

Transport Statement Addendum

Proposed Residential Development Land at Albany Drive, Copster Green

Our reference: MD/251150/TSA01

RVBC reference: 3/2026/0214

LCC reference: 3/2026/0214/HDC/KW

Date: 3rd July 2026

Introduction

1. SCP are retained by Pringle Homes Limited to provide transport consultancy services in relation to a planning application for the proposed development on land at Albany Drive, Copster Green.
2. The planning application is for the “*Proposed erection of 26 affordable dwellings with associated access, gardens, parking and landscaping* ” and was submitted in March 2026 under Ribble Valley Borough Council application number 3/2026/0214.
3. Lancashire County Council (LCC), as local highway authority, provided a consultation response on the application dated 4th June, which is included at **Appendix A**.
4. This sets out off-site highway mitigation works being sought as part of the application together with further information, which is set out in conclusion to the consultation response.

Off Site Highway Mitigation Works

5. The works being sought as set out in the consultation response are referenced below:
 - 2m footway on Lovely Hall Lane, linking to the existing footway on Albany Drive to provide a continuous footway to the A59.
 - Signage improvements scheme at the junction of Lovely Hall Lane and Longsight Road, including speed, weight and stop signage.
 - 20mph speed limit change and traffic calming scheme for Albany Drive
 - Tactile paving to be provided at a number of existing crossing points, including as a minimum the junction of Albany Drive with Lovely Hall Lane and the junction of Lovely Hall Lane and Longsight Road.
 - Upgrading the existing pedestrian refuge island on Longsight Road in line with Inclusive Mobility Guidance
 - Upgrade bus stop ID 2500IMG2128 and bus stop ID 2500DCL470 to Quality Bus Stop standards.

6. It is noted that LCC do not raise any concerns that the proposal would exacerbate the existing highway safety situation and that the site is unlikely to have a severe impact on the operation of Albany Drive or the surrounding highway network. Notwithstanding this, the applicant is willing to provide the requested mitigation works to be secured by condition; for clarity the location of each items requested is shown on **Figure 1**.
7. The change in speed limit will require a traffic regulation order which will need to be implemented by the local highway authority.

Additional / Revised Information

8. The information requested by LCC in their consultation response is summarised as follows and addressed below:
 - Traffic Survey, including traffic speeds and volumes on Lovely Hall Lane.
 - Resubmission of visibility details and amendments to ensure vegetation and boundary treatments do not obstruct visibility splays at a junction off the primary internal carriageway, as well as a number of private driveways across the site
 - Provision of improved pedestrian access alongside parking areas, ensuring sufficient width (typically 5.7–6.0 m for two vehicles and pedestrian movement) and avoiding reliance on neighbouring driveways.
 - Clarification of the southern extent of the access road, including provision of a suitable turning head and defined access arrangement for agricultural land.
 - Provision of Vehicle Restraint Systems (VRS) adjacent to drainage features where required to ensure safety.
 - A review of the red edge boundary,
9. Each of these items is addressed in turn as follows:

Traffic Survey

10. An automatic traffic count was in place for a 7-day period during w/c 22nd June to the 28th June 2026; the results of this are included at **Appendix B**.

Visibility Details

11. It is noted that indicative landscaping was shown on the site layout plan within the visibility splay to the south from the side arm of the internal access. However, the trees shown on the more detailed landscaping plan, included at **Appendix C**, set the trees to the rear of the visibility splay. The revised drawing SCP/251150/D01/A at **Appendix D** shows the visibility splay on a revised version of the proposed site layout.

Pedestrian Access at Driveways

12. The proposed site layout plan has been amended to provide widened driveways or pedestrian access adjacent to driveways and this revised version is included at **Appendix E**.

Clarification of the Southern Extent of the Access Road

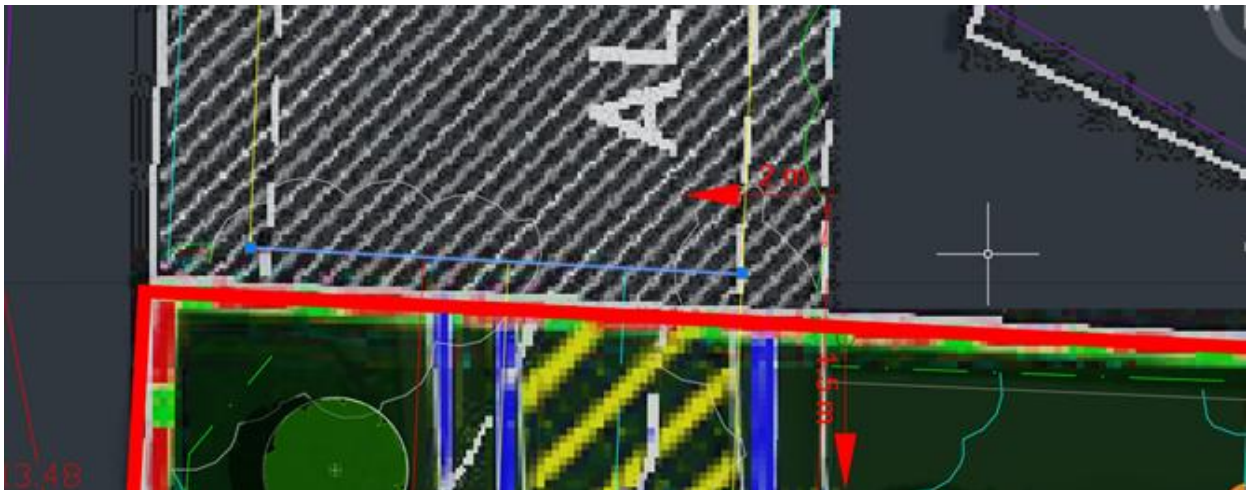
13. It has been clarified that the applicant have an agreement with the landowner to retain access through the site with this being diverted from the old access track to the new access road. A new stone track will be formed to connect to the existing track to complete access to the stables and a turning head is not required.

Provision of Vehicle Restraint Systems (VRS)

14. The potential VRS location is shown indicatively on SCP/251150/D01/A at **Appendix D**, whilst a Road Restraint Risk Assessment will be undertaken to identify the detailed appropriate restraint system, to be included as a condition of any planning consent.

A Review of the Red Edge Boundary

15. It has been confirmed that the red-edge abuts the highway boundary as shown on the extract below.



Conclusion

16. The matters raised by LCC in their consultation response have therefore been addressed and the application is acceptable with regards to transport.

S|C|P

FIGURES



Existing pedestrian island on the A59 Longsight Road to be upgraded with tactile paving, inline with Inclusive Mobility Guidance

Improved signage and traffic calming at the A59 Longsight Road / Lovely Hall Lane junction. Signage to include speed limit, weight limit and stop sign

Tactile paving to be provided at the junctions of Lovely Hall Lane and A59 Longsight Road and Albany Drive and Lovely Hall Lane



Proposed 20mph speed limit on Albany Drive with Traffic Calming measures



Bus stops to be upgraded to Quality Bus Stop standards

Key



Proposed 2m footway to replace grass verge on Lovely Hall Lane, linking the A59 Longsight Road to Albany Drive (approx. 25m in length)

S|C|P

APPENDIX A

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

Phone: 0300 123 6780
Email: [REDACTED]
Your ref: 3/2026/0214
Our ref: 3/2026/0214/HDC/KW
Date: 04 June 2026

Location: Land at Albany Drive Copster Green BB1 9EH
Proposal: Proposed erection of 26 affordable dwellings with associated access, gardens, parking and landscaping.
Grid Ref: 367420 433582

Dear Maya Cullen

With regard to your consultation letter dated 25 March 2026, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Further Information

Lancashire County Council acting as the Local Highway Authority 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. Without this information the Local Highway Authority is unable to support the application as presented.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a planning application for the proposed erection of 26 affordable dwellings with associated access, gardens, parking and landscaping at Land at Albany Drive, Copster Green.

Planning history

The LHA are aware of that the location has not been allocated within the Ribble Valley Local Plan. Similarly, the LHA have not recently been approached to undertake pre-application advice for the site. The LHA is however aware of the planning history for the site which is as follows:

- 3/2014/0307 - The erection of up to 32 dwellings and associated works, which was refused on 27 June 2014. The application was appealed under APP/T2350/A/14/2222255, which was dismissed on 21st October 2014.

Sustainability

The Local Highway Authority (LHA) has assessed the site's access to sustainable modes of transport. The applicant has set out the sustainability credentials of the development

Continued...

within the submitted Transport Statement (TS), which includes an assessment of accessibility by walking, cycling and public transport.

Walking

The TS identifies that the site benefits from basic pedestrian infrastructure, with Albany Drive providing footways on both sides of the carriageway and street lighting, supporting safe and convenient pedestrian movement.

However, current residents within the area and future residents of the site, do not benefit from segregated pedestrian provisions on Lovely Hall Lane as the road does not feature of a footway. Given the intensification of pedestrian movement from the development and to further encourage sustainable transport use, the LHA expects a 2m footway be provided from the junction with Albany Drive and Lovely Hall Lane to the junction of Lovely Hall Lane with Longsight Road, which currently features a grass verge on either side. Whilst the LHA believe it would be beneficial to provide a footway along both sides of this section of Lovely Hall Lane, due to width constraints, it may only be possible to provide a footway along one side. The left-hand side, looking towards Longsight Road on Lovely Hall Lane has the capacity to accommodate a 2m footway, whilst the right side is constrained in width and features street furniture which may restrict the usability of a footway in this location. The junction would also benefit from a signage improvement scheme, improving the location of the existing signage as well as any other improvements, such as a gateway and improved advanced weight limit signage. Although all design aspects should be considered and will be subject to detailed design as part of a Section 278 agreement with Lancashire County Council.

The new section of footway shall be tied into the existing footway provisions along Albany Drive and Longsight Road, forming a continuous footway to the A59 where bus stops can be found. The existing footway and any new sections of footway in this location shall also provide tactile paving at the pedestrian crossing points in line with Inclusive Mobility Guidance.

The applicant's accessibility analysis is based on a 2 km walking catchment and identifies that Copster Green Village Centre, Salesbury Village Centre, a primary school, local services, and bus stops on the A59.

The LHA recommended distances are sourced from the 'Planning for Walking' document published by the Chartered Institution of Highways and Transportation (CIHT), as well as other good practice guidance. The LHA has reviewed the closest bus stops on Longsight Road to the site, which fall slightly outside of the LHA's Decide and Provide guidance on preferred walking distances, which is 400m to a bus stop. The nearest primary school to the site, Salesbury Church of England Primary School, which is approximately 1,200 m from the site, exceeding the 800m recommended walking distance. Similarly, the site is within the upper threshold of 2,000 m to other local amenities such as supermarkets and convenience stores, although the local network lacks segregated footway provisions which create safe pedestrian routes.

Whilst the TS concludes that the site benefits from good accessibility on foot, the assessment is primarily distance-based and does not fully consider the quality of pedestrian routes.

Cycling

The TS states that cycling is a viable mode for journeys up to approximately 5 km and presents a cycling isochrone demonstrating that a number of nearby settlements, including Langho, Wilpshire, Salesbury, Brownhill and Osbaldeston, fall within this catchment. Given that the site is within the maximum recommended walking distance to nearby amenities. Cycling may be a more preferred option for future residents, although the nearby network lacks cycling infrastructure, which may impact the suitability of key routes such as the A59 and Lovely Hall Lane for less confident cyclists.

Bus

The TS identifies that the nearest bus stops are located on the A59 Longsight Road, approximately 550 m walking distance from the site. The LHA identified bus stop ID 2500IMG2128 and bus stop ID 2500DCL470 as the closest stops to the site. They are located near the dwellings named Glendene and Birchover. These stops are served by routes 25 and 280, providing connections to destinations including Clitheroe, Blackburn and Preston. These bus services are subsidised by Lancashire County Council.

The stops are currently pole and flag stops and would benefit from being upgraded to Quality Bus Stop standards. This should include, but not be limited to, improvements to the kerb line to facilitate safe boarding and alighting, and the installation of appropriate tactile paving in accordance with current accessibility guidance.

There is also a pedestrian refuge island located on Longsight Road, which supports pedestrians crossing the A59. This is the route pedestrians from the site would take to access the closest bus stops on either side of the A59. The current provisions would benefit from being upgraded to include tactile paving in line with inclusive mobility guidance.

These measures are necessary to support the increased residential activity generated by the development and to encourage safe pedestrian movement and the use of public transport in line with sustainable transport objectives.

Service frequencies vary, with the 280 operating approximately hourly during the day and the 25 operating at a lower frequency of approximately every two hours, with more limited provision on Sundays. The TS concludes that the site benefits from access to bus services within an acceptable walking distance; however, the level of service provision is relatively modest and may limit the attractiveness of bus travel as a realistic alternative to the private car.

Rail

In terms of rail accessibility, Ramsgreave and Wilpshire station is located approximately 3.1 km from the site and is therefore falls within cycling catchment. The station provides regular hourly services to destinations including Blackburn, Manchester Victoria and Clitheroe.

Whilst the availability of rail services is noted, the distance from the site means that access is unlikely to be achieved on foot and will instead rely on cycling, public transport or car-based trips.

Public Right of Way

Whilst there are no Public Right of Ways within the site or connecting to the site. The assessment highlights the presence of a number of Public Rights of Way (PRoW) in close proximity to the site. These routes form part of a wider traffic-free network linking to Salesbury and the surrounding areas.

