
	15:00	17:00	13:00	15:00	17:00	15:00	12:00	12:00	15:00	12:00	12:00	12:00
	21	1	2	11	10	2	0	0	1	0	0	0

Thursday 07 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	0	0	3	0	0	0	0	0	0	0
06:00	4	0	0	1	2	1	0	0	0	0	0	0
07:00	13	0	0	9	3	1	0	0	0	0	0	0
08:00	13	0	2	6	5	0	0	0	0	0	0	0
09:00	27	0	0	15	9	1	0	1	0	0	0	1
10:00	16	0	2	11	1	1	0	0	1	0	0	0
11:00	15	0	0	3	10	2	0	0	0	0	0	0
12:00	22	0	1	11	6	2	0	1	1	0	0	0
13:00	12	0	0	7	4	0	0	0	0	0	1	0
14:00	13	0	0	7	5	1	0	0	0	0	0	0
15:00	14	0	1	8	3	2	0	0	0	0	0	0
16:00	14	0	1	4	7	2	0	0	0	0	0	0
17:00	15	1	0	9	4	1	0	0	0	0	0	0
18:00	16	0	0	8	8	0	0	0	0	0	0	0
19:00	10	0	0	7	2	0	0	0	0	0	0	1
20:00	5	0	0	1	4	0	0	0	0	0	0	0
21:00	2	0	0	0	2	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	190	1	7	98	65	13	0	2	2	0	1	1
06-22	211	1	7	107	75	14	0	2	2	0	1	2
06-00	211	1	7	107	75	14	0	2	2	0	1	2
00-00	214	1	7	107	78	14	0	2	2	0	1	2
AM Peak												
	09:00	00:00	08:00	09:00	11:00	11:00	00:00	09:00	10:00	00:00	00:00	09:00
	27	0	2	15	10	2	0	1	1	0	0	1
PM Peak												
	12:00	17:00	12:00	12:00	18:00	12:00	12:00	12:00	12:00	12:00	13:00	19:00
	22	1	1	11	8	2	0	1	1	0	1	1

Friday 08 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	1	0	0	0	0	0	0	0
05:00	2	0	0	0	2	0	0	0	0	0	0	0
06:00	6	0	0	3	2	1	0	0	0	0	0	0
07:00	13	0	0	8	3	1	0	0	1	0	0	0
08:00	9	0	0	5	3	1	0	0	0	0	0	0
09:00	15	0	0	4	9	2	0	0	0	0	0	0
10:00	14	0	0	10	3	0	1	0	0	0	0	0
11:00	13	0	0	5	5	3	0	0	0	0	0	0
12:00	22	0	0	10	7	5	0	0	0	0	0	0
13:00	17	1	0	5	9	2	0	0	0	0	0	0
14:00	12	0	0	2	7	3	0	0	0	0	0	0
15:00	13	0	1	6	4	1	1	0	0	0	0	0
16:00	11	0	1	4	6	0	0	0	0	0	0	0
17:00	11	0	0	2	8	1	0	0	0	0	0	0
18:00	8	0	0	4	4	0	0	0	0	0	0	0
19:00	6	0	0	1	5	0	0	0	0	0	0	0
20:00	7	0	0	6	1	0	0	0	0	0	0	0
21:00	4	0	0	1	3	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	0	3	0	0	0	0	0	0	0	0
Total												
07-19	158	1	2	65	68	19	2	0	1	0	0	0
06-22	181	1	2	76	79	20	2	0	1	0	0	0
06-00	184	1	2	79	79	20	2	0	1	0	0	0
00-00	188	1	2	80	82	20	2	0	1	0	0	0
AM Peak												
	09:00	00:00	00:00	10:00	09:00	11:00	10:00	00:00	07:00	00:00	00:00	00:00
AM Peak	15	0	0	10	9	3	1	0	1	0	0	0
PM Peak												
	12:00	13:00	15:00	12:00	13:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00
PM Peak	22	1	1	10	9	5	1	0	0	0	0	0

Saturday 09 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	2	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	1	0	0	0	0	0	0	0
05:00	2	0	0	1	1	0	0	0	0	0	0	0
06:00	3	0	0	1	2	0	0	0	0	0	0	0
07:00	3	0	0	3	0	0	0	0	0	0	0	0
08:00	14	0	0	8	6	0	0	0	0	0	0	0
09:00	19	1	1	9	6	1	0	0	0	0	0	1
10:00	17	0	0	11	6	0	0	0	0	0	0	0
11:00	20	0	0	11	8	1	0	0	0	0	0	0
12:00	14	0	0	8	6	0	0	0	0	0	0	0
13:00	12	0	0	8	3	0	0	0	0	0	1	0
14:00	18	0	0	15	3	0	0	0	0	0	0	0
15:00	13	0	0	6	6	1	0	0	0	0	0	0
16:00	12	0	0	8	4	0	0	0	0	0	0	0
17:00	12	0	0	5	7	0	0	0	0	0	0	0
18:00	8	0	0	6	1	0	0	0	1	0	0	0
19:00	12	1	0	3	7	0	0	0	1	0	0	0
20:00	6	0	0	3	3	0	0	0	0	0	0	0
21:00	4	0	0	2	2	0	0	0	0	0	0	0
22:00	2	0	0	1	0	1	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	162	1	1	98	56	3	0	0	1	0	1	1
06-22	187	2	1	107	70	3	0	0	2	0	1	1
06-00	189	2	1	108	70	4	0	0	2	0	1	1
00-00	195	2	1	112	72	4	0	0	2	0	1	1
AM Peak												
	11:00	09:00	09:00	10:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	09:00
	20	1	1	11	8	1	0	0	0	0	0	1
PM Peak												
	14:00	19:00	12:00	14:00	17:00	15:00	12:00	12:00	18:00	12:00	13:00	12:00
	18	1	0	15	7	1	0	0	1	0	1	0

