# Appendix A Link Types and Parameters

| Link type no. | Description | Available Transport system | No. lanes | Cap (pcu s/hr) | Free-flow speed (kph) | Volume-delay function parameters | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | a | b | b' | c |
| 0 | Blocked opposite direction | - | 0 | 0 | 0 | 1.15 | 4 | 2.5 | 0.8 |
| 1 | Rural dual 4 motorway | B,Car,HGV,LGV,W | 4 | 10080 | 116 | 1.15 | 4 | 2.5 | 0.8 |
| 2 | Rural dual 3 motorway | B,Car,HGV,LGV,W | 3 | 5636 | 116 | 1.15 | 4 | 2.5 | 0.8 |
| 3 | Rural dual 2 motorway | B,Car,HGV,LGV,W | 2 | 3818 | 112 | 1.15 | 4 | 2.5 | 0.8 |
| 4 | Rural dual 2 all purpose | B,Car,HGV,LGV,W | 2 | 3454 | 109 | 1.15 | 3.8 | 2.2 | 0.8 |
| 5 | Rural single carriageway 10m good | B,Car,HGV,LGV,W | 1 | 2132 | 105 | 1.15 | 3.8 | 2.2 | 0.8 |
| 6 | Rural single carriageway 10m typical | B,Car,HGV,LGV,W | 1 | 1705 | 91 | 1.15 | 2.1 | 2 | 0.81 |
| 7 | Rural single carriageway 7.3m good | B,Car,HGV,LGV,W | 1 | 1470 | 87 | 1.15 | 2.1 | 2 | 0.81 |
| 8 | Rural single carriageway 7m typical | B,Car,HGV,LGV,W | 1 | 1176 | 84 | 1.15 | 2.1 | 2 | 0.81 |
| 9 | Rural single carriageway 6.5m bad | B,Car,HGV,LGV,W | 1 | 1000 | 78 | 1.15 | 2.1 | 2 | 0.81 |
| 10 | Suburban dual 2 slight development | B,Car,HGV,LGV,W | 2 | 3750 | 78 | 1.15 | 1.8 | 1.35 | 0.88 |
| 11 | Suburban dual 2 typical development | B,Car,HGV,LGV,W | 2 | 3000 | 71 | 1.8 | 3.5 | 1.22 | 0.9 |
| 12 | Suburban dual 2 heavy development | B,Car,HGV,LGV,W | 2 | 2550 | 67 | 1.5 | 2.1 | 1.35 | 0.88 |
| 13 | Suburban single slight development | B,Car,HGV,LGV,W | 1 | 1875 | 68 | 1.8 | 1.45 | 0.88 | 1.1 |
| 14 | Suburban single typical development | B,Car,HGV,LGV,W | 1 | 1500 | 61 | 1.8 | 3.8 | 1.45 | 0.88 |
| 15 | Suburban single heavy development | B,Car,HGV,LGV,W | 1 | 1275 | 58 | 7 | 1.85 | 2 | 2 |
| 16 | Urban non-central 50% development | B,Car,HGV,LGV,W | 1 | 980 | 54 | 0.9 | 1.3 | 1.15 | 0.6 |
| 17 | Urban non-central 80% development | B,Car,HGV,LGV,W | 1 | 780 | 49 | 0.75 | 1.4 | 1.3 | 0.5 |
| 18 | Urban non-central 100% development | B,Car,HGV,LGV,W | 1 | 500 | 48 | 0.9 | 1.3 | 1.15 | 0.6 |
| 19 | Urban central INT = 2 | B,Car,HGV,LGV,W | 1 | 740 | 45 | 0.85 | 1.6 | 1.25 | 0.64 |
| 20 | Urban central INT = 4.5 | B,Car,HGV,LGV,W | 1 | 650 | 37 | 7 | 1.65 | 1.6 | 2 |
| 21 | Urban central INT = 9 | B,Car,HGV,LGV,W | 1 | 630 | 34 | 0.75 | 1.75 | 0.5 | 1.4 |
| 22 | Small town 35% development | B,Car,HGV,LGV,W | 1 | 1300 | 66 | 0.9 | 1.3 | 0.6 | 1.15 |
| 23 | Small town 60% development | B,Car,HGV,LGV,W | 1 | 1000 | 48 | 0.7 | 3.5 | 2.5 | 0.7 |
| 24 | Small town 90% development | B,Car,HGV,LGV,W | 1 | 450 | 29 | 0.7 | 3 | 2 | 0.7 |
| 25 | Car Park | Car,HGV,LGV | 1 | 100 | 48 | 1 | 10 | 10 | 0.63 |
| 26 | Single Track Road | Car,HGV,LGV,W | 1 | 200 | 30 | 1.15 | 2.1 | 2 | 0.81 |
| 27 | Rural single carriageway v narrow | B,Car,HGV,LGV,W | 1 | 850 | 48 | 1.15 | 2.1 | 2 | 0.81 |
| 28 | Suburban dual 3 typical development | B,Car,HGV,LGV,W | 3 | 4500 | 71 | 1.8 | 3.5 | 1.22 | 0.9 |
| 31 | Corridor link | B,Car,HGV,LGV,W | 5 | 13000 | 116 | 1.15 | 4 | 2.5 | 0.8 |

# Appendix B Link Flow Calibration

**AM Peak**

| Location | Direction | Observed AM | | | | Modelled AM | | | | GEH | | | | Criteria 1 | | | | GEH or Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| M6 south of M55_SB | Southbound | 3,326 | 407 | 491 | 4,224 | 3,230 | 452 | 414 | 4,096 | 1.67 | 2.17 | 3.63 | 1.99 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 to M55 WB Ramp | Westbound | 2,398 | 375 | 281 | 3,054 | 2,619 | 336 | 203 | 3,158 | 4.42 | 2.07 | 4.99 | 1.87 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 south of M55_NB | Northbound | 4,875 | 540 | 534 | 5,949 | 4,517 | 511 | 451 | 5,479 | 5.22 | 1.28 | 3.74 | 6.22 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| M6 SB | Southbound | 1,181 | 193 | 311 | 1,685 | 1,102 | 217 | 258 | 1,578 | 2.33 | 1.70 | 3.14 | 2.65 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_EB | Eastbound | 903 | 38 | 9 | 950 | 838 | 114 | 17 | 969 | 2.19 | 8.68 | 2.24 | 0.61 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_WB | Westbound | 631 | 78 | 9 | 718 | 733 | 98 | 13 | 844 | 3.91 | 2.15 | 1.19 | 4.52 | × | ✓ | ✓ | × | ✓ | ✓ | ✓ | ✓ |
| A6 at Hall Road_SB | Southbound | 893 | 31 | 12 | 936 | 905 | 62 | 16 | 983 | 0.39 | 4.52 | 1.06 | 1.50 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 at Hall Road_NB | Northbound | 555 | 63 | 12 | 630 | 599 | 78 | 14 | 691 | 1.85 | 1.77 | 0.43 | 2.37 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just north of M55_SB | Southbound | 832 | 52 | 34 | 918 | 934 | 68 | 35 | 1,036 | 3.43 | 2.05 | 0.11 | 3.79 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just north of M55_NB | Northbound | 782 | 94 | 31 | 907 | 923 | 116 | 48 | 1,087 | 4.83 | 2.19 | 2.69 | 5.72 | × | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| Tom Benson Road_NB | Northbound | 503 | 38 | 9 | 550 | 515 | 96 | 10 | 621 | 0.53 | 7.11 | 0.25 | 2.93 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Tom Benson Road_SB | Southbound | 509 | 48 | 7 | 564 | 535 | 25 | 5 | 565 | 1.15 | 3.84 | 0.92 | 0.04 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_EB | Eastbound | 732 | 70 | 13 | 815 | 735 | 127 | 23 | 884 | 0.10 | 5.71 | 2.34 | 2.38 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_WB | Westbound | 390 | 69 | 5 | 464 | 538 | 71 | 12 | 621 | 6.86 | 0.28 | 2.43 | 6.75 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| B6241_EB | Eastbound | 832 | 75 | 16 | 923 | 673 | 84 | 23 | 779 | 5.81 | 0.97 | 1.48 | 4.94 | × | ✓ | ✓ | × | × | ✓ | ✓ | ✓ |
| B6241_WB | Westbound | 406 | 74 | 13 | 493 | 435 | 51 | 17 | 504 | 1.43 | 2.87 | 1.05 | 0.48 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road @ Whittle Hill_NB | Northbound | 210 | 20 | 4 | 234 | 264 | 22 | 6 | 292 | 3.51 | 0.42 | 0.71 | 3.55 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road @ Whittle Hill_SB | Southbound | 265 | 47 | 3 | 315 | 279 | 52 | 7 | 339 | 0.87 | 0.73 | 1.92 | 1.32 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55_WB | Westbound | 2,450 | 223 | 250 | 2,923 | 2,537 | 286 | 187 | 3,010 | 1.73 | 3.97 | 4.27 | 1.59 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55_EB | Eastbound | 2,300 | 199 | 213 | 2,712 | 2,518 | 250 | 157 | 2,925 | 4.43 | 3.43 | 4.11 | 4.01 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 @ A6 Ramp_EB_Entry | Eastbound | 702 | 50 | 26 | 778 | 915 | 69 | 30 | 1,013 | 7.48 | 2.48 | 0.71 | 7.87 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| M55 @ A6 Ramp_EB_Exit | Eastbound | 792 | 118 | 60 | 970 | 869 | 111 | 50 | 1,030 | 2.68 | 0.65 | 1.30 | 1.91 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 to M6_EB Ramp | Southbound | 1,960 | 265 | 163 | 2,388 | 2,128 | 235 | 156 | 2,518 | 3.71 | 1.91 | 0.57 | 2.63 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 @ A6_WB | Westbound | 576 | 59 | 44 | 679 | 736 | 76 | 36 | 849 | 6.26 | 2.11 | 1.25 | 6.14 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| M6 north of M55_NB | Northbound | 2,224 | 215 | 429 | 2,868 | 2,243 | 232 | 270 | 2,745 | 0.40 | 1.14 | 8.52 | 2.33 | ✓ | ✓ | × | ✓ | ✓ | ✓ | × | ✓ |
| M6 north of M55_SB | Southbound | 1,706 | 267 | 314 | 2,287 | 1,728 | 287 | 288 | 2,304 | 0.53 | 1.21 | 1.47 | 0.35 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 east of A6_EB | Eastbound | 158 | 22 | 9 | 189 | 235 | 31 | 14 | 280 | 5.49 | 1.78 | 1.45 | 5.94 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 east of A6_WB | Westbound | 133 | 18 | 6 | 157 | 202 | 22 | 6 | 230 | 5.35 | 0.95 | 0.09 | 5.26 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road_EB | Eastbound | 88 | 6 | 4 | 98 | 108 | 2 | 3 | 113 | 1.99 | 2.08 | 0.29 | 1.46 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road_WB | Westbound | 58 | 11 | 2 | 71 | 97 | 11 | 2 | 110 | 4.42 | 0.06 | 0.07 | 4.08 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Rd @ White Horse LN_SB | Southbound | 384 | 65 | 23 | 472 | 412 | 69 | 30 | 511 | 1.43 | 0.51 | 1.28 | 1.77 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Rd @ White Horse LN_NB | Northbound | 473 | 76 | 19 | 568 | 525 | 77 | 25 | 627 | 2.31 | 0.17 | 1.18 | 2.40 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 near New Ln_SB | Southbound | 567 | 71 | 39 | 677 | 519 | 84 | 35 | 638 | 2.04 | 1.44 | 0.66 | 1.52 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 near New Ln_NB | Northbound | 406 | 57 | 23 | 486 | 455 | 69 | 23 | 547 | 2.37 | 1.50 | 0.04 | 2.70 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Newsham Hall Ln_EB | Eastbound | 170 | 16 | 3 | 189 | 175 | 10 | 5 | 190 | 0.41 | 1.54 | 0.88 | 0.11 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Newsham Hall Ln_WB | Westbound | 207 | 37 | 2 | 246 | 206 | 28 | 5 | 240 | 0.07 | 1.50 | 1.70 | 0.41 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lightfoot Ln_EB | Eastbound | 331 | 17 | 0 | 348 | 236 | 2 | 0 | 237 | 5.66 | 5.06 | 0.08 | 6.47 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| Lightfoot Ln_WB | Westbound | 230 | 12 | 0 | 242 | 185 | 0 | 0 | 185 | 3.11 | 4.90 | #DIV/0! | 3.88 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| D'Urton Ln_EB | Eastbound | 125 | 7 | 0 | 132 | 322 | 8 | 1 | 331 | 13.19 | 0.44 | 1.02 | 13.08 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| D'Urton Ln_WB | Westbound | 209 | 11 | 0 | 220 | 166 | 28 | 6 | 200 | 3.11 | 3.81 | 3.56 | 1.35 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Station Ln_EB | Eastbound | 78 | 13 | 1 | 92 | 90 | 13 | 1 | 104 | 1.26 | 0.05 | 0.16 | 1.17 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Station Ln_WB | Westbound | 121 | 7 | 1 | 129 | 105 | 8 | 1 | 115 | 1.51 | 0.54 | 0.10 | 1.31 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Langley Ln_NB | Northbound | 30 | 5 | 2 | 37 | 49 | 7 | 2 | 58 | 3.07 | 0.68 | 0.27 | 2.99 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Langley Ln_SB | Southbound | 51 | 2 | 1 | 54 | 63 | 3 | 1 | 68 | 1.63 | 0.68 | 0.16 | 1.74 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| St Michael's Rd_EB | Eastbound | 146 | 4 | 0 | 150 | 158 | 64 | 7 | 229 | 1.00 | 10.24 | 3.86 | 5.76 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| St Michael's Rd_WB | Westbound | 232 | 30 | 0 | 262 | 287 | 74 | 17 | 378 | 3.42 | 6.08 | 5.76 | 6.46 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| New Lane_EB | Eastbound | 90 | 12 | 0 | 102 | 94 | 72 | 23 | 188 | 0.37 | 9.22 | 6.80 | 7.17 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Lane_WB | Westbound | 100 | 3 | 0 | 103 | 106 | 57 | 19 | 183 | 0.60 | 9.90 | 6.20 | 6.67 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 to M55 Entry Ramp | Westbound | 573 | 58 | 56 | 687 | 625 | 70 | 30 | 726 | 2.14 | 1.50 | 3.88 | 1.46 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Haighton Green Ln_WB | Westbound | 281 | 11 | 1 | 293 | 223 | 20 | 5 | 249 | 3.62 | 2.38 | 2.40 | 2.67 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Haighton Green Ln_EB | Eastbound | 122 | 25 | 0 | 147 | 113 | 16 | 9 | 137 | 0.86 | 2.10 | 4.25 | 0.82 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 at A6 EB | Eastbound | 1,602 | 168 | 128 | 1,898 | 1,603 | 181 | 127 | 1,912 | 0.03 | 0.99 | 0.05 | 0.31 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Barton Ln_EB | Eastbound | 33 | 2 | 0 | 35 | 18 | 8 | 3 | 29 | 3.04 | 2.61 | 2.60 | 1.09 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Barton Ln_WB | Westbound | 26 | 3 | 0 | 29 | 24 | 2 | 2 | 28 | 0.34 | 0.47 | 1.77 | 0.17 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 to M6 EB Entry Ramp | Northbound | 365 | 59 | 31 | 455 | 345 | 57 | 22 | 424 | 1.08 | 0.21 | 1.74 | 1.48 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway Underpass_EB | Eastbound | 421 | 77 | 39 | 537 | 459 | 61 | 20 | 540 | 1.79 | 1.88 | 3.50 | 0.12 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway Underpass_WB | Westbound | 504 | 76 | 27 | 607 | 652 | 77 | 22 | 751 | 6.16 | 0.11 | 1.01 | 5.53 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| D'urton Ln @ Eastway_EB | Eastbound | 126 | 6 | 0 | 132 | 229 | 35 | 15 | 278 | 7.72 | 6.35 | 5.44 | 10.21 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| D'urton Ln @ Eastway_WB | Westbound | 209 | 11 | 0 | 220 | 499 | 25 | 5 | 530 | 15.43 | 3.36 | 3.22 | 16.00 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| A6_SB | Southbound | 591 | 48 | 36 | 675 | 580 | 55 | 35 | 669 | 0.47 | 0.99 | 0.25 | 0.22 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6_NB | Northbound | 427 | 70 | 30 | 527 | 473 | 73 | 35 | 581 | 2.16 | 0.36 | 0.82 | 2.28 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just south of M55_NB | Northbound | 1,191 | 117 | 35 | 1,343 | 1,220 | 124 | 40 | 1,383 | 0.82 | 0.60 | 0.76 | 1.08 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just south of M55_SB | Southbound | 1,781 | 184 | 50 | 2,015 | 1,804 | 173 | 58 | 2,035 | 0.55 | 0.86 | 1.14 | 0.45 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **Total** | | **45572** | | | | **47712** | | | | **81%** | **86%** | **92%** | **75%** | **84%** | **100%** | **98%** | **79%** | **87%** | **100%** | **97%** | **83%** |

**PM Peak**

| Location | Direction | Observed AM | | | | Modelled AM | | | | GEH | | | | Criteria 1 | | | | GEH or Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| M6 south of M55_SB | Southbound | 4,564 | 419 | 479 | 5,462 | 4,140 | 416 | 391 | 4,947 | 6.43 | 0.12 | 4.20 | 7.13 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| M6 to M55 WB Ramp | Westbound | 2,634 | 375 | 96 | 3,105 | 2,711 | 303 | 97 | 3,112 | 1.50 | 3.89 | 0.11 | 0.12 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 south of M55_NB | Northbound | 4,668 | 538 | 394 | 5,600 | 4,534 | 420 | 287 | 5,241 | 1.98 | 5.40 | 5.80 | 4.88 | ✓ | × | × | ✓ | ✓ | × | × | ✓ |
| M6 SB | Southbound | 1,753 | 193 | 316 | 2,262 | 1,461 | 191 | 268 | 1,920 | 7.29 | 0.14 | 2.79 | 7.47 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| Eastway_EB | Eastbound | 729 | 38 | 7 | 774 | 874 | 43 | 9 | 926 | 5.13 | 0.74 | 0.75 | 5.22 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| Eastway_WB | Westbound | 892 | 78 | 5 | 975 | 778 | 67 | 5 | 850 | 3.93 | 1.30 | 0.07 | 4.12 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 at Hall Road_SB | Southbound | 574 | 31 | 1 | 606 | 842 | 51 | 6 | 899 | 10.06 | 3.13 | 2.73 | 10.68 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| A6 at Hall Road_NB | Northbound | 566 | 63 | 5 | 634 | 484 | 56 | 6 | 547 | 3.56 | 0.84 | 0.36 | 3.59 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just north of M55_SB | Southbound | 745 | 95 | 4 | 844 | 825 | 99 | 6 | 930 | 2.86 | 0.43 | 0.73 | 2.89 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just north of M55_NB | Northbound | 830 | 60 | 17 | 907 | 979 | 70 | 26 | 1,075 | 4.94 | 1.25 | 2.01 | 5.34 | × | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| Tom Benson Road_NB | Northbound | 556 | 38 | 3 | 597 | 598 | 27 | 3 | 628 | 1.74 | 1.92 | 0.21 | 1.23 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Tom Benson Road_SB | Southbound | 525 | 48 | 4 | 577 | 474 | 34 | 3 | 512 | 2.29 | 2.11 | 0.31 | 2.80 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_EB | Eastbound | 566 | 45 | 8 | 619 | 794 | 42 | 9 | 845 | 8.74 | 0.40 | 0.33 | 8.36 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| Eastway_WB | Westbound | 537 | 64 | 0 | 601 | 568 | 65 | 3 | 637 | 1.34 | 0.17 | 2.64 | 1.46 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B6241_EB | Eastbound | 556 | 75 | 18 | 649 | 521 | 76 | 21 | 618 | 1.50 | 0.07 | 0.62 | 1.25 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B6241_WB | Westbound | 653 | 74 | 6 | 733 | 535 | 69 | 4 | 609 | 4.83 | 0.58 | 0.66 | 4.80 | × | ✓ | ✓ | × | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road @ Whittle Hill_NB | Northbound | 253 | 20 | 4 | 277 | 268 | 22 | 5 | 295 | 0.92 | 0.47 | 0.28 | 1.04 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road @ Whittle Hill_SB | Southbound | 181 | 21 | 1 | 203 | 174 | 21 | 2 | 197 | 0.49 | 0.04 | 0.69 | 0.42 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55_WB | Westbound | 2,551 | 223 | 84 | 2,858 | 2,660 | 276 | 77 | 3,014 | 2.15 | 3.34 | 0.73 | 2.88 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55_EB | Eastbound | 2,798 | 201 | 155 | 3,154 | 2,645 | 218 | 126 | 2,989 | 2.93 | 1.14 | 2.48 | 2.99 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 @ A6 Ramp_EB_Entry | Eastbound | 568 | 50 | 14 | 632 | 719 | 54 | 8 | 781 | 5.94 | 0.49 | 1.68 | 5.59 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| M55 @ A6 Ramp_EB_Exit | Eastbound | 1,070 | 118 | 37 | 1,225 | 1,252 | 114 | 41 | 1,407 | 5.35 | 0.42 | 0.70 | 5.03 | × | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ |
| M55 to M6_EB Ramp | Southbound | 2,406 | 265 | 132 | 2,803 | 2,679 | 225 | 123 | 3,027 | 5.42 | 2.55 | 0.79 | 4.15 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 @ A6_WB | Westbound | 415 | 59 | 35 | 509 | 582 | 76 | 21 | 679 | 7.50 | 2.06 | 2.63 | 6.99 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| M6 north of M55_NB | Northbound | 2,348 | 216 | 354 | 2,918 | 2,322 | 169 | 225 | 2,716 | 0.54 | 3.37 | 7.55 | 3.80 | ✓ | ✓ | × | ✓ | ✓ | ✓ | × | ✓ |
| M6 north of M55_SB | Southbound | 2,296 | 276 | 301 | 2,873 | 2,183 | 256 | 299 | 2,738 | 2.39 | 1.24 | 0.12 | 2.56 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 east of A6_EB | Eastbound | 164 | 22 | 1 | 187 | 259 | 21 | 3 | 283 | 6.54 | 0.17 | 1.30 | 6.27 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 east of A6_WB | Westbound | 165 | 18 | 3 | 186 | 154 | 19 | 4 | 177 | 0.84 | 0.14 | 0.35 | 0.70 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road_EB | Eastbound | 55 | 6 | 1 | 62 | 71 | 7 | 2 | 79 | 1.99 | 0.40 | 0.48 | 2.06 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road_WB | Westbound | 78 | 11 | 2 | 91 | 84 | 8 | 2 | 94 | 0.66 | 0.92 | 0.23 | 0.36 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Rd @ White Horse LN_SB | Southbound | 502 | 65 | 12 | 579 | 509 | 58 | 10 | 576 | 0.30 | 0.86 | 0.75 | 0.11 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Rd @ White Horse LN_NB | Northbound | 591 | 76 | 16 | 683 | 628 | 59 | 19 | 705 | 1.50 | 2.09 | 0.63 | 0.85 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 near New Ln_SB | Southbound | 554 | 33 | 6 | 593 | 550 | 38 | 8 | 595 | 0.17 | 0.79 | 0.61 | 0.10 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 near New Ln_NB | Northbound | 686 | 61 | 16 | 763 | 666 | 55 | 18 | 739 | 0.78 | 0.74 | 0.37 | 0.89 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Newsham Hall Ln_EB | Eastbound | 156 | 13 | 2 | 171 | 193 | 13 | 3 | 209 | 2.78 | 0.12 | 0.53 | 2.76 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Newsham Hall Ln_WB | Westbound | 126 | 15 | 0 | 141 | 132 | 9 | 4 | 144 | 0.52 | 1.83 | 2.65 | 0.26 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lightfoot Ln_EB | Eastbound | 229 | 15 | 0 | 244 | 167 | 3 | 0 | 170 | 4.44 | 4.02 | 0.86 | 5.15 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lightfoot Ln_WB | Westbound | 370 | 23 | 0 | 393 | 283 | 1 | 1 | 285 | 4.83 | 6.44 | 1.57 | 5.88 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| D'Urton Ln_EB | Eastbound | 112 | 7 | 0 | 119 | 110 | 12 | 0 | 122 | 0.16 | 1.51 | 0.69 | 0.29 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| D'Urton Ln_WB | Westbound | 214 | 10 | 0 | 224 | 288 | 16 | 26 | 331 | 4.68 | 1.71 | 7.24 | 6.40 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| Station Ln_EB | Eastbound | 88 | 13 | 2 | 103 | 110 | 11 | 2 | 122 | 2.17 | 0.72 | 0.00 | 1.80 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Station Ln_WB | Westbound | 84 | 7 | 0 | 91 | 75 | 7 | 1 | 82 | 1.00 | 0.12 | 1.12 | 0.93 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Langley Ln_NB | Northbound | 56 | 5 | 0 | 61 | 107 | 5 | 5 | 118 | 5.68 | 0.03 | 3.26 | 5.99 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Langley Ln_SB | Southbound | 36 | 2 | 0 | 38 | 45 | 2 | 0 | 47 | 1.36 | 0.17 | 0.92 | 1.42 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| St Michael's Rd_EB | Eastbound | 240 | 11 | 0 | 251 | 232 | 19 | 10 | 261 | 0.49 | 2.02 | 4.47 | 0.64 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| St Michael's Rd_WB | Westbound | 159 | 4 | 0 | 163 | 180 | 27 | 9 | 216 | 1.62 | 5.78 | 4.27 | 3.84 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Lane_EB | Eastbound | 121 | 3 | 0 | 124 | 103 | 30 | 9 | 142 | 1.73 | 6.70 | 4.32 | 1.59 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Lane_WB | Westbound | 88 | 4 | 0 | 92 | 76 | 55 | 9 | 140 | 1.34 | 9.43 | 4.27 | 4.49 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 to M55 Entry Ramp | Westbound | 406 | 58 | 51 | 515 | 722 | 64 | 31 | 817 | 13.32 | 0.82 | 3.19 | 11.72 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| Haighton Green Ln_WB | Westbound | 117 | 11 | 0 | 128 | 136 | 15 | 13 | 164 | 1.70 | 0.98 | 5.16 | 2.97 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Haighton Green Ln_EB | Eastbound | 251 | 25 | 0 | 276 | 163 | 23 | 8 | 193 | 6.14 | 0.45 | 3.88 | 5.41 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 at A6 EB | Eastbound | 1,913 | 168 | 102 | 2,183 | 1,926 | 164 | 117 | 2,208 | 0.30 | 0.27 | 1.45 | 0.53 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Barton Ln_EB | Eastbound | 31 | 2 | 0 | 33 | 29 | 2 | 11 | 42 | 0.38 | 0.16 | 4.72 | 1.51 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Barton Ln_WB | Westbound | 23 | 3 | 0 | 26 | 24 | 2 | 1 | 26 | 0.22 | 0.81 | 1.17 | 0.10 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 to M6 EB Entry Ramp | Northbound | 535 | 59 | 14 | 608 | 499 | 53 | 36 | 588 | 1.56 | 0.82 | 4.33 | 0.82 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway Underpass_EB | Eastbound | 383 | 47 | 16 | 446 | 320 | 31 | 10 | 361 | 3.39 | 2.48 | 1.71 | 4.24 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway Underpass_WB | Westbound | 628 | 117 | 7 | 752 | 599 | 100 | 4 | 704 | 1.17 | 1.63 | 1.07 | 1.80 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| D'urton Ln @ Eastway_EB | Eastbound | 107 | 5 | 0 | 112 | 193 | 34 | 29 | 256 | 7.02 | 6.63 | 7.61 | 10.64 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| D'urton Ln @ Eastway_WB | Westbound | 219 | 14 | 0 | 233 | 194 | 21 | 9 | 224 | 1.72 | 1.76 | 4.15 | 0.57 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6_SB | Southbound | 557 | 61 | 4 | 622 | 556 | 66 | 4 | 627 | 0.03 | 0.61 | 0.20 | 0.19 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6_NB | Northbound | 617 | 53 | 15 | 685 | 604 | 52 | 20 | 676 | 0.52 | 0.14 | 1.10 | 0.35 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just south of M55_NB | Northbound | 1,472 | 117 | 15 | 1,604 | 1,541 | 108 | 16 | 1,665 | 1.78 | 0.85 | 0.14 | 1.50 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just south of M55_SB | Southbound | 1,505 | 184 | 26 | 1,715 | 1,774 | 159 | 33 | 1,967 | 6.65 | 1.88 | 1.32 | 5.87 | × | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ |
| **Total** | | **49872** | **5031** | | | **50906** | **4831** | | | **76%** | **90%** | **92%** | **71%** | **81%** | **98%** | **97%** | **79%** | **84%** | **98%** | **97%** | **81%** |