The TS demonstrates that the site has some access to sustainable transport modes, with nearby village facilities within preferred maximum walking distances, cycling connections to surrounding settlements, and rail services within the wider area. As such, while opportunities for sustainable travel exist, the LHA considers that the site is likely to exhibit a high degree of reliance on the private car, particularly for trips beyond the immediate local area. It is understood that similar views were made by planning inspectors as part of an appeal decision for the site under appeal reference APP/T2350/A/14/2222255 (3/2014/0307), and this was also expressed for an appeal within close proximity to the site under appeal reference APP/T2350/W/15/3134524 (3/2015/0200).

Access Strategy

Albany Drive is an unclassified road, subject to a 30mph speed limit which is 5.5m wide, featuring footways on either side. There is an existing field gate into the site which will be replaced. The current access provides access to agricultural land as well as some agricultural buildings situated to the south and fall outside of the red edge, whilst no clarification has been provided, it is likely that access to these agricultural buildings and land will remain as such, and the access and internal route will also be required to support access to these buildings.

Given that the development will form a continuation of Albany Drive, the LHA are of the opinion that Albany Drive would benefit from an amended speed limit, reducing the speed limit to 20mph. A gateway should be provided at the start of Albany Drive, and a traffic calming scheme implemented to ensure speed compliance along its length.

The LHA has reviewed the proposed site layout plans, as shown in drawing number PL01. It is understood that the access will connect to the existing carriageway of Albany Drive, continuing a 5.5m internal road through the site. The access and throughout the main internal road features 2m footway on either side, which is acceptable to Lancashire County Council and will allow for two-way movement into the site. The new access arrangements will require the applicant to enter into a Section 278 agreement and will be subject to detailed design approval.

The new access arrangements will not only provide vehicle access to the site, but will also provide access for pedestrians and cyclists onto the existing network. The footway around the access must also be supported by crossing facilities featuring tactile paving in line with inclusive mobility guidance or be continued to the West of the access on Albany Drive, which will ensure continuous footway provisions.

Whilst no visibility splays have been provided at the access point onto Albany Drive, Albany Drive is a straight road and has good visibility at the proposed access point. Any planting adjacent to the proposed access onto Albany Drive should be removed and replaced with a footway or hardstanding to ensure drivers and pedestrians can observe turning manoeuvres within the turning head and/or vehicles exiting driveways from No. 30 and 28.

Lovely Hall Lane

As examined within the sustainable transport section, Lovely Hall Lane provides access to the local primary school as well as other amenities; therefore, the suitability of use along this road must be considered, particularly due to the lack of segregated pedestrian provisions and street lighting. As such, the LHA would request that a traffic study be provided to assess the volume and speed of traffic along the route to enable the LHA to consider possible mitigation options.

The traffic study would need to be carried out by an approved specialist showing the 85th percentile road traffic speeds in both directions, along with the numbers of vehicles, types of vehicles and the speed of vehicles passing the access with the raw data being made available for review. The traffic study should be conducted over a 1-week period in a neutral month (I.E., April, May, June, September, October). The survey should avoid school holidays, extreme weather, and other anomalies that could skew data.

Transport Statement

A Transport Statement has been submitted in support of this application. The LHA advise that any future document be prepared in accordance with Lancashire County Council's Transport Assessments in Lancashire Guidance (2025), available at: <https://www.lancashire.gov.uk/media/963614/transport-assessment-guidance.pdf> . The Transport Statement should proportionately assess the development's expected trip generation, access arrangements, visibility splays, parking provision, sustainable travel opportunities, and the suitability of the surrounding highway network. It should also demonstrate compliance with relevant national and local transport guidance and identify any mitigation measures required to ensure safe and suitable access for all users.

Points regarding sustainability and access arrangements raised within the Transport statement have been addressed above. The LHA will review the other matters contained within the statement below.

Trip Generation

The trip generation presented within the Transport Statement utilises TRICS data filtered for privately owned residential dwellings within a comparable size range (13–52 units) and applying multi-modal weekday survey data. The derived trip rates generate a total of 16 two-way vehicle movements in the AM peak and 14 in the PM peak.

The LHA has undertaken their own TRICS assessment for the site and received similar results. The LHA would not distribute the findings following this analysis and are of the opinion that traffic related to the site is unlikely to have a severe impact on the operation of Albany Drive or the surrounding highway network.

Highway Safety

The TS includes a review of highway safety based on a 5-year analysis of Personal Injury Collision (PIC) data obtained from the DfT. This identifies that there have been no recorded injury accidents on Albany Drive or at the junctions of Albany Drive/Lovely Hall Lane and Lovely Hall Lane/Longsight Road (A59) during the study period. The applicant concludes that there are no existing highway safety concerns within the study area.

The LHA has undertaken its own review of the 5-year analysis of Personal Injury Collision shared by the Police. The LHA found similar results to those detailed within the TS. There are no PIC recorded on Albany Drive or Lovely Hall Lane. Whilst there are no recorded PIC's within the immediate vicinity of the junction with Longsight Road (A58), there two PIC within 500m of the junction which fall outside of the study area.

300m to the north of the junction, a PIC took place on January 2023 at 7:40am and involved 4 vehicles, resulting in slight injuries to 4 adults. The causation relates to a stationary vehicle, with vehicles 2, 3 and 4 failing to judge vehicles' path speed as well as a failure to provide adequate stopping distance. The incident also occurred in wet weather conditions.

420m from the junction to the south, a PIC occurred at the 4-way traffic light controlled junction of Longsight Road, Ribchester Road and Oaks Brow. The PIC involved two vehicles, with one vehicle failing to give way and colliding with another vehicle. The incident resulted in slight injuries to two people.

Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as there are no significant trends among the PICs.

The LHA is also aware that the junction of Lovely Hall Lane and Longsight Road features stop markings and signage that provide an additional safety feature to ensure vehicles come to a full stop and observe traffic on the network before manoeuvring onto Longsight Road.

Off Site Highway Mitigation

At this time, the LHA is of the opinion that several highway mitigation schemes are required to support movement in and around the site, as well as enhance sustainable transport means, actively supporting and encouraging use for future residents. For ease of reference the LHA would look for the implementation of the following schemes:

- 2m footway on Lovely Hall Lane, linking to the existing footway on Albany Drive to provide a continuous footway to the A59.
- Signage improvements scheme at the junction of Lovely Hall Lane and Longsight Road, including speed, weight and stop signage.
- 20mph speed limit change and traffic calming scheme for Albany Drive
- Tactile paving to be provided at a number of existing crossing points, including as a minimum the junction of Albany Drive with Lovely Hall Lane and the junction of Lovely Hall Lane and Longsight Road.
- Upgrading the existing pedestrian refuge island on Longsight Road in line with Inclusive Mobility Guidance
- Upgrade bus stop ID 2500IMG2128 and bus stop ID 2500DCL470 to Quality Bus Stop standards.

Internal Layout

Lancashire County Council has detailed Estate Road Specification and Creating Civilised Streets guidance, which outlines the design criteria for estate roads and expects all developments to be built to these standards, even if they are to remain private. The

acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

The primary internal carriageway is indicated as 5.5m in width with 2.0m footways on both sides, which is acceptable for a lightly trafficked residential development of this scale. This width is sufficient to allow two cars to pass comfortably and accommodate occasional service/refuse vehicles without conflict. The provision of continuous 2.0m footways on both sides is also welcomed, as it supports segregated pedestrian movement and inclusive accessibility.

In terms of speed environment, it is expected that new developments such as this form 20mph residential areas. Whilst no traffic calming scheme is proposed, the overall layout incorporates elements which assist in achieving a self-enforcing 20mph design speed, such as bends and short sections.

It is assumed that the primary internal carriageway will continue to serve the field and agricultural buildings to the south, where the internal road terminates it is expect to be properly boxed off as a turning head and a vehicle crossing point will be provided for access, rather than the road ending in this location.

Included within the site are shared private access arrangements. It is important that transitions between adopted highway and private drives are clearly defined, with appropriate clearly defined boundaries.

Visibility

With regard to visibility, the submitted Transport Statement indicates that appropriate visibility splays of 2.4m x 25m are achievable internally in accordance with a 20mph design speed. Drawing SCP/251150/D01 has been provided, which shows visibility at two junctions along the primary internal carriageway. At the junction serving dwellings No. 18 - 21, the visibility splay to the south has two trees which appear to fall within the splay envelope; these must be removed.

The site's landscaping includes vegetation within proximity to private driveway access arrangements throughout the site, which impact sightlines. Examples of these obstructions can be located at No. 11, 13, 18 and 25. Further consideration must be given to junctions with private drives, where intervisibility must not be compromised. Nothing is to be erected, retained, or allowed to grow within the visibility splay that exceeds 0.9 metres in height above the nearside carriageway level.

Swept Path Analysis

Adequate turning facilities have been incorporated within the site via turning heads, and have been supported by swept path analysis for a refuse vehicle. Drawing SCP/251150/ATR01 shows that a 4 axle refuse vehicle can manoeuvre around the site without any significant overrun, which would raise highway safety concerns.

Parking

Parking is distributed across the site. The LHA expects private driveways to have a minimum width of 3.2m when used for vehicular and pedestrian access to a property, and to have the minimum dimensions for a standard off-road parking bay, which is 2.4m wide

by 5m long. Where the parking bays are adjacent to walls, fences and similar obstructions, it is recommended that the drives have a minimum clear width of 0.6m, to provide additional room to open the doors.

The proposed site forms the following dwelling types:

House Type	No. of Units	Bedrooms
Burton	5	2-bed
Buxton	1	2-bed
Hastings	6	2-bed
Marsden	6	2-bed
Bransfield	7	3-bed
Raleigh	1	3-bed

A spot check inspection found that dwellings across the site have acceptable parking provisions. However, further consideration for pedestrian access adjacent to the parking area is required, whilst the LHA does note that separate pedestrian access is provided across the site, some driveways do, however, provide access for refuse movement to and from the highway. A minimum width of 4.8 m is required to accommodate two parking spaces in accordance with Manual for Streets. To provide safe and inclusive pedestrian access in line with Building Regulations Part M, an additional 1.2m clearance should be provided, resulting in a recommended overall width of approximately 5.7–6.0 m for two vehicles parked side by side with pedestrian access. This additional width also provides additional room for vehicle doors and further consideration to inclusive mobility provisions. Examples of where further pedestrian access should also be considered are areas where driveways are bound with neighbouring properties' driveways, such as No. 23 and 24, as well as No. 6 and 7. Areas such as this can result in access conflict between neighbours relying on third-party land to provide additional width for doors opening and pedestrian access when other vehicles are parked. As such it is recommended to provide a shared path between third-party driveways.

All new dwellings are expected to provide a universal electrical supply suitable for charging an electric motor vehicle in line with building regulations and facilities to provide secure and covered cycle storage. The submitted planning statement makes reference to secure cycle storage being provided within rear gardens; the LHA will look to secure these provisions via a condition.

Refuse collection

A review of the refuse Swept path analysis has been provided above. It is understood that refuse is to be stored in the rear garden of dwellings as noted within the refuse collection plan, drawing RP01.

It is understood that dwellings No. 13 and 14 will utilise a shared walkway to present the bin on the carriageway on bin collection days. There are also two bin collection areas placed adjacent to the primary internal carriageway, which serve the dwellings that have shared private access arrangements, which cannot be accessed by the refuse vehicles. All other dwellings appear to have independent access from the rear. This will ensure bins are only presented on the carriageway on collection days.

Sustainable Urban Drainage Systems (SuDS)

Lancashire County Council are the Lead Local Flood Authority (LLFA), as such LCC Flood Risk Assessment Team provided detailed comments on this application under a separate response. The application should consider the requirements likely to be asked for in support of a SuDS drainage scheme, if deemed necessary. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SuDS guidance.

The proposed drainage strategy comprises a separate foul and surface water system, with surface water collected and directed to on-site geocellular attenuation and a swale, before being discharged to an existing ditch. Given the swale's close proximity to the shared private access for dwellings No. 4 – 8 a Vehicle Restraint System is required to ensure vehicle safety.

Consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.

Red Edge

Below is an enclosed abstract of the LHAs adoption records. There appears to be a ransom strip between the proposed location plan red edge and the adoption line. This will need to be reviewed and amended where necessary and any necessary third-party landowners will need to party to the section 38 agreement.



Whilst the information provided is believed to be correct, based on the evidence currently available to the authority, the extent of the adopted highway can be evidenced from various sources and our records are not a conclusive record of rights. The record of highway extent and the List of Streets can be amended if there is sufficient evidence to support a different conclusion.

Construction management

A detailed construction traffic management plan will be required to be submitted pre-commencement of development to ensure that the impact of the construction traffic is minimised and managed effectively on the adjacent highway network.

Prior to the commencement of development, a survey of the condition of Albany Drive must be undertaken, due to concerns over its current condition. The extent of the highway area to be surveyed should be agreed in advance with the Highway Authority. The purpose of the survey is to establish a clear baseline of the highway condition prior to construction activity. Any damage to the adopted highway attributable to the development works should be made good by the developer to the satisfaction of the Highway Authority upon completion of the works.

Conclusion

In conclusion, whilst the proposed development is not expected to result in a severe impact on the local highway network, the current submission does not fully demonstrate that it provides safe and suitable access for all users in accordance with national and local guidance. The site presents limitations in terms of sustainable accessibility, particularly in relation to pedestrian infrastructure along Lovely Hall Lane and the modest level of public transport provision, which together are likely to result in some reliance on the private car.

The proposed access arrangements and internal layout are broadly acceptable in principle; however, a number of design and infrastructure issues must be addressed to ensure compliance with Lancashire County Council standards and to support safe and inclusive movement.