Sunday 10 August 2025												
Time	Total Volume	Class										
		PC	MC	Car	LGV	2R HGV	3R HGV	4R HGV	3A HGV	4A HGV	5+A HGV	PSV
00:00	1	0	0	0	1	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	2	0	0	0	0	0	0	0	0
06:00	2	0	0	1	1	0	0	0	0	0	0	0
07:00	1	0	0	1	0	0	0	0	0	0	0	0
08:00	7	0	0	2	4	0	0	0	1	0	0	0
09:00	13	0	0	6	6	1	0	0	0	0	0	0
10:00	12	0	0	9	2	1	0	0	0	0	0	0
11:00	15	0	0	10	5	0	0	0	0	0	0	0
12:00	7	0	1	2	4	0	0	0	0	0	0	0
13:00	17	0	1	12	4	0	0	0	0	0	0	0
14:00	6	0	1	1	3	1	0	0	0	0	0	0
15:00	7	0	0	6	1	0	0	0	0	0	0	0
16:00	9	0	0	5	3	1	0	0	0	0	0	0
17:00	10	0	0	7	3	0	0	0	0	0	0	0
18:00	12	0	1	9	2	0	0	0	0	0	0	0
19:00	6	0	0	3	3	0	0	0	0	0	0	0
20:00	2	0	0	2	0	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0
22:00	2	0	0	2	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
Total												
07-19	116	0	4	70	37	4	0	0	1	0	0	0
06-22	127	0	4	77	41	4	0	0	1	0	0	0
06-00	129	0	4	79	41	4	0	0	1	0	0	0
00-00	132	0	4	81	42	4	0	0	1	0	0	0
AM Peak												
	11:00	00:00	00:00	11:00	09:00	09:00	00:00	00:00	08:00	00:00	00:00	00:00
	15	0	0	10	6	1	0	0	1	0	0	0
PM Peak												
	13:00	12:00	12:00	13:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
	17	0	1	12	4	1	0	0	0	0	0	0

Location: Alston Lane, Longridge  
 Direction: Southeast bound

Monday 04 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	20.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	24.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	-	19	1.9	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0
07:00	13	29.3	22.7	7	2	0	1	5	4	1	0	0	0	0	0	0	0	0	0
08:00	13	27.1	21.6	3.3	0	0	5	6	2	0	0	0	0	0	0	0	0	0	0
09:00	17	23.6	19.7	4.7	2	0	3	12	0	0	0	0	0	0	0	0	0	0	0
10:00	17	24.6	20.8	3.1	0	0	8	8	1	0	0	0	0	0	0	0	0	0	0
11:00	14	24.2	18.9	4.4	1	1	5	7	0	0	0	0	0	0	0	0	0	0	0
12:00	14	25.4	21.4	3.6	0	0	4	7	3	0	0	0	0	0	0	0	0	0	0
13:00	10	-	22.4	3	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0
14:00	12	23.3	18.8	3.9	0	3	4	4	1	0	0	0	0	0	0	0	0	0	0
15:00	15	26	20.3	5.3	1	1	5	5	3	0	0	0	0	0	0	0	0	0	0
16:00	21	24.9	21.6	3.4	0	2	3	13	3	0	0	0	0	0	0	0	0	0	0
17:00	15	25.3	21.6	3.2	0	1	2	10	2	0	0	0	0	0	0	0	0	0	0
18:00	22	27.6	21.6	4.3	0	0	11	7	2	2	0	0	0	0	0	0	0	0	0
19:00	8	-	21.3	2.7	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0
20:00	7	-	20.6	2.4	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0
21:00	5	-	23.1	3.7	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0
22:00	1	-	21.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	183	24.7	20.9	4.3	6	8	53	91	22	3	0	0	0	0	0	0	0	0	0
06-22	210	24.5	20.9	4.1	6	8	67	103	23	3	0	0	0	0	0	0	0	0	0
06-00	211	24.5	20.9	4.1	6	8	67	104	23	3	0	0	0	0	0	0	0	0	0
00-00	213	24.5	20.9	4.1	6	8	67	106	23	3	0	0	0	0	0	0	0	0	0
AM Peak																			
09:00	07:00	04:00	07:00	07:00	11:00	10:00	09:00	07:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
17	29.3	24.1	7	2	1	8	12	4	1	0	0	0	0	0	0	0	0	0	0
PM Peak																			
18:00	18:00	21:00	15:00	15:00	14:00	18:00	16:00	12:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
22	27.6	23.1	5.3	1	3	11	13	3	2	0	0	0	0	0	0	0	0	0	0

Tuesday 05 August 2025																				
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80	
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	-	13.5	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	3	-	18.3	3.5	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	8	-	22.9	5.8	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	
08:00	12	23.3	20.2	2.8	0	1	4	6	1	0	0	0	0	0	0	0	0	0	0	
09:00	14	23.3	20.5	4.7	0	2	3	8	0	1	0	0	0	0	0	0	0	0	0	
10:00	21	23.2	20.1	3.2	0	2	3	16	0	0	0	0	0	0	0	0	0	0	0	
11:00	26	24.7	20.2	4.5	1	3	7	12	3	0	0	0	0	0	0	0	0	0	0	
12:00	21	23.6	20.3	3.4	0	2	9	9	1	0	0	0	0	0	0	0	0	0	0	
13:00	18	20.1	18.4	2.9	0	2	13	2	1	0	0	0	0	0	0	0	0	0	0	
14:00	21	25	21.1	4.2	1	1	3	13	3	0	0	0	0	0	0	0	0	0	0	
15:00	20	23.4	21.7	3.4	0	0	6	12	1	1	0	0	0	0	0	0	0	0	0	
16:00	24	25.4	21.4	4.1	0	2	7	11	4	0	0	0	0	0	0	0	0	0	0	
17:00	10	-	21.5	4.1	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	
18:00	17	24.4	20.5	3.6	0	2	5	8	2	0	0	0	0	0	0	0	0	0	0	
19:00	9	-	24.5	6.5	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	
20:00	5	-	23.2	5.9	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	
21:00	1	-	23.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	-	21.2	1.9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals																				
07-19	212	24.1	20.6	3.9	2	17	68	104	18	3	0	0	0	0	0	0	0	0	0	
06-22	230	24.5	20.8	4.1	2	18	73	110	22	5	0	0	0	0	0	0	0	0	0	
06-00	232	24.4	20.8	4.1	2	18	74	111	22	5	0	0	0	0	0	0	0	0	0	
00-00	233	24.4	20.8	4.1	2	19	74	111	22	5	0	0	0	0	0	0	0	0	0	
AM Peak																				
	11:00	11:00	07:00	07:00	11:00	11:00	11:00	10:00	11:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
AM Peak	26	24.7	22.9	5.8	1	3	7	16	3	1	0	0	0	0	0	0	0	0	0	
PM Peak																				
	16:00	16:00	19:00	19:00	14:00	12:00	13:00	14:00	16:00	19:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
PM Peak	24	25.4	24.5	6.5	1	2	13	13	4	2	0	0	0	0	0	0	0	0	0	