**Inter Peak**

| Location | Direction | Observed AM | | | | Modelled AM | | | | GEH | | | | Criteria 1 | | | | GEH or Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| M6 south of M55_SB | Southbound | 2,588 | 502 | 624 | 3,714 | 2,359 | 434 | 601 | 3,394 | 4.61 | 3.12 | 0.93 | 5.36 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 to M55 WB Ramp | Westbound | 1,189 | 307 | 197 | 1,693 | 1,340 | 250 | 172 | 1,762 | 4.25 | 3.44 | 1.83 | 1.66 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 south of M55_NB | Northbound | 2,951 | 514 | 434 | 3,899 | 2,636 | 376 | 490 | 3,502 | 5.96 | 6.54 | 2.61 | 6.52 | ✓ | × | ✓ | ✓ | ✓ | × | ✓ | ✓ |
| M6 SB | Southbound | 1,080 | 286 | 320 | 1,686 | 1,086 | 184 | 363 | 1,632 | 0.17 | 6.68 | 2.34 | 1.32 | ✓ | × | ✓ | ✓ | ✓ | × | ✓ | ✓ |
| Eastway_EB | Eastbound | 459 | 18 | 19 | 496 | 371 | 33 | 14 | 418 | 4.31 | 2.94 | 1.13 | 3.63 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_WB | Westbound | 373 | 50 | 12 | 435 | 357 | 49 | 15 | 421 | 0.82 | 0.11 | 0.78 | 0.65 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 at Hall Road_SB | Southbound | 595 | 61 | 20 | 676 | 691 | 67 | 24 | 783 | 3.80 | 0.73 | 0.94 | 3.95 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | ✓ |
| A6 at Hall Road_NB | Northbound | 518 | 82 | 22 | 622 | 560 | 63 | 25 | 649 | 1.83 | 2.23 | 0.63 | 1.05 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just north of M55_SB | Southbound | 653 | 90 | 42 | 785 | 728 | 85 | 41 | 854 | 2.86 | 0.57 | 0.13 | 2.41 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just north of M55_NB | Northbound | 695 | 95 | 36 | 826 | 737 | 96 | 55 | 888 | 1.57 | 0.11 | 2.79 | 2.12 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Tom Benson Road_NB | Northbound | 246 | 47 | 15 | 308 | 226 | 26 | 17 | 270 | 1.28 | 3.40 | 0.56 | 2.24 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Tom Benson Road_SB | Southbound | 217 | 37 | 13 | 267 | 236 | 29 | 15 | 280 | 1.26 | 1.43 | 0.55 | 0.78 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_EB | Eastbound | 348 | 77 | 16 | 441 | 314 | 38 | 15 | 367 | 1.88 | 5.18 | 0.13 | 3.68 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway_WB | Westbound | 289 | 63 | 23 | 375 | 288 | 48 | 21 | 356 | 0.06 | 2.07 | 0.46 | 0.97 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B6241_EB | Eastbound | 345 | 50 | 27 | 422 | 278 | 55 | 32 | 365 | 3.79 | 0.70 | 0.86 | 2.88 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B6241_WB | Westbound | 322 | 79 | 25 | 426 | 345 | 61 | 37 | 443 | 1.26 | 2.12 | 2.07 | 0.81 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road @ Whittle Hill_NB | Northbound | 92 | 20 | 4 | 116 | 127 | 15 | 8 | 150 | 3.32 | 1.14 | 1.49 | 2.91 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road @ Whittle Hill_SB | Southbound | 77 | 17 | 6 | 100 | 119 | 21 | 19 | 160 | 4.25 | 1.00 | 3.69 | 5.23 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55_WB | Westbound | 1,363 | 250 | 178 | 1,791 | 1,495 | 272 | 183 | 1,949 | 3.49 | 1.33 | 0.37 | 3.66 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55_EB | Eastbound | 1,348 | 242 | 254 | 1,844 | 1,334 | 272 | 255 | 1,861 | 0.37 | 1.83 | 0.06 | 0.39 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 @ A6 Ramp_EB_Entry | Eastbound | 293 | 69 | 24 | 386 | 382 | 74 | 52 | 508 | 4.84 | 0.58 | 4.59 | 5.77 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| M55 @ A6 Ramp_EB_Exit | Eastbound | 523 | 139 | 83 | 745 | 563 | 118 | 76 | 757 | 1.73 | 1.89 | 0.73 | 0.45 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 to M6_EB Ramp | Southbound | 1,187 | 315 | 241 | 1,743 | 1,274 | 251 | 238 | 1,762 | 2.47 | 3.82 | 0.22 | 0.45 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 @ A6_WB | Westbound | 255 | 66 | 50 | 371 | 335 | 58 | 41 | 435 | 4.68 | 0.97 | 1.35 | 3.17 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 north of M55_NB | Northbound | 1,675 | 305 | 414 | 2,394 | 1,538 | 191 | 359 | 2,088 | 3.44 | 7.18 | 2.78 | 6.45 | ✓ | × | ✓ | ✓ | ✓ | × | ✓ | ✓ |
| M6 north of M55_SB | Southbound | 1,574 | 298 | 375 | 2,247 | 1,497 | 238 | 426 | 2,161 | 1.97 | 3.70 | 2.57 | 1.83 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 east of A6_EB | Eastbound | 117 | 28 | 12 | 157 | 152 | 30 | 24 | 206 | 3.02 | 0.30 | 2.91 | 3.64 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 east of A6_WB | Westbound | 121 | 34 | 16 | 171 | 128 | 28 | 23 | 179 | 0.64 | 1.07 | 1.55 | 0.61 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road_EB | Eastbound | 48 | 11 | 5 | 64 | 51 | 12 | 7 | 70 | 0.46 | 0.21 | 0.74 | 0.70 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Woodlumpton Road_WB | Westbound | 44 | 11 | 6 | 61 | 48 | 5 | 1 | 54 | 0.59 | 2.06 | 2.50 | 0.87 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Rd @ White Horse LN_SB | Southbound | 437 | 84 | 28 | 549 | 475 | 49 | 14 | 537 | 1.77 | 4.31 | 3.13 | 0.50 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Rd @ White Horse LN_NB | Northbound | 447 | 74 | 46 | 567 | 470 | 48 | 47 | 565 | 1.07 | 3.36 | 0.17 | 0.09 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 near New Ln_SB | Southbound | 451 | 64 | 30 | 545 | 469 | 51 | 15 | 535 | 0.85 | 1.74 | 3.26 | 0.44 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 near New Ln_NB | Northbound | 438 | 56 | 29 | 523 | 457 | 44 | 18 | 518 | 0.89 | 1.77 | 2.26 | 0.20 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Newsham Hall Ln_EB | Eastbound | 75 | 17 | 3 | 95 | 86 | 14 | 6 | 105 | 1.24 | 0.86 | 1.28 | 1.04 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Newsham Hall Ln_WB | Westbound | 79 | 17 | 6 | 102 | 65 | 13 | 10 | 88 | 1.62 | 0.98 | 1.39 | 1.40 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lightfoot Ln_EB | Eastbound | 131 | 13 | 1 | 145 | 95 | 0 | 0 | 95 | 3.44 | 5.10 | 1.23 | 4.60 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lightfoot Ln_WB | Westbound | 140 | 14 | 1 | 155 | 104 | 0 | 1 | 105 | 3.24 | 5.29 | 0.30 | 4.39 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| D'Urton Ln_EB | Eastbound | 66 | 6 | 1 | 73 | 129 | 8 | 14 | 151 | 6.35 | 0.88 | 4.67 | 7.34 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| D'Urton Ln_WB | Westbound | 68 | 7 | 0 | 75 | 67 | 14 | 6 | 88 | 0.08 | 2.27 | 3.49 | 1.43 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Station Ln_EB | Eastbound | 21 | 7 | 0 | 28 | 19 | 5 | 8 | 32 | 0.49 | 0.93 | 4.11 | 0.73 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Station Ln_WB | Westbound | 15 | 11 | 2 | 28 | 17 | 8 | 5 | 30 | 0.44 | 1.10 | 1.71 | 0.31 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Langley Ln_NB | Northbound | 29 | 8 | 6 | 43 | 31 | 6 | 5 | 43 | 0.44 | 0.64 | 0.28 | 0.00 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Langley Ln_SB | Southbound | 28 | 9 | 4 | 41 | 33 | 6 | 5 | 44 | 0.97 | 0.97 | 0.30 | 0.51 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| St Michael's Rd_EB | Eastbound | 158 | 13 | 3 | 174 | 139 | 18 | 23 | 180 | 1.57 | 1.19 | 5.58 | 0.43 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| St Michael's Rd_WB | Westbound | 133 | 25 | 4 | 162 | 154 | 24 | 64 | 241 | 1.72 | 0.23 | 10.27 | 5.58 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Lane_EB | Eastbound | 67 | 13 | 2 | 82 | 81 | 27 | 18 | 127 | 1.68 | 3.17 | 5.11 | 4.40 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| New Lane_WB | Westbound | 64 | 5 | 1 | 70 | 84 | 24 | 20 | 128 | 2.29 | 5.04 | 5.91 | 5.85 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M6 to M55 Entry Ramp | Westbound | 244 | 63 | 66 | 373 | 411 | 54 | 63 | 529 | 9.23 | 1.13 | 0.34 | 7.33 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| Haighton Green Ln_WB | Westbound | 57 | 16 | 1 | 74 | 108 | 22 | 10 | 140 | 5.65 | 1.40 | 3.75 | 6.39 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Haighton Green Ln_EB | Eastbound | 74 | 14 | 1 | 89 | 106 | 14 | 18 | 138 | 3.34 | 0.06 | 5.59 | 4.63 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 at A6 EB | Eastbound | 947 | 223 | 178 | 1,348 | 952 | 198 | 203 | 1,353 | 0.17 | 1.74 | 1.79 | 0.13 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Barton Ln_EB | Eastbound | 9 | 3 | 1 | 13 | 11 | 6 | 7 | 23 | 0.49 | 1.23 | 2.97 | 2.35 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Barton Ln_WB | Westbound | 11 | 3 | 0 | 14 | 9 | 2 | 35 | 46 | 0.49 | 0.59 | 8.35 | 5.89 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| M55 to M6 EB Entry Ramp | Northbound | 245 | 65 | 35 | 345 | 242 | 65 | 41 | 348 | 0.20 | 0.03 | 1.04 | 0.16 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway Underpass_EB | Eastbound | 204 | 50 | 15 | 269 | 192 | 29 | 18 | 239 | 0.82 | 3.38 | 0.80 | 1.85 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Eastway Underpass_WB | Westbound | 412 | 95 | 30 | 537 | 408 | 96 | 32 | 537 | 0.21 | 0.15 | 0.43 | 0.02 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| D'urton Ln @ Eastway_EB | Eastbound | 68 | 7 | 0 | 75 | 116 | 21 | 9 | 146 | 4.97 | 3.80 | 4.34 | 6.78 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| D'urton Ln @ Eastway_WB | Westbound | 72 | 7 | 1 | 80 | 194 | 23 | 9 | 226 | 10.59 | 4.14 | 3.55 | 11.81 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| A6_SB | Southbound | 459 | 66 | 33 | 558 | 515 | 52 | 38 | 605 | 2.54 | 1.87 | 0.85 | 1.94 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6_NB | Northbound | 465 | 73 | 34 | 572 | 525 | 61 | 36 | 622 | 2.69 | 1.48 | 0.33 | 2.04 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just south of M55_NB | Northbound | 902 | 198 | 72 | 1,172 | 951 | 168 | 88 | 1,207 | 1.61 | 2.18 | 1.75 | 1.02 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 just south of M55_SB | Southbound | 924 | 192 | 87 | 1,203 | 961 | 152 | 95 | 1,208 | 1.22 | 3.07 | 0.83 | 0.14 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **Total** | | **29524** | | | | **30272** | | | | **92%** | **89%** | **90%** | **79%** | **97%** | **95%** | **100%** | **94%** | **97%** | **95%** | **100%** | **95%** |

# Appendix C Link Flow Validation

### AM Peak

| Location | Direction | Observed AM | | | | Modelled AM | | | | GEH | | | | Criteria 1 | | | | GEH or Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| A6 at Lightfoot Ln_SB | Southbound | 1,095 | 47 | 18 | 1,160 | 1,182 | 36 | 18 | 1,237 | 2.59 | 1.65 | 0.01 | 2.21 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 at Lightfoot Ln_NB | Northbound | 613 | 66 | 19 | 698 | 591 | 40 | 25 | 656 | 0.92 | 3.51 | 1.34 | 1.60 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 @Fairways Ave_EB | Eastbound | 128 | 8 | 2 | 138 | 208 | 17 | 5 | 231 | 6.20 | 2.58 | 1.58 | 6.82 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 @Fairways Ave_WB | Westbound | 193 | 11 | 4 | 208 | 202 | 23 | 6 | 231 | 0.67 | 2.93 | 0.69 | 1.55 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411_SB | Southbound | 380 | 21 | 5 | 406 | 300 | 22 | 3 | 324 | 4.34 | 0.15 | 1.10 | 4.27 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411_NB | Northbound | 184 | 29 | 3 | 216 | 275 | 12 | 2 | 289 | 6.02 | 3.75 | 0.65 | 4.61 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 west of A6_EB | Eastbound | 208 | 38 | 19 | 265 | 283 | 36 | 15 | 334 | 4.78 | 0.29 | 0.95 | 4.00 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 west of A6_WB | Westbound | 209 | 32 | 11 | 252 | 264 | 24 | 6 | 294 | 3.59 | 1.56 | 1.53 | 2.57 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| The Ave @ Nook Ln_EB | Eastbound | 299 | 38 | 21 | 358 | 237 | 10 | 5 | 252 | 3.82 | 5.74 | 4.26 | 6.07 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| The Ave @ Nook Ln_WB | Westbound | 347 | 48 | 20 | 415 | 368 | 53 | 49 | 470 | 1.11 | 0.75 | 4.89 | 2.61 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Road_SB | Southbound | 429 | 21 | 19 | 469 | 598 | 52 | 35 | 686 | 7.46 | 5.19 | 3.14 | 9.03 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| Garstang Road_NB | Northbound | 470 | 91 | 17 | 578 | 551 | 78 | 36 | 665 | 3.57 | 1.38 | 3.63 | 3.48 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411 @ Hollowforth Ln_SB | Southbound | 161 | 15 | 3 | 179 | 246 | 21 | 5 | 272 | 5.97 | 1.46 | 0.94 | 6.20 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411 @ Hollowforth Ln_NB | Northbound | 148 | 26 | 2 | 176 | 218 | 21 | 3 | 242 | 5.14 | 1.09 | 0.83 | 4.54 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bilsborro Ln_EB | Eastbound | 49 | 6 | 0 | 55 | 77 | 4 | 3 | 83 | 3.50 | 1.02 | 2.35 | 3.40 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bilsborro Ln_WB | Westbound | 85 | 2 | 0 | 87 | 67 | 6 | 12 | 84 | 2.10 | 1.85 | 4.83 | 0.32 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **Total** | | **4998** | | | | **5666** | | | | **69%** | **88%** | **100%** | **75%** | **94%** | **100%** | **100%** | **88%** | **94%** | **100%** | **100%** | **88%** |

### PM Peak

| Location | Direction | Observed PM | | | | Modelled PM | | | | GEH | | | | Criteria 1 | | | | GEH or Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| A6 at Lightfoot Ln_SB | Southbound | 909 | 47 | 1 | 957 | 1,052 | 56 | 11 | 1,119 | 4.57 | 1.22 | 4.15 | 5.03 | × | ✓ | ✓ | × | ✓ | ✓ | ✓ | × |
| A6 at Lightfoot Ln_NB | Northbound | 907 | 66 | 7 | 980 | 921 | 61 | 14 | 995 | 0.45 | 0.69 | 2.13 | 0.48 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 @Fairways Ave_EB | Eastbound | 141 | 8 | 0 | 149 | 209 | 19 | 3 | 231 | 5.12 | 3.01 | 2.38 | 5.92 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 @Fairways Ave_WB | Westbound | 155 | 11 | 2 | 168 | 144 | 9 | 3 | 156 | 0.87 | 0.75 | 0.89 | 0.91 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411_SB | Southbound | 188 | 21 | 1 | 210 | 176 | 18 | 2 | 196 | 0.89 | 0.76 | 0.78 | 1.01 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411_NB | Northbound | 211 | 29 | 1 | 241 | 180 | 12 | 1 | 194 | 2.24 | 3.63 | 0.43 | 3.21 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 west of A6_EB | Eastbound | 249 | 31 | 11 | 291 | 362 | 25 | 5 | 393 | 6.49 | 1.04 | 1.98 | 5.53 | × | ✓ | ✓ | × | × | ✓ | ✓ | × |
| B5269 west of A6_WB | Westbound | 221 | 41 | 2 | 264 | 195 | 20 | 1 | 216 | 1.81 | 3.78 | 0.54 | 3.08 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| The Ave @ Nook Ln_EB | Eastbound | 390 | 23 | 4 | 417 | 313 | 20 | 10 | 343 | 4.10 | 0.73 | 2.23 | 3.82 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| The Ave @ Nook Ln_WB | Westbound | 396 | 35 | 9 | 440 | 295 | 150 | 65 | 510 | 5.41 | 11.92 | 9.24 | 3.22 | × | × | ✓ | ✓ | × | × | ✓ | ✓ |
| Garstang Road_SB | Southbound | 546 | 21 | 3 | 570 | 605 | 71 | 5 | 682 | 2.48 | 7.37 | 1.01 | 4.46 | ✓ | ✓ | ✓ | × | ✓ | ✓ | ✓ | ✓ |
| Garstang Road_NB | Northbound | 630 | 91 | 22 | 743 | 699 | 62 | 21 | 782 | 2.68 | 3.38 | 0.15 | 1.40 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411 @ Hollowforth Ln_SB | Southbound | 146 | 12 | 2 | 160 | 173 | 16 | 2 | 192 | 2.17 | 1.10 | 0.08 | 2.39 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411 @ Hollowforth Ln_NB | Northbound | 168 | 20 | 0 | 188 | 214 | 19 | 4 | 238 | 3.35 | 0.23 | 2.92 | 3.40 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bilsborro Ln_EB | Eastbound | 102 | 2 | 0 | 104 | 55 | 3 | 2 | 60 | 5.26 | 0.52 | 1.78 | 4.89 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bilsborro Ln_WB | Westbound | 69 | 3 | 0 | 72 | 64 | 6 | 4 | 74 | 0.57 | 1.52 | 2.74 | 0.27 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **Total** | | **5428** | **461** | | | **5659** | **566** | | | **75%** | **88%** | **94%** | **81%** | **81%** | **94%** | **100%** | **81%** | **88%** | **94%** | **100%** | **88%** |

### Inter Peak

| Location | Direction | Observed IP | | | | Modelled IP | | | | GEH | | | | Criteria 1 | | | | GEH or Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| A6 at Lightfoot Ln_SB | Southbound | 779 | 87 | 24 | 890 | 745 | 83 | 73 | 902 | 1.22 | 0.43 | 7.08 | 0.39 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| A6 at Lightfoot Ln_NB | Northbound | 665 | 132 | 22 | 819 | 623 | 107 | 77 | 807 | 1.64 | 2.30 | 7.84 | 0.40 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 @Fairways Ave_EB | Eastbound | 106 | 15 | 3 | 124 | 101 | 14 | 29 | 144 | 0.52 | 0.31 | 6.56 | 1.72 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 @Fairways Ave_WB | Westbound | 84 | 26 | 4 | 114 | 81 | 14 | 27 | 122 | 0.35 | 2.71 | 5.84 | 0.71 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411_SB | Southbound | 68 | 10 | 3 | 81 | 98 | 8 | 9 | 115 | 3.33 | 0.82 | 2.49 | 3.45 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411_NB | Northbound | 67 | 14 | 4 | 85 | 83 | 12 | 5 | 100 | 1.81 | 0.43 | 0.54 | 1.58 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 west of A6_EB | Eastbound | 160 | 39 | 12 | 211 | 182 | 33 | 30 | 245 | 1.70 | 0.95 | 3.86 | 2.26 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5269 west of A6_WB | Westbound | 169 | 39 | 12 | 220 | 160 | 32 | 27 | 219 | 0.68 | 1.22 | 3.46 | 0.04 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| The Ave @ Nook Ln_EB | Eastbound | 275 | 39 | 18 | 332 | 309 | 23 | 15 | 346 | 1.98 | 2.97 | 0.69 | 0.79 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| The Ave @ Nook Ln_WB | Westbound | 278 | 35 | 18 | 331 | 295 | 35 | 22 | 353 | 1.00 | 0.07 | 0.99 | 1.18 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Road_SB | Southbound | 436 | 85 | 39 | 560 | 517 | 58 | 39 | 615 | 3.72 | 3.16 | 0.04 | 2.26 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Garstang Road_NB | Northbound | 460 | 95 | 41 | 596 | 529 | 63 | 43 | 635 | 3.12 | 3.66 | 0.30 | 1.56 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411 @ Hollowforth Ln_SB | Southbound | 71 | 16 | 3 | 90 | 111 | 19 | 9 | 139 | 4.16 | 0.80 | 2.38 | 4.56 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| B5411 @ Hollowforth Ln_NB | Northbound | 80 | 17 | 6 | 103 | 91 | 9 | 7 | 108 | 1.23 | 2.21 | 0.54 | 0.47 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bilsborro Ln_EB | Eastbound | 49 | 9 | 2 | 60 | 25 | 4 | 5 | 34 | 3.89 | 1.86 | 1.45 | 3.77 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bilsborro Ln_WB | Westbound | 53 | 5 | 1 | 59 | 50 | 9 | 12 | 71 | 0.45 | 1.58 | 4.21 | 1.43 | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **Total** | | **3800** | | | | **4001** | | | | **100%** | **100%** | **75%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** |

# Appendix D Screenline Calibration

### AM Peak

| Screenline | Direction | No. links | Observed AM | | | | Modelled AM | | | | Total GEH | | | | % Links GEH < 5 | | | | % Links Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| South of Broughton | NB/EB | 6 | 1,697 | 144 | 40 | 1,881 | 1,748 | 180 | 57 | 1,985 | 1.24 | 2.81 | 2.47 | 2.37 | 67% | 67% | 67% | 67% | 67% | 100% | 100% | 67% |
| South of Broughton | WB/SB | 6 | 2,174 | 224 | 53 | 2,451 | 2,579 | 210 | 66 | 2,854 | 8.31 | 0.96 | 1.63 | 7.83 | 33% | 100% | 100% | 67% | 67% | 100% | 100% | 67% |
| East of A6 | NB/EB | 12 | 209 | 24 | 10 | 243 | 298 | 34 | 15 | 348 | 5.60 | 1.90 | 1.44 | 6.09 | 50% | 100% | 100% | 50% | 100% | 100% | 100% | 100% |
| East of A6 | WB/SB | 12 | 163 | 23 | 8 | 194 | 252 | 29 | 7 | 288 | 6.15 | 1.16 | 0.21 | 6.05 | 50% | 100% | 100% | 50% | 100% | 100% | 100% | 100% |
| West of A6 | NB/EB | 11 | 248 | 29 | 4 | 281 | 265 | 23 | 6 | 294 | 1.06 | 1.13 | 0.85 | 0.77 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| West of A6 | WB/SB | 11 | 328 | 44 | 3 | 375 | 311 | 37 | 6 | 354 | 0.95 | 1.12 | 1.54 | 1.09 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| North of Broughton | NB/EB | 1 | 470 | 91 | 17 | 578 | 551 | 78 | 36 | 665 | 3.57 | 1.38 | 3.63 | 3.48 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| North of Broughton | WB/SB | 1 | 429 | 21 | 19 | 469 | 598 | 52 | 35 | 686 | 7.46 | 5.19 | 3.14 | 9.03 | 0% | 0% | 100% | 0% | 0% | 100% | 100% | 0% |

### PM Peak

| Screenline | Direction | No. links | Observed PM | | | | Modelled PM | | | | Total GEH | | | | % Links GEH < 5 | | | | % Links Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| South of Broughton | NB/EB | 6 | 1,767 | 143 | 16 | 1,926 | 1,910 | 160 | 46 | 2,117 | 3.34 | 1.39 | 5.45 | 4.24 | 67% | 67% | 67% | 67% | 100% | 100% | 100% | 67% |
| South of Broughton | WB/SB | 6 | 1,935 | 227 | 27 | 2,189 | 2,148 | 193 | 43 | 2,385 | 4.72 | 2.33 | 2.74 | 4.10 | 67% | 100% | 100% | 67% | 67% | 100% | 100% | 100% |
| East of A6 | NB/EB | 12 | 200 | 24 | 1 | 225 | 304 | 23 | 3 | 330 | 6.54 | 0.11 | 1.53 | 6.33 | 50% | 100% | 100% | 50% | 100% | 100% | 100% | 100% |
| East of A6 | WB/SB | 12 | 221 | 23 | 3 | 247 | 262 | 24 | 9 | 294 | 2.62 | 0.11 | 2.43 | 2.87 | 50% | 100% | 100% | 50% | 100% | 100% | 100% | 100% |
| West of A6 | NB/EB | 11 | 244 | 26 | 4 | 274 | 302 | 24 | 5 | 331 | 3.53 | 0.41 | 0.39 | 3.28 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| West of A6 | WB/SB | 11 | 210 | 22 | 0 | 232 | 207 | 15 | 4 | 226 | 0.21 | 1.53 | 2.88 | 0.37 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| North of Broughton | NB/EB | 1 | 630 | 91 | 22 | 743 | 699 | 62 | 21 | 782 | 2.68 | 3.38 | 0.15 | 1.40 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| North of Broughton | WB/SB | 1 | 546 | 21 | 3 | 570 | 605 | 71 | 5 | 682 | 2.48 | 7.37 | 1.01 | 4.46 | 100% | 0% | 100% | 100% | 100% | 100% | 100% | 0% |

### Inter Peak

| Screenline | Direction | No. links | Observed IP | | | | Modelled IP | | | | Total GEH | | | | % Links GEH < 5 | | | | % Links Criteria 1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total | Car | LGV | HGV | Total |
| South of Broughton | NB/EB | 6 | 1,038 | 215 | 75 | 1,328 | 1,165 | 197 | 106 | 1,469 | 3.83 | 1.23 | 3.28 | 3.76 | 100% | 100% | 100% | 67% | 100% | 100% | 100% | 100% |
| South of Broughton | WB/SB | 6 | 1,063 | 213 | 92 | 1,368 | 1,238 | 187 | 109 | 1,534 | 5.16 | 1.82 | 1.69 | 4.36 | 67% | 100% | 100% | 67% | 67% | 100% | 100% | 67% |
| East of A6 | NB/EB | 12 | 145 | 37 | 16 | 198 | 185 | 36 | 29 | 250 | 3.15 | 0.17 | 2.75 | 3.50 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| East of A6 | WB/SB | 12 | 150 | 42 | 22 | 214 | 160 | 34 | 28 | 222 | 0.77 | 1.24 | 1.23 | 0.55 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| West of A6 | NB/EB | 11 | 96 | 24 | 3 | 123 | 105 | 18 | 14 | 137 | 0.89 | 1.23 | 3.80 | 1.26 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| West of A6 | WB/SB | 11 | 94 | 28 | 8 | 130 | 82 | 21 | 15 | 118 | 1.28 | 1.45 | 2.11 | 1.08 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| North of Broughton | NB/EB | 1 | 460 | 95 | 41 | 596 | 529 | 63 | 43 | 635 | 3.12 | 3.66 | 0.30 | 1.56 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| North of Broughton | WB/SB | 1 | 436 | 85 | 39 | 560 | 517 | 58 | 39 | 615 | 3.72 | 3.16 | 0.04 | 2.26 | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

# Appendix E Journey Time Validation Graphs

*(Note, in all graphs, the horizontal axis shows distance in kilometres, the vertical shows time in min:sec)*