To enable the Local Highway Authority to fully assess and potentially support the application, the following amendments are required:

- Traffic Survey, including traffic speeds and volumes on Lovely Hall Lane.
- Resubmission of visibility details and amendments to ensure vegetation and boundary treatments do not obstruct visibility splays at a junction off the primary internal carriageway, as well as a number of private driveways across the site
- Provision of improved pedestrian access alongside parking areas, ensuring sufficient width (typically 5.7–6.0 m for two vehicles and pedestrian movement) and avoiding reliance on neighbouring driveways.
- Clarification of the southern extent of the access road, including provision of a suitable turning head and defined access arrangement for agricultural land.
- Provision of Vehicle Restraint Systems (VRS) adjacent to drainage features where required to ensure safety.
- An review of the red edge boundary, amendments should be made to ensure it meets the adopted highway line.

Yours sincerely
Kate Walsh
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council
T: 0300 123 6780
W: <http://www.lancashire.gov.uk>

S|C|P

APPENDIX B

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Monday 22/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	25	5	0	0	0	0	0	0	0	0	0	0	0	30
9	41	4	0	0	0	0	0	0	0	0	0	2	0	47
10	14	2	0	0	0	0	0	0	0	0	0	0	0	16
11	16	1	0	0	0	0	0	0	0	0	0	0	0	17
12	19	4	0	0	0	0	0	0	0	0	0	1	0	24
13	24	5	0	0	0	0	0	0	0	0	0	1	0	30
14	20	5	0	0	0	0	0	0	0	0	0	0	0	25
15	19	5	0	0	1	0	0	0	0	0	0	0	0	25
16	29	5	0	0	0	0	0	0	0	0	0	0	0	34
17	31	4	0	0	0	0	0	0	0	0	0	0	0	35
18	30	7	0	0	0	0	0	0	0	0	0	0	0	37
19	15	3	0	0	0	0	0	0	0	0	0	0	0	18
20	27	0	0	0	0	0	0	0	0	0	0	0	0	27
21	8	2	0	0	0	0	0	0	0	0	0	0	0	10
22	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	283	50	0	0	1	0	0	0	0	0	0	4	0	338
6-22	336	52	0	0	1	0	0	0	0	0	0	4	0	393
6-24	343	52	0	0	1	0	0	0	0	0	0	4	0	400
0-24	347	53	0	0	1	0	0	0	0	0	0	4	0	405

Direction : NORTHWESTBOUND

Monday 22/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	9	1	0	0	0	0	0	0	0	0	0	0	0	10
8	19	7	0	0	1	0	0	0	0	0	0	0	0	27
9	72	17	0	0	0	0	0	0	0	0	0	0	0	89
10	28	4	0	0	0	0	0	0	0	0	0	0	0	32
11	18	4	0	0	0	0	0	0	0	0	0	0	0	22
12	23	5	0	0	0	0	0	0	0	0	0	0	0	28
13	21	9	0	0	0	0	0	0	0	0	0	0	0	30
14	31	1	0	0	0	0	0	0	0	0	0	0	0	32
15	20	2	0	0	0	0	0	0	0	0	0	0	0	22
16	66	11	0	0	0	0	0	0	0	0	0	0	0	77
17	25	4	0	0	0	0	0	0	0	0	0	0	0	29
18	28	8	0	0	0	0	0	0	0	0	0	0	0	36
19	17	3	0	0	0	0	0	0	0	0	0	0	0	20
20	24	3	0	0	0	0	0	0	0	0	0	0	0	27
21	18	3	0	0	0	0	0	0	0	0	0	0	0	21
22	8	0	0	0	0	0	0	0	0	0	0	0	0	8
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	368	75	0	0	1	0	0	0	0	0	0	0	0	444
6-22	427	82	0	0	1	0	0	0	0	0	0	0	0	510
6-24	434	82	0	0	1	0	0	0	0	0	0	0	0	517
0-24	436	82	0	0	1	0	0	0	0	0	0	0	0	519

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Monday 22/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	1	1	0	0	0	0	0	0	0	0	0	2
7	0	1	1	0	0	0	0	0	0	0	0	0	2
8	0	7	23	0	0	0	0	0	0	0	0	0	30
9	2	12	31	1	1	0	0	0	0	0	0	0	47
10	1	7	8	0	0	0	0	0	0	0	0	0	16
11	0	6	11	0	0	0	0	0	0	0	0	0	17
12	3	10	10	1	0	0	0	0	0	0	0	0	24
13	0	16	14	0	0	0	0	0	0	0	0	0	30
14	3	12	10	0	0	0	0	0	0	0	0	0	25
15	2	7	16	0	0	0	0	0	0	0	0	0	25
16	0	13	21	0	0	0	0	0	0	0	0	0	34
17	2	8	24	1	0	0	0	0	0	0	0	0	35
18	0	10	24	2	1	0	0	0	0	0	0	0	37
19	0	9	9	0	0	0	0	0	0	0	0	0	18
20	1	8	18	0	0	0	0	0	0	0	0	0	27
21	0	5	5	0	0	0	0	0	0	0	0	0	10
22	0	9	7	0	0	0	0	0	0	0	0	0	16
23	0	3	3	0	1	0	0	0	0	0	0	0	7
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	13	117	201	5	2	0	0	0	0	0	0	0	338
6-22	14	140	232	5	2	0	0	0	0	0	0	0	393
6-24	14	143	235	5	3	0	0	0	0	0	0	0	400
0-24	14	145	238	5	3	0	0	0	0	0	0	0	405

Direction : NORTHWESTBOUND

Monday 22/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	1	8	1	0	0	0	0	0	0	0	0	10
8	0	3	20	4	0	0	0	0	0	0	0	0	27
9	2	33	51	2	1	0	0	0	0	0	0	0	89
10	1	8	23	0	0	0	0	0	0	0	0	0	32
11	0	3	16	2	1	0	0	0	0	0	0	0	22
12	0	14	14	0	0	0	0	0	0	0	0	0	28
13	0	9	18	3	0	0	0	0	0	0	0	0	30
14	0	8	21	3	0	0	0	0	0	0	0	0	32
15	0	4	13	4	1	0	0	0	0	0	0	0	22
16	2	23	51	1	0	0	0	0	0	0	0	0	77
17	0	4	21	4	0	0	0	0	0	0	0	0	29
18	0	3	29	4	0	0	0	0	0	0	0	0	36
19	1	6	11	2	0	0	0	0	0	0	0	0	20
20	0	5	21	1	0	0	0	0	0	0	0	0	27
21	1	9	11	0	0	0	0	0	0	0	0	0	21
22	0	2	4	2	0	0	0	0	0	0	0	0	8
23	0	2	4	0	0	0	0	0	0	0	0	0	6
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	6	118	288	29	3	0	0	0	0	0	0	0	444
6-22	7	135	332	33	3	0	0	0	0	0	0	0	510
6-24	7	137	337	33	3	0	0	0	0	0	0	0	517
0-24	7	137	339	33	3	0	0	0	0	0	0	0	519

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Tuesday 23/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	4	1	0	0	0	0	0	0	0	0	0	0	0	5
8	23	2	0	0	0	0	0	0	0	0	0	0	0	25
9	38	3	0	0	0	0	0	0	0	0	0	0	0	41
10	13	3	0	0	0	0	0	0	0	0	0	0	0	16
11	19	0	0	0	0	0	0	0	0	0	0	0	0	19
12	21	1	0	0	0	0	0	0	0	0	0	0	0	22
13	17	3	0	0	1	0	0	0	0	0	0	1	0	22
14	14	4	0	0	0	0	0	0	0	0	0	0	0	18
15	26	6	0	0	0	0	0	0	0	0	0	0	0	32
16	30	3	0	0	0	0	0	0	0	0	0	0	0	33
17	33	5	0	0	0	0	0	0	0	0	0	0	0	38
18	35	4	0	0	0	0	0	0	0	0	0	0	0	39
19	24	1	0	0	0	0	0	0	0	0	0	0	0	25
20	22	0	0	0	0	0	0	0	0	0	0	0	0	22
21	17	1	0	0	0	0	0	0	0	0	0	0	0	18
22	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7-19	293	35	0	0	1	0	0	0	0	0	0	1	0	330
6-22	343	38	0	0	1	0	0	0	0	0	0	1	0	383
6-24	354	39	0	0	1	0	0	0	0	0	0	1	0	395
0-24	358	40	0	0	1	0	0	0	0	0	0	1	0	400

Direction : NORTHWESTBOUND

Tuesday 23/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	9	3	0	0	0	0	0	0	0	0	0	1	0	13
8	31	4	0	0	0	0	0	0	0	0	0	0	0	35
9	74	7	0	0	0	0	0	0	0	0	0	0	0	81
10	25	6	0	0	1	0	0	0	0	0	0	0	0	32
11	27	0	0	0	0	0	0	0	0	0	0	0	0	27
12	25	4	0	0	0	0	0	0	0	0	0	0	0	29
13	23	5	0	0	0	0	0	0	0	0	0	0	0	28
14	28	6	0	0	0	0	0	0	0	0	0	0	0	34
15	21	4	0	0	0	0	0	0	0	0	0	0	0	25
16	60	9	0	0	0	0	0	1	0	0	0	1	0	71
17	33	5	0	0	0	0	0	0	0	0	0	0	0	38
18	31	3	0	0	0	0	0	0	0	0	0	0	0	34
19	26	3	0	0	0	0	0	0	0	0	0	0	0	29
20	23	6	0	0	0	0	0	0	0	0	0	0	0	29
21	15	2	0	0	0	0	0	0	0	0	0	0	0	17
22	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23	4	1	0	0	0	0	0	0	0	0	0	0	0	5
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	404	56	0	0	1	0	0	1	0	0	0	1	0	463
6-22	458	67	0	0	1	0	0	1	0	0	0	2	0	529
6-24	465	68	0	0	1	0	0	1	0	0	0	2	0	537
0-24	469	69	1	0	1	0	0	1	0	0	0	2	0	543

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Tuesday 23/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	1	0	0	0	0	0	0	0	0	0	2
7	0	4	1	0	0	0	0	0	0	0	0	0	5
8	1	9	15	0	0	0	0	0	0	0	0	0	25
9	0	5	34	1	1	0	0	0	0	0	0	0	41
10	0	7	9	0	0	0	0	0	0	0	0	0	16
11	1	9	9	0	0	0	0	0	0	0	0	0	19
12	1	7	13	1	0	0	0	0	0	0	0	0	22
13	0	12	10	0	0	0	0	0	0	0	0	0	22
14	0	4	14	0	0	0	0	0	0	0	0	0	18
15	1	17	12	2	0	0	0	0	0	0	0	0	32
16	0	15	18	0	0	0	0	0	0	0	0	0	33
17	0	11	26	1	0	0	0	0	0	0	0	0	38
18	0	12	26	1	0	0	0	0	0	0	0	0	39
19	0	4	19	2	0	0	0	0	0	0	0	0	25
20	0	8	13	1	0	0	0	0	0	0	0	0	22
21	1	7	10	0	0	0	0	0	0	0	0	0	18
22	0	4	3	1	0	0	0	0	0	0	0	0	8
23	0	1	1	0	0	0	0	0	0	0	0	0	2
24	0	5	5	0	0	0	0	0	0	0	0	0	10
7-19	4	112	205	8	1	0	0	0	0	0	0	0	330
6-22	5	135	232	10	1	0	0	0	0	0	0	0	383
6-24	5	141	238	10	1	0	0	0	0	0	0	0	395
0-24	5	142	242	10	1	0	0	0	0	0	0	0	400

Direction : NORTHWESTBOUND

Tuesday 23/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	2	10	1	0	0	0	0	0	0	0	0	13
8	0	2	27	6	0	0	0	0	0	0	0	0	35
9	0	19	57	4	1	0	0	0	0	0	0	0	81
10	0	2	27	3	0	0	0	0	0	0	0	0	32
11	0	9	15	3	0	0	0	0	0	0	0	0	27
12	2	9	16	2	0	0	0	0	0	0	0	0	29
13	0	8	19	1	0	0	0	0	0	0	0	0	28
14	0	10	24	0	0	0	0	0	0	0	0	0	34
15	0	4	19	2	0	0	0	0	0	0	0	0	25
16	10	26	31	4	0	0	0	0	0	0	0	0	71
17	0	3	32	3	0	0	0	0	0	0	0	0	38
18	2	7	21	3	1	0	0	0	0	0	0	0	34
19	0	3	24	1	1	0	0	0	0	0	0	0	29
20	1	4	20	3	0	1	0	0	0	0	0	0	29
21	0	2	14	1	0	0	0	0	0	0	0	0	17
22	0	2	5	0	0	0	0	0	0	0	0	0	7
23	0	1	2	0	2	0	0	0	0	0	0	0	5
24	0	0	3	0	0	0	0	0	0	0	0	0	3
7-19	14	102	312	32	3	0	0	0	0	0	0	0	463
6-22	15	112	361	37	3	1	0	0	0	0	0	0	529
6-24	15	113	366	37	5	1	0	0	0	0	0	0	537
0-24	15	113	372	37	5	1	0	0	0	0	0	0	543