Wednesday 06 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	8.1	-	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	21.6	2.4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
07:00	12	26.8	21.3	4.1	0	0	6	3	3	0	0	0	0	0	0	0	0	0	0
08:00	13	24.8	20.5	3.7	0	2	2	8	1	0	0	0	0	0	0	0	0	0	0
09:00	17	26.5	21.9	4.5	1	0	4	7	5	0	0	0	0	0	0	0	0	0	0
10:00	17	24.8	19.5	5.9	2	3	2	8	2	0	0	0	0	0	0	0	0	0	0
11:00	19	25.4	20.2	4.4	0	3	4	9	3	0	0	0	0	0	0	0	0	0	0
12:00	12	26.2	22.5	4.2	0	1	3	6	1	1	0	0	0	0	0	0	0	0	0
13:00	9	-	20.2	5.6	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0
14:00	6	-	23.5	2.7	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0
15:00	15	23.6	19.4	4.4	1	1	6	6	1	0	0	0	0	0	0	0	0	0	0
16:00	26	26.1	23	3.1	0	0	4	15	7	0	0	0	0	0	0	0	0	0	0
17:00	18	26.8	21.7	5	1	0	4	10	2	1	0	0	0	0	0	0	0	0	0
18:00	11	24.8	18.8	4.6	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0
19:00	12	24.1	20.5	4.1	0	1	4	6	1	0	0	0	0	0	0	0	0	0	0
20:00	9	-	22.4	3.1	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0
21:00	1	-	23.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	21.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	22.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	175	25.5	21.1	4.5	5	14	42	82	30	2	0	0	0	0	0	0	0	0	0
06-22	200	25.4	21.1	4.4	5	15	49	96	33	2	0	0	0	0	0	0	0	0	0
06-00	202	25.3	21.1	4.4	5	15	49	98	33	2	0	0	0	0	0	0	0	0	0
00-00	203	25.3	21.1	4.5	6	15	49	98	33	2	0	0	0	0	0	0	0	0	0
AM Peak																			
AM Peak	11:00	07:00	09:00	10:00	10:00	10:00	07:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	19	26.8	21.9	5.9	2	3	6	9	5	0	0	0	0	0	0	0	0	0	0
PM Peak																			
PM Peak	16:00	17:00	14:00	13:00	15:00	13:00	15:00	16:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	26	26.8	23.5	5.6	1	2	6	15	7	1	0	0	0	0	0	0	0	0	0

Thursday 07 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	19.9	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	-	18.3	1.8	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0
07:00	8	-	21	3.6	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0
08:00	15	25.3	21.2	4.3	0	2	3	7	3	0	0	0	0	0	0	0	0	0	0
09:00	24	24.5	21.1	2.9	0	0	9	13	2	0	0	0	0	0	0	0	0	0	0
10:00	17	23.9	19.8	4.2	1	2	4	9	1	0	0	0	0	0	0	0	0	0	0
11:00	13	24.4	20.5	4.3	0	2	2	8	1	0	0	0	0	0	0	0	0	0	0
12:00	25	24.3	21.7	4.3	0	2	6	14	3	0	0	0	0	0	0	0	0	0	0
13:00	10	-	22	4.2	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0
14:00	17	25.8	21	3.8	0	1	8	5	3	0	0	0	0	0	0	0	0	0	0
15:00	5	-	23	2.7	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0
16:00	16	25.3	21.6	4.3	0	1	2	11	2	0	0	0	0	0	0	0	0	0	0
17:00	18	25.9	21.6	4	0	1	2	11	4	0	0	0	0	0	0	0	0	0	0
18:00	15	27	21.9	5.1	0	2	3	5	5	0	0	0	0	0	0	0	0	0	0
19:00	8	-	21.2	4	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0
20:00	9	-	22.6	6.2	0	0	4	2	2	1	0	0	0	0	0	0	0	0	0
21:00	5	-	24.4	1.8	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0
22:00	3	-	22	5.8	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	183	25.1	21.3	4	1	15	43	96	28	0	0	0	0	0	0	0	0	0	0
06-22	212	25.2	21.3	4.1	1	16	55	105	34	1	0	0	0	0	0	0	0	0	0
06-00	215	25.2	21.3	4.1	1	16	56	106	35	1	0	0	0	0	0	0	0	0	0
00-00	216	25.2	21.3	4.1	1	16	57	106	35	1	0	0	0	0	0	0	0	0	0
AM Peak																			
	09:00	08:00	08:00	08:00	10:00	08:00	09:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
AM Peak	24	25.3	21.2	4.3	1	2	9	13	3	0	0	0	0	0	0	0	0	0	0
PM Peak																			
	12:00	18:00	21:00	20:00	12:00	12:00	14:00	12:00	18:00	20:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
PM Peak	25	27	24.4	6.2	0	2	8	14	5	1	0	0	0	0	0	0	0	0	0

Friday 08 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	33.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00	10	-	20.1	2.3	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0
07:00	9	-	22.2	4.2	0	0	4	2	2	1	0	0	0	0	0	0	0	0	0
08:00	7	-	20.7	2.6	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0
09:00	21	25.1	21.3	4.1	0	3	4	11	3	0	0	0	0	0	0	0	0	0	0
10:00	13	23.8	19.9	6	1	2	0	9	1	0	0	0	0	0	0	0	0	0	0
11:00	14	26.7	20.2	5.6	1	1	5	4	3	0	0	0	0	0	0	0	0	0	0
12:00	12	28.2	22.4	4.1	0	0	5	4	3	0	0	0	0	0	0	0	0	0	0
13:00	14	23.3	19.9	3.9	0	2	3	8	1	0	0	0	0	0	0	0	0	0	0
14:00	9	-	21.9	5.2	0	1	2	4	1	1	0	0	0	0	0	0	0	0	0
15:00	14	25.5	21.5	4.8	1	0	3	6	4	0	0	0	0	0	0	0	0	0	0
16:00	8	-	22.4	6	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0
17:00	19	25	21.9	3.8	1	0	3	13	2	0	0	0	0	0	0	0	0	0	0
18:00	12	24.6	22.1	4.1	0	0	4	7	0	1	0	0	0	0	0	0	0	0	0
19:00	6	-	24.4	3.5	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0
20:00	7	-	19.4	3	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	5	-	21.8	5.6	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	152	25.1	21.3	4.5	4	9	39	74	22	4	0	0	0	0	0	0	0	0	0
06-22	175	25.1	21.3	4.4	4	9	49	85	24	4	0	0	0	0	0	0	0	0	0
06-00	180	25.1	21.3	4.4	4	10	49	87	26	4	0	0	0	0	0	0	0	0	0
00-00	181	25.1	21.4	4.5	4	10	49	87	26	5	0	0	0	0	0	0	0	0	0
AM Peak																			
AM Peak	09:00	11:00	05:00	10:00	10:00	09:00	11:00	09:00	09:00	05:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	21	26.7	33.2	6	1	3	5	11	3	1	0	0	0	0	0	0	0	0	0
PM Peak																			
PM Peak	17:00	12:00	19:00	16:00	15:00	13:00	12:00	17:00	15:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	19	28.2	24.4	6	1	2	5	13	4	1	0	0	0	0	0	0	0	0	0