**AM Journey time**

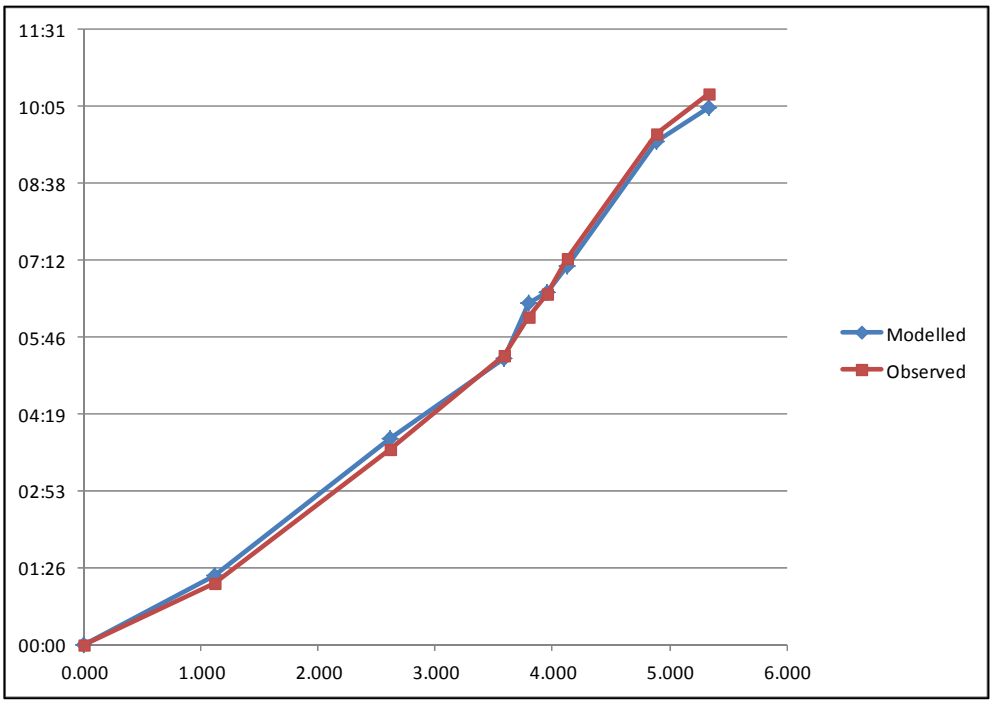



***Figure 12-A Route 101, AM***

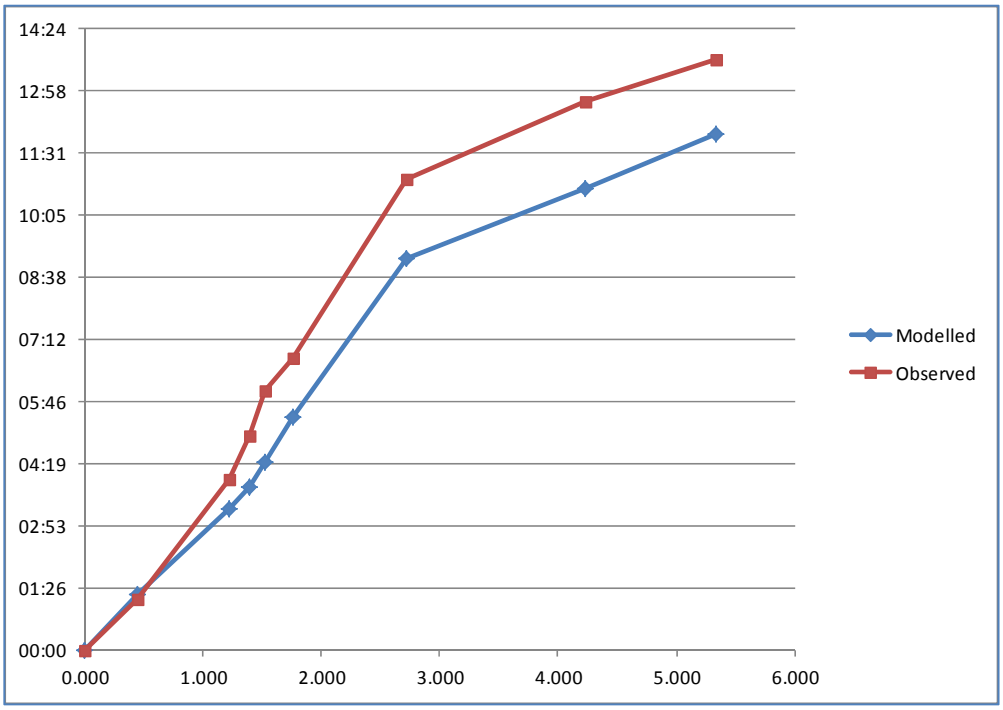



***Figure 12-B Route 102, AM***

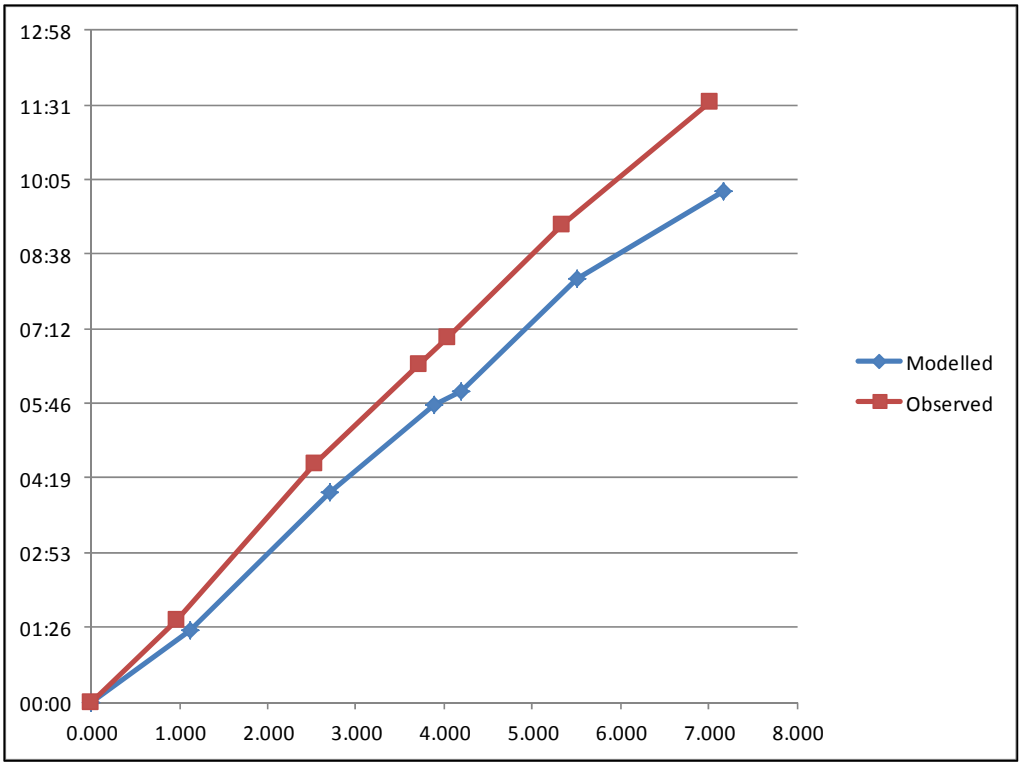



***Figure 12-C Route 201, AM***

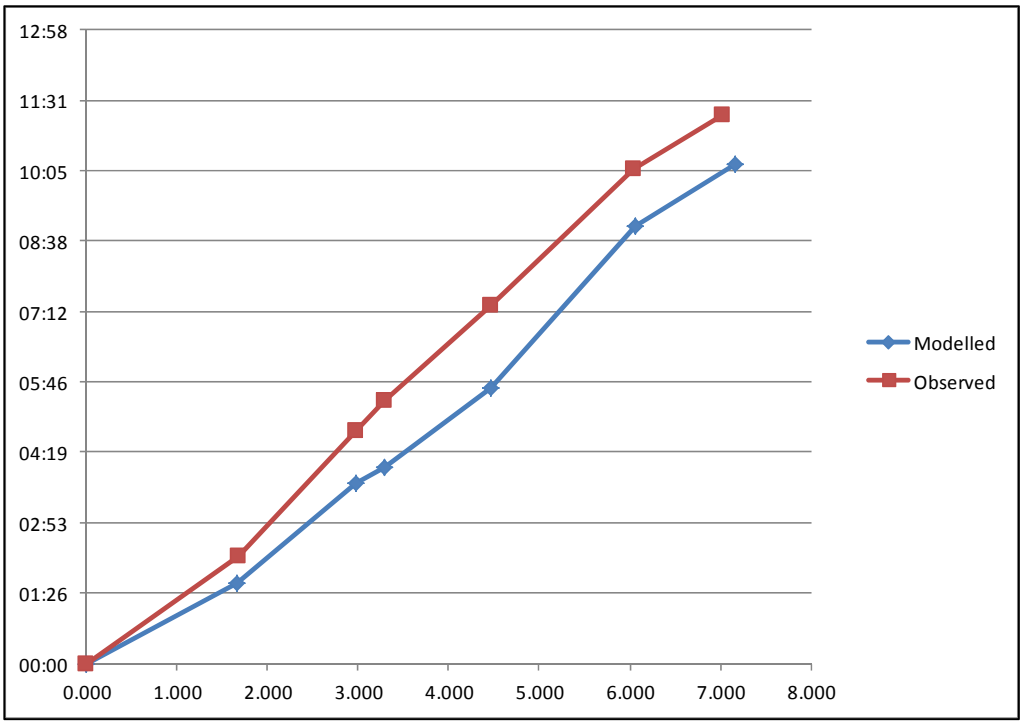



***Figure 12-D Route 202, AM***

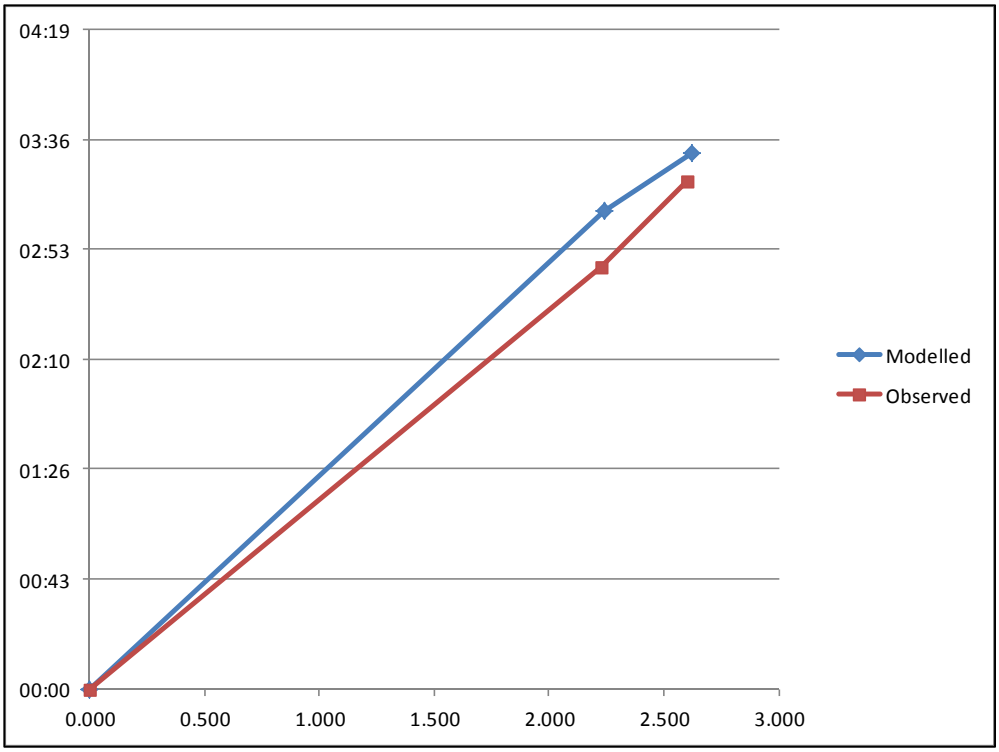



***Figure 12-E Route 301, AM***

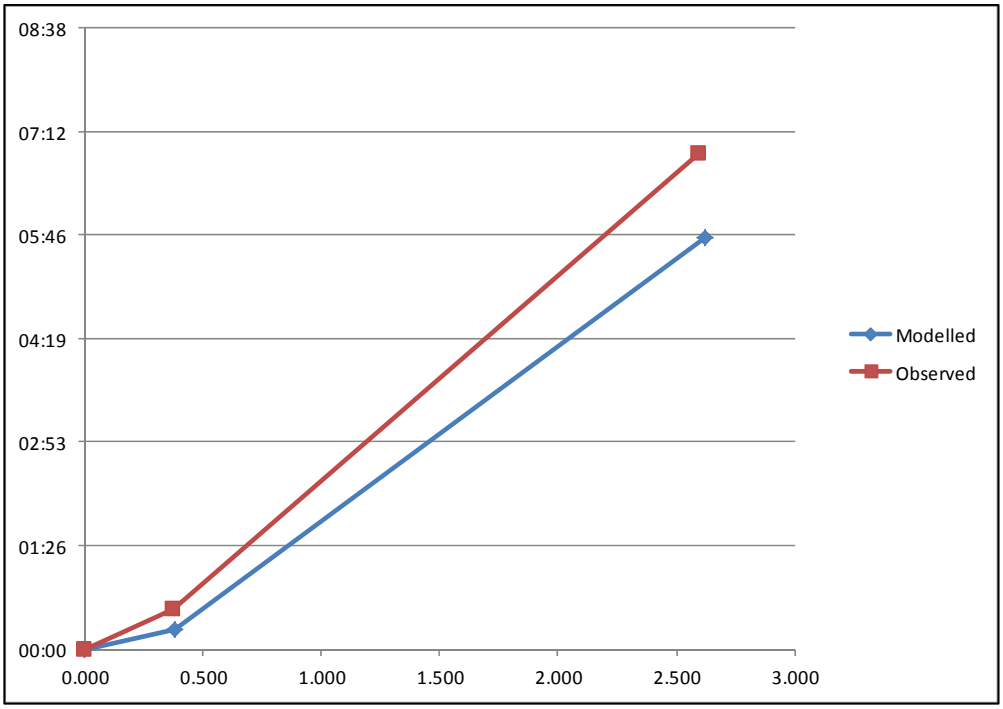



***Figure 12-F Route 302, AM***

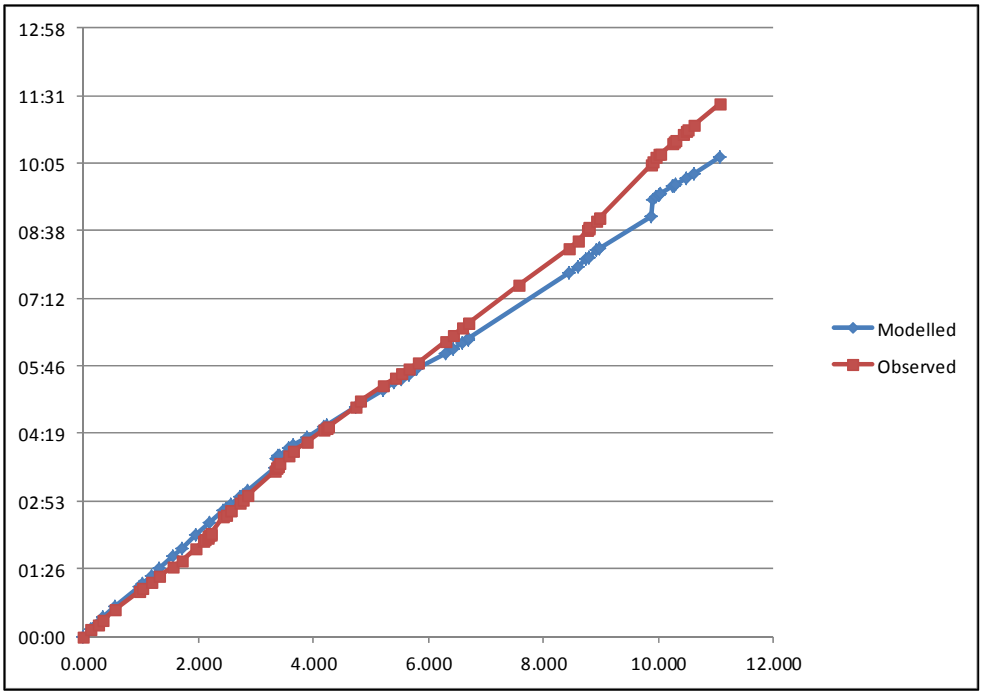



***Figure 12-G Route 401, AM***

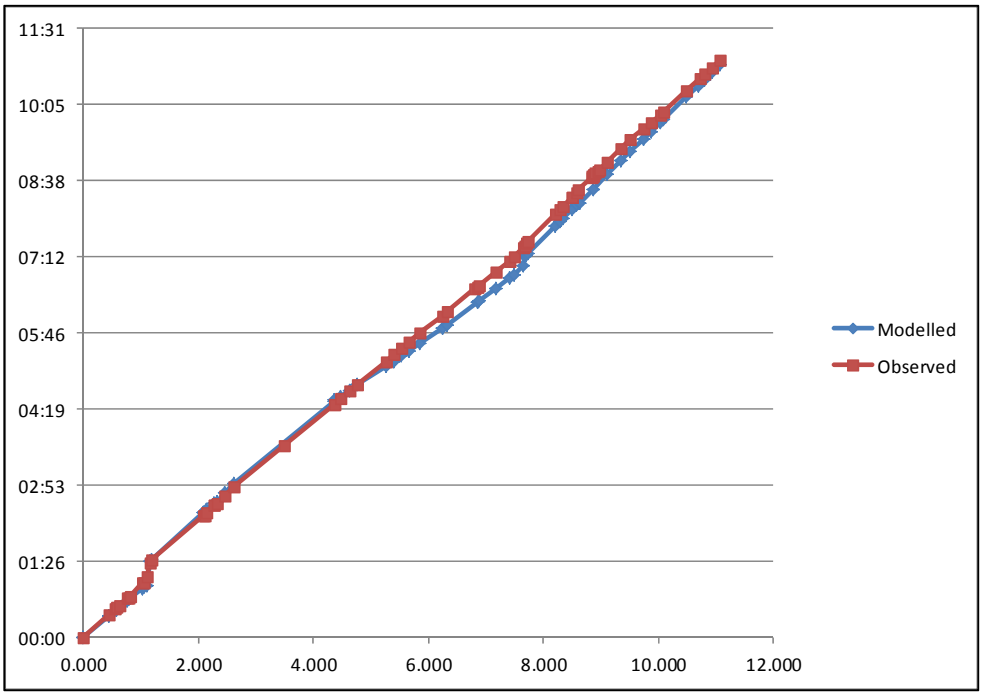



***Figure 12-H Route 402, AM***

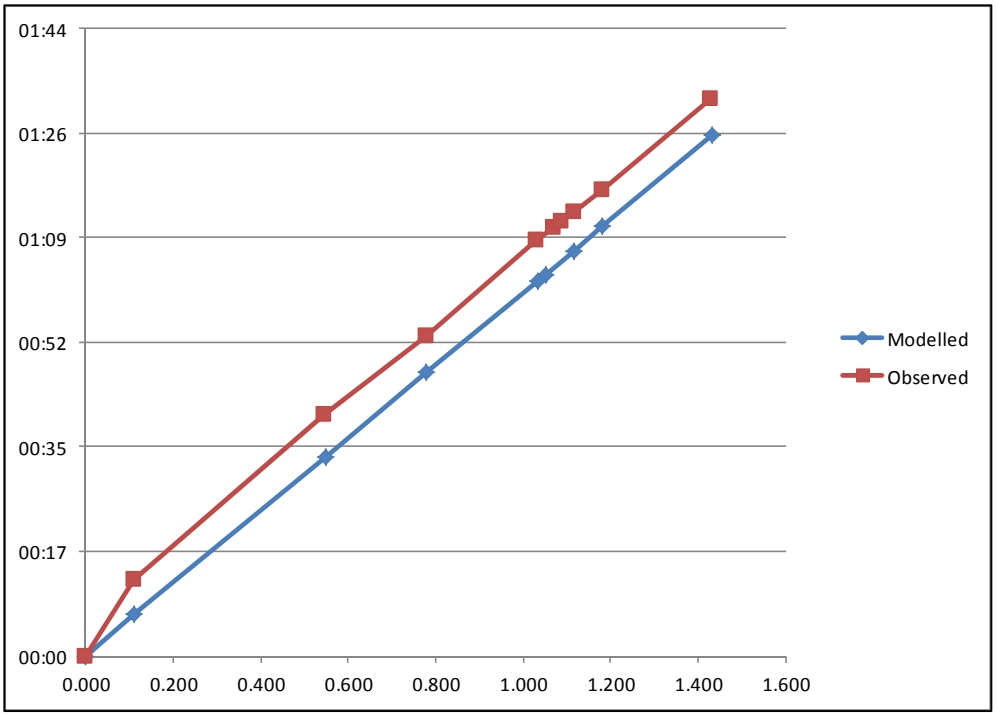



***Figure 12-I Route 501, AM***

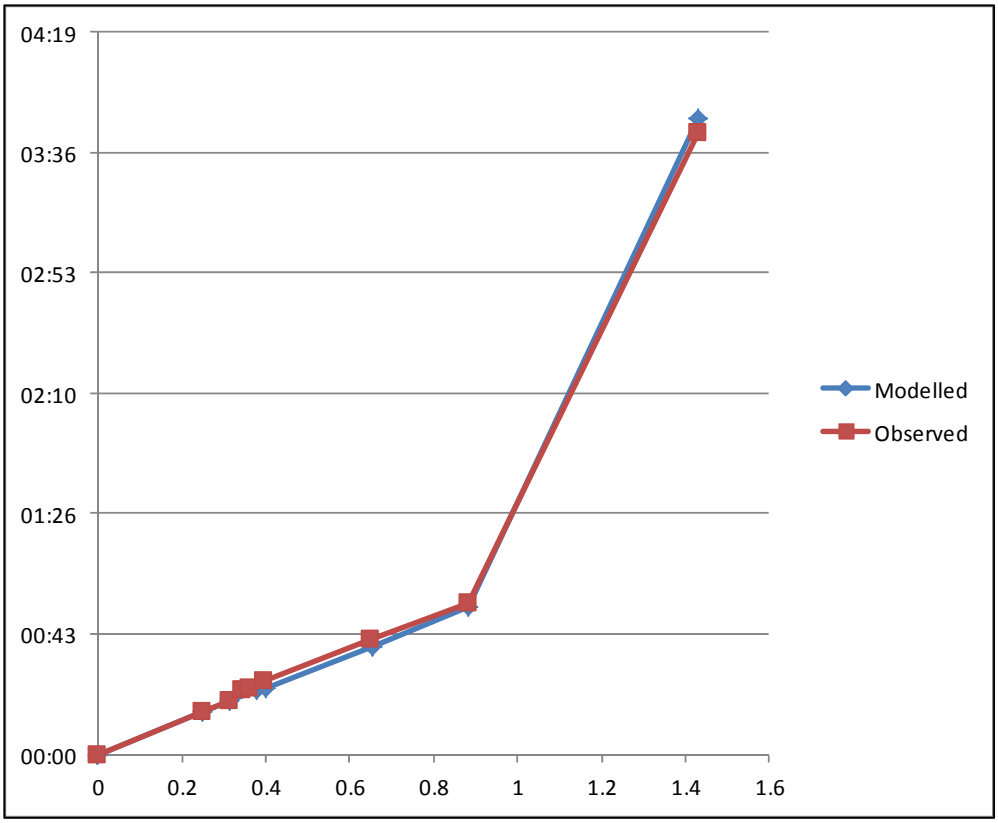



***Figure 12-J Route 502, AM***

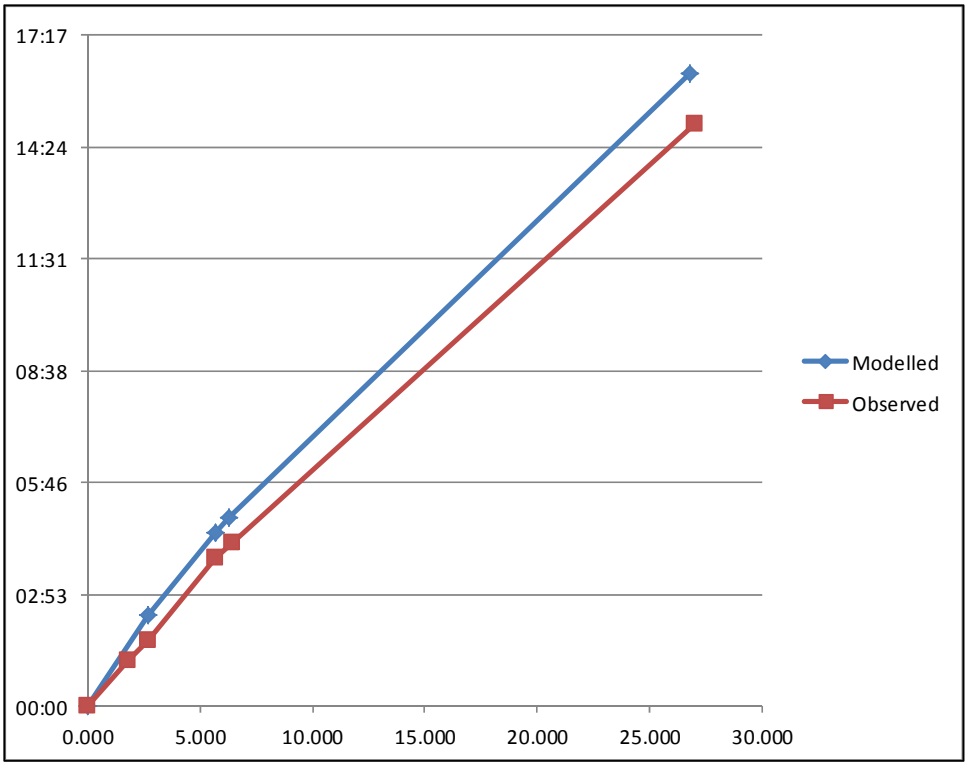



***Figure 12-K Route 601, AM***

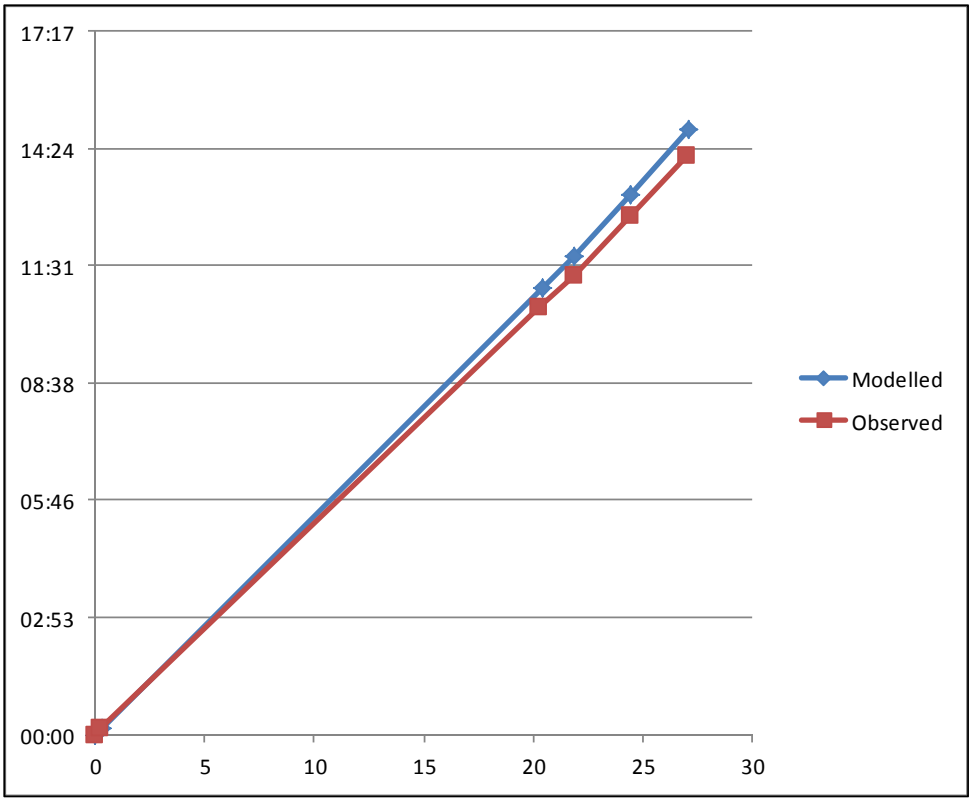



***Figure 12-L Route 602, AM***

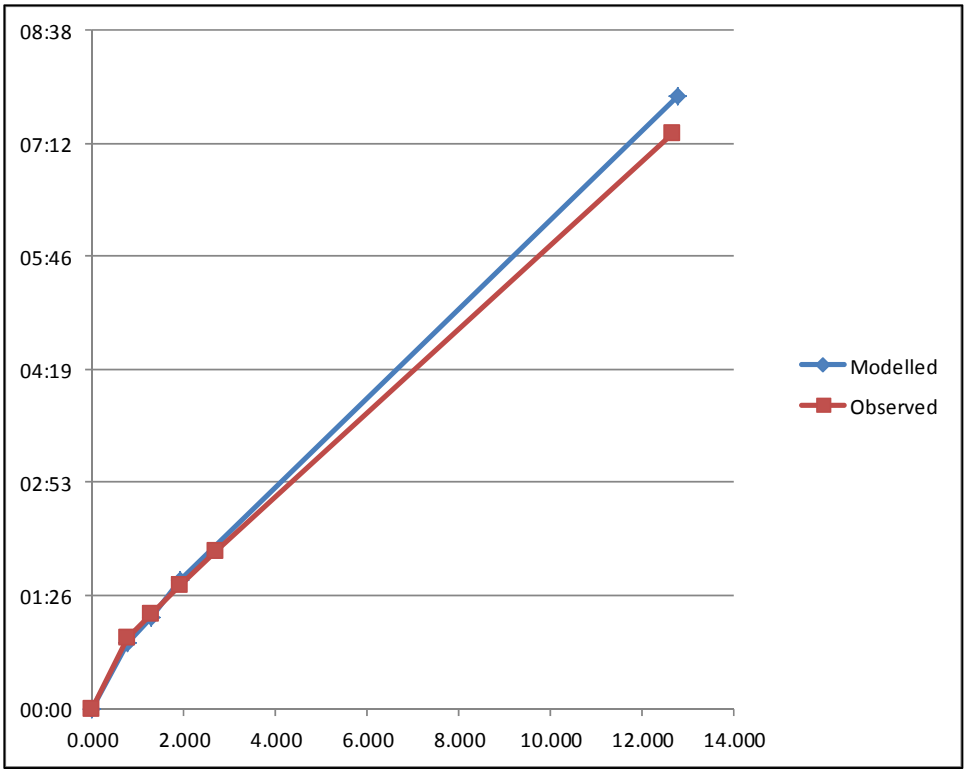



***Figure 12-M Route 701, AM***

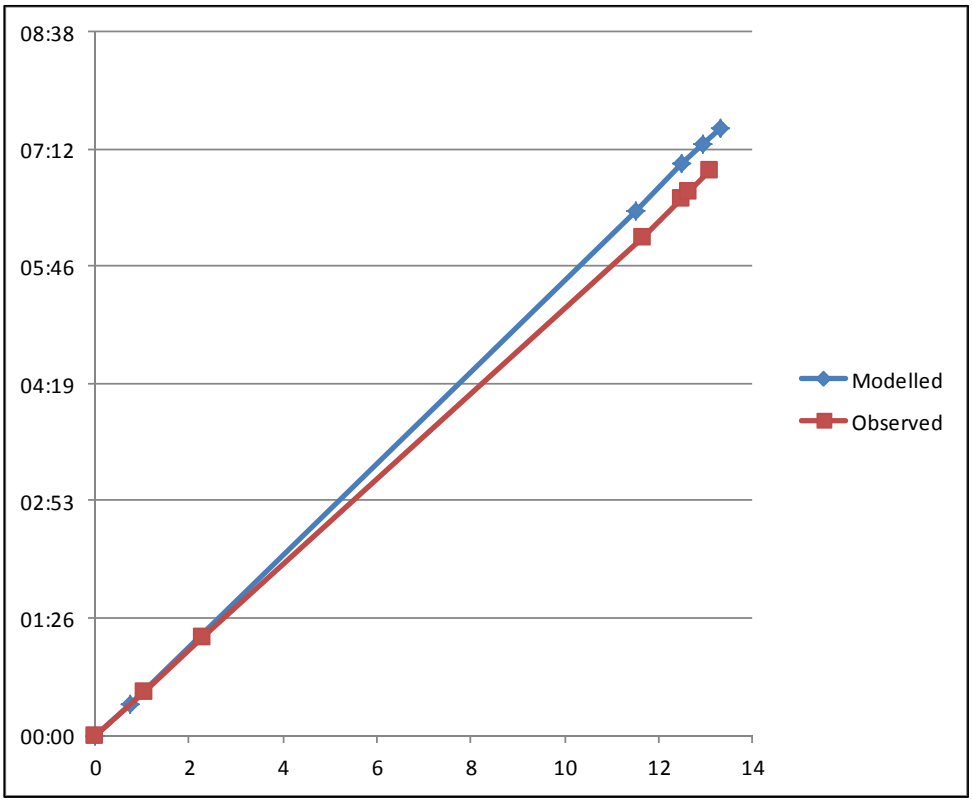



***Figure 12-N Route 702, AM***

**PM Journey Time**

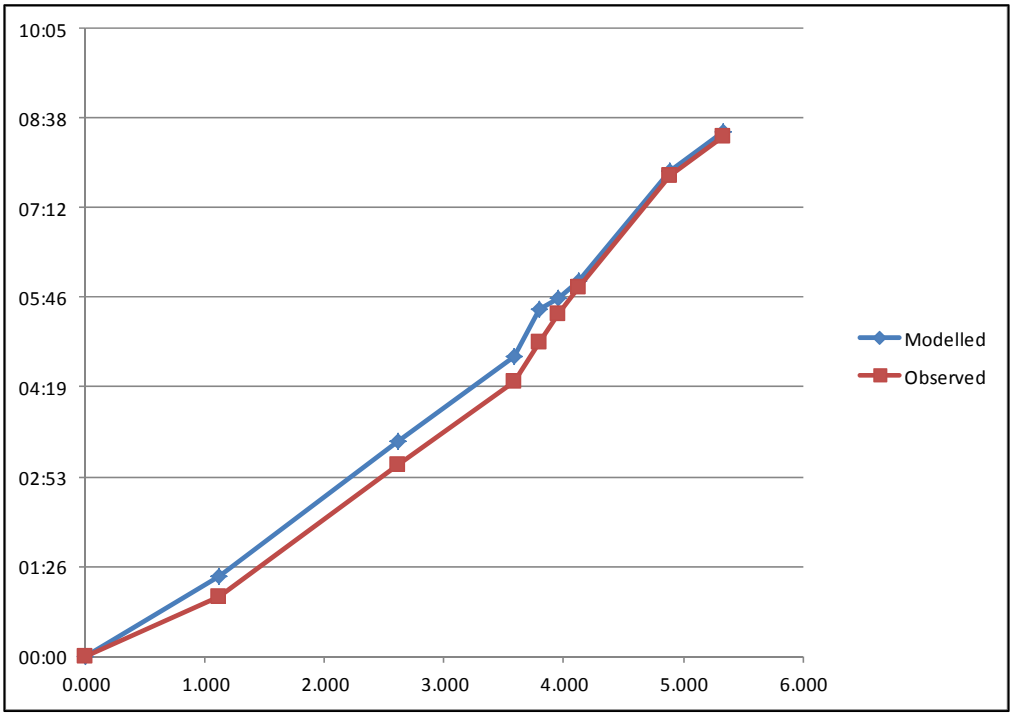



***Figure 12-O*** **Route 101, PM**

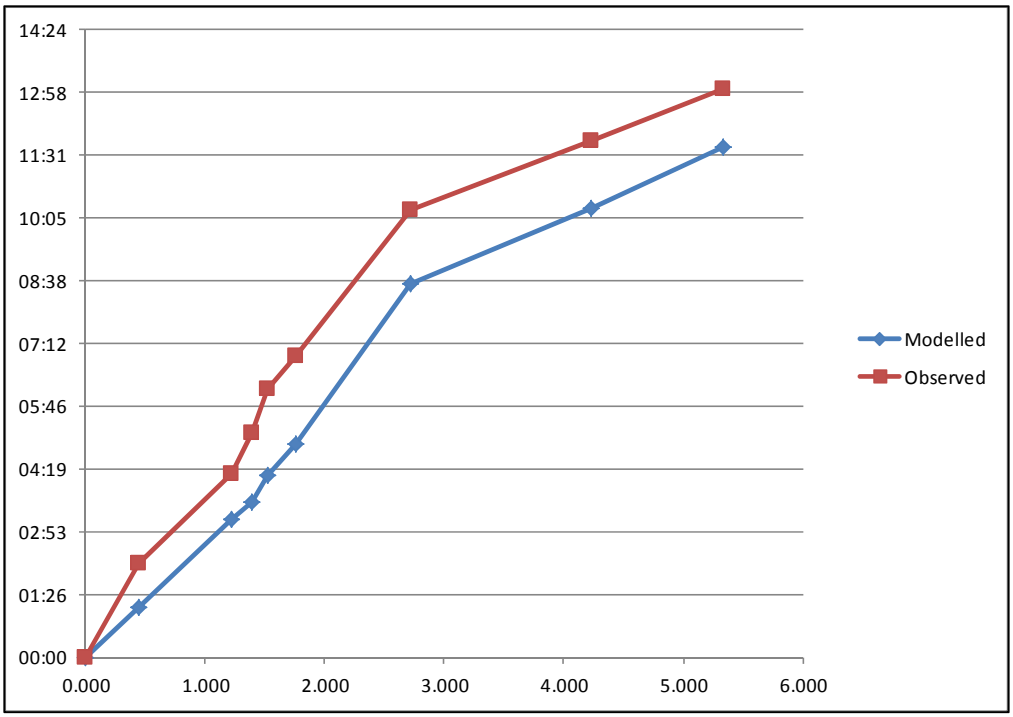



***Figure 12-P*** ***Route 102, PM***

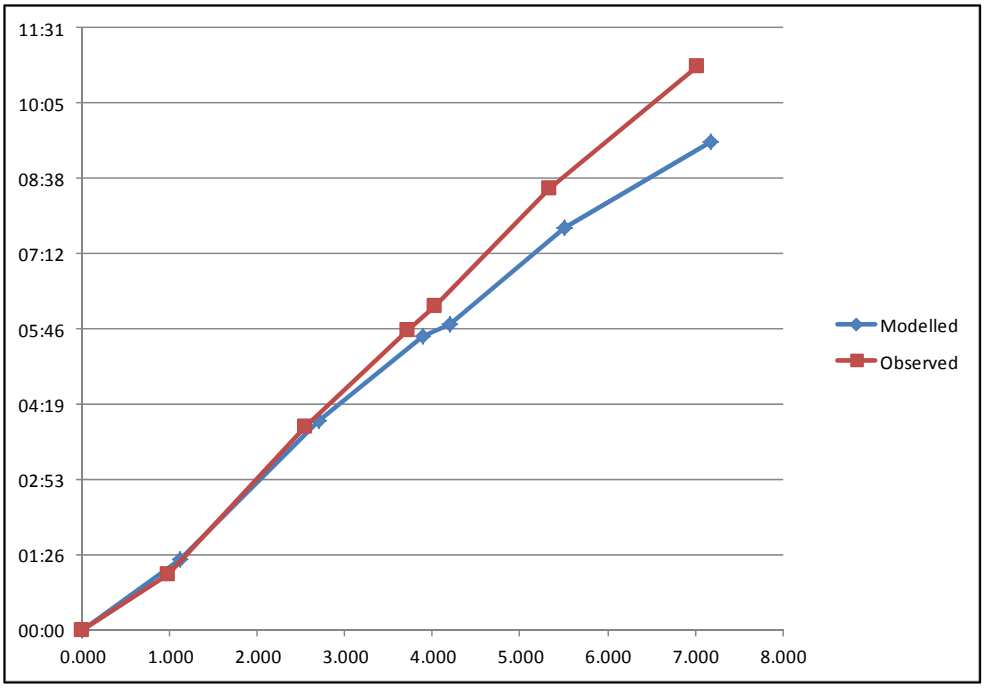



***Figure 12-Q Route 201, PM***

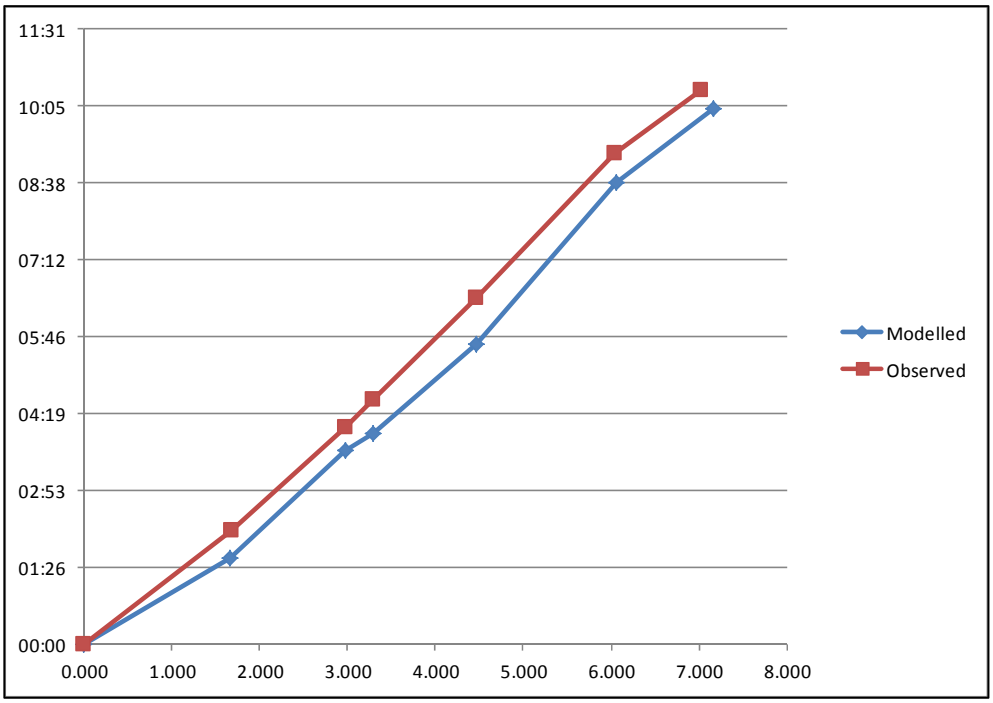



***Figure 12-R Route 202, PM***

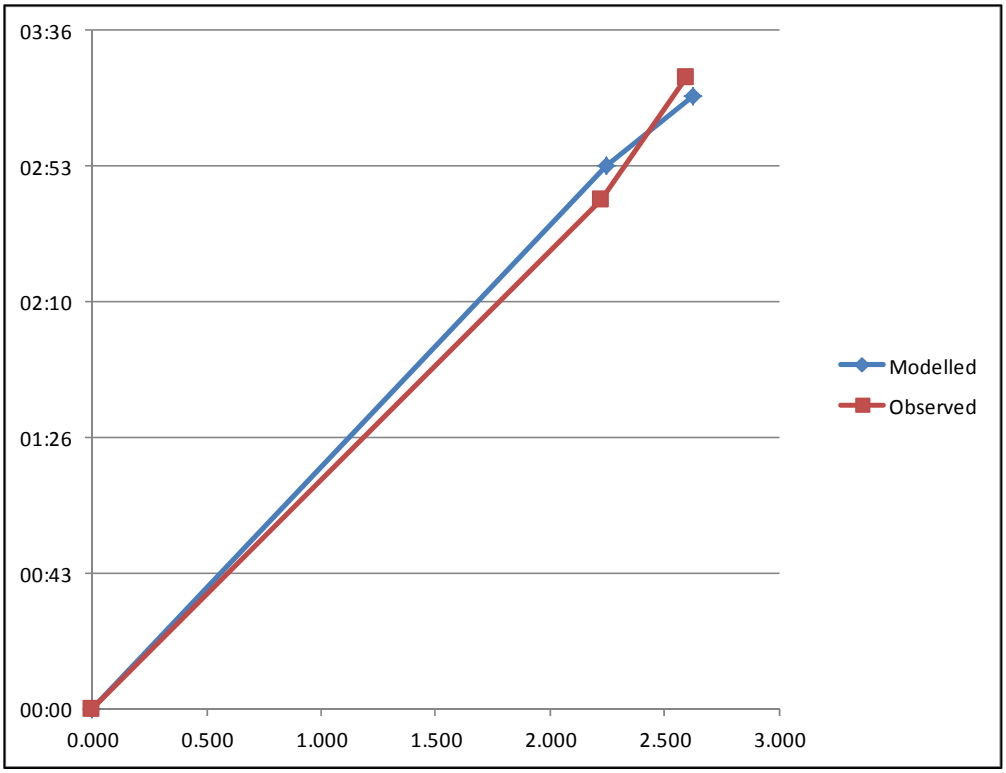



***Figure 12-S Route 301, PM***

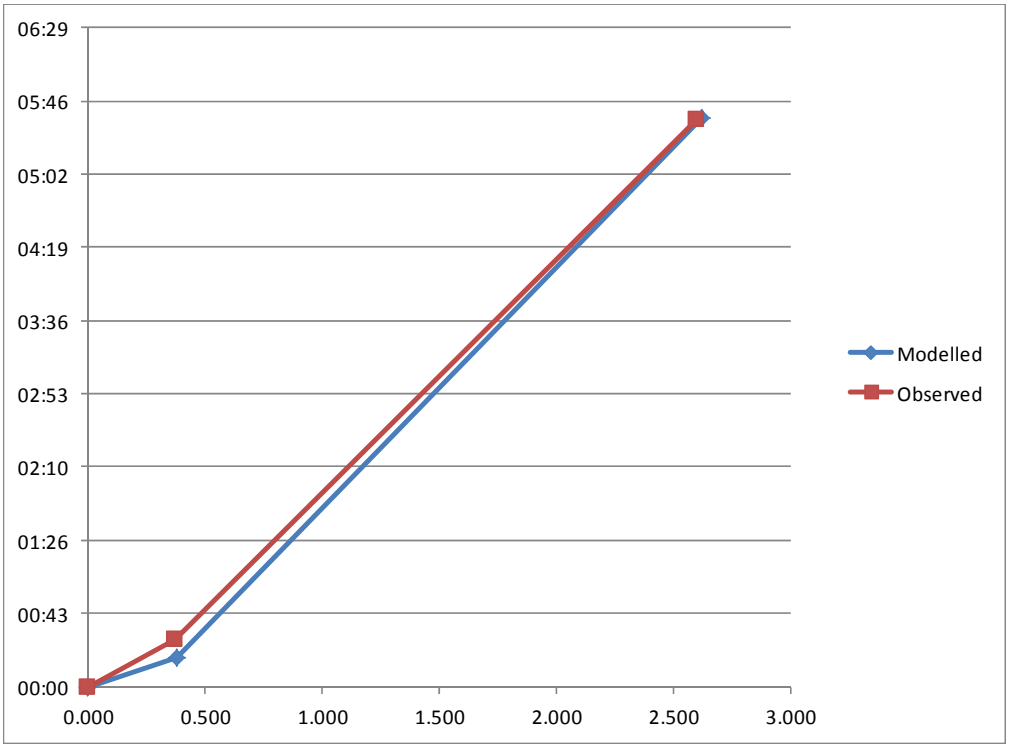



***Figure 12-T Route 302, PM***

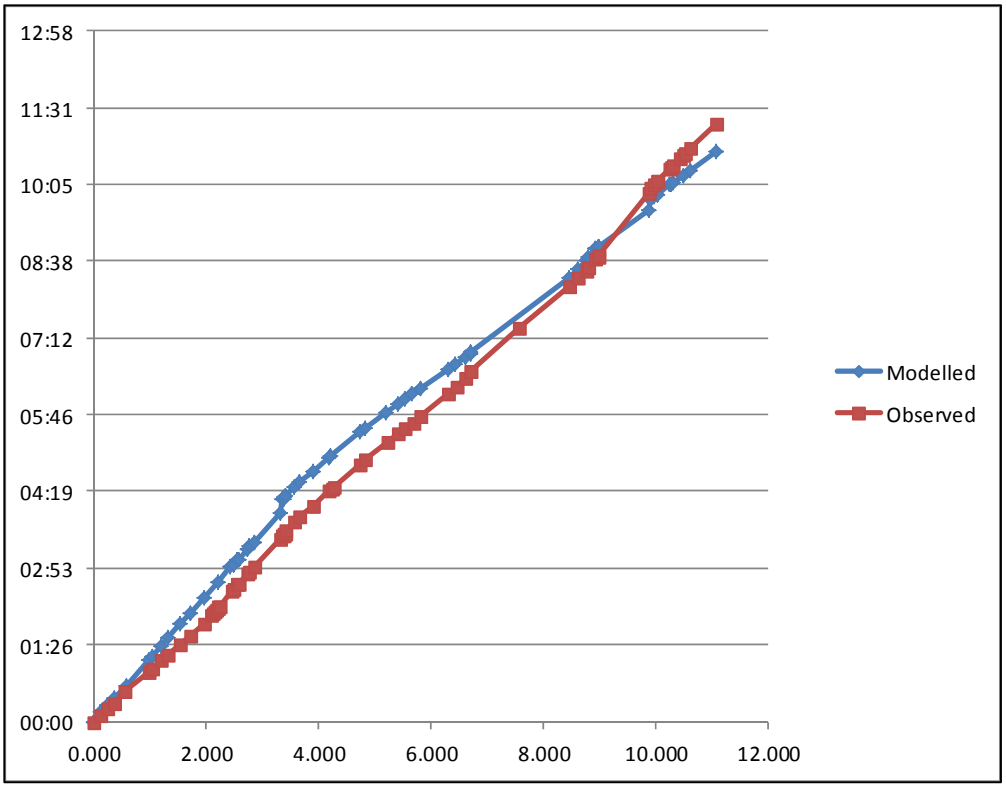



***Figure 12-U Route 401, PM***

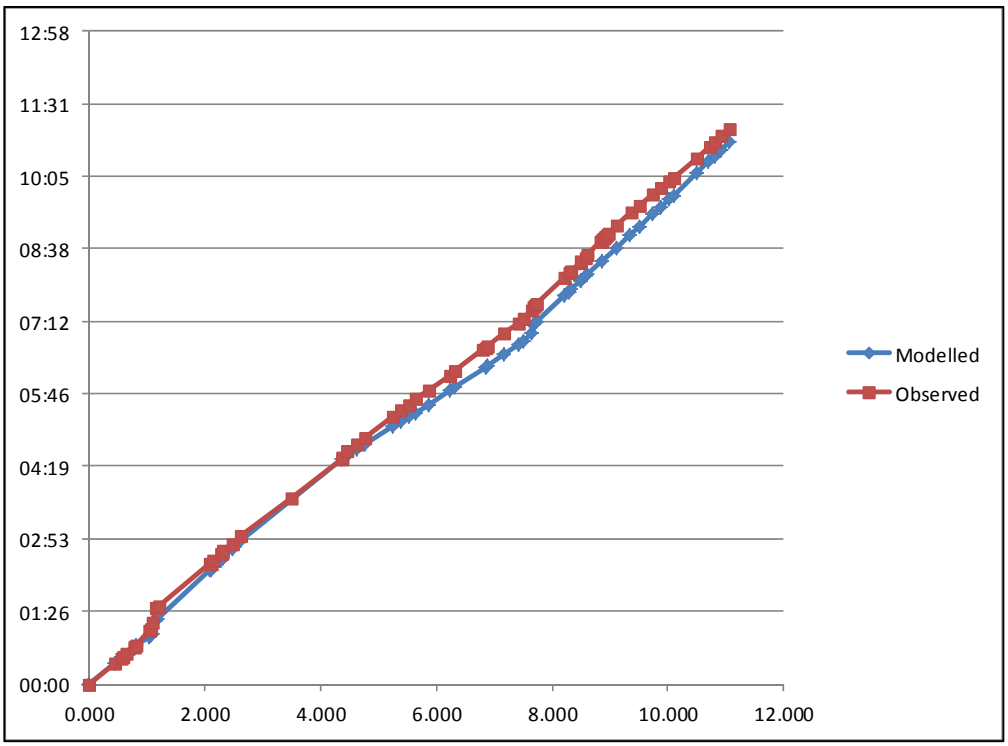



***Figure 12-V Route 402, PM***

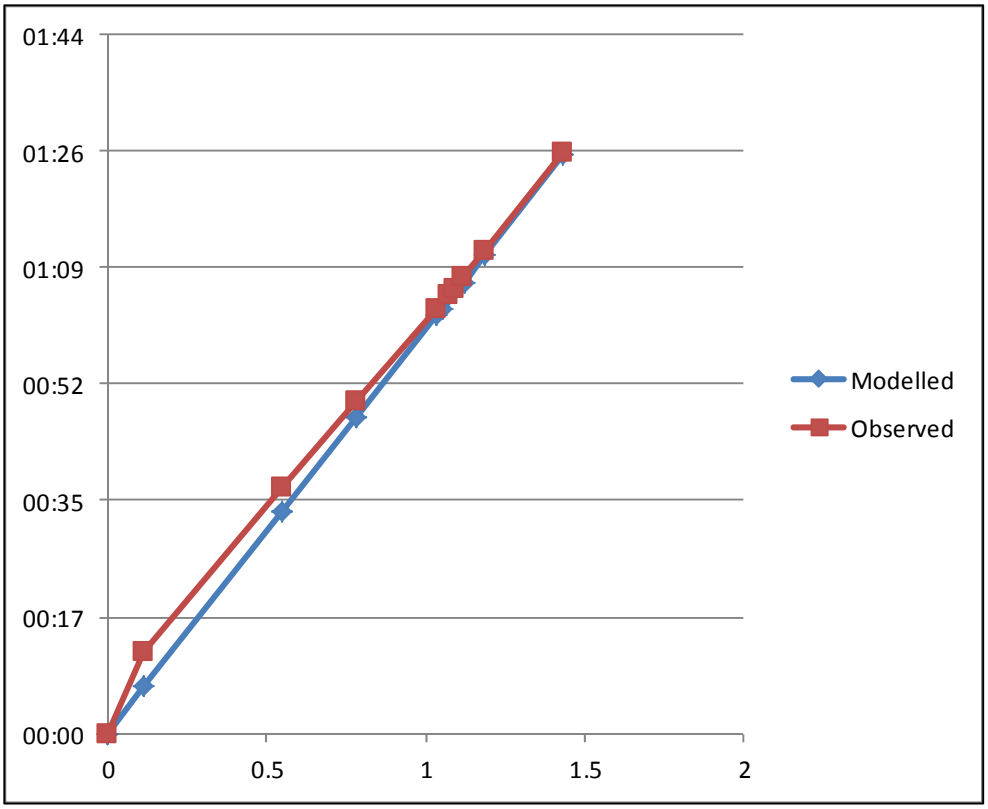



***Figure 12-W Route 501, PM***

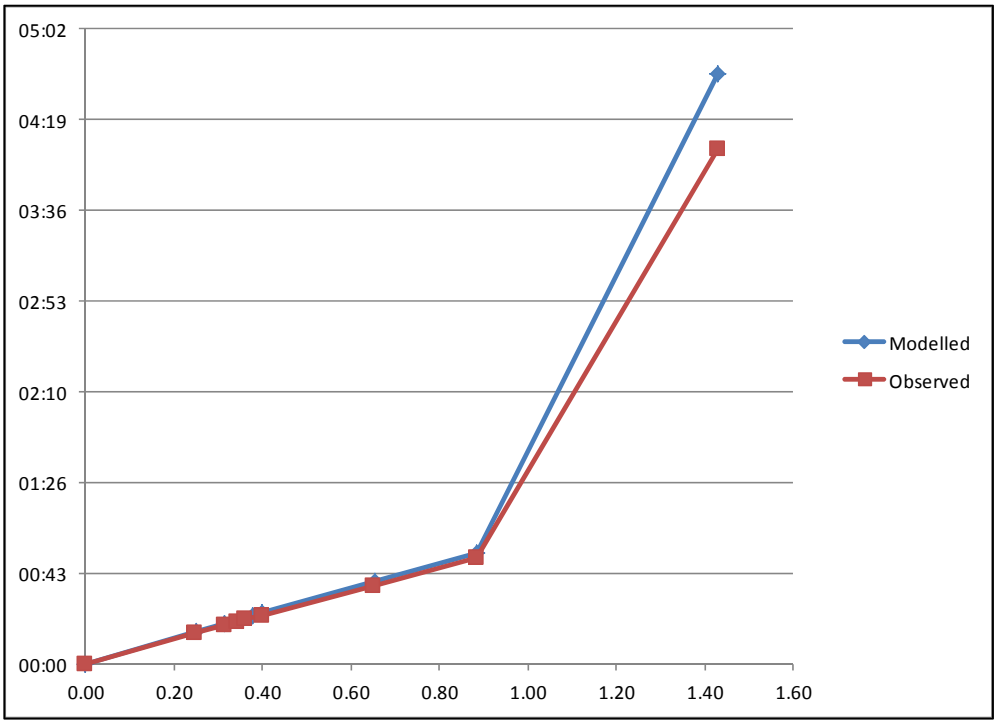



***Figure 12-X Route 502, PM***

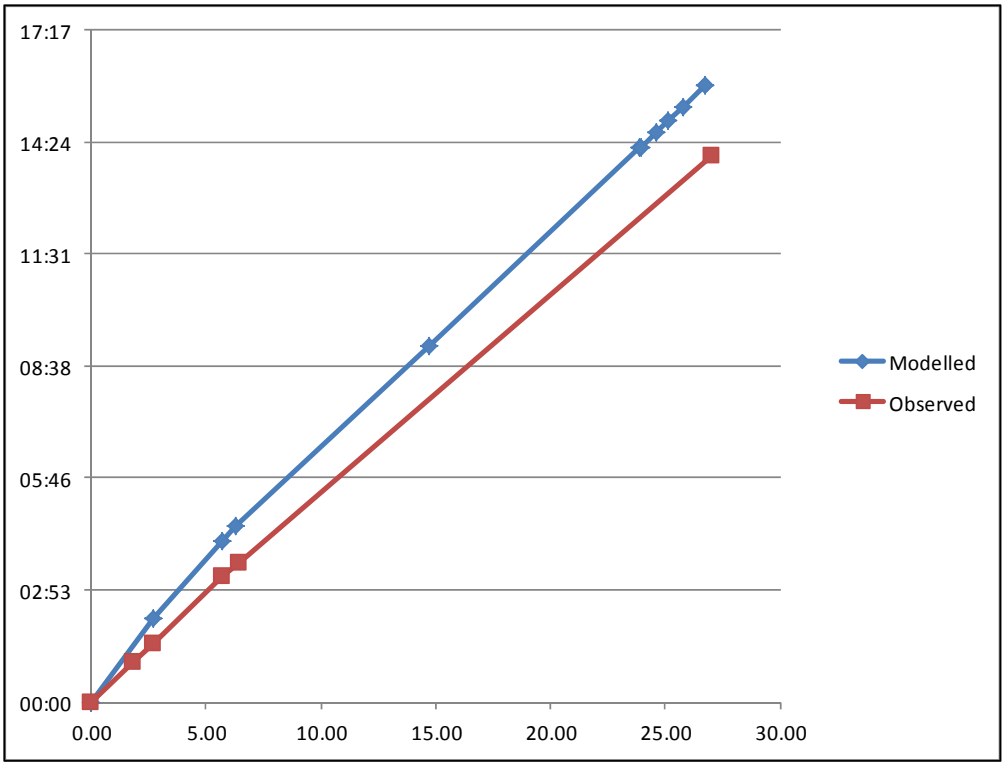



***Figure 12-Y Route 601, PM***

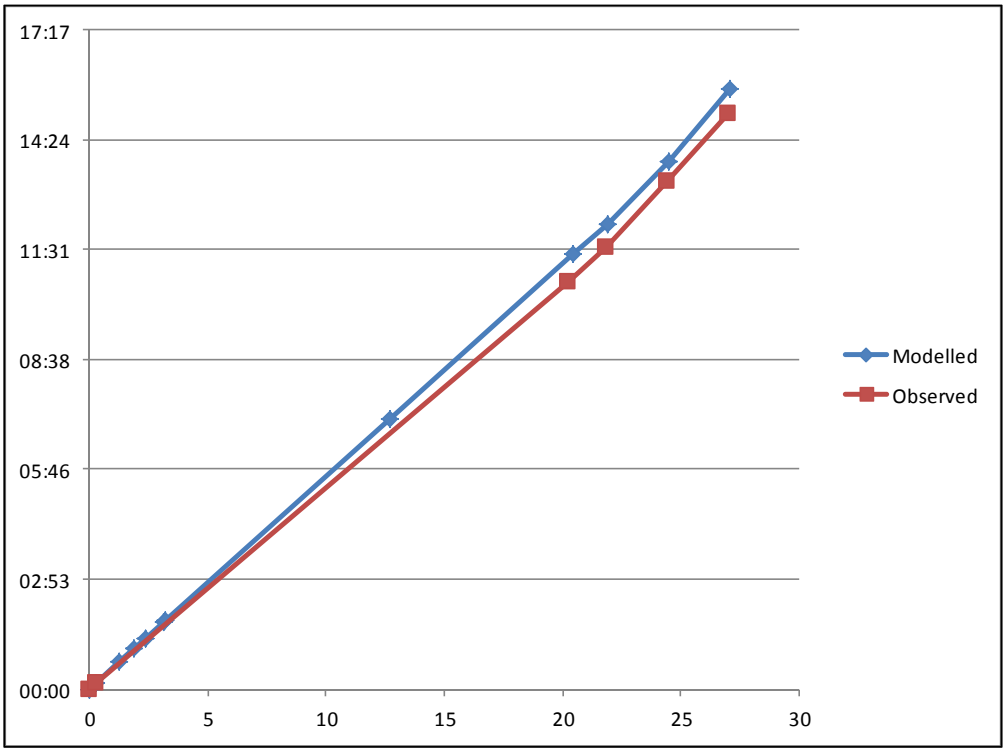



***Figure 12-Z Route 602, PM***

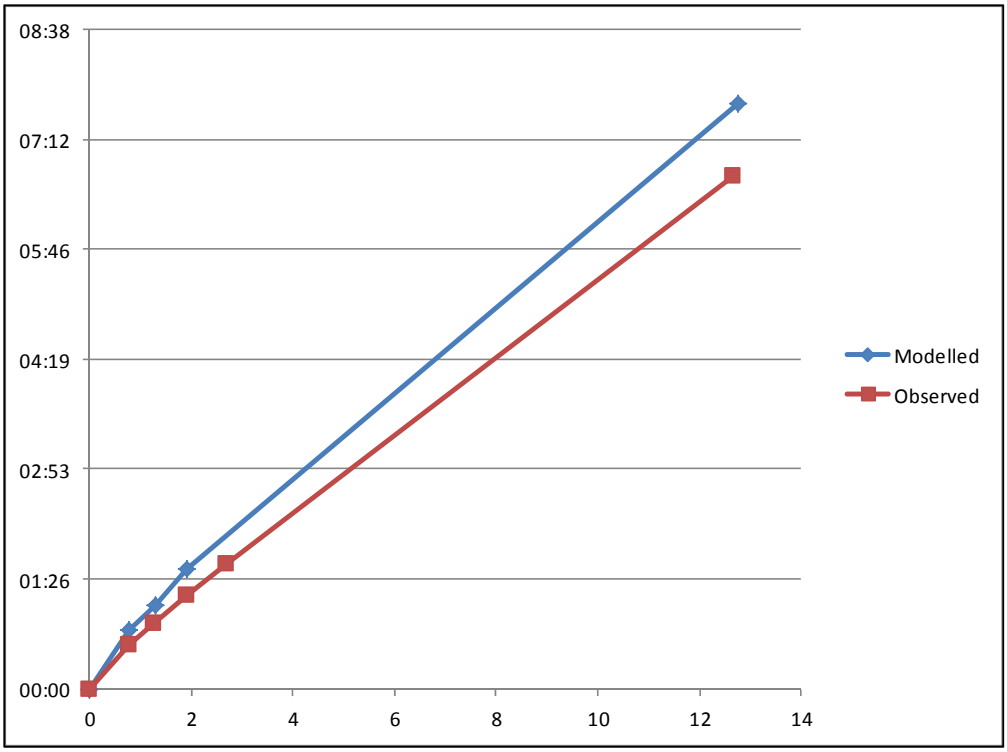



***Figure 12-AA Route 701, PM***

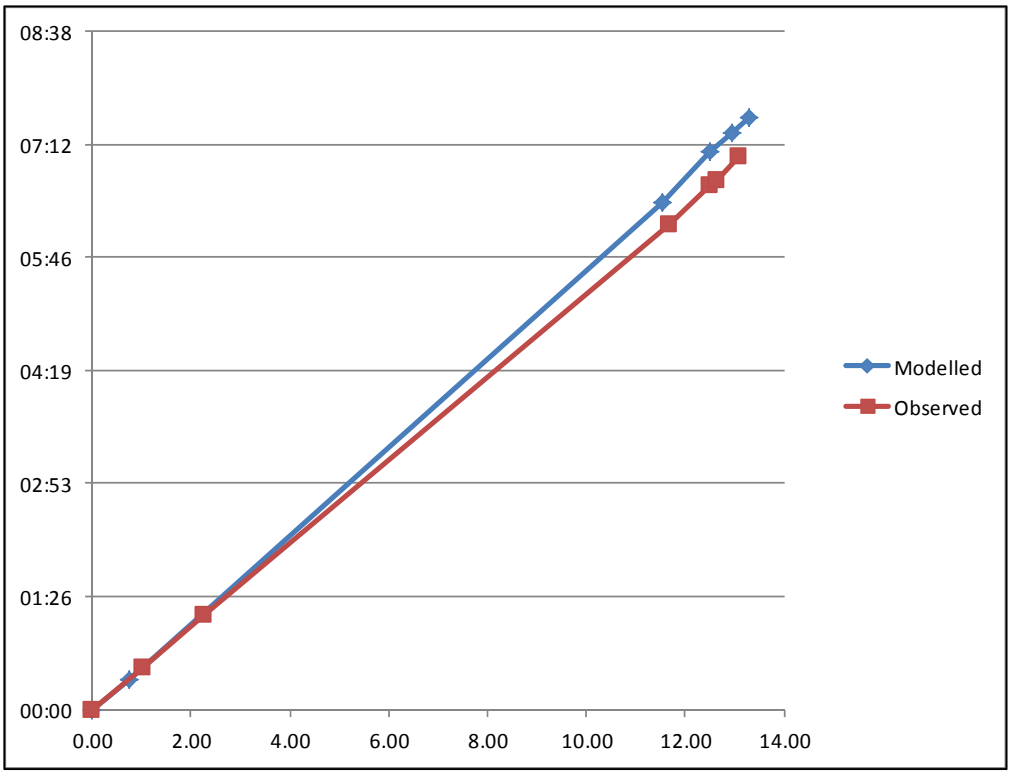



***Figure 12-BB Route 702, PM***

**Inter Peak**

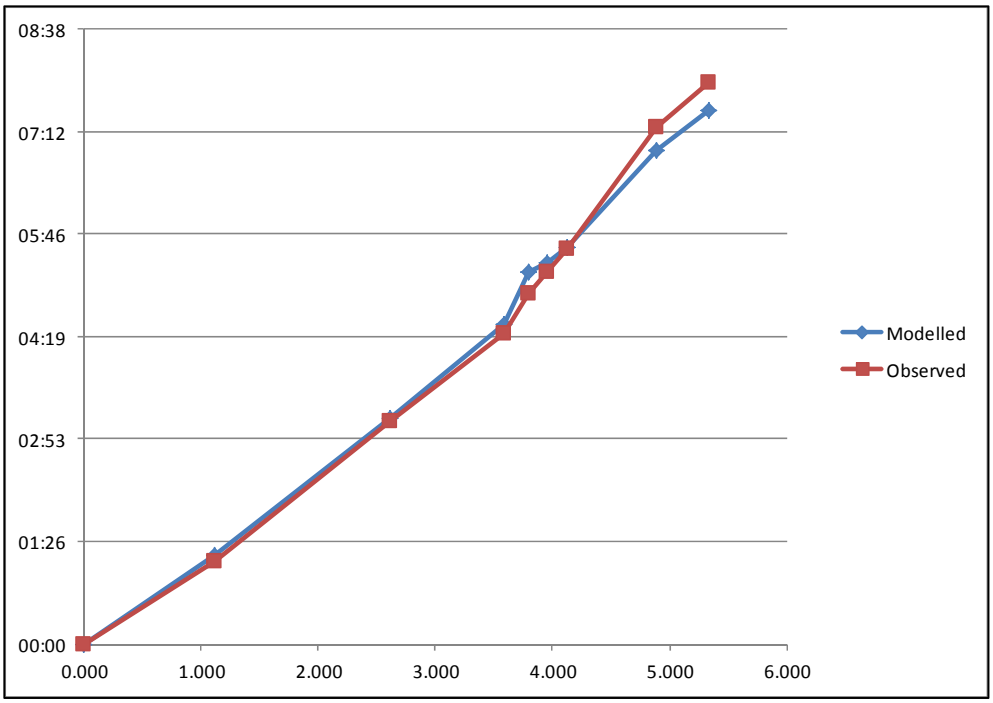



***Figure 12-CC Route 101, IP***

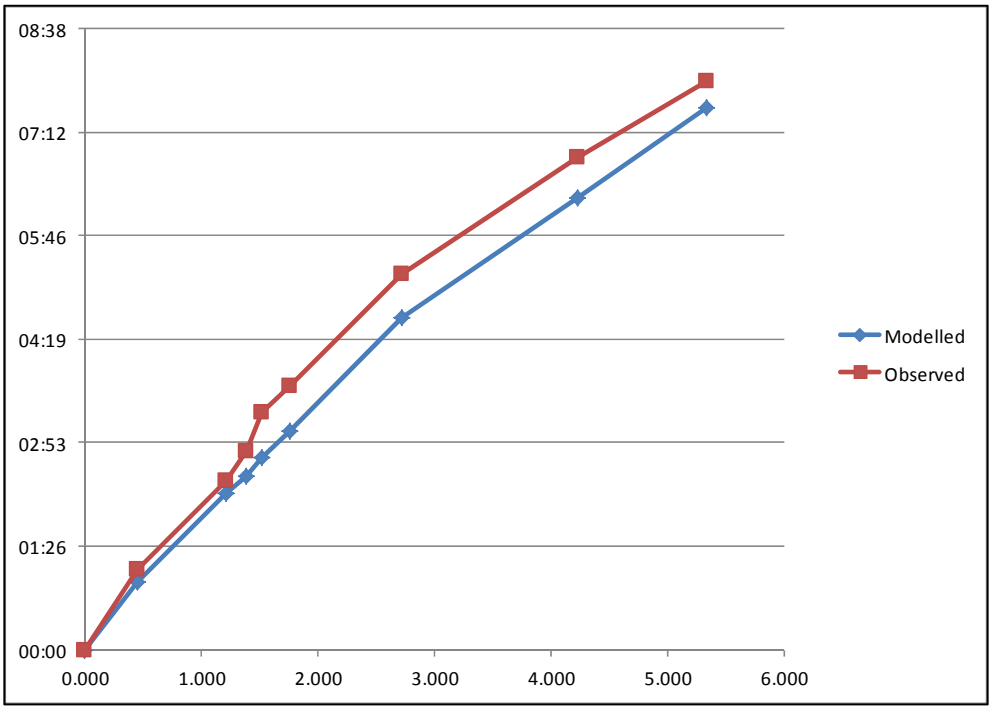



***Figure 12-DD Route 102, IP***

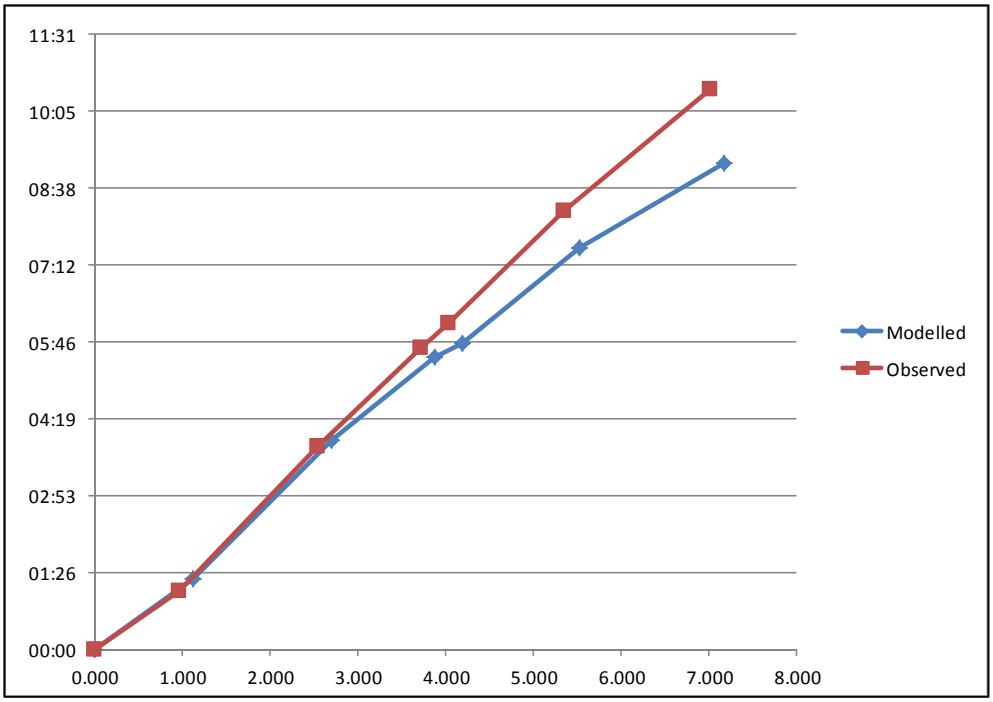



***Figure 12-EE Route 201, IP***

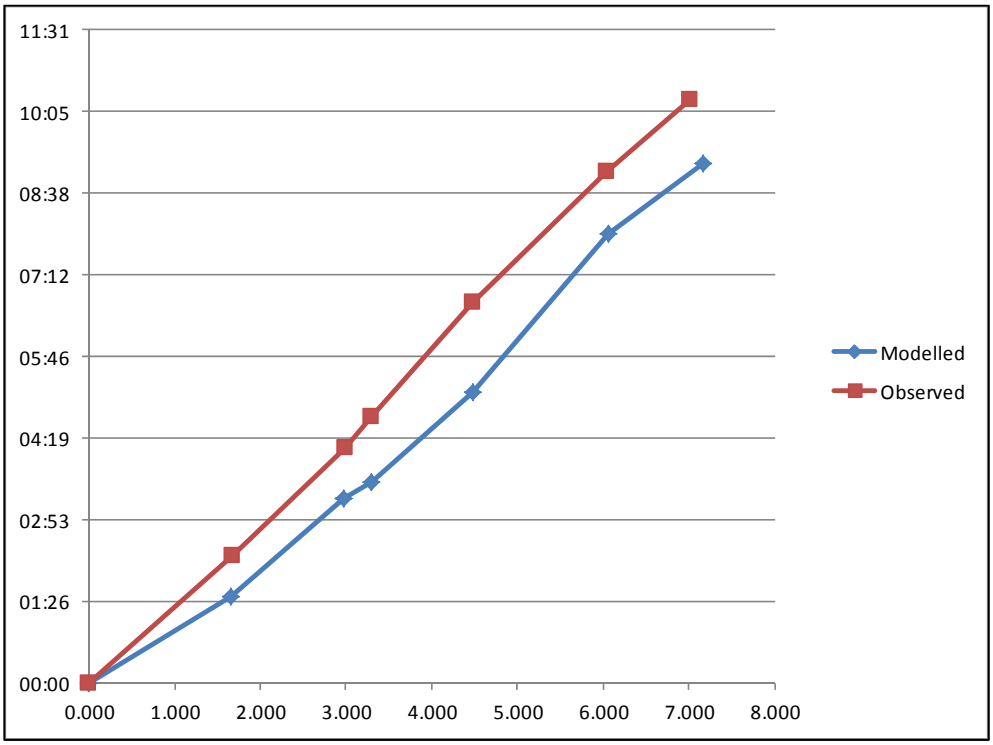



***Figure 12-FF Route 202, IP***

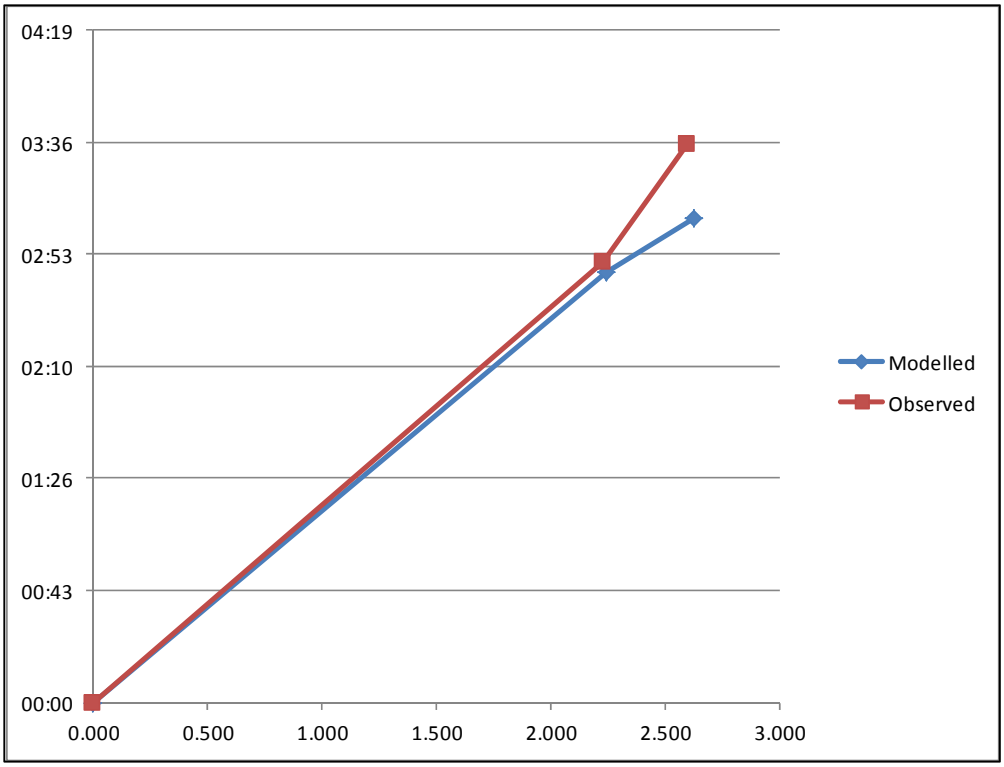



***Figure 12-GG Route 301, IP***

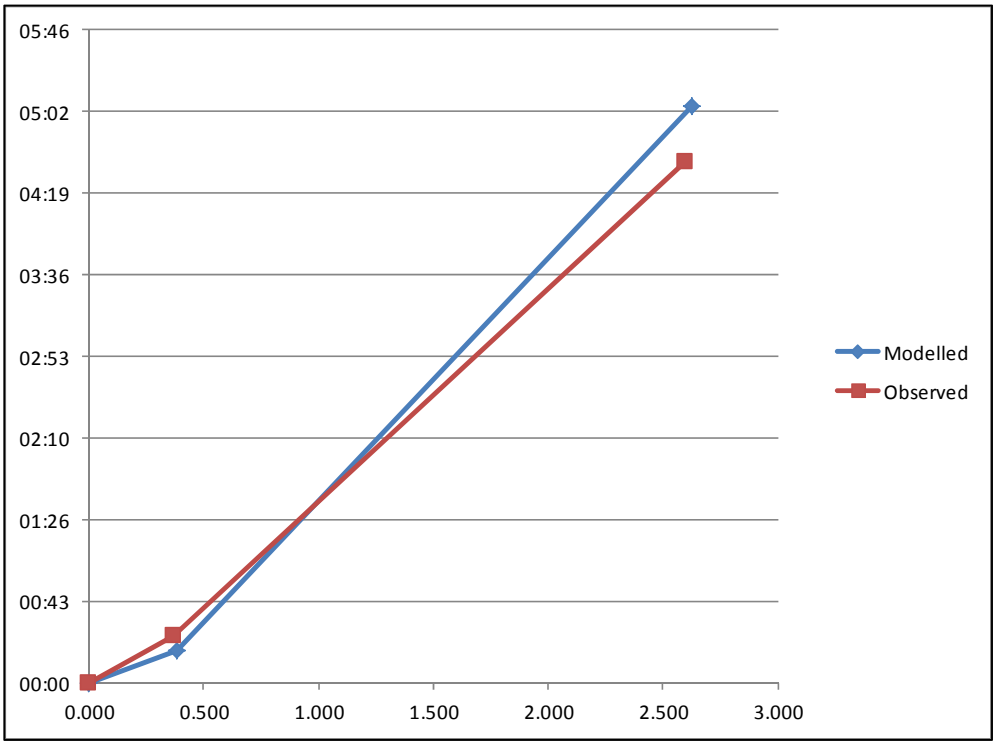



***Figure 12-HH Route 302, IP***

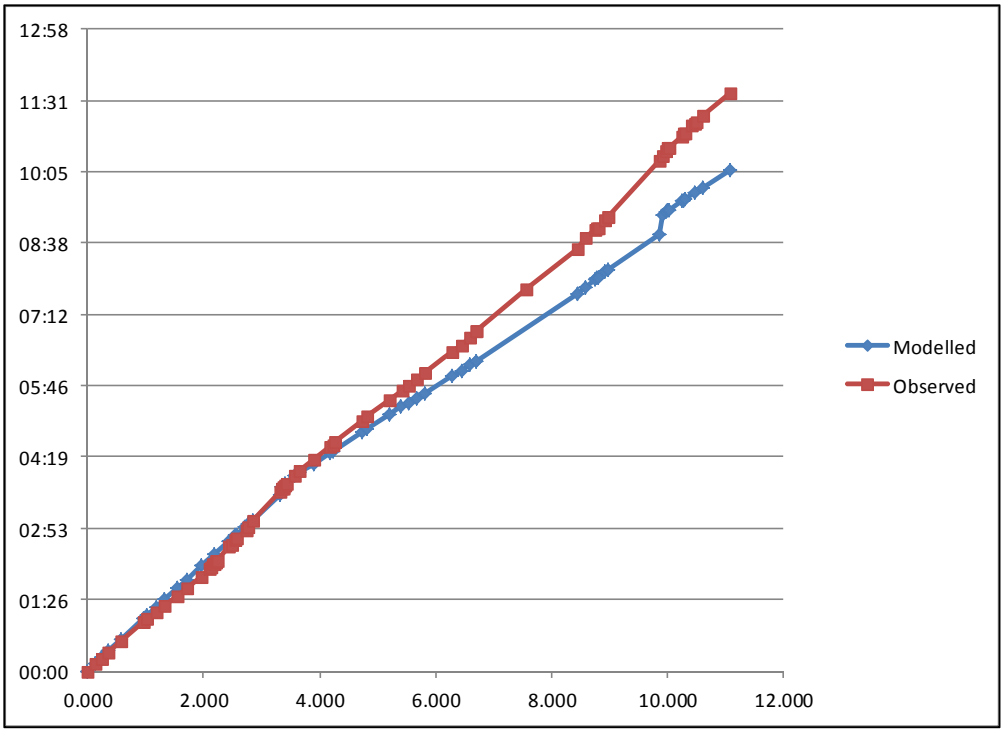



***Figure 12-II Route 401, IP***

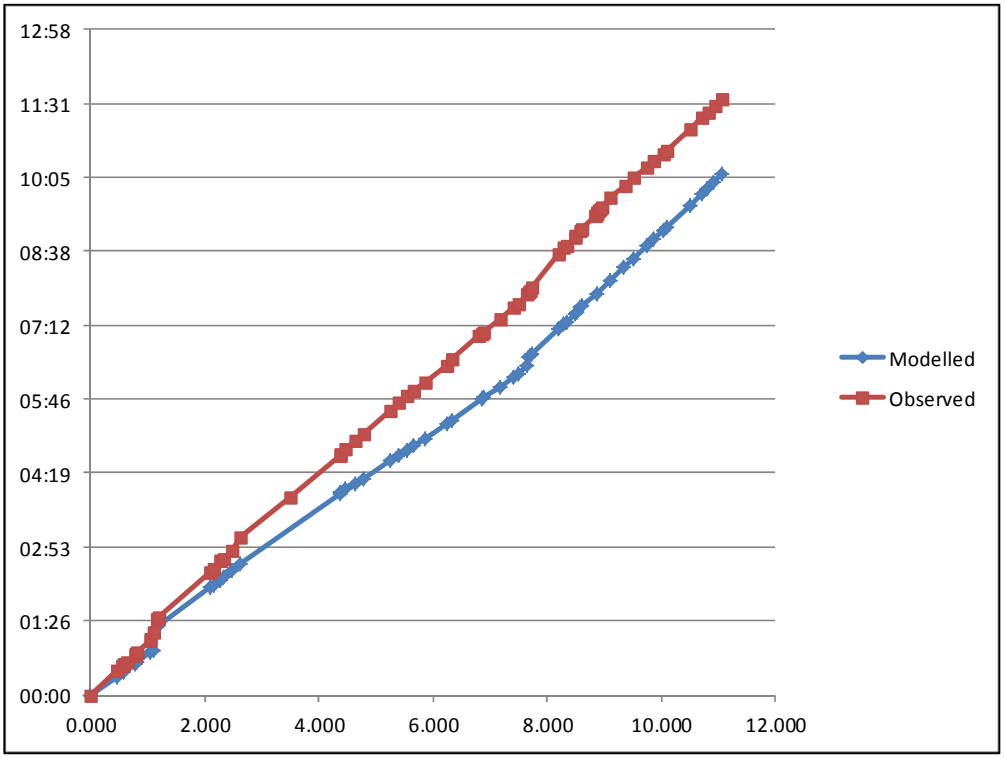