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Wednesday 24/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	2	1	0	0	0	0	0	0	0	0	0	0	0	3
8	21	9	0	0	0	0	0	0	0	0	0	0	0	30
9	34	5	0	0	0	0	0	0	0	0	0	0	0	39
10	24	5	0	0	0	0	0	0	0	0	0	0	0	29
11	22	1	0	0	0	0	0	0	0	0	0	1	0	24
12	23	4	0	0	0	0	0	0	0	0	0	0	0	27
13	14	3	0	0	0	0	0	0	0	0	0	0	0	17
14	18	4	0	0	0	0	0	0	0	0	0	0	0	22
15	20	4	0	0	0	0	0	0	0	0	0	0	0	24
16	16	6	0	0	0	0	0	0	0	0	0	0	0	22
17	36	4	0	0	0	0	0	0	0	0	0	0	0	40
18	32	3	0	0	0	0	0	0	0	0	0	0	0	35
19	24	1	0	0	0	0	0	0	0	0	0	0	0	25
20	26	1	0	0	0	0	0	0	0	0	0	0	0	27
21	16	1	0	0	0	0	0	0	0	0	0	0	0	17
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	4	2	0	0	0	0	0	0	0	0	0	0	0	6
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	284	49	0	0	0	0	0	0	0	0	0	1	0	334
6-22	338	52	0	0	0	0	0	0	0	0	0	1	0	391
6-24	345	54	0	0	0	0	0	0	0	0	0	1	0	400
0-24	356	54	0	0	0	0	0	0	0	0	0	1	0	411

Direction : NORTHWESTBOUND

Wednesday 24/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	0	1	0	0	0	0	0	0	0	0	0	0	5
7	5	4	0	0	0	0	0	0	0	0	0	0	0	9
8	23	6	0	0	1	0	0	0	0	0	0	0	0	30
9	65	11	0	0	0	0	0	0	0	0	0	0	0	76
10	32	3	0	0	1	0	0	0	0	0	0	0	0	36
11	24	4	0	0	0	0	0	0	0	0	0	1	0	29
12	22	0	0	0	0	0	0	0	0	0	0	0	0	22
13	29	5	0	0	0	0	0	0	0	0	0	0	0	34
14	21	2	0	0	0	0	0	0	0	0	0	0	0	23
15	25	5	0	0	0	0	0	0	0	0	0	0	0	30
16	50	13	0	0	1	0	0	0	0	0	0	1	0	65
17	28	2	0	0	0	0	0	0	0	0	0	1	0	31
18	32	4	0	0	0	0	0	0	0	0	0	0	0	36
19	25	2	0	0	0	0	0	0	0	0	0	0	0	27
20	22	4	0	0	0	0	0	0	0	0	0	0	0	26
21	19	0	0	0	0	0	0	0	0	0	0	0	0	19
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	376	57	0	0	3	0	0	0	0	0	0	3	0	439
6-22	427	65	0	0	3	0	0	0	0	0	0	3	0	498
6-24	432	65	0	0	3	0	0	0	0	0	0	3	0	503
0-24	440	65	1	0	3	0	0	0	0	0	0	3	0	512

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Wednesday 24/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	0	0	0	0	0	0	0	2
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	1	3	0	0	0	0	0	0	0	0	0	4
7	0	1	2	0	0	0	0	0	0	0	0	0	3
8	1	7	22	0	0	0	0	0	0	0	0	0	30
9	0	11	27	1	0	0	0	0	0	0	0	0	39
10	0	17	10	2	0	0	0	0	0	0	0	0	29
11	0	8	14	1	1	0	0	0	0	0	0	0	24
12	0	13	13	1	0	0	0	0	0	0	0	0	27
13	1	7	9	0	0	0	0	0	0	0	0	0	17
14	0	4	15	3	0	0	0	0	0	0	0	0	22
15	0	4	20	0	0	0	0	0	0	0	0	0	24
16	0	9	11	2	0	0	0	0	0	0	0	0	22
17	0	6	33	1	0	0	0	0	0	0	0	0	40
18	0	9	26	0	0	0	0	0	0	0	0	0	35
19	1	4	20	0	0	0	0	0	0	0	0	0	25
20	0	12	15	0	0	0	0	0	0	0	0	0	27
21	0	4	13	0	0	0	0	0	0	0	0	0	17
22	0	0	9	1	0	0	0	0	0	0	0	0	10
23	0	1	4	0	1	0	0	0	0	0	0	0	6
24	0	1	2	0	0	0	0	0	0	0	0	0	3
7-19	3	99	220	11	1	0	0	0	0	0	0	0	334
6-22	3	116	259	12	1	0	0	0	0	0	0	0	391
6-24	3	118	265	12	2	0	0	0	0	0	0	0	400
0-24	3	122	272	12	2	0	0	0	0	0	0	0	411

Direction : NORTHWESTBOUND

Wednesday 24/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	2	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	3	0	0	0	0	0	0	0	0	0	5
7	0	2	7	0	0	0	0	0	0	0	0	0	9
8	0	4	21	5	0	0	0	0	0	0	0	0	30
9	1	25	48	2	0	0	0	0	0	0	0	0	76
10	1	5	27	3	0	0	0	0	0	0	0	0	36
11	1	11	17	0	0	0	0	0	0	0	0	0	29
12	0	7	14	1	0	0	0	0	0	0	0	0	22
13	1	14	18	1	0	0	0	0	0	0	0	0	34
14	0	1	21	1	0	0	0	0	0	0	0	0	23
15	0	4	25	1	0	0	0	0	0	0	0	0	30
16	6	19	39	1	0	0	0	0	0	0	0	0	65
17	0	9	20	2	0	0	0	0	0	0	0	0	31
18	0	8	24	3	1	0	0	0	0	0	0	0	36
19	0	4	18	4	1	0	0	0	0	0	0	0	27
20	0	5	16	4	1	0	0	0	0	0	0	0	26
21	0	2	14	3	0	0	0	0	0	0	0	0	19
22	0	0	4	1	0	0	0	0	0	0	0	0	5
23	0	1	4	0	0	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	10	111	292	24	2	0	0	0	0	0	0	0	439
6-22	10	120	333	32	3	0	0	0	0	0	0	0	498
6-24	10	121	337	32	3	0	0	0	0	0	0	0	503
0-24	10	124	343	32	3	0	0	0	0	0	0	0	512

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Thursday 25/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	24	5	0	0	0	0	0	0	0	0	0	0	0	29
9	23	4	0	0	0	0	0	0	0	0	0	0	0	27
10	20	5	0	0	0	0	0	0	0	0	0	0	0	25
11	18	1	0	0	0	0	0	0	0	0	0	0	0	19
12	22	1	0	0	0	0	0	0	0	0	0	0	0	23
13	20	6	0	0	0	0	0	0	0	0	0	0	0	26
14	19	3	0	0	0	0	0	0	0	0	0	0	0	22
15	20	2	0	0	0	0	0	0	0	0	0	0	0	22
16	22	4	0	0	0	0	0	0	0	0	0	0	0	26
17	37	5	0	0	0	0	0	0	0	0	0	0	0	42
18	31	9	0	0	0	0	0	0	0	0	0	0	0	40
19	22	7	0	0	0	0	0	0	0	0	0	0	0	29
20	27	2	0	0	0	0	0	0	0	0	0	0	0	29
21	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22	8	2	0	0	0	0	0	0	0	0	0	0	0	10
23	12	0	0	0	0	0	0	0	0	0	0	0	0	12
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	278	52	0	0	0	0	0	0	0	0	0	0	0	330
6-22	336	57	0	0	0	0	0	0	0	0	0	0	0	393
6-24	350	57	0	0	0	0	0	0	0	0	0	0	0	407
0-24	352	57	0	0	0	0	0	0	0	0	0	0	0	409

Direction : NORTHWESTBOUND

Thursday 25/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	8	2	0	0	0	0	0	0	0	0	0	0	0	10
8	23	3	0	0	0	0	0	0	0	0	0	0	0	26
9	73	13	0	0	1	0	0	0	0	0	0	1	0	88
10	23	3	0	0	0	0	0	0	0	0	0	0	0	26
11	22	3	0	0	0	0	0	0	0	0	0	2	0	27
12	29	5	0	0	0	0	0	0	0	0	0	0	0	34
13	31	8	0	0	0	0	0	0	0	0	0	0	0	39
14	21	2	0	0	1	0	0	0	0	0	0	0	0	24
15	23	5	0	0	0	0	0	0	0	0	0	0	0	28
16	74	14	0	0	0	0	0	0	0	0	0	0	0	88
17	27	5	0	0	0	0	0	0	0	0	0	0	0	32
18	31	5	0	0	0	0	0	0	0	0	0	0	0	36
19	33	4	0	0	0	0	0	0	0	0	0	0	0	37
20	16	1	0	0	0	0	0	0	0	0	0	0	0	17
21	27	9	0	0	0	0	0	0	0	0	0	0	0	36
22	26	4	0	0	0	0	0	0	0	0	0	0	0	30
23	9	2	0	0	0	0	0	0	0	0	0	0	0	11
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	410	70	0	0	2	0	0	0	0	0	0	3	0	485
6-22	487	86	0	0	2	0	0	0	0	0	0	3	0	578
6-24	498	88	0	0	2	0	0	0	0	0	0	3	0	591
0-24	501	88	0	0	2	0	0	0	0	0	0	3	0	594

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Thursday 25/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	1	0	0	0	0	0	0	0	0	0	2
7	0	1	1	0	0	0	0	0	0	0	0	0	2
8	0	7	22	0	0	0	0	0	0	0	0	0	29
9	0	6	18	2	1	0	0	0	0	0	0	0	27
10	0	9	16	0	0	0	0	0	0	0	0	0	25
11	0	10	9	0	0	0	0	0	0	0	0	0	19
12	2	13	8	0	0	0	0	0	0	0	0	0	23
13	0	8	18	0	0	0	0	0	0	0	0	0	26
14	0	8	14	0	0	0	0	0	0	0	0	0	22
15	0	6	15	1	0	0	0	0	0	0	0	0	22
16	0	9	16	0	1	0	0	0	0	0	0	0	26
17	0	16	25	1	0	0	0	0	0	0	0	0	42
18	0	7	30	3	0	0	0	0	0	0	0	0	40
19	0	6	20	2	1	0	0	0	0	0	0	0	29
20	1	10	16	1	1	0	0	0	0	0	0	0	29
21	0	6	16	0	0	0	0	0	0	0	0	0	22
22	0	3	7	0	0	0	0	0	0	0	0	0	10
23	0	2	9	0	1	0	0	0	0	0	0	0	12
24	0	1	1	0	0	0	0	0	0	0	0	0	2
7-19	2	105	211	9	3	0	0	0	0	0	0	0	330
6-22	3	125	251	10	4	0	0	0	0	0	0	0	393
6-24	3	128	261	10	5	0	0	0	0	0	0	0	407
0-24	3	129	262	10	5	0	0	0	0	0	0	0	409

Direction : NORTHWESTBOUND

Thursday 25/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	0	7	3	0	0	0	0	0	0	0	0	10
8	0	4	18	4	0	0	0	0	0	0	0	0	26
9	1	14	68	5	0	0	0	0	0	0	0	0	88
10	0	3	22	1	0	0	0	0	0	0	0	0	26
11	0	11	15	1	0	0	0	0	0	0	0	0	27
12	1	10	22	1	0	0	0	0	0	0	0	0	34
13	0	13	25	1	0	0	0	0	0	0	0	0	39
14	1	5	18	0	0	0	0	0	0	0	0	0	24
15	0	7	20	1	0	0	0	0	0	0	0	0	28
16	13	39	29	7	0	0	0	0	0	0	0	0	88
17	0	5	23	3	1	0	0	0	0	0	0	0	32
18	0	6	26	4	0	0	0	0	0	0	0	0	36
19	0	5	28	4	0	0	0	0	0	0	0	0	37
20	0	1	15	1	0	0	0	0	0	0	0	0	17
21	0	3	27	6	0	0	0	0	0	0	0	0	36
22	0	4	23	3	0	0	0	0	0	0	0	0	30
23	0	2	9	0	0	0	0	0	0	0	0	0	11
24	0	1	1	0	0	0	0	0	0	0	0	0	2
7-19	16	122	314	32	1	0	0	0	0	0	0	0	485
6-22	16	130	386	45	1	0	0	0	0	0	0	0	578
6-24	16	133	396	45	1	0	0	0	0	0	0	0	591
0-24	16	133	399	45	1	0	0	0	0	0	0	0	594

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Friday 26/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	3	1	0	0	0	0	0	0	0	0	0	0	0	4
8	21	1	0	0	0	0	0	0	0	0	0	0	0	22
9	34	3	0	0	0	0	0	0	0	0	0	0	0	37
10	15	2	0	0	0	0	0	0	0	0	0	0	0	17
11	24	1	0	0	0	0	0	0	0	0	0	0	0	25
12	19	2	0	0	0	0	0	0	0	0	0	1	0	22
13	21	3	0	0	0	0	0	0	0	0	0	0	0	24
14	19	5	0	0	0	0	0	0	0	0	0	0	0	24
15	24	6	0	0	0	0	0	0	0	0	0	0	0	30
16	24	8	0	0	0	0	0	0	0	0	0	0	0	32
17	31	3	0	0	0	0	0	0	0	0	0	0	0	34
18	21	6	0	0	0	0	0	0	0	0	0	0	0	27
19	27	4	0	0	0	0	0	0	0	0	0	0	0	31
20	17	3	0	0	0	0	0	0	0	0	0	0	0	20
21	15	2	0	0	0	0	0	0	0	0	0	0	0	17
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	280	44	0	0	0	0	0	0	0	0	0	1	0	325
6-22	327	51	0	0	0	0	0	0	0	0	0	1	0	379
6-24	335	51	0	0	0	0	0	0	0	0	0	1	0	387
0-24	340	51	0	0	0	0	0	0	0	0	0	1	0	392