Saturday 09 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	1	-	19.5	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	20	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	30.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	18.9	6.4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	25.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	3	-	18.1	1.7	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
07:00	9	-	20.4	3.2	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0
08:00	20	24.9	19.2	5.4	2	2	6	8	2	0	0	0	0	0	0	0	0	0	0
09:00	15	23.3	19.9	4	0	3	1	11	0	0	0	0	0	0	0	0	0	0	0
10:00	17	23.2	19.6	4	0	3	4	10	0	0	0	0	0	0	0	0	0	0	0
11:00	19	25	21.4	3.8	0	2	5	9	3	0	0	0	0	0	0	0	0	0	0
12:00	16	25.9	22.5	3	0	0	3	9	4	0	0	0	0	0	0	0	0	0	0
13:00	10	-	21.3	5.4	1	0	1	5	3	0	0	0	0	0	0	0	0	0	0
14:00	12	23.5	20.3	3.3	0	0	6	5	1	0	0	0	0	0	0	0	0	0	0
15:00	15	26	21.7	4.9	0	2	1	10	2	0	0	0	0	0	0	0	0	0	0
16:00	14	26.3	21.2	4.5	0	1	5	6	1	1	0	0	0	0	0	0	0	0	0
17:00	6	-	23	2.3	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0
18:00	7	-	21	3.1	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0
19:00	13	26.1	22.1	3.6	0	0	5	5	3	0	0	0	0	0	0	0	0	0	0
20:00	5	-	23.5	2.1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0
21:00	3	-	20.7	2.8	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
22:00	4	-	18.1	2.8	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	21.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	160	24.9	20.8	4.2	3	13	37	88	18	1	0	0	0	0	0	0	0	0	0
06-22	184	24.9	20.9	4.1	3	13	46	99	22	1	0	0	0	0	0	0	0	0	0
06-00	189	24.9	20.9	4.1	3	14	48	101	22	1	0	0	0	0	0	0	0	0	0
00-00	195	24.9	20.9	4.1	3	15	49	103	23	2	0	0	0	0	0	0	0	0	0
AM Peak																			
08:00	11:00	02:00	04:00	08:00	09:00	08:00	09:00	11:00	02:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
20	25	30.4	6.4	2	3	6	11	3	1	0	0	0	0	0	0	0	0	0	0
PM Peak																			
12:00	16:00	20:00	13:00	13:00	15:00	14:00	15:00	12:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
16	26.3	23.5	5.4	1	2	6	10	4	1	0	0	0	0	0	0	0	0	0	0

Sunday 10 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	1	-	18	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	-	20	2.2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
08:00	5	-	19.6	1.4	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0
09:00	10	-	19.9	3.5	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0
10:00	14	26.7	21.3	4.9	0	1	5	4	4	0	0	0	0	0	0	0	0	0	0
11:00	18	26.1	23.4	3	0	0	3	10	5	0	0	0	0	0	0	0	0	0	0
12:00	12	28	23.2	4.7	0	1	1	7	2	1	0	0	0	0	0	0	0	0	0
13:00	12	26.4	23	3.3	0	0	3	4	5	0	0	0	0	0	0	0	0	0	0
14:00	9	-	23.1	5.3	0	1	0	6	1	1	0	0	0	0	0	0	0	0	0
15:00	6	-	21.1	2.4	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0
16:00	12	24.5	20.6	3.2	0	0	6	5	1	0	0	0	0	0	0	0	0	0	0
17:00	5	-	19.6	4.6	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0
18:00	9	-	19.8	4.6	1	0	4	3	1	0	0	0	0	0	0	0	0	0	0
19:00	7	-	22.7	3.4	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0
20:00	3	-	21.1	0.6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	4	-	25.3	6.2	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0
22:00	2	-	19.7	4.1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	29.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	116	25.7	21.6	4	1	5	35	52	21	2	0	0	0	0	0	0	0	0	0
06-22	131	25.7	21.8	4	1	5	39	61	22	3	0	0	0	0	0	0	0	0	0
06-00	134	25.7	21.8	4	1	5	40	62	23	3	0	0	0	0	0	0	0	0	0
00-00	136	25.7	21.8	4	1	5	41	63	23	3	0	0	0	0	0	0	0	0	0
AM Peak																			
AM Peak	11:00	10:00	05:00	10:00	00:00	09:00	10:00	11:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	18	26.7	23.5	4.9	0	1	5	10	5	0	0	0	0	0	0	0	0	0	0
PM Peak																			
PM Peak	12:00	12:00	23:00	21:00	18:00	12:00	16:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	12	28	29.2	6.2	1	1	6	7	5	1	0	0	0	0	0	0	0	0	0