***Figure 12-JJ Route 402, IP***

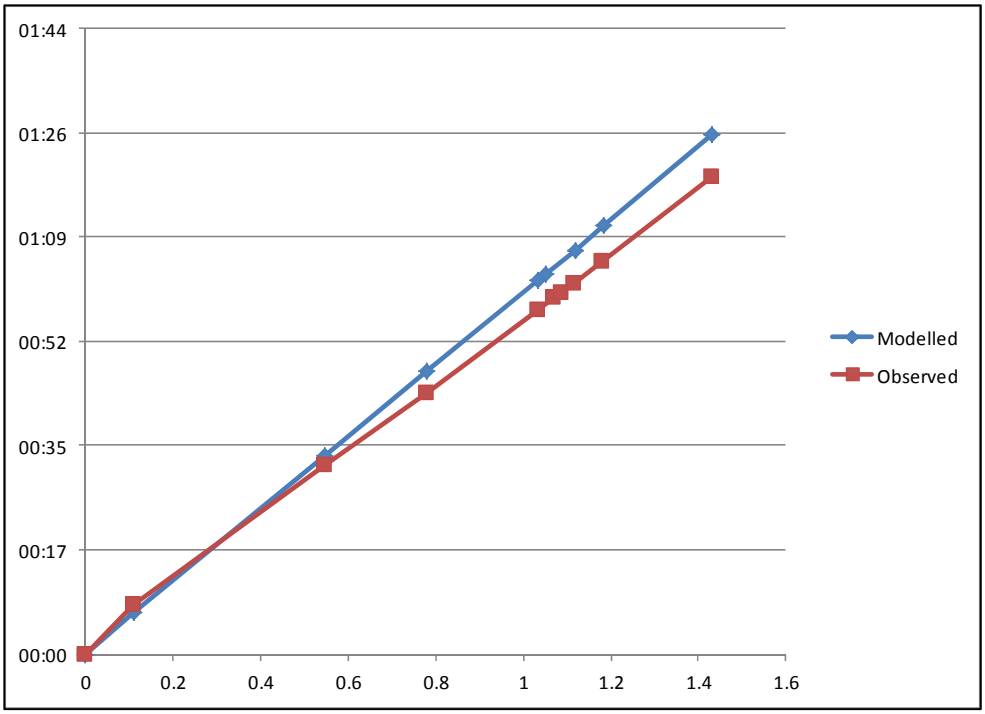



***Figure 12-KK Route 501, IP***

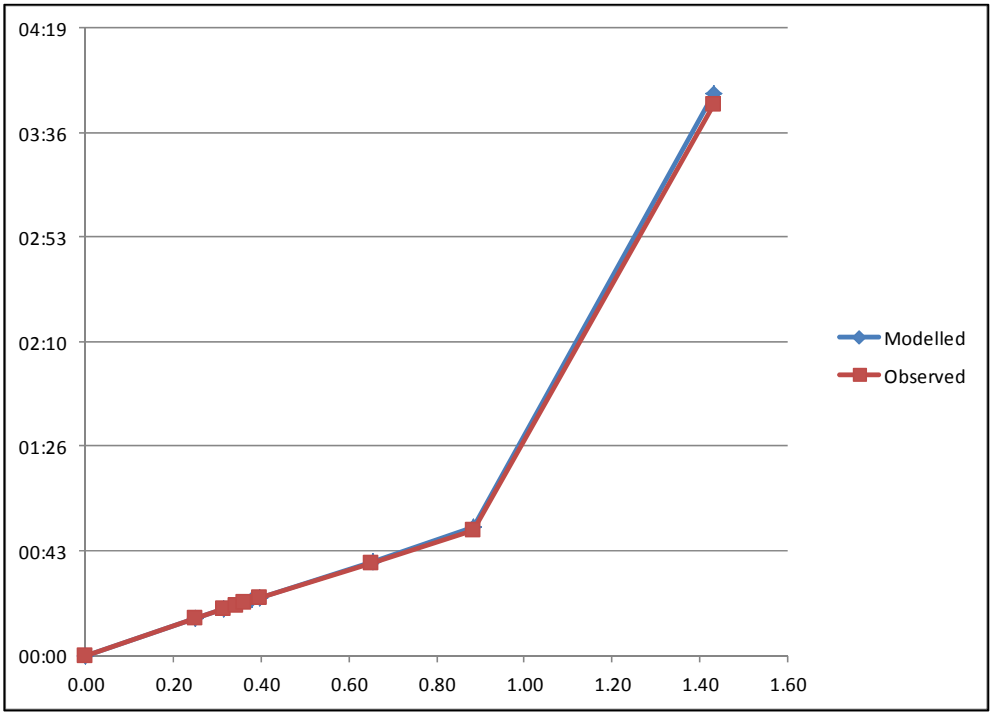



***Figure 12-LL Route 502, IP***

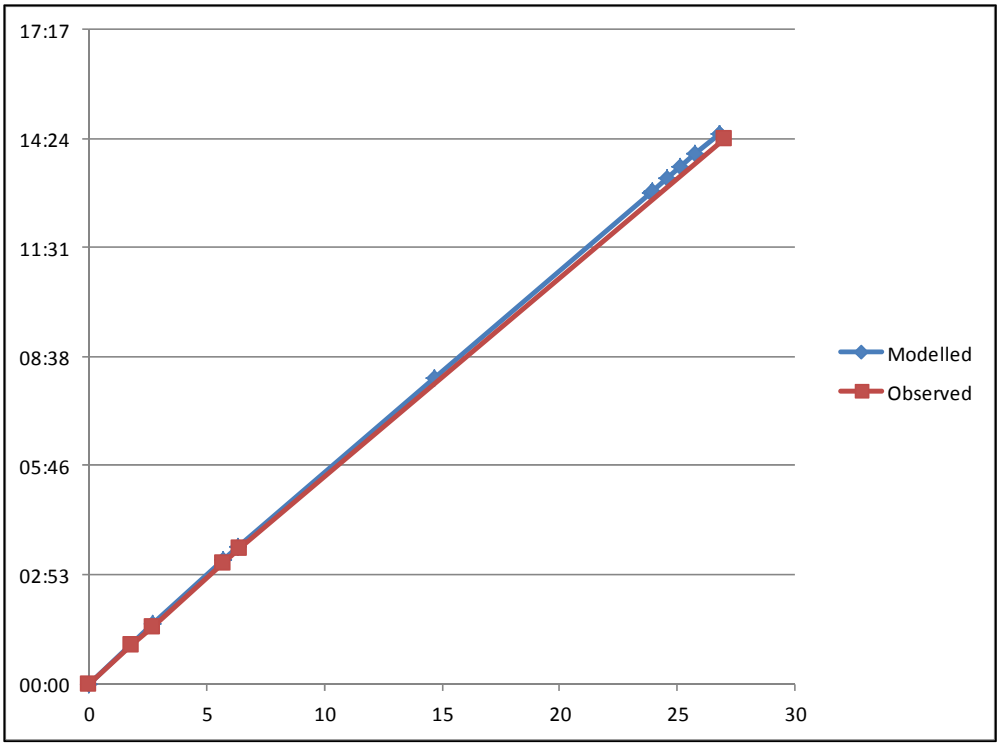



***Figure 12-MM Route 601, IP***

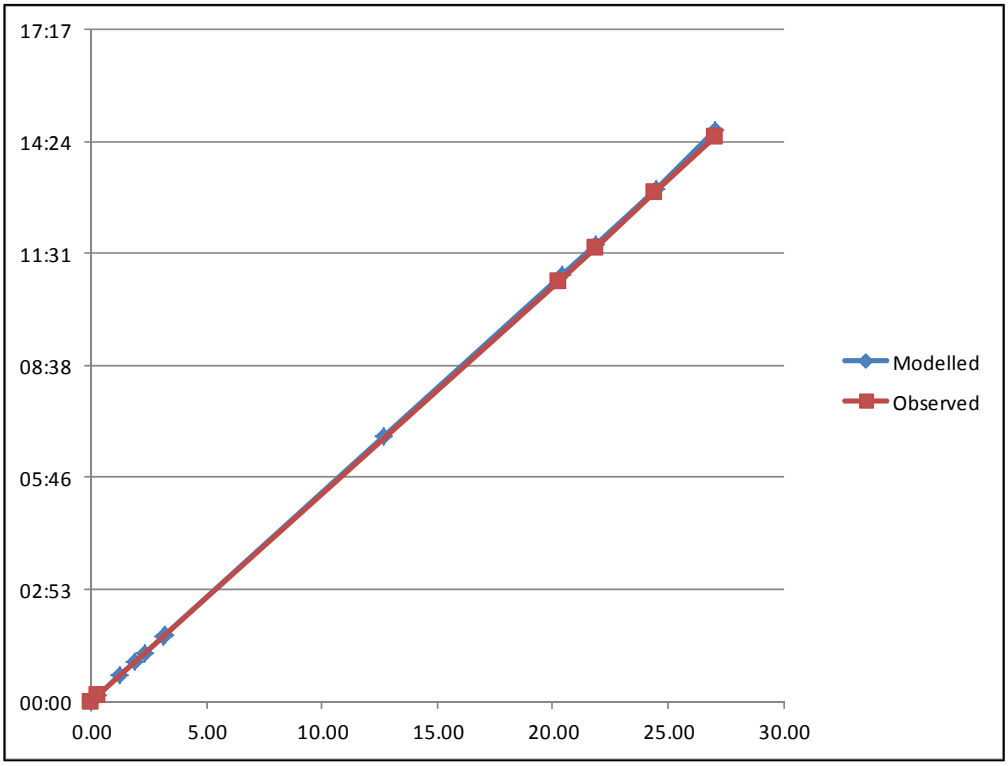



***Figure 12-NN Route 602, IP***

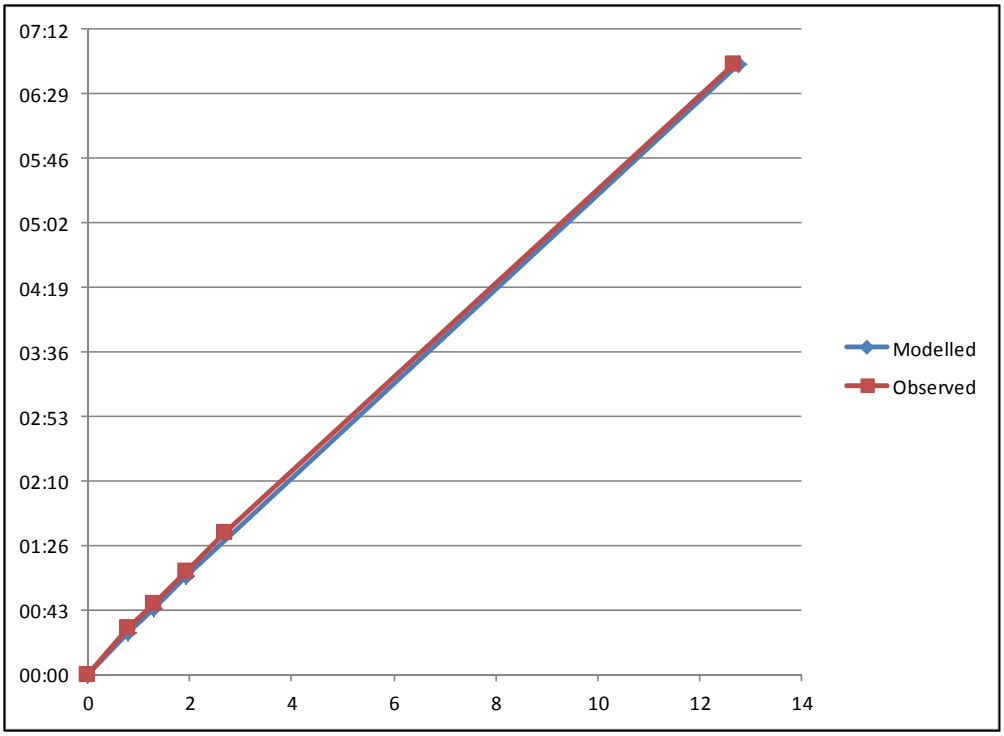



***Figure 12-OO Route 701, IP***

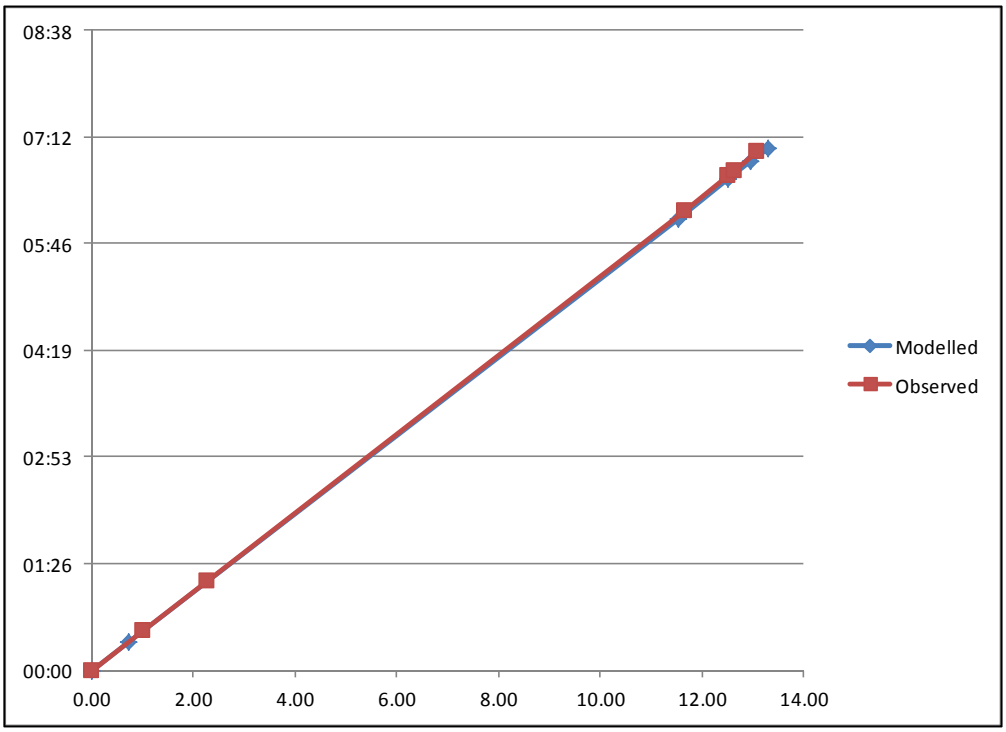



***Figure 12-PP Route 702, IP***

# Appendix F Survey questionnaire form

Serial Number

## LANCASHIRE TRAVEL SURVEY

Lancashire County Council, in order to deliver the Central Lancashire Transport Masterplan which is funded by the City Deal, is conducting surveys into the travel patterns of people using routes to/from Preston. This information will be used to develop a Transport Model which will be used to plan additional and improved routes and reduce travel times on these routes. As part of this we require details of individual journeys including the exact address of where people are travelling to and from. To ensure total confidentiality the results of the survey will contain no details of, or reference to, any individual journey.

Please complete the questionnaire in relation to the journey you were making when you received this form. You can help us by providing this information in one of two ways;

Either: If convenient go online to www.streetwiseservices.com/CLTM and complete online following the on-screen instructions. You'll need to enter the serial number which is shown at the top of the page

Or: Complete the form, fold, moisten and seal, and return using the FREEPOST address overleaf. You can simply drop in any UK postbox - there is no need for a stamp

## PRIZE DRAW

Prize draws will be held for each of the postal and online questionnaires with 3 winners in each category collecting £ 100. The deadline for entries for the prize draw is 08-May-14.

To be entered into the prize draw, please enter your name and contact number here:

Thank you for completing the questionnaire. Your participation is greatly appreciated.

PLEASE PROVIDE FULL ADDRESS YOU HAVE JUST COME FROM **(Incl. Postcode)** (LAST STOP ON JOURNEY)

FIRM/HOUSE NAME, NO. & STREET .....

TOWN .....

.....

COUNTY .....

**POSTCODE** .....

REASON FOR BEING THERE?

| | | |
|---|---|---|
| 1 | Home | |
| 2 | Holiday home/ hotel | |
| 3 | Work (usual workplace) | |
| 4 | On Employer's Business | |
| 5 | Education | |
| 6 | Shopping | |
| 7 | Personal Business | |
| 8 | Visiting Friends | |
| 9 | Social/ Recreational | |
| 10 | Other (PLEASE STATE) | |

WHAT TYPE OF VEHICLE ARE YOU DRIVING?

| | |
|---|---|
| 1: CAR/TAXI | |
| 2: LIGHT GOODS VEHICLE | |
| 3. OGV 1 | |
| 4. OGV 2 | |