Direction : NORTHWESTBOUND

Friday 26/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	0	1	0	0	0	0	0	0	0	0	0	0	2
7	11	1	0	0	0	0	0	0	0	0	0	0	0	12
8	24	7	0	0	0	0	0	0	0	0	0	0	0	31
9	77	15	0	0	0	0	0	0	0	0	0	0	0	92
10	30	8	0	0	0	0	0	0	0	0	0	0	0	38
11	18	7	0	0	0	0	0	0	0	0	0	0	0	25
12	18	4	0	0	0	0	0	0	0	0	0	0	0	22
13	19	2	0	0	0	0	0	0	0	0	0	1	0	22
14	22	7	0	0	0	0	0	0	0	0	0	0	0	29
15	31	5	0	0	0	0	0	0	0	0	0	0	0	36
16	70	9	0	0	0	0	0	0	0	0	0	0	0	79
17	32	11	0	0	0	0	0	0	0	0	0	0	0	43
18	29	8	0	0	0	0	0	0	0	0	0	0	0	37
19	38	9	0	0	0	0	0	0	0	0	0	0	0	47
20	21	2	0	0	0	0	0	0	0	0	0	0	0	23
21	16	4	0	0	0	0	0	0	0	0	0	0	0	20
22	10	2	0	0	0	0	0	0	0	0	0	0	0	12
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	408	92	0	0	0	0	0	0	0	0	0	1	0	501
6-22	466	101	0	0	0	0	0	0	0	0	0	1	0	568
6-24	478	103	0	0	0	0	0	0	0	0	0	1	0	582
0-24	481	103	1	0	0	0	0	0	0	0	0	1	0	586

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Friday 26/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	3	1	0	0	0	0	0	0	0	0	0	4
8	0	5	16	1	0	0	0	0	0	0	0	0	22
9	0	10	25	1	1	0	0	0	0	0	0	0	37
10	0	4	12	1	0	0	0	0	0	0	0	0	17
11	0	8	17	0	0	0	0	0	0	0	0	0	25
12	0	9	13	0	0	0	0	0	0	0	0	0	22
13	0	8	16	0	0	0	0	0	0	0	0	0	24
14	0	7	16	1	0	0	0	0	0	0	0	0	24
15	4	11	15	0	0	0	0	0	0	0	0	0	30
16	0	15	15	2	0	0	0	0	0	0	0	0	32
17	1	7	25	1	0	0	0	0	0	0	0	0	34
18	0	10	16	0	1	0	0	0	0	0	0	0	27
19	1	12	18	0	0	0	0	0	0	0	0	0	31
20	0	5	15	0	0	0	0	0	0	0	0	0	20
21	1	6	10	0	0	0	0	0	0	0	0	0	17
22	0	9	4	0	0	0	0	0	0	0	0	0	13
23	0	4	4	0	0	0	0	0	0	0	0	0	8
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	6	106	204	7	2	0	0	0	0	0	0	0	325
6-22	7	129	234	7	2	0	0	0	0	0	0	0	379
6-24	7	133	238	7	2	0	0	0	0	0	0	0	387
0-24	7	134	242	7	2	0	0	0	0	0	0	0	392

Direction : NORTHWESTBOUND

Friday 26/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	1	1	0	0	0	0	0	0	0	0	0	2
7	0	3	8	1	0	0	0	0	0	0	0	0	12
8	0	3	22	6	0	0	0	0	0	0	0	0	31
9	0	13	74	4	0	1	0	0	0	0	0	0	92
10	0	7	27	3	1	0	0	0	0	0	0	0	38
11	1	2	22	0	0	0	0	0	0	0	0	0	25
12	0	4	16	2	0	0	0	0	0	0	0	0	22
13	1	5	15	0	1	0	0	0	0	0	0	0	22
14	0	3	20	6	0	0	0	0	0	0	0	0	29
15	2	9	22	3	0	0	0	0	0	0	0	0	36
16	13	27	37	2	0	0	0	0	0	0	0	0	79
17	2	6	31	3	1	0	0	0	0	0	0	0	43
18	0	5	31	1	0	0	0	0	0	0	0	0	37
19	0	9	36	2	0	0	0	0	0	0	0	0	47
20	2	3	16	2	0	0	0	0	0	0	0	0	23
21	0	4	16	0	0	0	0	0	0	0	0	0	20
22	0	3	7	2	0	0	0	0	0	0	0	0	12
23	0	1	9	1	1	0	0	0	0	0	0	0	12
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	19	93	353	32	3	1	0	0	0	0	0	0	501
6-22	21	106	400	37	3	1	0	0	0	0	0	0	568
6-24	21	107	411	38	4	1	0	0	0	0	0	0	582
0-24	21	108	413	39	4	1	0	0	0	0	0	0	586

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Saturday 27/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	9	1	0	0	0	0	0	0	0	0	0	0	0	10
9	11	1	0	0	0	0	0	0	0	0	0	0	0	12
10	21	2	0	0	0	0	0	0	0	0	0	0	0	23
11	16	6	0	0	0	0	0	0	0	0	0	0	0	22
12	35	2	0	0	0	0	0	0	0	0	0	0	0	37
13	25	5	0	0	0	0	0	0	0	0	0	0	0	30
14	25	7	0	0	0	0	0	0	0	0	0	0	0	32
15	24	1	0	0	0	0	0	0	0	0	0	0	0	25
16	22	4	0	0	0	0	0	0	0	0	0	0	0	26
17	21	1	0	0	0	0	0	0	0	0	0	0	0	22
18	19	1	0	0	0	0	0	0	0	0	0	0	0	20
19	16	5	0	0	0	0	0	0	0	0	0	0	0	21
20	20	2	0	0	0	0	0	0	0	0	0	0	0	22
21	10	1	0	0	0	0	0	0	0	0	0	0	0	11
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	244	36	0	0	0	0	0	0	0	0	0	0	0	280
6-22	282	39	0	0	0	0	0	0	0	0	0	0	0	321
6-24	290	39	0	0	0	0	0	0	0	0	0	0	0	329
0-24	296	39	0	0	0	0	0	0	0	0	0	0	0	335

Direction : NORTHWESTBOUND

Saturday 27/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	9	1	0	0	0	0	0	0	0	0	0	0	0	10
9	14	4	0	0	0	0	0	0	0	0	0	0	0	18
10	22	3	0	0	0	0	0	0	0	0	0	0	0	25
11	28	5	0	0	0	0	0	0	0	0	0	0	0	33
12	27	6	0	0	0	0	0	0	0	0	0	0	0	33
13	27	1	0	0	0	0	0	0	0	0	0	0	0	28
14	30	2	0	0	0	0	0	0	0	0	0	0	0	32
15	31	5	0	0	0	0	0	0	0	0	0	0	0	36
16	36	7	0	0	0	0	0	0	0	0	0	0	0	43
17	30	6	0	0	1	0	0	0	0	0	0	0	0	37
18	12	2	0	0	0	0	0	0	0	0	0	0	0	14
19	22	2	0	0	0	0	0	0	0	0	0	0	0	24
20	21	1	0	0	0	0	0	0	0	0	0	0	0	22
21	14	1	0	0	0	0	0	0	0	0	0	0	0	15
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	288	44	0	0	1	0	0	0	0	0	0	0	0	333
6-22	334	46	0	0	1	0	0	0	0	0	0	0	0	381
6-24	341	46	0	0	1	0	0	0	0	0	0	0	0	388
0-24	348	46	0	0	1	0	0	0	0	0	0	0	0	395

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Saturday 27/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	1	1	0	0	0	0	0	0	0	0	0	2
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	1	1	0	0	0	0	0	0	0	0	0	2
8	0	4	6	0	0	0	0	0	0	0	0	0	10
9	0	3	6	3	0	0	0	0	0	0	0	0	12
10	1	9	13	0	0	0	0	0	0	0	0	0	23
11	0	11	10	1	0	0	0	0	0	0	0	0	22
12	0	12	23	2	0	0	0	0	0	0	0	0	37
13	1	10	16	3	0	0	0	0	0	0	0	0	30
14	0	11	20	1	0	0	0	0	0	0	0	0	32
15	2	6	16	1	0	0	0	0	0	0	0	0	25
16	0	8	16	2	0	0	0	0	0	0	0	0	26
17	0	9	12	1	0	0	0	0	0	0	0	0	22
18	0	10	10	0	0	0	0	0	0	0	0	0	20
19	0	8	13	0	0	0	0	0	0	0	0	0	21
20	0	5	16	1	0	0	0	0	0	0	0	0	22
21	0	2	9	0	0	0	0	0	0	0	0	0	11
22	0	2	3	1	0	0	0	0	0	0	0	0	6
23	0	2	2	0	0	0	0	0	0	0	0	0	4
24	0	2	2	0	0	0	0	0	0	0	0	0	4
7-19	4	101	161	14	0	0	0	0	0	0	0	0	280
6-22	4	111	190	16	0	0	0	0	0	0	0	0	321
6-24	4	115	194	16	0	0	0	0	0	0	0	0	329
0-24	4	117	198	16	0	0	0	0	0	0	0	0	335

Direction : NORTHWESTBOUND

Saturday 27/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	2	1	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	0	0	1	0	0	0	0	0	0	0	0	1
8	0	2	5	3	0	0	0	0	0	0	0	0	10
9	0	4	9	4	1	0	0	0	0	0	0	0	18
10	1	13	11	0	0	0	0	0	0	0	0	0	25
11	0	7	25	1	0	0	0	0	0	0	0	0	33
12	1	7	25	0	0	0	0	0	0	0	0	0	33
13	0	6	17	5	0	0	0	0	0	0	0	0	28
14	0	8	19	5	0	0	0	0	0	0	0	0	32
15	0	5	28	3	0	0	0	0	0	0	0	0	36
16	0	5	36	2	0	0	0	0	0	0	0	0	43
17	0	15	18	2	2	0	0	0	0	0	0	0	37
18	0	4	8	2	0	0	0	0	0	0	0	0	14
19	1	5	15	3	0	0	0	0	0	0	0	0	24
20	0	1	16	4	1	0	0	0	0	0	0	0	22
21	2	0	12	1	0	0	0	0	0	0	0	0	15
22	0	1	9	0	0	0	0	0	0	0	0	0	10
23	0	0	2	1	0	0	0	0	0	0	0	0	3
24	0	0	3	1	0	0	0	0	0	0	0	0	4
7-19	3	81	216	30	3	0	0	0	0	0	0	0	333
6-22	5	83	253	36	4	0	0	0	0	0	0	0	381
6-24	5	83	258	38	4	0	0	0	0	0	0	0	388
0-24	5	84	263	39	4	0	0	0	0	0	0	0	395

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Sunday 28/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	2	0	0	0	0	0	0	0	0	0	0	0	9
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8	8	0	0	0	0	0	0	0	0	0	0	0	0	8
9	12	0	0	0	0	0	0	0	1	0	0	0	0	13
10	13	2	0	0	0	0	0	0	0	0	0	0	0	15
11	33	1	0	0	0	0	0	0	0	0	0	0	0	34
12	18	4	0	0	0	0	0	0	0	0	0	0	0	22
13	29	2	0	0	0	0	0	0	0	0	0	0	0	31
14	24	4	0	0	0	0	0	0	0	0	0	0	0	28
15	23	2	0	0	0	0	0	0	0	0	0	0	0	25
16	23	3	0	0	0	0	0	0	0	0	0	0	0	26
17	27	3	0	0	0	0	0	0	1	0	0	0	0	31
18	25	5	0	0	0	0	0	0	0	0	0	0	0	30
19	13	3	0	0	0	0	0	0	0	0	0	0	0	16
20	13	2	0	0	0	0	0	0	0	0	0	0	0	15
21	15	2	0	0	0	0	0	0	0	0	0	0	0	17
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	9	0	1	0	0	0	0	0	0	0	0	0	0	10
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	248	29	0	0	0	0	0	0	2	0	0	0	0	279
6-22	286	34	0	0	0	0	0	0	2	0	0	0	0	322
6-24	296	34	1	0	0	0	0	0	2	0	0	0	0	333
0-24	315	36	1	0	0	0	0	0	2	0	0	0	0	354

Direction : NORTHWESTBOUND

Sunday 28/06/2026	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8	3	2	0	0	0	0	0	0	0	0	0	0	0	5
9	7	3	0	0	0	0	0	0	1	0	0	0	0	11
10	13	2	0	0	0	0	0	0	0	0	0	0	0	15
11	22	5	0	0	0	0	0	0	0	0	0	0	0	27
12	21	2	0	0	0	0	0	0	0	0	0	0	0	23
13	33	4	0	0	0	0	0	0	0	0	0	0	0	37
14	21	1	0	0	0	0	0	0	0	0	0	0	0	22
15	34	4	0	0	0	0	0	0	0	0	0	0	0	38
16	26	7	0	0	0	0	0	0	0	0	0	0	0	33
17	17	3	0	0	0	0	0	0	0	0	0	0	0	20
18	26	3	0	0	0	0	0	0	0	0	0	0	0	29
19	21	1	0	0	0	0	0	0	0	0	0	0	0	22
20	22	0	0	0	0	0	0	0	0	0	0	0	0	22
21	13	1	0	0	0	0	0	0	0	0	0	0	0	14
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	244	37	0	0	0	0	0	0	1	0	0	0	0	282
6-22	292	40	0	0	0	0	0	0	1	0	0	0	0	333
6-24	301	40	0	0	0	0	0	0	1	0	0	0	0	342
0-24	317	41	0	0	0	0	0	0	1	0	0	0	0	359