**Location: Alston Lane, Longridge**  
**Direction: Northwest bound**

Monday 04 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	24.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	23.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	23.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	23.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	5	-	17.6	5	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0
07:00	11	29	23	3.9	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0
08:00	13	28.1	22.5	4.7	0	1	2	8	1	1	0	0	0	0	0	0	0	0	0
09:00	13	28.4	21.9	6.2	0	1	3	6	2	0	1	0	0	0	0	0	0	0	0
10:00	22	23.6	20	4.3	0	3	7	10	2	0	0	0	0	0	0	0	0	0	0
11:00	10	-	18.7	5.1	1	1	3	4	1	0	0	0	0	0	0	0	0	0	0
12:00	15	23.3	20.5	2.7	0	0	7	7	1	0	0	0	0	0	0	0	0	0	0
13:00	12	24.6	20.2	4.5	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0
14:00	12	27.1	18	6.4	1	4	1	4	2	0	0	0	0	0	0	0	0	0	0
15:00	11	27	20.9	4.1	0	0	6	2	3	0	0	0	0	0	0	0	0	0	0
16:00	20	25.6	21.2	5.4	1	2	2	12	2	1	0	0	0	0	0	0	0	0	0
17:00	15	26.2	21.9	3.9	0	1	3	8	3	0	0	0	0	0	0	0	0	0	0
18:00	15	24.2	21.9	2.7	0	0	4	10	1	0	0	0	0	0	0	0	0	0	0
19:00	9	-	20.9	3.7	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0
20:00	9	-	21.6	1.7	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0
21:00	4	-	21.5	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	20.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	169	25.1	20.9	4.6	3	15	46	80	22	2	1	0	0	0	0	0	0	0	0
06-22	196	24.5	20.9	4.5	3	18	53	97	22	2	1	0	0	0	0	0	0	0	0
06-00	197	24.5	20.9	4.5	3	18	53	98	22	2	1	0	0	0	0	0	0	0	0
00-00	202	24.4	20.9	4.4	3	18	53	103	22	2	1	0	0	0	0	0	0	0	0
AM Peak																			
	10:00	07:00	01:00	09:00	11:00	10:00	10:00	10:00	07:00	08:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	22	29	24.1	6.2	1	3	7	10	3	1	1	0	0	0	0	0	0	0	0
PM Peak																			
	16:00	14:00	17:00	14:00	14:00	14:00	12:00	16:00	15:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	20	27.1	21.9	6.4	1	4	7	12	3	1	0	0	0	0	0	0	0	0	0

Tuesday 05 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	16.9	9.6	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	2	-	18.8	0.4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	14	22.6	19.8	4	0	1	6	6	1	0	0	0	0	0	0	0	0	0	0
08:00	16	25.2	20.3	3.7	0	1	5	7	3	0	0	0	0	0	0	0	0	0	0
09:00	23	26	21.1	4.1	0	2	6	10	5	0	0	0	0	0	0	0	0	0	0
10:00	13	24.9	21.3	3	0	0	5	7	1	0	0	0	0	0	0	0	0	0	0
11:00	24	28.1	21.7	5	0	2	7	9	6	0	0	0	0	0	0	0	0	0	0
12:00	18	24.3	20.6	3.2	0	1	6	11	0	0	0	0	0	0	0	0	0	0	0
13:00	17	24.5	19.9	5.6	2	1	4	8	2	0	0	0	0	0	0	0	0	0	0
14:00	22	24.2	20.2	4.2	1	1	10	8	1	1	0	0	0	0	0	0	0	0	0
15:00	23	24.2	21.3	2.6	0	0	8	14	1	0	0	0	0	0	0	0	0	0	0
16:00	23	25.9	19.9	4.4	0	2	9	8	4	0	0	0	0	0	0	0	0	0	0
17:00	12	23.9	21.1	3	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0
18:00	10	-	21.8	4.8	0	1	2	3	4	0	0	0	0	0	0	0	0	0	0
19:00	2	-	14.4	7.8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20:00	7	-	21.3	2.8	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0
21:00	1	-	18.4	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	-	23.2	5.5	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
23:00	1	-	29.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	215	24.7	20.7	4	3	12	71	99	29	1	0	0	0	0	0	0	0	0	0
06-22	227	24.7	20.7	4	4	12	77	103	30	1	0	0	0	0	0	0	0	0	0
06-00	231	24.8	20.7	4.1	4	12	78	104	32	1	0	0	0	0	0	0	0	0	0
00-00	235	24.9	20.7	4.2	6	12	78	105	33	1	0	0	0	0	0	0	0	0	0
AM Peak																			
	11:00	11:00	11:00	05:00	05:00	09:00	11:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	24	28.1	21.7	9.6	2	2	7	10	6	0	0	0	0	0	0	0	0	0	0
PM Peak																			
	15:00	16:00	23:00	19:00	13:00	16:00	14:00	15:00	16:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	23	25.9	29.1	7.8	2	2	10	14	4	1	0	0	0	0	0	0	0	0	0

Wednesday 06 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	22.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	21.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	18.5	6.6	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	26.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	11	27.1	22.6	4.2	0	1	2	6	2	0	0	0	0	0	0	0	0	0	0
08:00	14	29.4	22.8	5.2	0	1	3	5	4	1	0	0	0	0	0	0	0	0	0
09:00	18	24.1	20.7	4.5	0	4	1	12	1	0	0	0	0	0	0	0	0	0	0
10:00	25	24.5	20.1	4.6	0	3	9	11	2	0	0	0	0	0	0	0	0	0	0
11:00	14	25.9	21.3	4.6	1	0	4	5	4	0	0	0	0	0	0	0	0	0	0
12:00	10	-	20	4.8	0	2	2	4	2	0	0	0	0	0	0	0	0	0	0
13:00	14	27.5	23.9	5	0	1	1	4	7	1	0	0	0	0	0	0	0	0	0
14:00	8	-	20.4	4.3	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0
15:00	21	25.7	20.1	4.3	0	1	10	7	3	0	0	0	0	0	0	0	0	0	0
16:00	15	25.6	21.5	4.2	0	2	2	8	3	0	0	0	0	0	0	0	0	0	0
17:00	19	24.9	21.5	4.1	0	1	5	11	2	0	0	0	0	0	0	0	0	0	0
18:00	14	24.7	20.5	3.8	0	2	4	6	2	0	0	0	0	0	0	0	0	0	0
19:00	11	26.7	22.3	3.9	0	0	4	5	1	1	0	0	0	0	0	0	0	0	0
20:00	9	-	21.4	2.4	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	-	20.2	0.2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	183	25.7	21.2	4.5	1	18	48	80	34	2	0	0	0	0	0	0	0	0	0
06-22	204	25.6	21.3	4.4	1	18	55	90	37	3	0	0	0	0	0	0	0	0	0
06-00	206	25.6	21.3	4.4	1	18	55	92	37	3	0	0	0	0	0	0	0	0	0
00-00	211	25.6	21.3	4.4	1	19	55	96	37	3	0	0	0	0	0	0	0	0	0
AM Peak																			
10:00	08:00	06:00	05:00	11:00	09:00	10:00	09:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
25	29.4	26.3	6.6	1	4	9	12	4	1	0	0	0	0	0	0	0	0	0	0
PM Peak																			
15:00	13:00	13:00	13:00	12:00	12:00	15:00	17:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
21	27.5	23.9	5	0	2	10	11	7	1	0	0	0	0	0	0	0	0	0	0