| 5: OTHER (please state) | |

HOW MANY PEOPLE IN TOTAL ARE YOUR VEHICLE (INCLUDING DRIVER)?

HOW OFTEN DO YOU MAKE THIS JOURNEY?

| | |
|---|---|
| 1: Never | |
| 2: 3 or less times per month | |
| 3: 1 to 2 times per week | |
| 4: 3 - 5 times per week | |
| 5: More than 5 times per week | |

HOW MANY VEHICLES ARE OWNED BY YOUR HOUSEHOLD?

PLEASE PROVIDE FULL ADDRESS YOU ARE GOING TO **(Incl. Postcode)** (NEXT STOP ON JOURNEY)

FIRM/HOUSE NAME, NO. & STREET .....

TOWN .....

.....

COUNTY .....

**POSTCODE** .....

REASON FOR GOING THERE?

| | | |
|---|---|---|
| 1 | Home | |
| 2 | Holiday home/ hotel | |
| 3 | Work (usual workplace) | |
| 4 | On Employer's Business | |
| 5 | Education | |
| 6 | Shopping | |
| 7 | Personal Business | |
| 8 | Visiting Friends | |
| 9 | Social/ Recreational | |
| 10 | Other (PLEASE STATE) | |

IF THIS IS A RETURN TRIP, WHAT TIME DO YOU EXPECT TO RETURN?

Time

# Appendix G RSI expansion factors

Site 1 Northbound:

| TIME | CAR | LGV | OGV1 | OGV2 |
|---|---|---|---|---|
| 07:00 - 07:15 | 3.74 | 5.27 | 13.82 | 1.86 |
| 07:15 - 07:30 | 5.00 | 5.27 | 13.82 | 1.86 |
| 07:30 - 07:45 | 8.67 | 5.27 | 13.82 | 1.86 |
| 07:45 - 08:00 | 5.43 | 5.27 | 13.82 | 1.86 |
| 08:00 - 08:15 | 4.16 | 5.27 | 13.82 | 1.86 |
| 08:15 - 08:30 | 5.62 | 5.27 | 13.82 | 1.86 |
| 08:30 - 08:45 | 5.37 | 5.27 | 13.82 | 1.86 |
| 08:45 - 09:00 | 5.32 | 5.27 | 13.82 | 1.86 |
| 09:00 - 09:15 | 5.82 | 5.27 | 13.82 | 1.86 |
| 09:15 - 09:30 | 4.79 | 5.27 | 13.82 | 1.86 |
| 09:30 - 09:45 | 4.77 | 5.27 | 13.82 | 1.86 |
| 09:45 - 10:00 | 5.55 | 5.27 | 13.82 | 1.86 |
| 10:00 - 10:15 | 4.65 | 6.06 | 10.26 | 3.88 |
| 10:15 - 10:30 | 4.98 | 6.06 | 10.26 | 3.88 |
| 10:30 - 10:45 | 6.81 | 6.06 | 10.26 | 3.88 |
| 10:45 - 11:00 | 6.33 | 6.06 | 10.26 | 3.88 |
| 11:00 - 11:15 | 6.93 | 6.06 | 10.26 | 3.88 |
| 11:15 - 11:30 | 6.80 | 6.06 | 10.26 | 3.88 |
| 11:30 - 11:45 | 7.55 | 6.06 | 10.26 | 3.88 |
| 11:45 - 12:00 | 5.15 | 6.06 | 10.26 | 3.88 |
| 12:00 - 12:15 | 6.68 | 6.06 | 10.26 | 3.88 |
| 12:15 - 12:30 | 5.48 | 6.06 | 10.26 | 3.88 |
| 12:30 - 12:45 | 5.76 | 6.06 | 10.26 | 3.88 |
| 12:45 - 13:00 | 7.30 | 6.06 | 10.26 | 3.88 |
| 13:00 - 13:15 | 8.52 | 6.06 | 10.26 | 3.88 |
| 13:15 - 13:30 | 9.20 | 6.06 | 10.26 | 3.88 |
| 13:30 - 13:45 | 6.04 | 6.06 | 10.26 | 3.88 |
| 13:45 - 14:00 | 6.45 | 6.06 | 10.26 | 3.88 |
| 14:00 - 14:15 | 6.00 | 6.06 | 10.26 | 3.88 |
| 14:15 - 14:30 | 8.85 | 6.06 | 10.26 | 3.88 |
| 14:30 - 14:45 | 7.25 | 6.06 | 10.26 | 3.88 |
| 14:45 - 15:00 | 5.38 | 6.06 | 10.26 | 3.88 |
| 15:00 - 15:15 | 5.90 | 6.06 | 10.26 | 3.88 |
| 15:15 - 15:30 | 6.52 | 6.06 | 10.26 | 3.88 |
| 15:30 - 15:45 | 7.65 | 6.06 | 10.26 | 3.88 |
| 15:45 - 16:00 | 6.74 | 6.06 | 10.26 | 3.88 |
| 16:00 - 16:15 | 7.68 | 5.75 | 9.58 | 8.26 |
| 16:15 - 16:30 | 6.53 | 5.75 | 9.58 | 8.26 |