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

Sunday 28/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	8	0	0	0	0	0	0	0	0	0	9
2	1	0	4	0	0	0	0	0	0	0	0	0	5
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	1	1	0	0	0	0	0	0	0	0	0	2
5	0	0	2	0	0	0	0	0	0	0	0	0	2
6	0	1	0	0	0	0	0	0	0	0	0	0	1
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	4	3	1	0	0	0	0	0	0	0	0	8
9	0	1	11	1	0	0	0	0	0	0	0	0	13
10	1	6	8	0	0	0	0	0	0	0	0	0	15
11	1	3	29	1	0	0	0	0	0	0	0	0	34
12	0	5	17	0	0	0	0	0	0	0	0	0	22
13	0	4	26	1	0	0	0	0	0	0	0	0	31
14	0	9	19	0	0	0	0	0	0	0	0	0	28
15	0	5	19	1	0	0	0	0	0	0	0	0	25
16	1	6	19	0	0	0	0	0	0	0	0	0	26
17	0	9	19	2	1	0	0	0	0	0	0	0	31
18	0	7	21	2	0	0	0	0	0	0	0	0	30
19	0	6	9	1	0	0	0	0	0	0	0	0	16
20	0	3	11	1	0	0	0	0	0	0	0	0	15
21	0	5	11	1	0	0	0	0	0	0	0	0	17
22	1	2	7	0	0	0	0	0	0	0	0	0	10
23	0	2	8	0	0	0	0	0	0	0	0	0	10
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	3	65	200	10	1	0	0	0	0	0	0	0	279
6-22	4	75	230	12	1	0	0	0	0	0	0	0	322
6-24	4	77	239	12	1	0	0	0	0	0	0	0	333
0-24	5	80	256	12	1	0	0	0	0	0	0	0	354

Direction : NORTHWESTBOUND

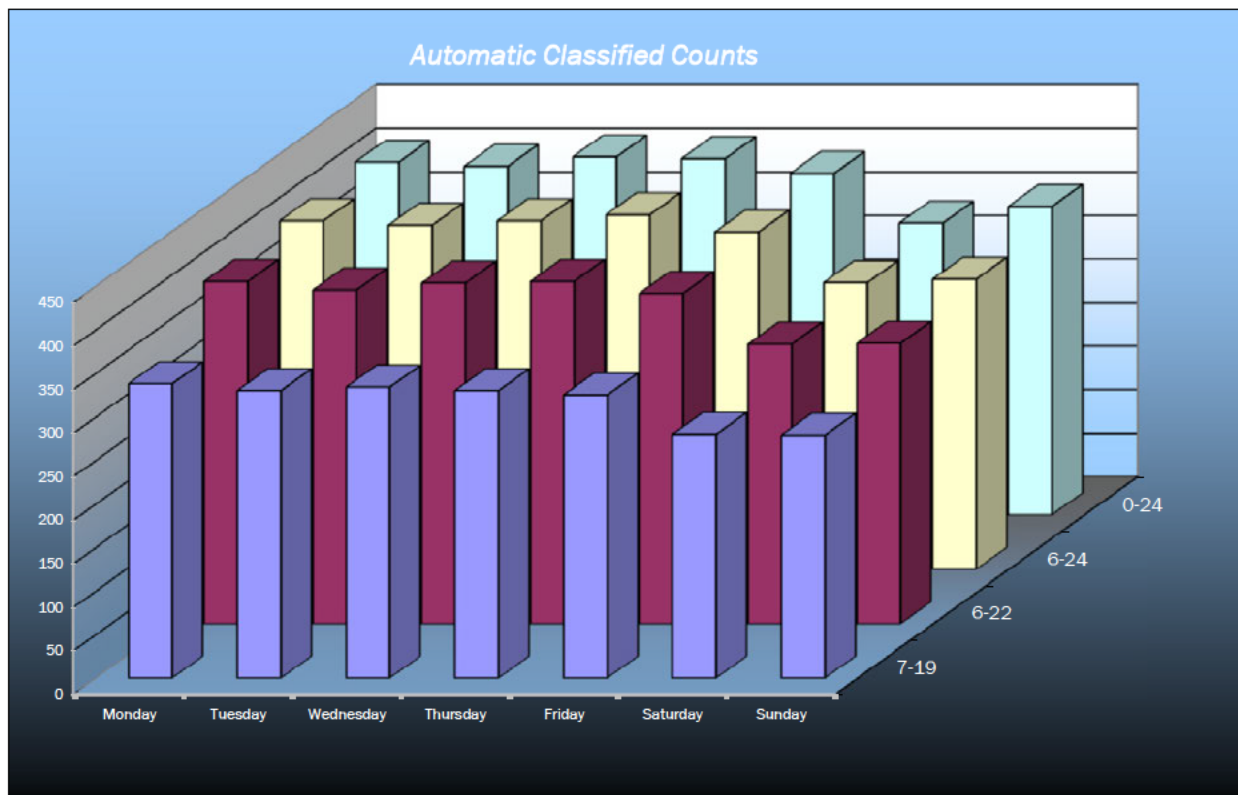
Sunday 28/06/2026	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	8	0	0	0	0	0	0	0	0	0	8
2	0	2	2	1	0	0	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	2	0	0	0	0	0	0	0	0	0	3
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	2	0	0	0	0	0	0	0	0	0	2
8	0	0	4	1	0	0	0	0	0	0	0	0	5
9	0	1	8	1	1	0	0	0	0	0	0	0	11
10	1	9	5	0	0	0	0	0	0	0	0	0	15
11	0	10	16	1	0	0	0	0	0	0	0	0	27
12	0	4	15	4	0	0	0	0	0	0	0	0	23
13	0	4	30	3	0	0	0	0	0	0	0	0	37
14	0	2	16	4	0	0	0	0	0	0	0	0	22
15	0	12	21	5	0	0	0	0	0	0	0	0	38
16	0	4	24	4	1	0	0	0	0	0	0	0	33
17	0	1	17	2	0	0	0	0	0	0	0	0	20
18	0	4	23	2	0	0	0	0	0	0	0	0	29
19	0	5	17	0	0	0	0	0	0	0	0	0	22
20	0	4	13	4	1	0	0	0	0	0	0	0	22
21	1	1	11	0	1	0	0	0	0	0	0	0	14
22	0	2	11	0	0	0	0	0	0	0	0	0	13
23	0	0	6	0	1	0	0	0	0	0	0	0	7
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	1	56	196	27	2	0	0	0	0	0	0	0	282
6-22	2	63	233	31	4	0	0	0	0	0	0	0	333
6-24	2	63	241	31	5	0	0	0	0	0	0	0	342
0-24	2	66	254	32	5	0	0	0	0	0	0	0	359

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

VEHICLE FLOWS									
Hr Ending	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26	WEEKDAY AVERAGE	WEEK AVERAGE
1	1	1	2	0	2	1	9	1	2
2	0	0	2	0	0	2	5	0	1
3	1	2	1	0	0	2	2	1	1
4	0	0	1	0	0	0	2	0	0
5	1	0	1	0	1	0	2	1	1
6	2	2	4	2	2	1	1	2	2
7	2	5	3	2	4	2	1	3	3
8	30	25	30	29	22	10	8	27	22
9	47	41	39	27	37	12	13	38	31
10	16	16	29	25	17	23	15	21	20
11	17	19	24	19	25	22	34	21	23
12	24	22	27	23	22	37	22	24	25
13	30	22	17	26	24	30	31	24	26
14	25	18	22	22	24	32	28	22	24
15	25	32	24	22	30	25	25	27	26
16	34	33	22	26	32	26	26	29	28
17	35	38	40	42	34	22	31	38	35
18	37	39	35	40	27	20	30	36	33
19	18	25	25	29	31	21	16	26	24
20	27	22	27	29	20	22	15	25	23
21	10	18	17	22	17	11	17	17	16
22	16	8	10	10	13	6	10	11	10
23	7	2	6	12	8	4	10	7	7
24	0	10	3	2	0	4	1	3	3
7-19	338	330	334	330	325	280	279	331	317
6-22	393	383	391	393	379	321	322	388	369
6-24	400	395	400	407	387	329	333	398	379
0-24	405	400	411	409	392	335	354	403	387

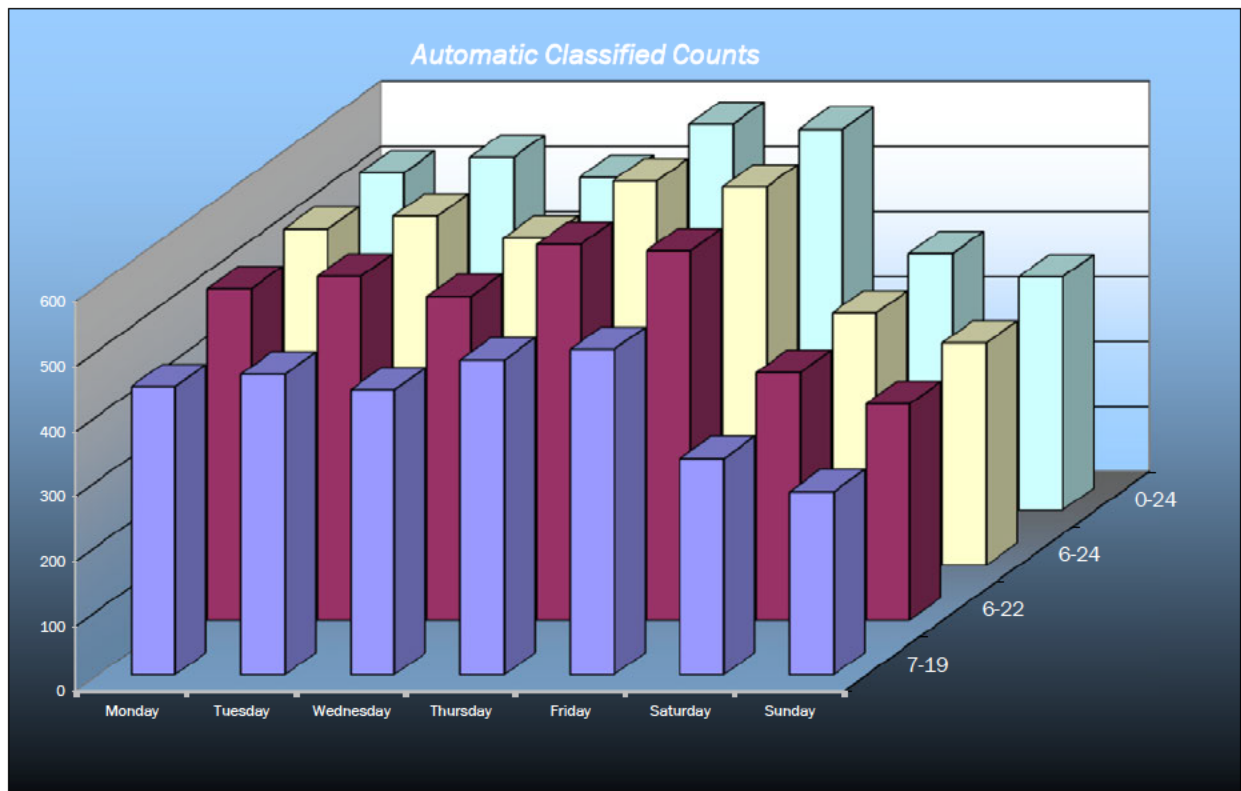


Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : NORTHWESTBOUND

NORTHWESTBOUND									
Hr Ending	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	1	0	4	8	0	2
2	1	1	1	0	1	0	5	1	1
3	0	1	1	0	0	1	0	0	0
4	0	1	2	0	0	1	3	1	1
5	0	1	0	0	1	0	1	0	0
6	1	2	5	2	2	1	0	2	2
7	10	13	9	10	12	1	2	11	8
8	27	35	30	26	31	10	5	30	23
9	89	81	76	88	92	18	11	85	65
10	32	32	36	26	38	25	15	33	29
11	22	27	29	27	25	33	27	26	27
12	28	29	22	34	22	33	23	27	27
13	30	28	34	39	22	28	37	31	31
14	32	34	23	24	29	32	22	28	28
15	22	25	30	28	36	36	38	28	31
16	77	71	65	88	79	43	33	76	65
17	29	38	31	32	43	37	20	35	33
18	36	34	36	36	37	14	29	36	32
19	20	29	27	37	47	24	22	32	29
20	27	29	26	17	23	22	22	24	24
21	21	17	19	36	20	15	14	23	20
22	8	7	5	30	12	10	13	12	12
23	6	5	5	11	12	3	7	8	7
24	1	3	0	2	2	4	2	2	2
7-19	444	463	439	485	501	333	282	466	421
6-22	510	529	498	578	568	381	333	537	485
6-24	517	537	503	591	582	388	342	546	494
0-24	519	543	512	594	586	395	359	551	501



Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

AVERAGE SPEEDS							
Hr Ending	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26
1	15.5	25.5	20.5	-	25.5	15.5	24.4
2	-	-	25.5	-	-	20.5	21.5
3	25.5	25.5	25.5	-	-	25.5	25.5
4	-	-	15.5	-	-	-	20.5
5	25.5	-	15.5	-	15.5	-	25.5
6	20.5	20.5	23.0	20.5	25.5	25.5	15.5
7	20.5	17.5	22.2	20.5	18.0	20.5	25.5
8	23.2	21.1	22.5	23.1	23.6	21.5	21.4
9	22.5	24.8	22.9	24.3	23.3	24.9	25.3
10	19.9	21.1	20.2	21.9	23.6	20.7	20.2
11	22.0	19.7	23.0	20.2	22.3	20.8	24.3
12	19.1	21.8	21.0	18.1	21.4	22.7	23.2
13	20.2	20.0	20.2	22.4	22.2	22.3	24.5
14	18.3	23.3	24.7	21.9	22.9	22.3	22.3
15	21.1	20.0	23.8	23.1	19.2	21.8	23.8
16	21.7	21.0	22.1	22.5	21.3	23.0	22.4
17	22.3	22.8	24.2	21.9	23.1	21.8	23.5
18	23.5	22.6	22.9	24.3	22.3	20.5	23.7
19	20.5	24.5	23.1	24.4	21.0	21.7	22.2
20	21.8	22.2	21.1	22.1	23.0	23.6	24.0
21	20.5	20.5	23.1	22.8	20.8	23.7	23.0
22	19.9	21.4	26.3	22.5	18.6	23.4	21.5
23	23.0	20.5	25.9	24.9	20.5	20.5	23.5
24	-	20.5	22.2	20.5	-	20.5	25.5
10-12	20.6	20.7	22.0	19.2	21.9	21.8	23.7
14-16	21.4	20.5	23.0	22.8	20.2	22.4	23.1
0-24	21.3	21.8	22.4	22.2	21.7	22.0	23.0

85TH PERCENTILE							
Hr Ending	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26
1	-	-	27.6	-	25.5	-	27.7
2	-	-	25.5	-	-	27.6	30.4
3	-	25.5	-	-	-	25.5	25.5
4	-	-	-	-	-	-	27.6
5	-	-	-	-	-	-	25.5
6	27.6	27.6	28.0	27.6	25.5	-	-
7	27.6	22.0	27.9	27.6	23.0	27.6	-
8	27.5	26.9	27.8	27.4	28.3	26.7	28.2
9	28.8	28.9	27.7	29.9	28.7	31.4	28.9
10	26.2	26.2	26.1	26.8	28.6	26.6	26.6
11	26.9	25.8	29.1	25.4	27.1	26.5	28.9
12	26.6	28.1	26.5	24.3	26.4	28.0	27.5
13	25.2	25.1	26.4	27.1	27.0	28.8	28.2
14	25.1	27.6	29.8	26.8	28.0	27.5	27.0
15	27.6	26.4	27.6	28.1	26.4	28.6	28.3
16	26.6	26.0	28.1	28.3	27.1	28.5	27.9
17	28.5	27.7	28.1	27.1	28.5	27.3	29.4
18	29.1	27.6	27.4	28.9	28.1	25.6	28.6
19	25.6	29.0	28.3	29.8	26.7	26.7	27.9
20	27.4	27.6	26.1	28.8	27.4	28.3	28.8
21	25.8	26.7	27.5	27.3	27.0	27.7	28.3
22	25.0	28.2	28.6	27.3	23.4	30.2	28.5
23	31.3	27.6	33.1	30.5	25.8	26.3	27.7
24	-	25.8	27.9	27.6	-	26.3	-
10-12	26.8	26.9	27.8	24.8	26.8	27.2	28.2
14-16	27.1	26.2	27.9	28.2	26.7	28.5	28.1
0-24	27.1	26.8	27.9	27.7	26.8	27.6	28.0

7 DAY AVERAGE SPEED	22.1
7 DAY AVERAGE 85th PERCENTILE	27.4

5 DAY OFF PEAK AVERAGE SPEED	21.2
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	26.9

Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : NORTHWESTBOUND

AVERAGE SPEEDS							
Hr Ending	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26
1	-	-	-	25.5	-	24.9	25.5
2	25.5	25.5	15.5	-	33.0	-	23.0
3	-	25.5	25.5	-	-	25.5	-
4	-	25.5	25.5	-	-	25.5	22.2
5	-	25.5	-	-	25.5	-	25.5
6	25.5	25.5	21.5	25.5	20.5	25.5	-
7	25.3	24.5	23.3	27.8	23.6	33.0	25.5
8	25.5	26.2	25.4	25.1	26.0	25.8	27.0
9	21.7	23.7	22.1	24.1	24.6	25.6	26.4
10	22.4	25.6	24.2	24.6	24.6	19.5	18.2
11	25.4	23.0	21.0	21.7	23.9	23.6	22.1
12	20.5	21.5	22.7	22.2	24.4	22.8	25.1
13	23.3	22.9	21.0	22.4	22.9	24.7	25.0
14	23.7	22.6	25.4	22.6	26.0	24.2	26.0
15	25.6	24.5	24.4	23.3	22.5	24.7	23.3
16	22.1	19.4	20.8	18.7	19.0	24.7	25.6
17	25.2	25.3	23.1	25.0	24.0	22.5	25.8
18	25.5	23.3	24.3	24.7	24.4	23.7	24.6
19	22.3	25.2	25.6	25.0	23.9	23.5	23.2
20	23.9	24.8	25.2	25.4	23.1	27.0	25.6
21	20.3	24.8	25.6	25.9	23.5	23.3	24.3
22	24.9	22.6	27.0	24.9	24.3	24.5	24.0
23	22.2	28.5	23.5	23.7	26.3	28.0	27.3
24	25.5	25.5	-	20.5	25.5	27.4	25.5
10-12	22.9	22.3	21.8	21.9	24.1	23.2	23.6
14-16	23.9	22.0	22.6	21.0	20.7	24.7	24.5
0-24	23.8	24.4	23.5	23.9	24.4	25.0	24.6

85TH PERCENTILE							
Hr Ending	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26
1	-	-	-	-	-	32.1	25.5
2	-	-	-	-	-	-	30.5
3	-	-	-	-	-	-	-
4	-	-	25.5	-	-	-	27.9
5	-	-	-	-	-	-	-
6	-	25.5	27.0	25.5	27.6	-	-
7	29.4	29.0	27.7	31.4	29.0	-	25.5
8	30.0	30.1	30.3	30.1	30.6	32.1	30.4
9	27.5	28.7	27.5	28.8	29.0	32.4	31.9
10	27.7	29.0	29.5	28.3	29.8	25.3	24.1
11	30.6	28.9	26.7	27.1	28.6	28.1	27.4
12	25.6	28.5	27.9	27.9	29.2	27.9	30.4
13	28.9	27.9	27.0	27.4	29.5	30.4	29.0
14	29.0	27.2	28.1	28.1	30.8	29.9	30.4
15	31.7	29.0	28.2	28.0	29.2	29.0	29.3
16	27.5	27.2	27.6	26.6	26.7	28.4	30.5
17	29.9	28.9	28.3	30.2	30.2	29.2	29.1
18	29.4	30.4	29.8	29.4	28.1	29.7	28.8
19	29.1	29.4	31.1	29.4	28.3	30.0	27.5
20	28.3	31.5	31.1	28.5	30.1	31.5	31.7
21	26.3	28.7	30.2	30.2	27.6	30.8	31.2
22	31.5	27.5	30.4	29.3	30.2	27.7	27.7
23	27.3	38.1	28.0	27.7	31.6	32.3	32.0
24	-	25.5	-	27.6	25.5	31.1	25.5
10-12	28.1	28.7	27.3	27.5	28.9	28.0	28.9
14-16	29.6	28.1	27.9	27.3	27.9	28.7	29.9
0-24	28.8	29.0	28.5	28.5	29.0	29.9	28.9

7 DAY AVERAGE SPEED	24.2
7 DAY AVERAGE 85th PERCENTILE	28.9

5 DAY OFF PEAK AVERAGE SPEED	22.3
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	28.1

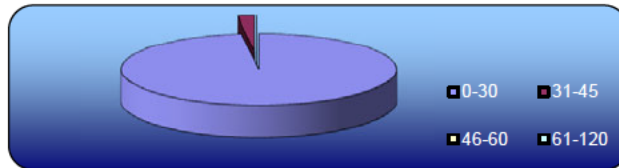
Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

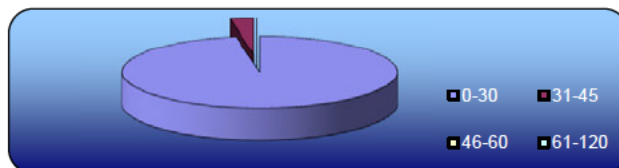
Direction : SOUTHEASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26
0-30	397	389	397	394	383	319	341
31-45	8	11	14	15	9	16	13
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	405	400	411	409	392	335	354

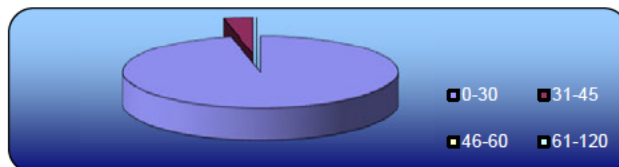
Monday
22-Jun-26



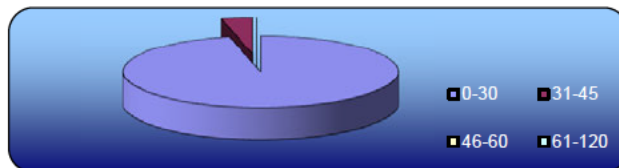
Tuesday
23-Jun-26



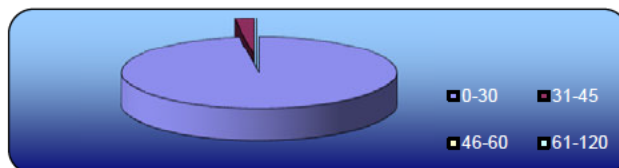
Wednesday
24-Jun-26



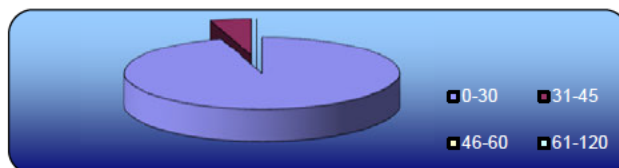
Thursday
25-Jun-26



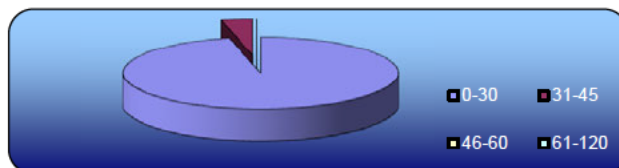
Friday
26-Jun-26



Saturday
27-Jun-26



Sunday
28-Jun-26



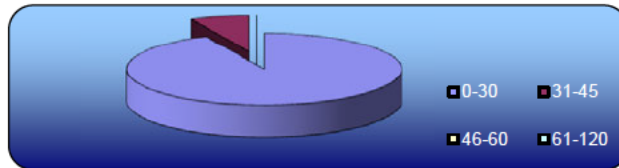
Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

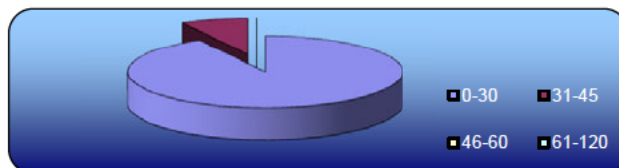
Direction : NORTHWESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Monday 22-Jun-26	Tuesday 23-Jun-26	Wednesday 24-Jun-26	Thursday 25-Jun-26	Friday 26-Jun-26	Saturday 27-Jun-26	Sunday 28-Jun-26
0-30	483	500	477	548	542	352	322
31-45	36	43	35	46	44	43	37
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	519	543	512	594	586	395	359