Thursday 07 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	24.1	1.6	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
06:00	4	-	20.6	2.9	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
07:00	13	23.9	20.7	4.5	0	2	2	8	0	1	0	0	0	0	0	0	0	0	0
08:00	13	26.4	22.2	4.4	0	2	0	9	1	1	0	0	0	0	0	0	0	0	0
09:00	27	24.9	20.6	3.4	0	1	11	13	2	0	0	0	0	0	0	0	0	0	0
10:00	16	24	20	3.3	0	1	7	6	2	0	0	0	0	0	0	0	0	0	0
11:00	15	26.9	21.9	3.7	0	0	4	9	2	0	0	0	0	0	0	0	0	0	0
12:00	22	23.3	20	3.7	1	1	5	14	1	0	0	0	0	0	0	0	0	0	0
13:00	12	31.1	21.1	6.7	0	2	4	3	1	2	0	0	0	0	0	0	0	0	0
14:00	13	24.9	20.9	3.6	0	0	6	6	1	0	0	0	0	0	0	0	0	0	0
15:00	14	25.3	19.8	4.6	1	0	8	3	2	0	0	0	0	0	0	0	0	0	0
16:00	14	28.4	22	5.2	0	2	2	6	4	0	0	0	0	0	0	0	0	0	0
17:00	15	25.9	22.2	4.6	0	1	4	5	5	0	0	0	0	0	0	0	0	0	0
18:00	16	24.1	21	2.9	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0
19:00	10	-	20	2.9	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0
20:00	5	-	20.7	4.5	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0
21:00	2	-	24.2	5.6	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	190	24.8	21	4.1	2	12	58	93	21	4	0	0	0	0	0	0	0	0	0
06-22	211	24.8	20.9	4.1	2	14	65	103	23	4	0	0	0	0	0	0	0	0	0
06-00	211	24.8	20.9	4.1	2	14	65	103	23	4	0	0	0	0	0	0	0	0	0
00-00	214	24.8	21	4.1	2	14	65	105	24	4	0	0	0	0	0	0	0	0	0
AM Peak																			
AM Peak	09:00	11:00	05:00	07:00	00:00	07:00	09:00	09:00	09:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	27	26.9	24.1	4.5	0	2	11	13	2	1	0	0	0	0	0	0	0	0	0
PM Peak																			
PM Peak	12:00	13:00	21:00	13:00	12:00	13:00	15:00	12:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	22	31.1	24.2	6.7	1	2	8	14	5	2	0	0	0	0	0	0	0	0	0

Friday 08 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	23.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	24	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	22.9	1.3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	6	-	21.2	5.2	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0
07:00	13	27.8	23.5	4.1	0	0	3	4	6	0	0	0	0	0	0	0	0	0	0
08:00	9	-	21.1	2.7	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0
09:00	15	25.8	20.7	4.5	0	2	4	6	3	0	0	0	0	0	0	0	0	0	0
10:00	14	24.3	19.8	4.5	1	1	4	7	1	0	0	0	0	0	0	0	0	0	0
11:00	13	25.4	19.5	4.8	0	3	4	3	3	0	0	0	0	0	0	0	0	0	0
12:00	22	24.9	21.8	2.9	0	0	7	12	3	0	0	0	0	0	0	0	0	0	0
13:00	17	24.2	19.8	3.6	0	1	9	5	2	0	0	0	0	0	0	0	0	0	0
14:00	12	26.5	21.5	4.7	0	1	2	5	4	0	0	0	0	0	0	0	0	0	0
15:00	13	26.6	20.8	4.7	0	2	3	5	3	0	0	0	0	0	0	0	0	0	0
16:00	11	27.7	23.2	4.5	0	1	2	3	5	0	0	0	0	0	0	0	0	0	0
17:00	11	26.7	22.1	3.7	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0
18:00	8	-	21.6	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0
19:00	6	-	21.9	7	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0
20:00	7	-	20.5	4.4	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0
21:00	4	-	19.3	5.1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	-	24.1	4.5	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	158	25.8	21.2	4	1	11	44	68	34	0	0	0	0	0	0	0	0	0	0
06-22	181	25.7	21.2	4.2	1	13	52	79	35	0	1	0	0	0	0	0	0	0	0
06-00	184	25.8	21.2	4.2	1	13	53	79	37	0	1	0	0	0	0	0	0	0	0
00-00	188	25.8	21.3	4.2	1	13	53	83	37	0	1	0	0	0	0	0	0	0	0
AM Peak																			
09:00	07:00	04:00	06:00	10:00	11:00	09:00	10:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
15	27.8	24	5.2	1	3	4	7	6	0	0	0	0	0	0	0	0	0	0	0
PM Peak																			
12:00	16:00	23:00	19:00	12:00	15:00	13:00	12:00	16:00	12:00	19:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
22	27.7	24.1	7	0	2	9	12	5	0	1	0	0	0	0	0	0	0	0	0

Saturday 09 August 2025																				
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80	
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	-	19.7	1.4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	-	26	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	-	24.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	-	19.8	2.6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	3	-	19.2	2.3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	3	-	22.3	4.8	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	
08:00	14	25.5	21.2	3.4	0	0	5	7	2	0	0	0	0	0	0	0	0	0	0	
09:00	19	23.4	19.1	4.4	1	3	5	10	0	0	0	0	0	0	0	0	0	0	0	
10:00	17	22.3	19	3.3	0	3	6	8	0	0	0	0	0	0	0	0	0	0	0	
11:00	20	26.1	20.3	4.3	0	3	8	5	4	0	0	0	0	0	0	0	0	0	0	
12:00	14	22.6	20.9	2.9	0	0	6	7	1	0	0	0	0	0	0	0	0	0	0	
13:00	12	24.8	21.2	2.7	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	
14:00	18	23.4	20.7	2.3	0	0	7	10	1	0	0	0	0	0	0	0	0	0	0	
15:00	13	23.1	19.1	4.5	0	3	3	6	1	0	0	0	0	0	0	0	0	0	0	
16:00	12	26.4	21.3	4.6	0	0	6	4	1	1	0	0	0	0	0	0	0	0	0	
17:00	12	26.3	23.1	2.4	0	0	1	8	3	0	0	0	0	0	0	0	0	0	0	
18:00	8	-	21.9	1.3	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	
19:00	12	25.3	19.2	5.8	1	1	4	4	2	0	0	0	0	0	0	0	0	0	0	
20:00	6	-	22.2	3.4	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	
21:00	4	-	19.7	2.3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	-	22.4	0.7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals																				
07-19	162	23.5	20.6	3.6	1	12	53	80	15	1	0	0	0	0	0	0	0	0	0	
06-22	187	23.5	20.5	3.8	2	13	63	89	19	1	0	0	0	0	0	0	0	0	0	
06-00	189	23.5	20.5	3.7	2	13	63	91	19	1	0	0	0	0	0	0	0	0	0	
00-00	195	23.6	20.5	3.7	2	13	65	94	20	1	0	0	0	0	0	0	0	0	0	
AM Peak		11:00	11:00	02:00	07:00	09:00	09:00	11:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
		20	26.1	26	4.8	1	3	8	10	4	0	0	0	0	0	0	0	0	0	0
PM Peak		14:00	16:00	17:00	19:00	19:00	15:00	14:00	14:00	17:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
		18	26.4	23.1	5.8	1	3	7	10	3	1	0	0	0	0	0	0	0	0	0