| 16:30 - 16:45 | 5.25 | 5.75 | 9.58 | 8.26 |
| 16:45 - 17:00 | 6.98 | 5.75 | 9.58 | 8.26 |
| 17:00 - 17:15 | 5.97 | 5.75 | 9.58 | 8.26 |
| 17:15 - 17:30 | 7.34 | 5.75 | 9.58 | 8.26 |
| 17:30 - 17:45 | 7.42 | 5.75 | 9.58 | 8.26 |
| 17:45 - 18:00 | 5.49 | 5.75 | 9.58 | 8.26 |
| 18:00 - 18:15 | 5.00 | 5.75 | 9.58 | 8.26 |
| 18:15 - 18:30 | 5.77 | 5.75 | 9.58 | 8.26 |
| 18:30 - 18:45 | 4.50 | 5.75 | 9.58 | 8.26 |
| 18:45 - 19:00 | 3.47 | 5.75 | 9.58 | 8.26 |

Site 1 Southbound:

| TIME | CAR | LGV | OGV1 | OGV2 |
|---|---|---|---|---|
| 07:00 - 07:15 | 6.12 | 5.44 | 13.50 | 4.41 |
| 07:15 - 07:30 | 4.82 | 5.44 | 13.50 | 4.41 |
| 07:30 - 07:45 | 4.72 | 5.44 | 13.50 | 4.41 |
| 07:45 - 08:00 | 6.12 | 5.44 | 13.50 | 4.41 |
| 08:00 - 08:15 | 5.14 | 5.44 | 13.50 | 4.41 |
| 08:15 - 08:30 | 6.33 | 5.44 | 13.50 | 4.41 |
| 08:30 - 08:45 | 4.75 | 5.44 | 13.50 | 4.41 |
| 08:45 - 09:00 | 5.14 | 5.44 | 13.50 | 4.41 |
| 09:00 - 09:15 | 6.39 | 5.44 | 13.50 | 4.41 |
| 09:15 - 09:30 | 4.75 | 5.44 | 13.50 | 4.41 |
| 09:30 - 09:45 | 5.31 | 5.44 | 13.50 | 4.41 |
| 09:45 - 10:00 | 4.97 | 5.44 | 13.50 | 4.41 |
| 10:00 - 10:15 | 5.46 | 6.46 | 7.55 | 5.48 |
| 10:15 - 10:30 | 6.18 | 6.46 | 7.55 | 5.48 |
| 10:30 - 10:45 | 5.46 | 6.46 | 7.55 | 5.48 |
| 10:45 - 11:00 | 5.87 | 6.46 | 7.55 | 5.48 |
| 11:00 - 11:15 | 7.23 | 6.46 | 7.55 | 5.48 |
| 11:15 - 11:30 | 4.65 | 6.46 | 7.55 | 5.48 |
| 11:30 - 11:45 | 6.13 | 6.46 | 7.55 | 5.48 |
| 11:45 - 12:00 | 5.65 | 6.46 | 7.55 | 5.48 |
| 12:00 - 12:15 | 6.13 | 6.46 | 7.55 | 5.48 |
| 12:15 - 12:30 | 7.60 | 6.46 | 7.55 | 5.48 |
| 12:30 - 12:45 | 4.49 | 6.46 | 7.55 | 5.48 |
| 12:45 - 13:00 | 5.23 | 6.46 | 7.55 | 5.48 |
| 13:00 - 13:15 | 6.31 | 6.46 | 7.55 | 5.48 |
| 13:15 - 13:30 | 8.55 | 6.46 | 7.55 | 5.48 |
| 13:30 - 13:45 | 5.45 | 6.46 | 7.55 | 5.48 |
| 13:45 - 14:00 | 7.43 | 6.46 | 7.55 | 5.48 |
| 14:00 - 14:15 | 5.83 | 6.46 | 7.55 | 5.48 |
| 14:15 - 14:30 | 5.66 | 6.46 | 7.55 | 5.48 |
| 14:30 - 14:45 | 5.68 | 6.46 | 7.55 | 5.48 |
| 14:45 - 15:00 | 6.18 | 6.46 | 7.55 | 5.48 |
| 15:00 - 15:15 | 5.69 | 6.46 | 7.55 | 5.48 |
| 15:15 - 15:30 | 6.24 | 6.46 | 7.55 | 5.48 |
| 15:30 - 15:45 | 6.16 | 6.46 | 7.55 | 5.48 |
| 15:45 - 16:00 | 6.26 | 6.46 | 7.55 | 5.48 |
| 16:00 - 16:15 | 7.00 | 7.06 | 36.38 | 3.41 |
| 16:15 - 16:30 | 8.11 | 7.06 | 36.38 | 3.41 |
| 16:30 - 16:45 | 8.08 | 7.06 | 36.38 | 3.41 |
| 16:45 - 17:00 | 4.63 | 7.06 | 36.38 | 3.41 |
| 17:00 - 17:15 | 7.12 | 7.06 | 36.38 | 3.41 |
| 17:15 - 17:30 | 6.59 | 7.06 | 36.38 | 3.41 |
| 17:30 - 17:45 | 5.48 | 7.06 | 36.38 | 3.41 |
| 17:45 - 18:00 | 5.46 | 7.06 | 36.38 | 3.41 |
| 18:00 - 18:15 | 3.95 | 7.06 | 36.38 | 3.41 |
| 18:15 - 18:30 | 3.85 | 7.06 | 36.38 | 3.41 |
| 18:30 - 18:45 | 5.78 | 7.06 | 36.38 | 3.41 |
| 18:45 - 19:00 | 2.91 | 7.06 | 36.38 | 3.41 |