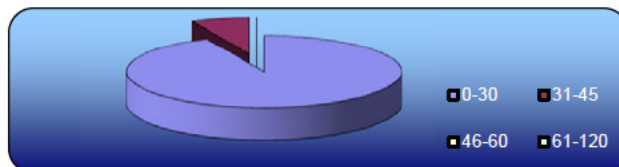
Monday
22-Jun-26



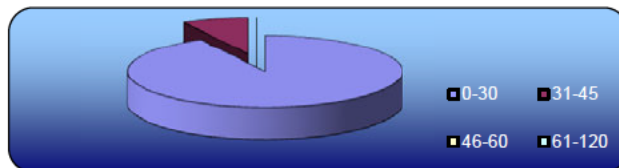
Tuesday
23-Jun-26



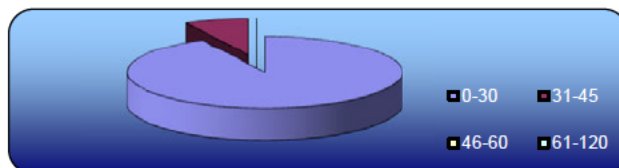
Wednesday
24-Jun-26



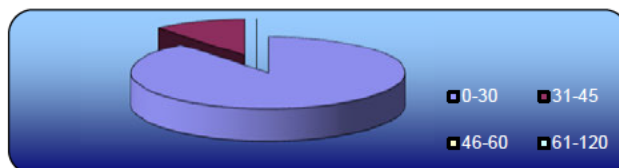
Thursday
25-Jun-26



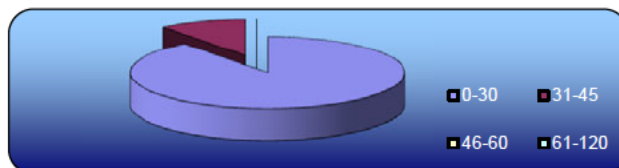
Friday
26-Jun-26



Saturday
27-Jun-26



Sunday
28-Jun-26

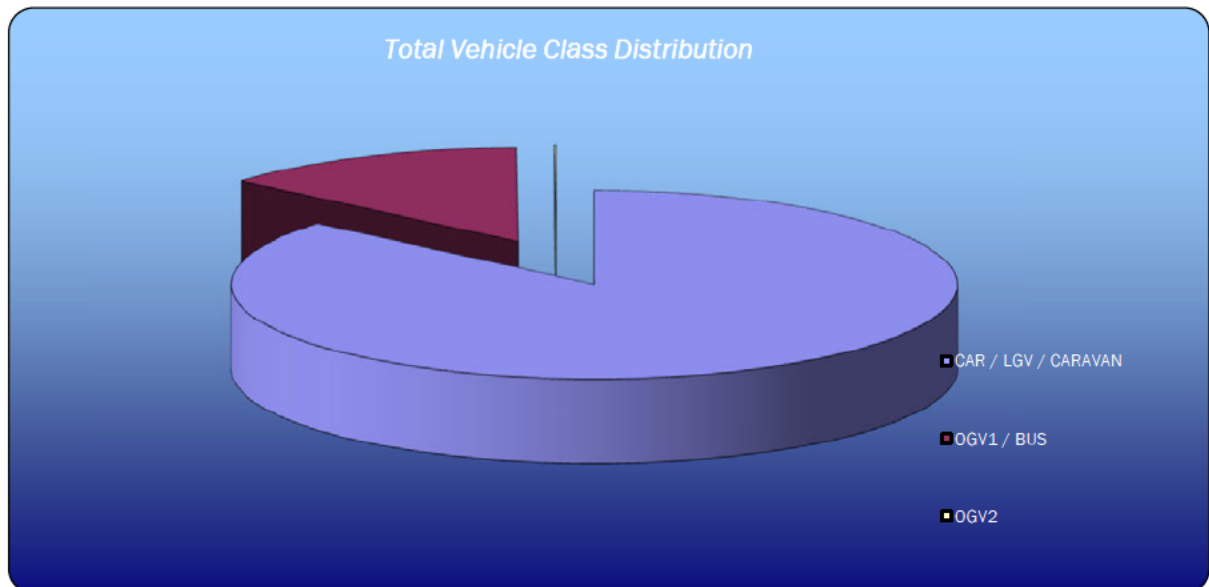


Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : SOUTHEASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
22-Jun-26				
7-19	283	55	0	338
6-22	336	57	0	393
6-24	343	57	0	400
0-24	347	58	0	405
23-Jun-26				
7-19	293	37	0	330
6-22	343	40	0	383
6-24	354	41	0	395
0-24	358	42	0	400
24-Jun-26				
7-19	284	50	0	334
6-22	338	53	0	391
6-24	345	55	0	400
0-24	356	55	0	411
25-Jun-26				
7-19	278	52	0	330
6-22	336	57	0	393
6-24	350	57	0	407
0-24	352	57	0	409
26-Jun-26				
7-19	280	45	0	325
6-22	327	52	0	379
6-24	335	52	0	387
0-24	340	52	0	392
27-Jun-26				
7-19	244	36	0	280
6-22	282	39	0	321
6-24	290	39	0	329
0-24	296	39	0	335
28-Jun-26				
7-19	248	29	2	279
6-22	286	34	2	322
6-24	296	35	2	333
0-24	315	37	2	354
AVERAGE				
7-19	273	43	0	317
6-22	321	47	0	369
6-24	330	48	0	379
0-24	338	49	0	387

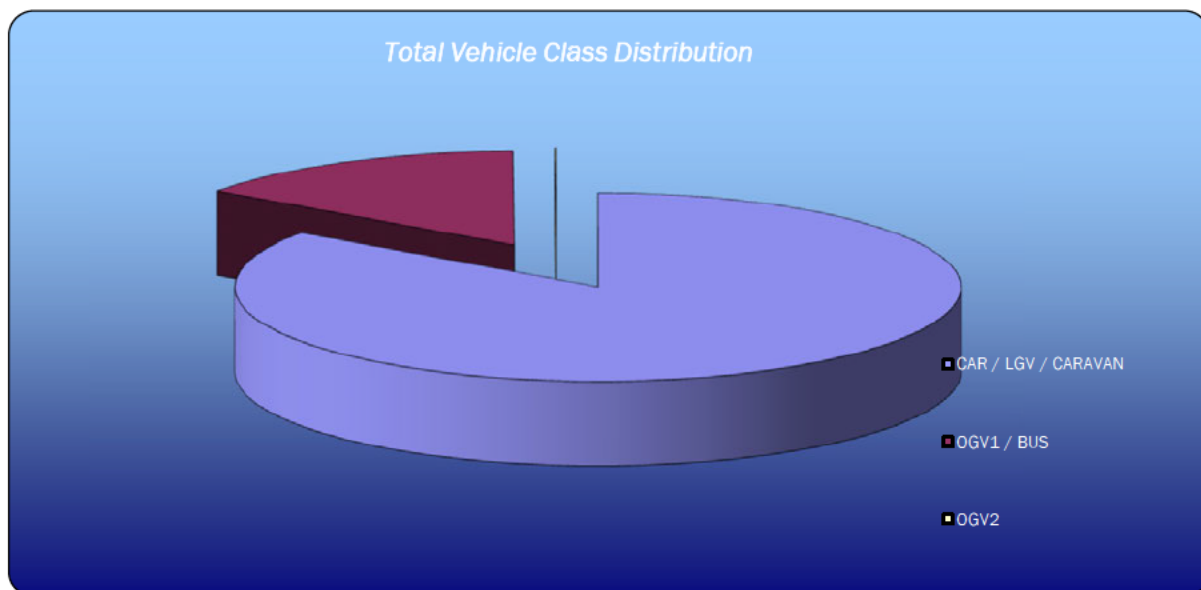


Automatic Classified Counts, Copster Green

LOCATION: LOVELY HALL LANE

Direction : NORTHWESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
22-Jun-26				
7-19	368	76	0	444
6-22	427	83	0	510
6-24	434	83	0	517
0-24	436	83	0	519
23-Jun-26				
7-19	404	58	1	463
6-22	458	70	1	529
6-24	465	71	1	537
0-24	469	73	1	543
24-Jun-26				
7-19	376	63	0	439
6-22	427	71	0	498
6-24	432	71	0	503
0-24	440	72	0	512
25-Jun-26				
7-19	410	75	0	485
6-22	487	91	0	578
6-24	498	93	0	591
0-24	501	93	0	594
26-Jun-26				
7-19	408	93	0	501
6-22	466	102	0	568
6-24	478	104	0	582
0-24	481	105	0	586
27-Jun-26				
7-19	288	45	0	333
6-22	334	47	0	381
6-24	341	47	0	388
0-24	348	47	0	395
28-Jun-26				
7-19	244	37	1	282
6-22	292	40	1	333
6-24	301	40	1	342
0-24	317	41	1	359
AVERAGE				
7-19	357	64	0	421
6-22	413	72	0	485
6-24	421	73	0	494
0-24	427	73	0	501

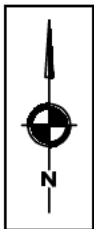


S|C|P

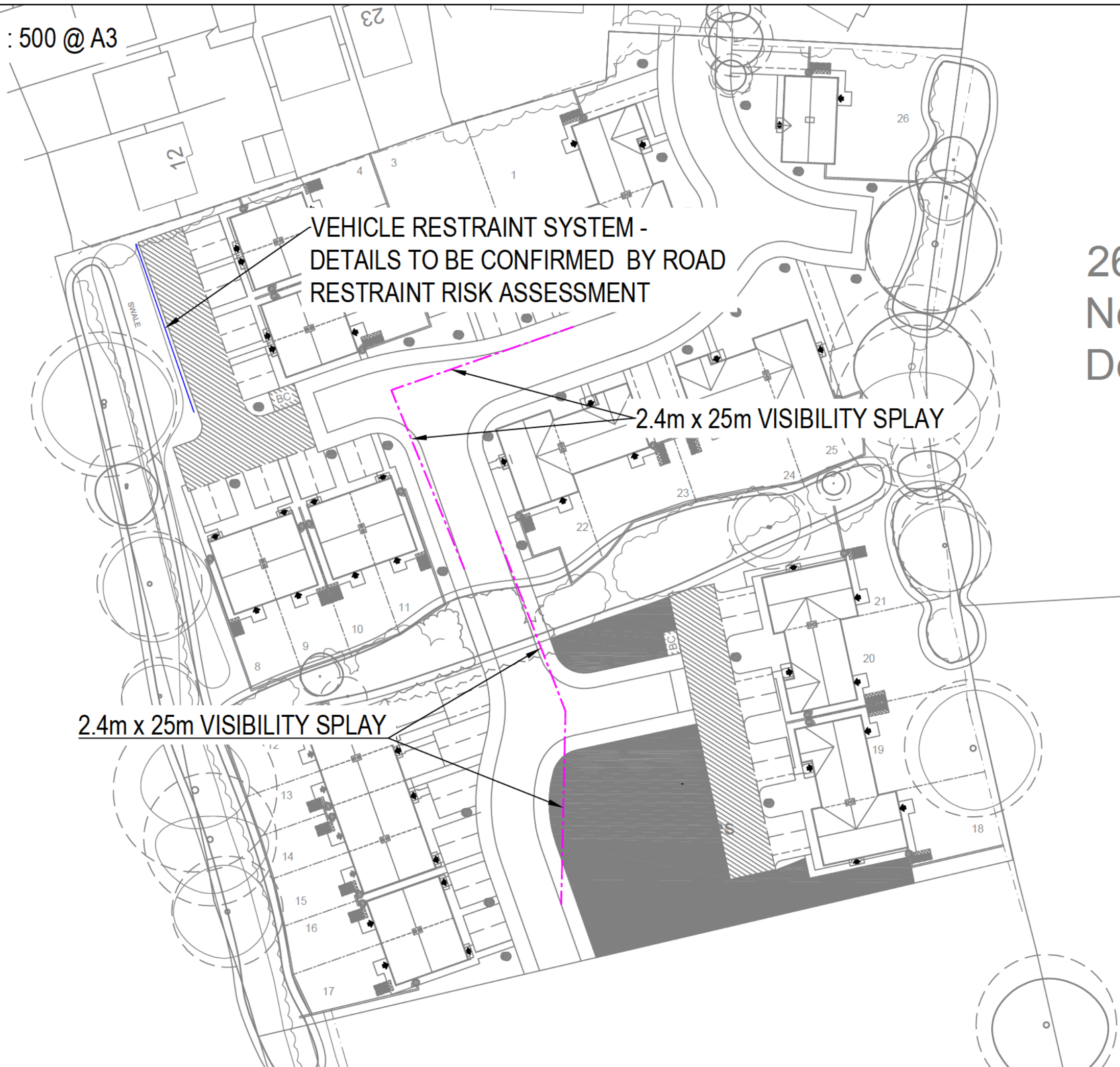
APPENDIX C

S|C|P

APPENDIX D



SCALE: 1 : 500 @ A3



VEHICLE RESTRAINT SYSTEM -
DETAILS TO BE CONFIRMED BY ROAD
RESTRAINT RISK ASSESSMENT

2.4m x 25m VISIBILITY SPLAY

2.4m x 25m VISIBILITY SPLAY

NOTES

A	UPDATED SITE LAYOUT UNDERLAIN	03.07.26	OP
REV	DESCRIPTION	DATE	BY

REVISIONS



an **RSK** company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

PRINGLE HOMES LTD

Project Title:

ALBANY DRIVE, COPSTER GREEN

Drawing Title:

VISIBILITY SPLAYS

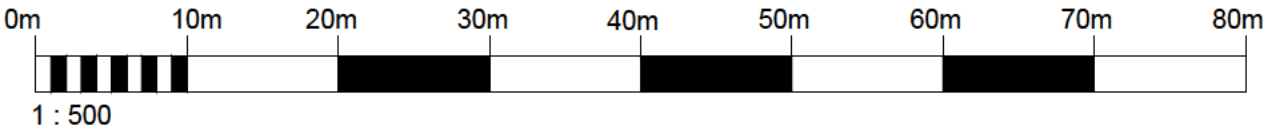
Drawn By:	OP	Date:	03.02.2026
Checked:	MD	Scale@A3:	1 : 500
Approved:	MD	Status:	DRAFT

Drawing No.	SCP/251150/D01	Rev.	A
-------------	----------------	------	---

S|C|P

APPENDIX E

Dwg. Name & Location: Z:\Jobs\2024\24133 - P - Pringle Homes - Albany Drive, Copster Green, Blackburn\Drawings\Models\0.2 Proposed\0.2.2 Site Layouts\24-133.sld1 Proposed Site Layout - WIP - PL01.dwg



general notes:
copyright reserved to mck associates ltd. and this drawing may not be used or reproduced without prior written consent.

Schedule of Accommodation

House Type	Size	Qty	Sq.Ft.
Burton	775	5	3875
Buxton	775	1	775
Hastings	807	6	4842
Marsden	868	6	5208
Bransfield	1022	7	7154
Raleigh	1029	1	1029
TOTAL		26	22883
Gross (Acres)		2.86	ACRES
Net Area (Acres)		1.95	ACRES
Coverage (Sq.Ft./Acre)		11735	SQFT/ACRE

- KEY
- Application Boundary
 - Existing trees to be retained
 - Indicative planting
 - Indicative hedging
 - Existing trees to be removed
 - Tree RPAs
 - Shared drives
 - Timber gate
 - Additional paving to accommodate wheelie bins

Rev.	Date	By	Description
Client:			



mck associates limited
architecture | building surveying | urban design

burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Project:
ALBANY DRIVE
COPSTER GREEN
BLACKBURN

Drawing Title:
PROPOSED SITE LAYOUT

Drawn: W.L.	Checked:	Scale: 1:500	Date: JAN 2026
Job No: 24-133	Drawing No: PL01	Rev:	