Sunday 10 August 2025																			
Time	Total Volume	85th Percentile	Mean Average	Standard Deviation	5>=10	10>=15	15>=20	20>=25	25>=30	30>=35	35>=40	40>=45	45>=50	50>=55	55>=60	60>=65	65>=70	70>=75	75>=80
00:00	1	-	23.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	22.1	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	21.4	4.2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	11.1	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	7	-	24.6	1.7	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0
09:00	13	23.5	20.1	3.3	0	1	3	9	0	0	0	0	0	0	0	0	0	0	0
10:00	12	25.5	20.4	4.3	0	1	3	6	2	0	0	0	0	0	0	0	0	0	0
11:00	15	25.8	22.7	4.4	0	0	4	6	4	1	0	0	0	0	0	0	0	0	0
12:00	7	-	21.8	2.7	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0
13:00	17	24.9	21.1	4	0	1	3	11	1	1	0	0	0	0	0	0	0	0	0
14:00	6	-	21.9	2.7	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0
15:00	7	-	22.6	2.8	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0
16:00	9	-	20.4	6.1	1	0	4	1	3	0	0	0	0	0	0	0	0	0	0
17:00	10	-	19.3	4.1	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0
18:00	12	25.5	18.3	5.6	2	1	4	3	2	0	0	0	0	0	0	0	0	0	0
19:00	6	-	20.9	3.5	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0
20:00	2	-	19.1	3.7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	14.7	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	-	21.6	2.4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals																			
07-19	116	25.3	20.9	4.4	3	6	29	57	19	2	0	0	0	0	0	0	0	0	0
06-22	127	25.2	20.9	4.3	3	8	32	62	20	2	0	0	0	0	0	0	0	0	0
06-00	129	25.1	20.9	4.3	3	8	33	63	20	2	0	0	0	0	0	0	0	0	0
00-00	132	25.1	20.9	4.2	3	8	34	65	20	2	0	0	0	0	0	0	0	0	0
AM Peak																			
11:00	11:00	08:00	11:00	00:00	07:00	11:00	09:00	08:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
15	25.8	24.6	4.4	0	1	4	9	4	1	0	0	0	0	0	0	0	0	0	0
PM Peak																			
13:00	18:00	15:00	16:00	18:00	13:00	17:00	13:00	16:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
17	25.5	22.6	6.1	2	1	5	11	3	1	0	0	0	0	0	0	0	0	0	0

## Appendix D



# PROPOSED SITE PLAN

Bolton Fold Farm, Longridge, Preston, PR3 3BJ

SCALE BAR - 1: 200

REVISIONS:  
 REV A: EXISTING HEDGEROW ADDED TO DRAWING

CLIENT:  
 Mr S Forshaw and Sons

PROJECT:  
 Bolton Fold Farm

DATE:  
 02/07/2024

SCALE:  
 1: 200 @ A3

DRAWING NO:  
 PSP 001 REV A

**INSPIRE DESIGN**

ARCHITECTURAL & INTERIOR DESIGN STUDIO

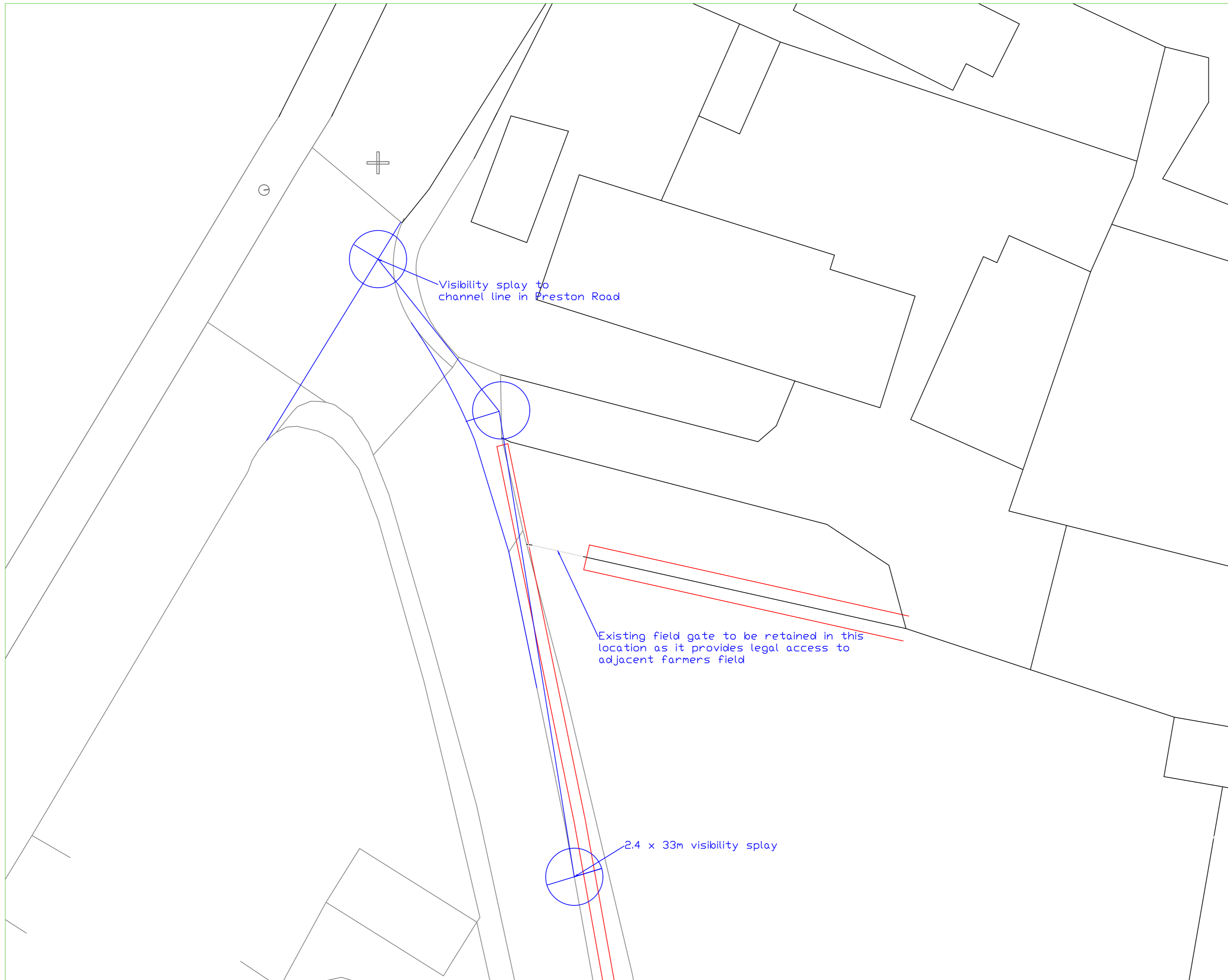
[www.inspiredesignservice.co.uk](http://www.inspiredesignservice.co.uk)

Proposed Bin Store for Dwelling 02

# Appendix E



# Appendix F



**Notes**

1. Layout at junction with Alston Lane to be agreed with LCC Highways.

**Revisions**

- A - drawing amended 14.7.2025
- B - visibility splays re-plotted 18.8.2025

**Client**

Mr S&A Forshaw



**Scheme**

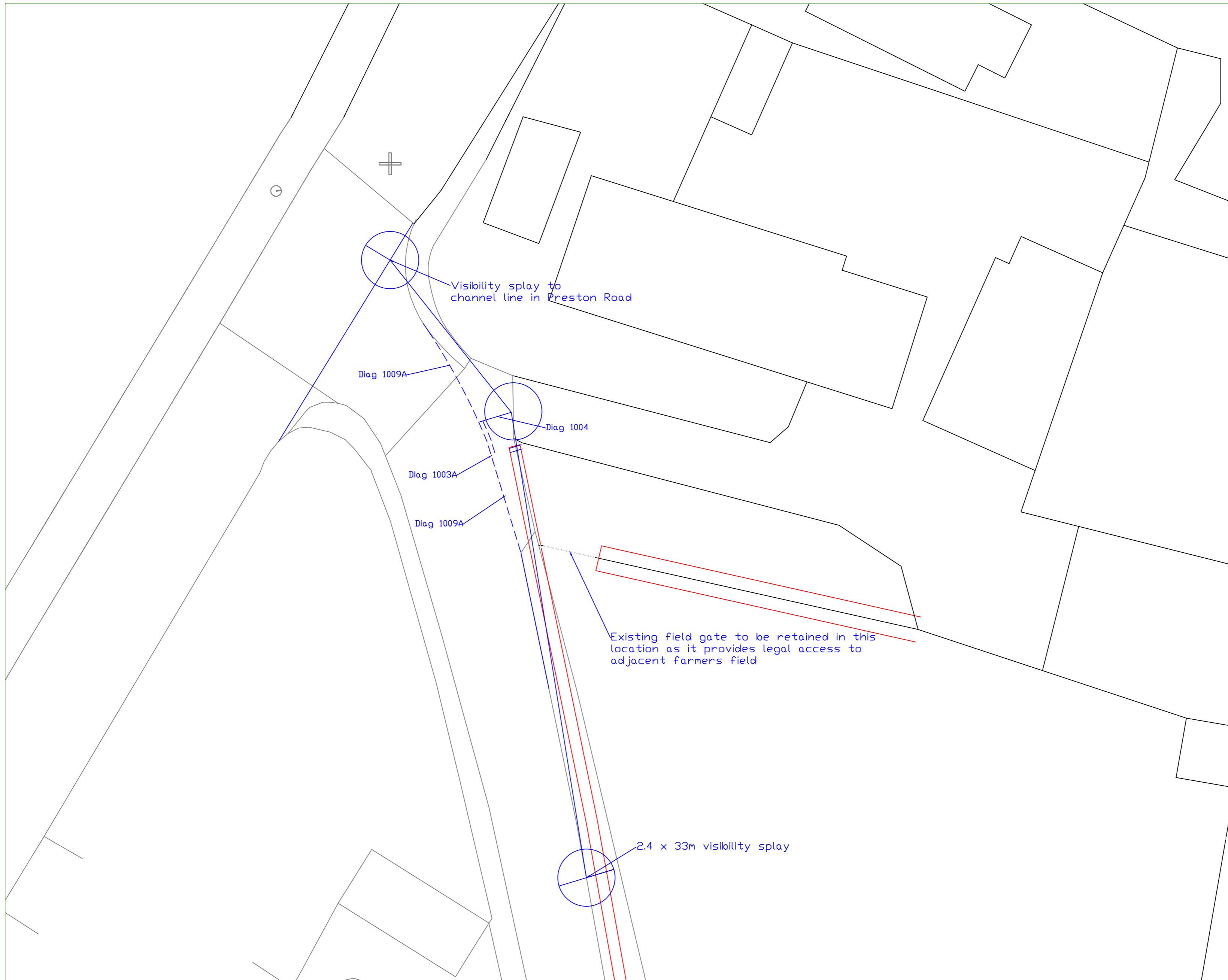
Bolton House Farm, Alston Lane, Alston

**Title**

Visibility Splays

Drawn	Checked	Date
J.Peet	M.Peet	10.7.2025
Project	Drawing No	Scale
648-25	648-25-1B	1:200 @ A2

## Appendix G



- NOTES
1. All dimensions are in millimetres unless otherwise stated.
  2. Diag 1003A with 200mm wide line, 600mm long and 300mm gap and with 300mm offset.
  3. Diag 1009A with 100mm wide line, 600mm long and 300mm gap.
  4. Diag 1004 with 100mm wide line, 4000mm long

Revisions

Client

Mr S&A Forshaw



Scheme

Bolton House Farm, Alston Lane, Alston

Title

Road Marking Proposal at Private Road with Alston Lane

Drawn	Checked	Date
J.Peet	M.Peet	18.8.2025
Project	Drawing No	Scale
648-25	648-25-2	1:200 @ A2