Site 2:

| TIME | CAR | LGV | OGV1 | OGV2 |
|---|---|---|---|---|
| 07:00 - 07:15 | 7.75 | 3.49 | 8.74 | 14.66 |
| 07:15 - 07:30 | 2.56 | 3.49 | 8.74 | 14.66 |
| 07:30 - 07:45 | 1.83 | 3.49 | 8.74 | 14.66 |
| 07:45 - 08:00 | 3.80 | 3.49 | 8.74 | 14.66 |
| 08:00 - 08:15 | 3.42 | 3.49 | 8.74 | 14.66 |
| 08:15 - 08:30 | 1.80 | 3.49 | 8.74 | 14.66 |
| 08:30 - 08:45 | 2.31 | 3.49 | 8.74 | 14.66 |
| 08:45 - 09:00 | 5.43 | 3.49 | 8.74 | 14.66 |
| 09:00 - 09:15 | 3.24 | 3.49 | 8.74 | 14.66 |
| 09:15 - 09:30 | 2.11 | 3.49 | 8.74 | 14.66 |
| 09:30 - 09:45 | 1.89 | 3.49 | 8.74 | 14.66 |
| 09:45 - 10:00 | 1.56 | 3.49 | 8.74 | 14.66 |
| 10:00 - 10:15 | 2.81 | 3.60 | 5.82 | 12.20 |
| 10:15 - 10:30 | 1.45 | 3.60 | 5.82 | 12.20 |
| 10:30 - 10:45 | 2.03 | 3.60 | 5.82 | 12.20 |
| 10:45 - 11:00 | 2.18 | 3.60 | 5.82 | 12.20 |
| 11:00 - 11:15 | 2.85 | 3.60 | 5.82 | 12.20 |
| 11:15 - 11:30 | 1.80 | 3.60 | 5.82 | 12.20 |
| 11:30 - 11:45 | 3.86 | 3.60 | 5.82 | 12.20 |
| 11:45 - 12:00 | 1.98 | 3.60 | 5.82 | 12.20 |
| 12:00 - 12:15 | 3.26 | 3.60 | 5.82 | 12.20 |
| 12:15 - 12:30 | 4.15 | 3.60 | 5.82 | 12.20 |
| 12:30 - 12:45 | 3.38 | 3.60 | 5.82 | 12.20 |
| 12:45 - 13:00 | 2.46 | 3.60 | 5.82 | 12.20 |
| 13:00 - 13:15 | 3.42 | 3.60 | 5.82 | 12.20 |
| 13:15 - 13:30 | 2.94 | 3.60 | 5.82 | 12.20 |
| 13:30 - 13:45 | 1.65 | 3.60 | 5.82 | 12.20 |
| 13:45 - 14:00 | 2.93 | 3.60 | 5.82 | 12.20 |
| 14:00 - 14:15 | 1.93 | 3.60 | 5.82 | 12.20 |
| 14:15 - 14:30 | 2.22 | 3.60 | 5.82 | 12.20 |
| 14:30 - 14:45 | 1.81 | 3.60 | 5.82 | 12.20 |
| 14:45 - 15:00 | 3.48 | 3.60 | 5.82 | 12.20 |
| 15:00 - 15:15 | 2.69 | 3.60 | 5.82 | 12.20 |
| 15:15 - 15:30 | 3.72 | 3.60 | 5.82 | 12.20 |
| 15:30 - 15:45 | 2.75 | 3.60 | 5.82 | 12.20 |
| 15:45 - 16:00 | 2.41 | 3.60 | 5.82 | 12.20 |
| 16:00 - 16:15 | 3.06 | 3.87 | 7.24 | 2.90 |
| 16:15 - 16:30 | 2.74 | 3.87 | 7.24 | 2.90 |
| 16:30 - 16:45 | 2.30 | 3.87 | 7.24 | 2.90 |
| 16:45 - 17:00 | 4.15 | 3.87 | 7.24 | 2.90 |
| 17:00 - 17:15 | 3.43 | 3.87 | 7.24 | 2.90 |
| 17:15 - 17:30 | 4.10 | 3.87 | 7.24 | 2.90 |
| 17:30 - 17:45 | 2.85 | 3.87 | 7.24 | 2.90 |
| 17:45 - 18:00 | 5.03 | 3.87 | 7.24 | 2.90 |
| 18:00 - 18:15 | 3.62 | 3.87 | 7.24 | 2.90 |
| 18:15 - 18:30 | 3.32 | 3.87 | 7.24 | 2.90 |
| 18:30 - 18:45 | 4.84 | 3.87 | 7.24 | 2.90 |
| 18:45 - 19:00 | 2.78 | 3.87 | 7.24 | 2.90 |

Site 3:

| TIME | CAR | LGV | OGV1 | OGV2 |
|---|---|---|---|---|
| 07:00 - 07:15 | 3.01 | 2.90 | 0.00 | 0.00 |
| 07:15 - 07:30 | 2.87 | 2.90 | 0.00 | 0.00 |
| 07:30 - 07:45 | 3.50 | 2.90 | 0.00 | 0.00 |
| 07:45 - 08:00 | 3.36 | 2.90 | 0.00 | 0.00 |
| 08:00 - 08:15 | 5.11 | 2.90 | 0.00 | 0.00 |
| 08:15 - 08:30 | 6.14 | 2.90 | 0.00 | 0.00 |
| 08:30 - 08:45 | 7.09 | 2.90 | 0.00 | 0.00 |
| 08:45 - 09:00 | 3.87 | 2.90 | 0.00 | 0.00 |
| 09:00 - 09:15 | 4.05 | 2.90 | 0.00 | 0.00 |
| 09:15 - 09:30 | 3.52 | 2.90 | 0.00 | 0.00 |
| 09:30 - 09:45 | 4.17 | 2.90 | 0.00 | 0.00 |
| 09:45 - 10:00 | 2.19 | 2.90 | 0.00 | 0.00 |
| 10:00 - 10:15 | 1.73 | 3.07 | 11.08 | 8.36 |
| 10:15 - 10:30 | 3.99 | 3.07 | 11.08 | 8.36 |
| 10:30 - 10:45 | 2.38 | 3.07 | 11.08 | 8.36 |
| 10:45 - 11:00 | 3.36 | 3.07 | 11.08 | 8.36 |
| 11:00 - 11:15 | 2.10 | 3.07 | 11.08 | 8.36 |
| 11:15 - 11:30 | 3.22 | 3.07 | 11.08 | 8.36 |
| 11:30 - 11:45 | 2.21 | 3.07 | 11.08 | 8.36 |
| 11:45 - 12:00 | 1.96 | 3.07 | 11.08 | 8.36 |
| 12:00 - 12:15 | 3.39 | 3.07 | 11.08 | 8.36 |
| 12:15 - 12:30 | 2.61 | 3.07 | 11.08 | 8.36 |
| 12:30 - 12:45 | 2.35 | 3.07 | 11.08 | 8.36 |
| 12:45 - 13:00 | 3.16 | 3.07 | 11.08 | 8.36 |
| 13:00 - 13:15 | 2.91 | 3.07 | 11.08 | 8.36 |
| 13:15 - 13:30 | 2.57 | 3.07 | 11.08 | 8.36 |
| 13:30 - 13:45 | 2.08 | 3.07 | 11.08 | 8.36 |
| 13:45 - 14:00 | 3.74 | 3.07 | 11.08 | 8.36 |
| 14:00 - 14:15 | 3.95 | 3.07 | 11.08 | 8.36 |
| 14:15 - 14:30 | 3.51 | 3.07 | 11.08 | 8.36 |
| 14:30 - 14:45 | 0.00 | 3.07 | 11.08 | 8.36 |
| 14:45 - 15:00 | 2.96 | 3.07 | 11.08 | 8.36 |
| 15:00 - 15:15 | 4.01 | 3.07 | 11.08 | 8.36 |
| 15:15 - 15:30 | 12.88 | 3.07 | 11.08 | 8.36 |
| 15:30 - 15:45 | 6.87 | 3.07 | 11.08 | 8.36 |
| 15:45 - 16:00 | 9.16 | 3.07 | 11.08 | 8.36 |
| 16:00 - 16:15 | 3.65 | 6.10 | 8.51 | 0.00 |
| 16:15 - 16:30 | 4.73 | 6.10 | 8.51 | 0.00 |
| 16:30 - 16:45 | 5.96 | 6.10 | 8.51 | 0.00 |
| 16:45 - 17:00 | 5.18 | 6.10 | 8.51 | 0.00 |
| 17:00 - 17:15 | 13.10 | 6.10 | 8.51 | 0.00 |
| 17:15 - 17:30 | 6.91 | 6.10 | 8.51 | 0.00 |
| 17:30 - 17:45 | 5.90 | 6.10 | 8.51 | 0.00 |
| 17:45 - 18:00 | 4.91 | 6.10 | 8.51 | 0.00 |
| 18:00 - 18:15 | 3.86 | 6.10 | 8.51 | 0.00 |
| 18:15 - 18:30 | 3.12 | 6.10 | 8.51 | 0.00 |
| 18:30 - 18:45 | 2.83 | 6.10 | 8.51 | 0.00 |
| 18:45 - 19:00 | 2.53 | 6.10 | 8.51 | 0.00 |

Site 4:

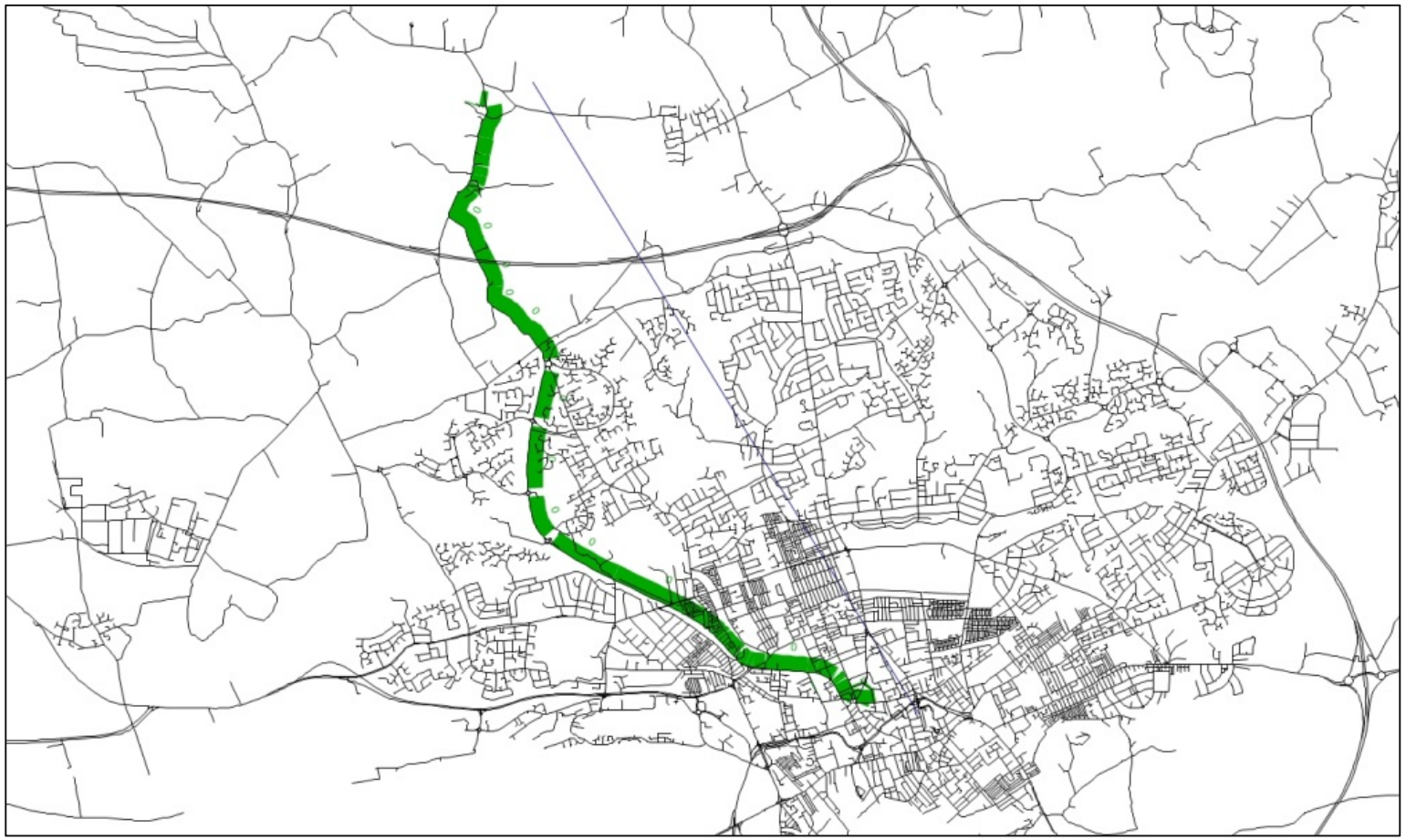
| TIME | CAR | LGV | OGV1 | OGV2 |
|---|---|---|---|---|
| 07:00 - 07:15 | 23.32 | 8.03 | 34.79 | 3.27 |
| 07:15 - 07:30 | 10.87 | 8.03 | 34.79 | 3.27 |
| 07:30 - 07:45 | 8.83 | 8.03 | 34.79 | 3.27 |
| 07:45 - 08:00 | 9.15 | 8.03 | 34.79 | 3.27 |
| 08:00 - 08:15 | 7.81 | 8.03 | 34.79 | 3.27 |
| 08:15 - 08:30 | 8.09 | 8.03 | 34.79 | 3.27 |
| 08:30 - 08:45 | 7.81 | 8.03 | 34.79 | 3.27 |
| 08:45 - 09:00 | 10.60 | 8.03 | 34.79 | 3.27 |
| 09:00 - 09:15 | 8.92 | 8.03 | 34.79 | 3.27 |
| 09:15 - 09:30 | 9.03 | 8.03 | 34.79 | 3.27 |
| 09:30 - 09:45 | 7.27 | 8.03 | 34.79 | 3.27 |
| 09:45 - 10:00 | 9.81 | 8.03 | 34.79 | 3.27 |
| 10:00 - 10:15 | 7.43 | 8.32 | 26.34 | 4.37 |
| 10:15 - 10:30 | 10.13 | 8.32 | 26.34 | 4.37 |
| 10:30 - 10:45 | 8.78 | 8.32 | 26.34 | 4.37 |
| 10:45 - 11:00 | 8.10 | 8.32 | 26.34 | 4.37 |
| 11:00 - 11:15 | 10.90 | 8.32 | 26.34 | 4.37 |
| 11:15 - 11:30 | 9.85 | 8.32 | 26.34 | 4.37 |
| 11:30 - 11:45 | 6.49 | 8.32 | 26.34 | 4.37 |
| 11:45 - 12:00 | 7.21 | 8.32 | 26.34 | 4.37 |
| 12:00 - 12:15 | 6.68 | 8.32 | 26.34 | 4.37 |
| 12:15 - 12:30 | 6.55 | 8.32 | 26.34 | 4.37 |
| 12:30 - 12:45 | 7.57 | 8.32 | 26.34 | 4.37 |
| 12:45 - 13:00 | 7.01 | 8.32 | 26.34 | 4.37 |
| 13:00 - 13:15 | 7.64 | 8.32 | 26.34 | 4.37 |
| 13:15 - 13:30 | 9.10 | 8.32 | 26.34 | 4.37 |
| 13:30 - 13:45 | 11.25 | 8.32 | 26.34 | 4.37 |
| 13:45 - 14:00 | 9.83 | 8.32 | 26.34 | 4.37 |
| 14:00 - 14:15 | 9.01 | 8.32 | 26.34 | 4.37 |
| 14:15 - 14:30 | 9.58 | 8.32 | 26.34 | 4.37 |
| 14:30 - 14:45 | 12.50 | 8.32 | 26.34 | 4.37 |
| 14:45 - 15:00 | 13.24 | 8.32 | 26.34 | 4.37 |
| 15:00 - 15:15 | 11.07 | 8.32 | 26.34 | 4.37 |
| 15:15 - 15:30 | 10.57 | 8.32 | 26.34 | 4.37 |
| 15:30 - 15:45 | 7.66 | 8.32 | 26.34 | 4.37 |
| 15:45 - 16:00 | 8.39 | 8.32 | 26.34 | 4.37 |
| 16:00 - 16:15 | 9.75 | 10.99 | 10.85 | 4.04 |
| 16:15 - 16:30 | 8.56 | 10.99 | 10.85 | 4.04 |
| 16:30 - 16:45 | 12.93 | 10.99 | 10.85 | 4.04 |
| 16:45 - 17:00 | 6.77 | 10.99 | 10.85 | 4.04 |
| 17:00 - 17:15 | 8.51 | 10.99 | 10.85 | 4.04 |
| 17:15 - 17:30 | 9.56 | 10.99 | 10.85 | 4.04 |
| 17:30 - 17:45 | 6.38 | 10.99 | 10.85 | 4.04 |
| 17:45 - 18:00 | 6.60 | 10.99 | 10.85 | 4.04 |
| 18:00 - 18:15 | 5.64 | 10.99 | 10.85 | 4.04 |
| 18:15 - 18:30 | 7.20 | 10.99 | 10.85 | 4.04 |
| 18:30 - 18:45 | 6.66 | 10.99 | 10.85 | 4.04 |
| 18:45 - 19:00 | 4.48 | 10.99 | 10.85 | 4.04 |

# Appendix H Network checklist

| Check | Detailed description of what was checked. Link to documents/file sif necessary | Were corrections required? If so state what they were below. Were they justifiable | Review comments |
|---|---|---|---|
| VISUM network check | Used network checker for general checks:<br>Isolated nodes - sorted<br>multiple straight turns/main turns - sorted | There were above 900 turns with mulitple straight turns; most of them fall outside the extended modelled area. Control type for those nodes that fall outside the study area will be changed to unknown. | OK. These checks all look OK, so on the basis of the corrections described here, this is signed off. |
| | Used the VISUM network checker to solve problems for PrT only, haven't checked for PuT since we are not assigning any PT:<br>Zone connectivity – sorted<br>Node geometry – sorted<br>No succeeding link - sorted<br>Links with Capacity PrT=0 - sorted | From the check runs, it was observed that some of the links didn't have succeeding links - especially in the Longridge area; since the network was a recent import, few of the turns weren't defined which are now corrected in the model.<br>Node geometries in the study area were compared with the existing layout using google maps and most of the junctions in the modelled area have been corrected. Most of them have missing right/left turn bays which are now coded in the model. | |
| | Isolated Links | There were some isolated links in the model, although not in the model area, but as part of the clean-up process, I have deletd those links | |
| Link lengths - coded length different to actual length? | All link lenghts recalculated | All link lengths were recalculated using "network settings" option in VISUM | OK. If the random check confirms that link lengths are ok then this is signed off. |
| Open turns with high TCur times (effectively banned) | All turns with Tcur > 1000h were filtered. This list was then checked to ensure that none of the turns featured were available to any TSys set. I have created a filter and saved it in the same folder "tcur_100000h" | None required. | I've checked the spreadsheet, and it confirms what we want to see. This is signed off. |
| U-turns banned | All turns with turn type = 4 (i.e. U-turns) were filtered out from the model. The Tcur turn delay was checked. All turns had 10000h delays, confirming they were banned. I have created a filter and saved it in the same folder "U_turn" | None required. | I've checked the spreadsheet, and it confirms what we want to see. This is signed off. |
| Banned turns correctly banned | All sensible turns were opened for Tsys set "C". | None required. | The turn delay spreadsheet confirms that all turns which have been banned in the model have extremely high delays as |
| Links with different link types in opposite direction | Links list (including the link type for each link) was copied into a spreadsheet. Formulas were then used to identify any links for which the link type in the forward direction differed from that for the reverse direction (except those where one of the link types is 0). All links that were different are listed in M:\Transport Modelling\B2337509 Broughton Bypass\Technical Work\Base Year Models\Different_link_types_in_opposite_direction.xlsx. | The spreadsheet lists 62 links for which the link type in one direction differs from that of the other. These have been corrected according to the notes in the spreadsheet. | OK. This is signed off. |
| Link speeds (perhaps GIS check) | Link speeds in bands of 10mph plotted using different colours. | In the previous version file, most of the rural roads irrespective of the surrounding developments were coded in the above 70kmph bracket. However, it was found that the speed limits vary along the sections of the road in the presence of a development. Also, on A6, near Garstang, posted speed limit is 50mph (80kmph) and this has been corrected in this version as the previous version had lower speed limit. Section of A6 near J33 has a national posted speed limit (60mph = 96kmh) and this has been corrected in this version as the previous version had a speed limit of 105kmph | Have looked at the figure now. Initially thought that speeds on the A6 through Broughton and Garstand were too high in the model, but street view has confirmed that speedlimit through Broughton is 40mph, and through garstang is 50mph, which accords with the modelled speed. This is therefore signed off, but it is noted that the speeds may require changes once we enter calibration/validation. |
| Number of lanes on links (perhaps in GIS) | Links coloured according to number of lanes. | In the previous version, although the lane characteristics were defined by capacity rather than the number of lanes (i.e., more the number of lanes higher the capacity), this has been modified in this version. Also, some of the links near preston (short section though) were coded as single road which are supposed to be 2lane roads (both direction). These have been corrected in the model. | Outside of the motorways and small locations in Preston, all roads are modelled as one lane. Comparisons on Google Earth confirm that this is also the case in real life, but I note there are several pocket lanes in place, particularly on the A6 in Garstang and Preston. We must make sure that these are included in the junction geometries, but as far as the links are concerned, this is signed off. |
| Link capacity (GIS check) | Links coloured according to capacity in bands of 500. | Most of links (which fall under rural areas)have capacity of 1000-1500 vpl. Motorway has a capacity of 5636vpl. Based on the linktype, the capacity defined seems to be appropriate. | The figure looks good. Lots of links < 500 in urban areas, a number of rural lanes < 1000, with more major roads at 1000-1500. Parts of the A6 are at 1500-2000, with only motorways >2000 per lane. Signed off. |
| Link type (GIS check) | Links coloured according to Rural, Urban, suburban link type descriptions. | As discussed in the link speeds section, changes have been made where there is a development along the section of the road to reflect the link characteristics. | OK. The A6 between Broughton and Garstang is marked as suburban. Could be rural but apart from that I think it's ok. This is signed off, allowing for the possibility to revise the A6 link type should journey times require it. |
| Centroid connector length/speed/access point check for car access | All zones have connectors | None required. | OK. This is signed off. |
| Signalised junction cycle times | Review junction cycle times in model | Checked the source data for the AM peak signal timings and have changed the signal timings accordingly. | OK. This is signed off. |

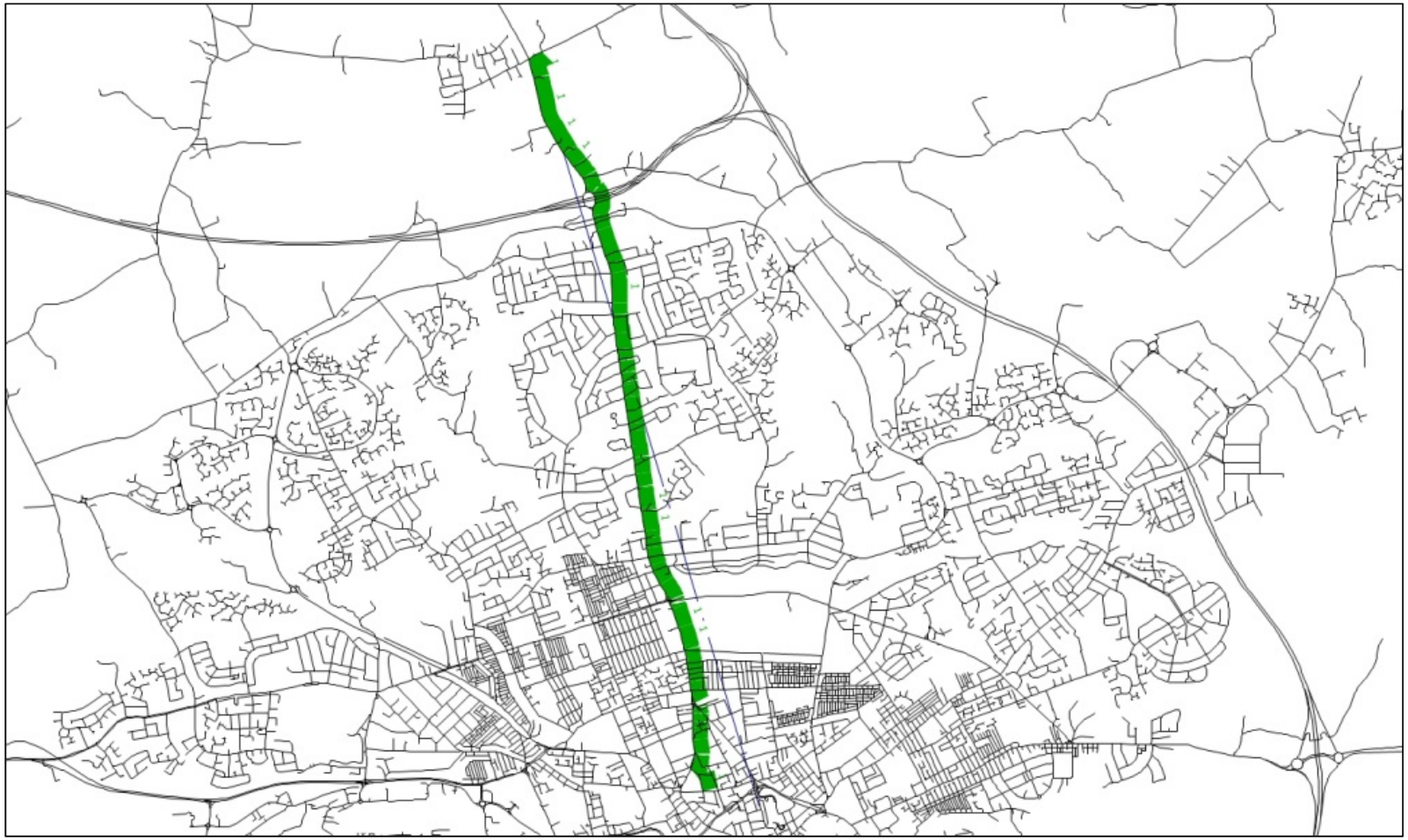
# Appendix I Route checks

Woodplumpton to Preston:

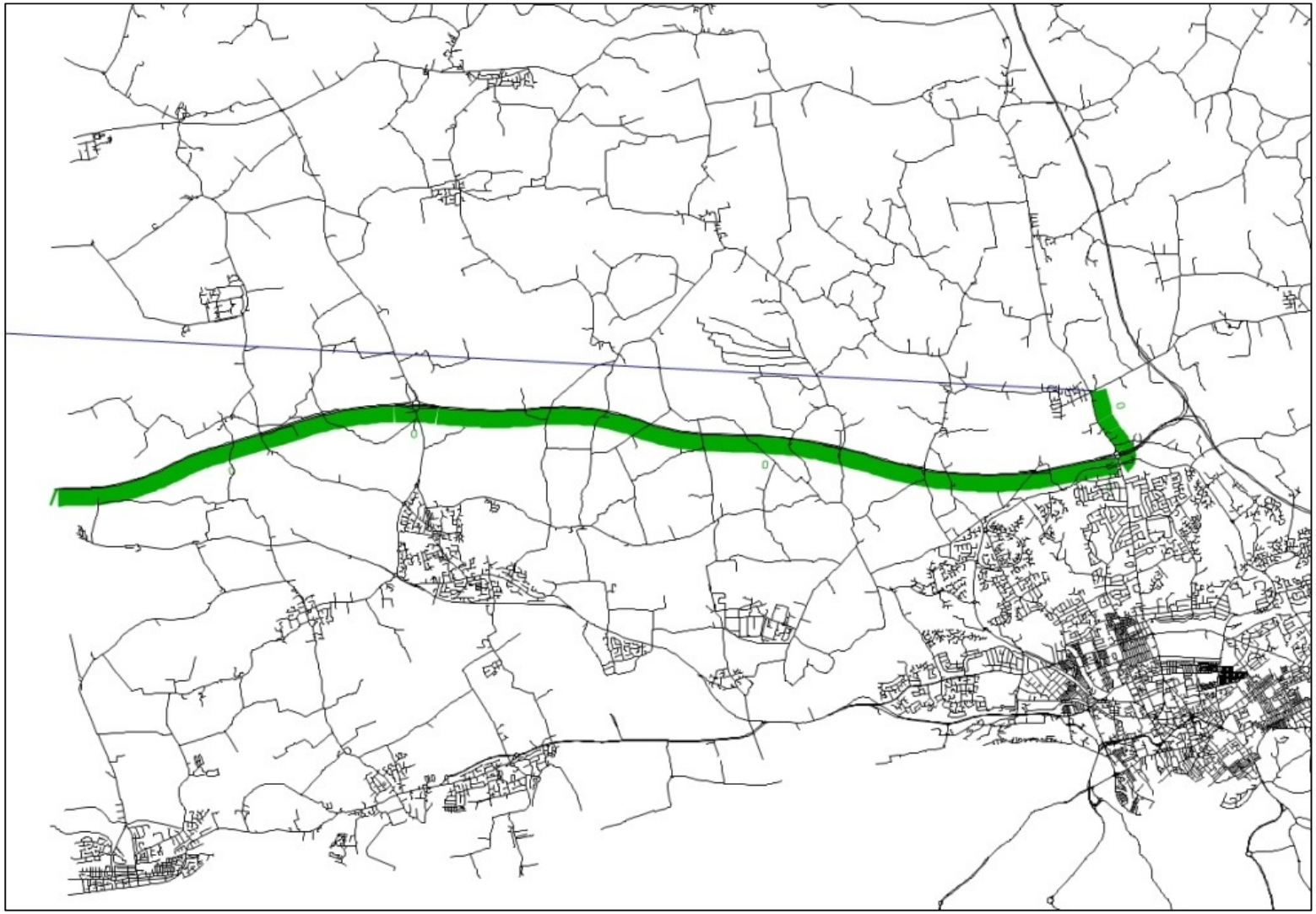


Woodplumpton to Longridge:

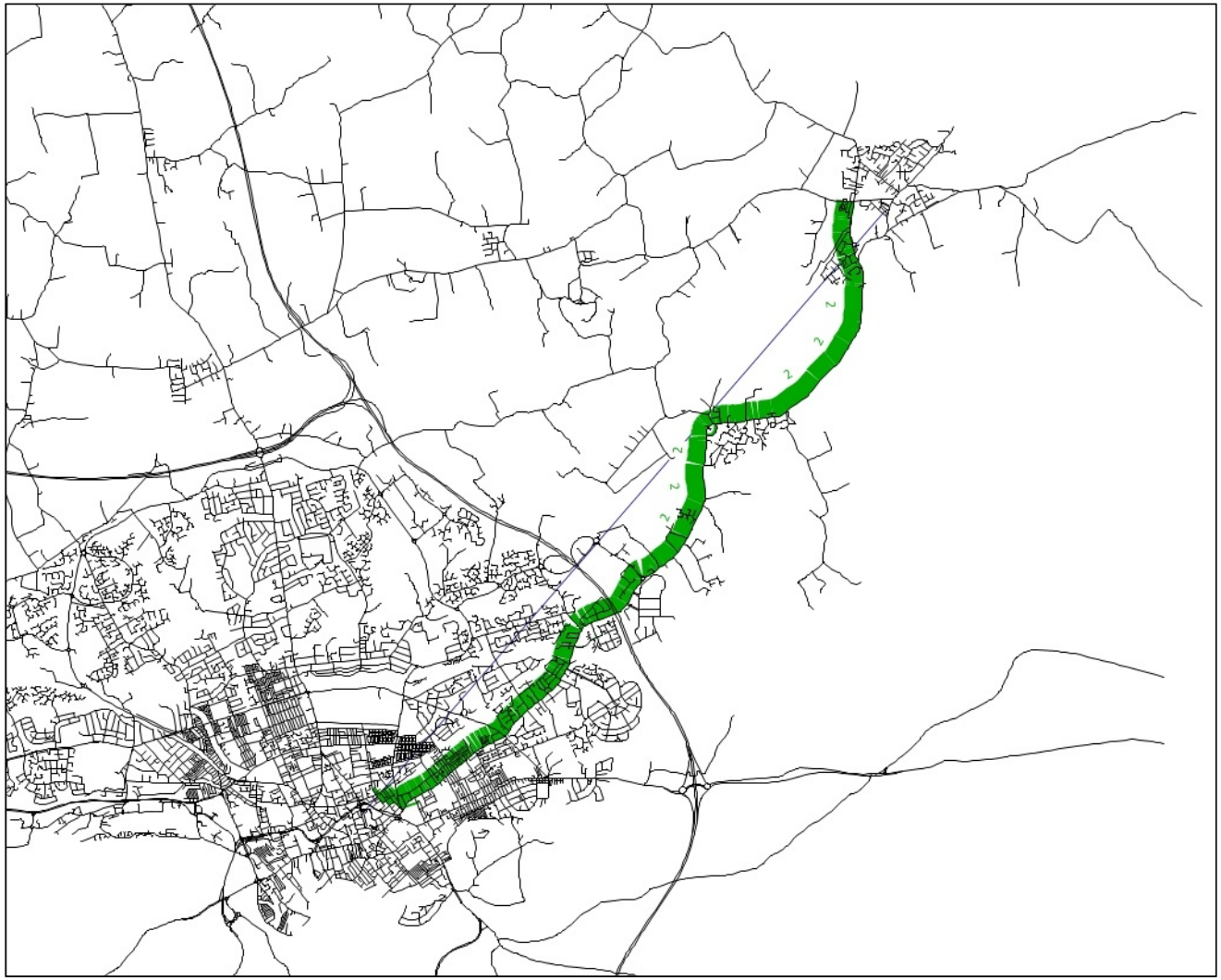
Broughton to Preston:



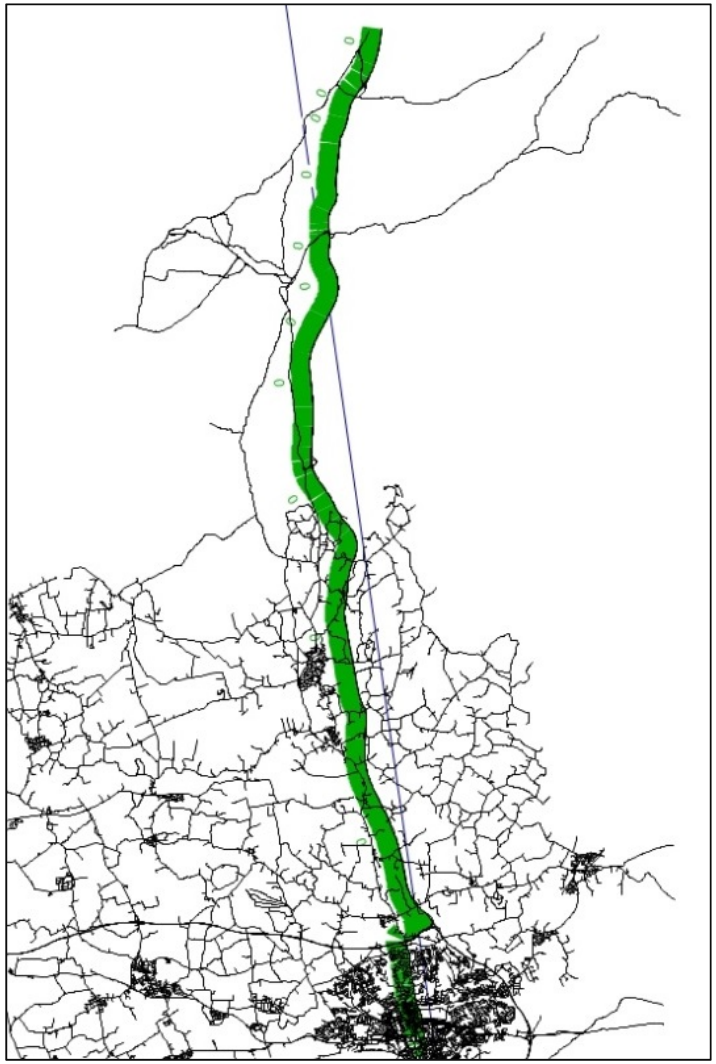
Broughton to Blackpool:



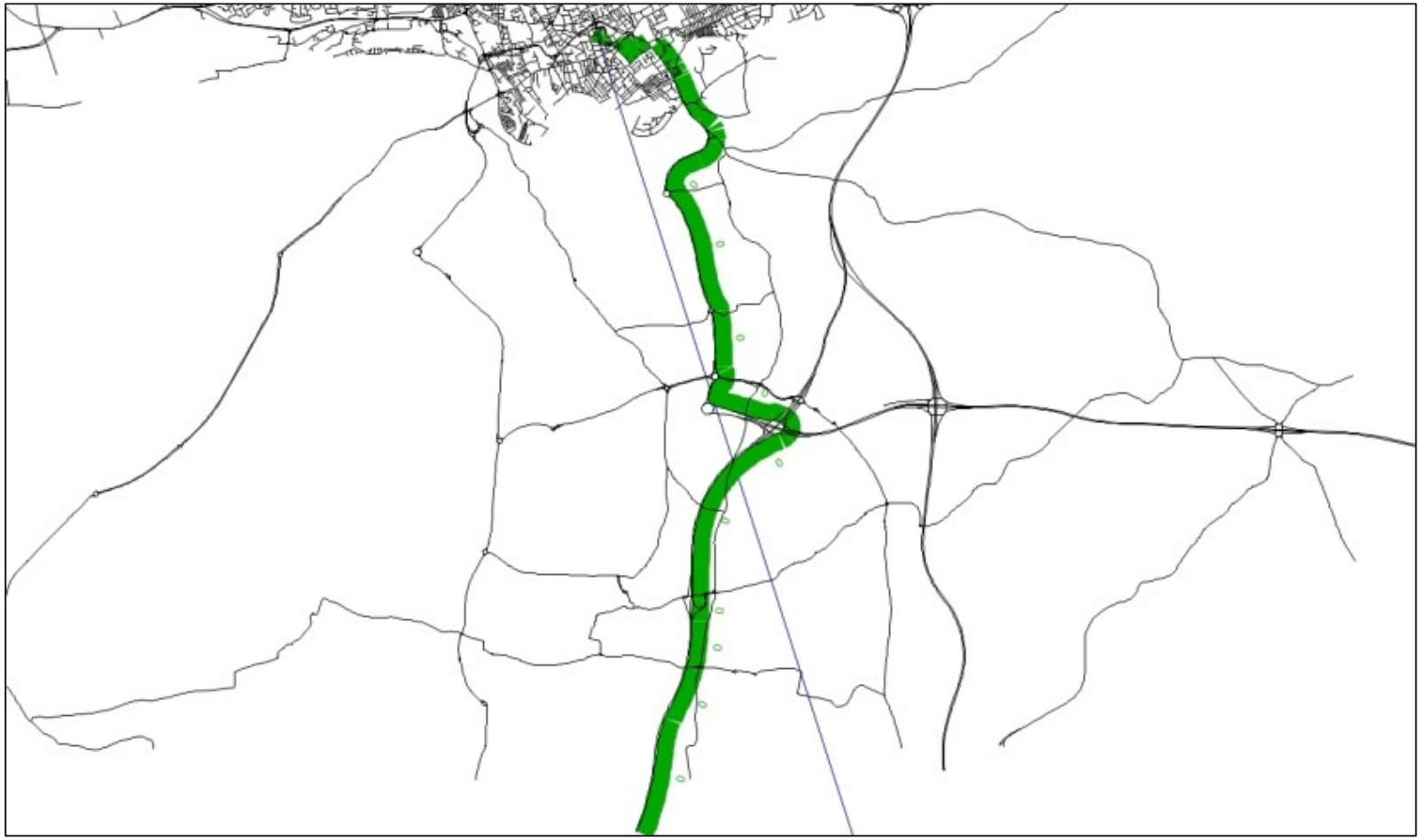
Preston to Longridge:



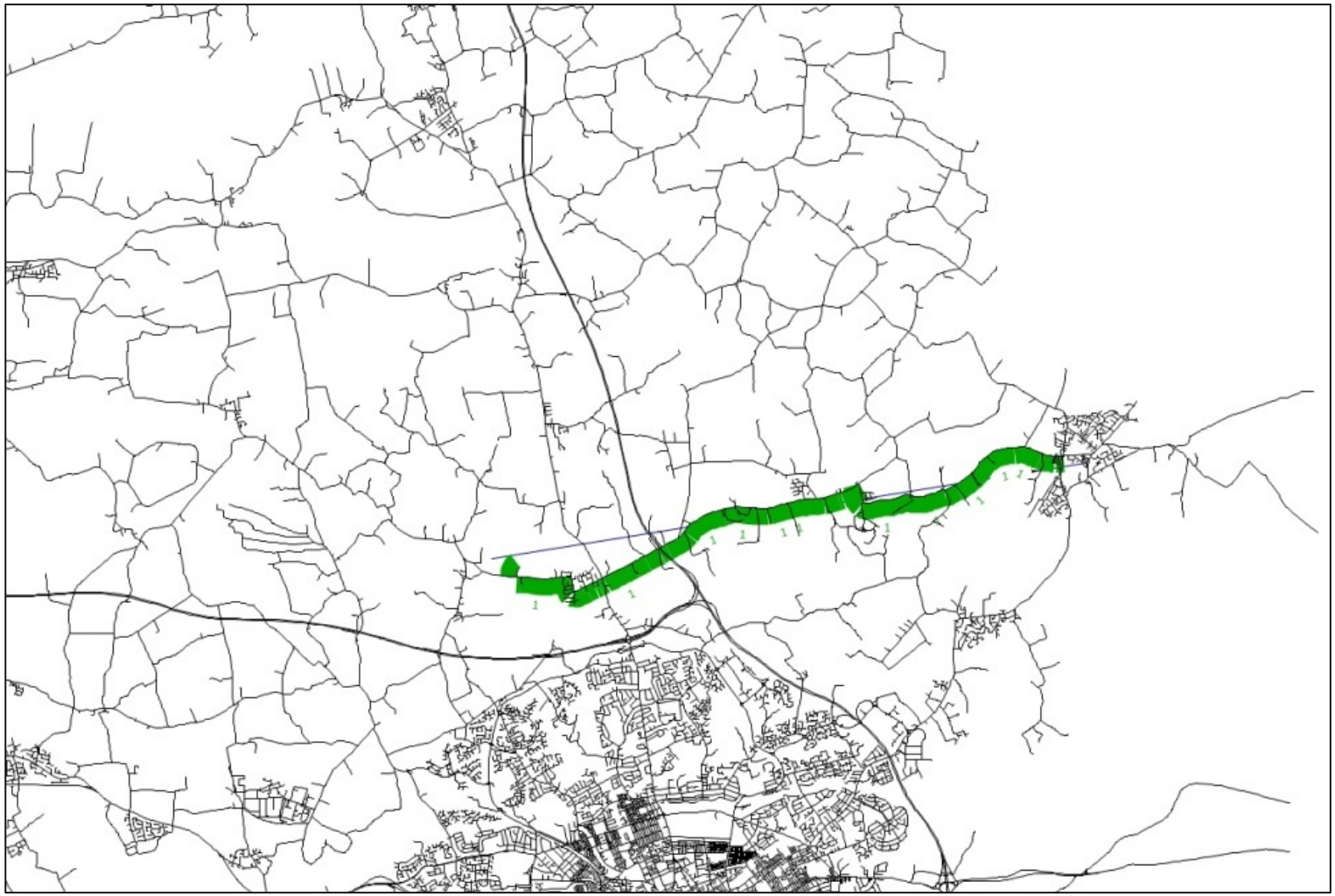
Preston to Carlisle:



Preston to Birmingham:

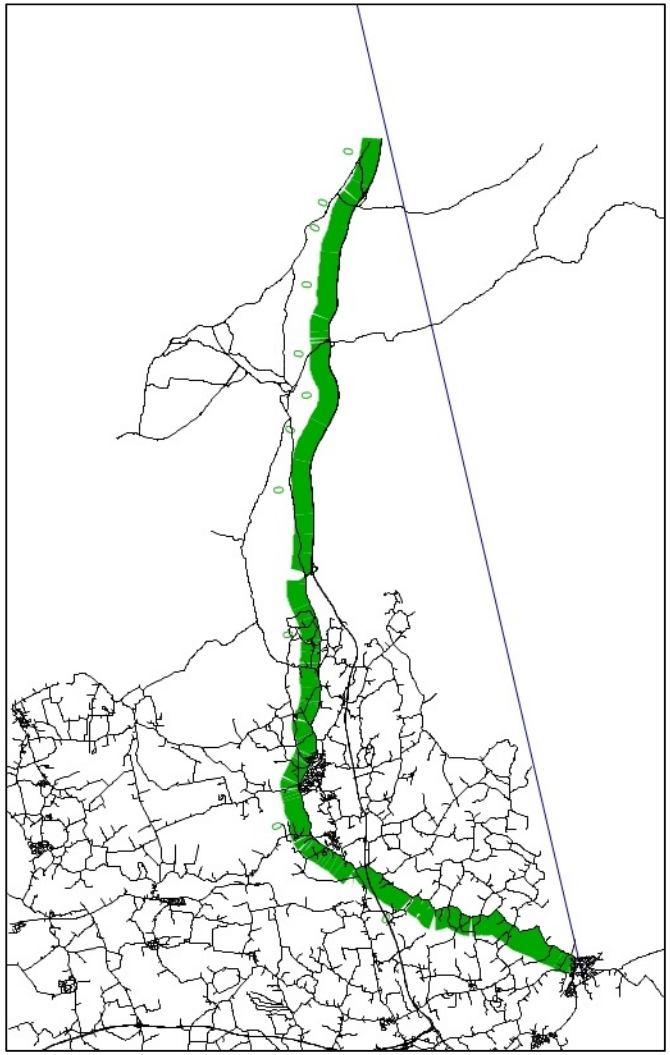


Longridge to Woodplumpton:

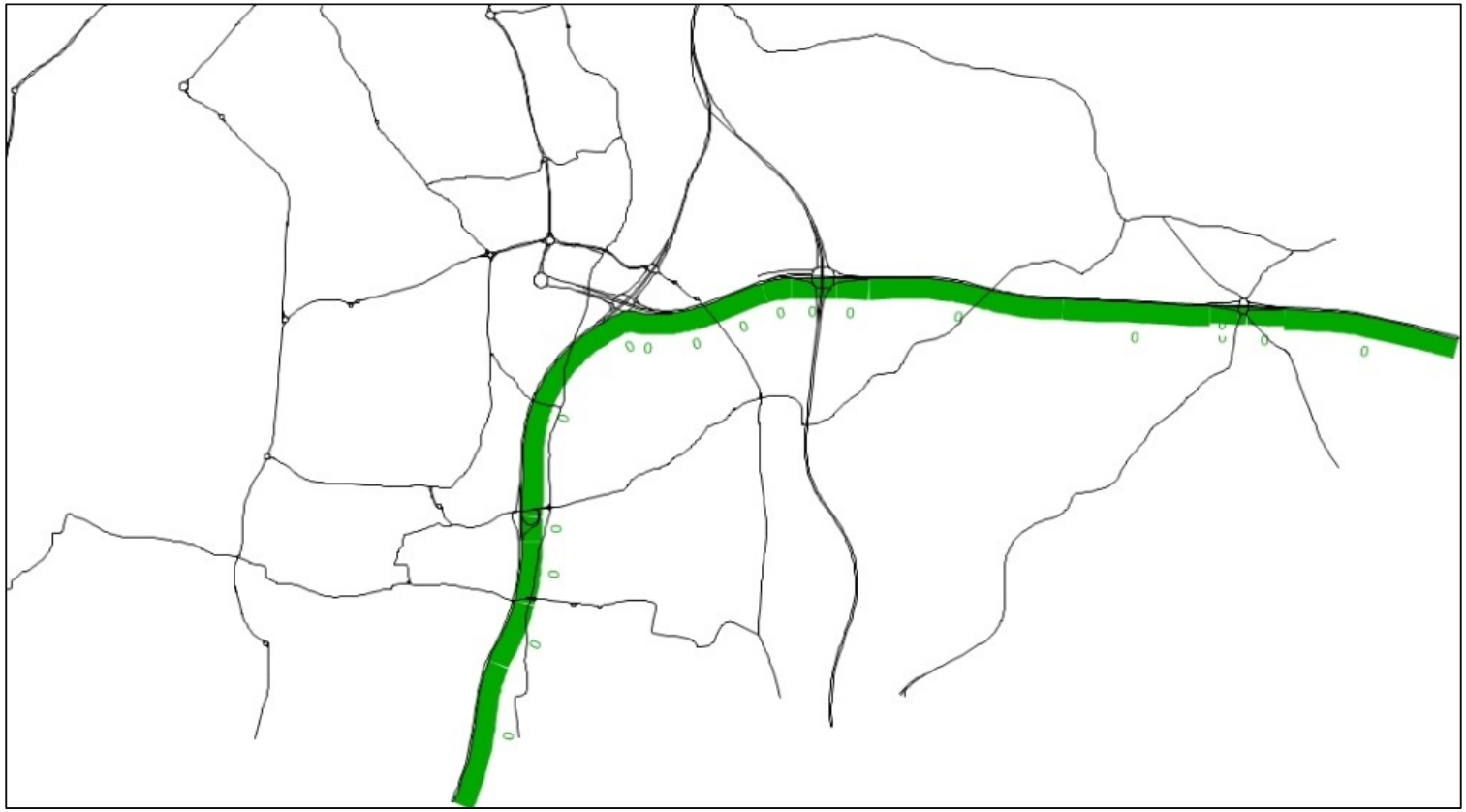


Longridge to Broughton:

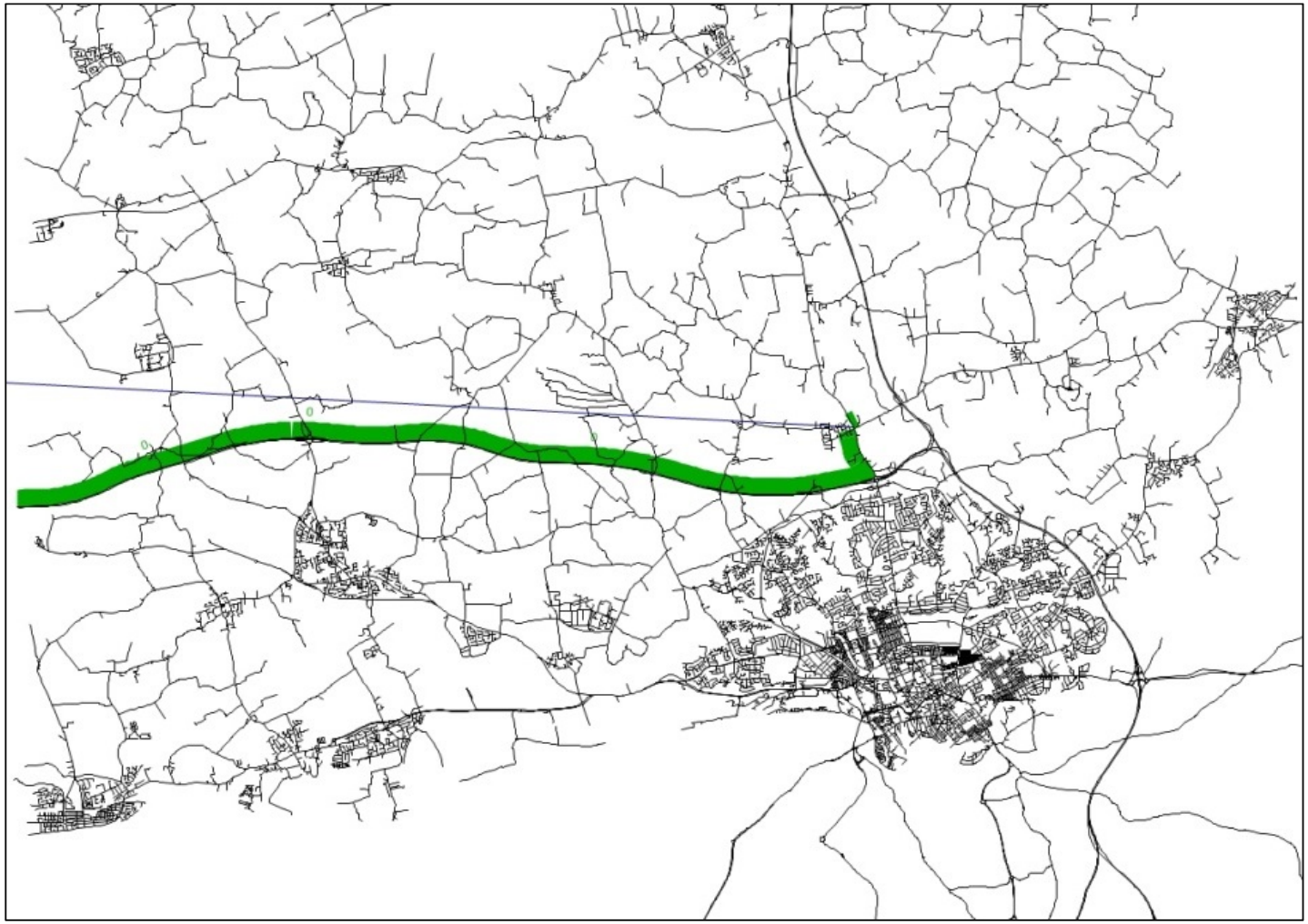
Longridge to Carlisle:



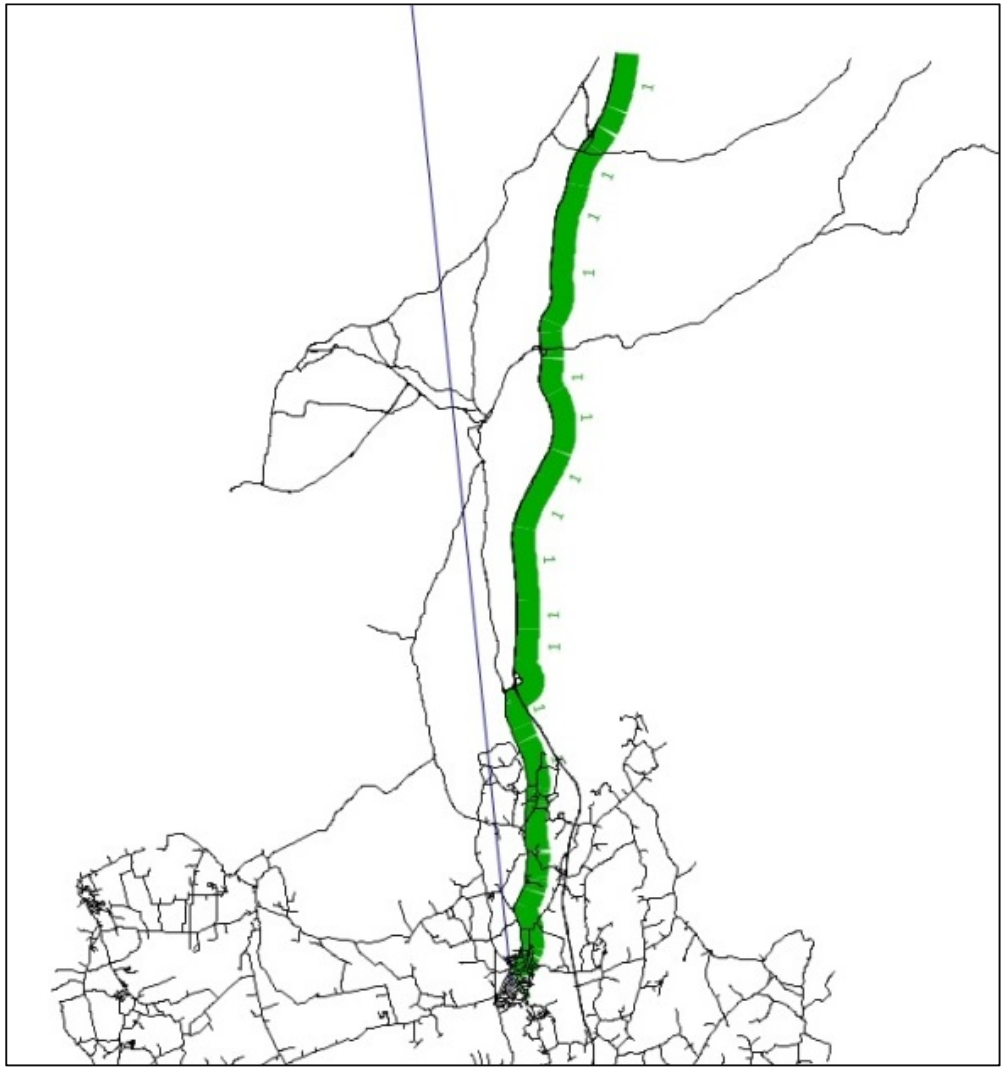
Blackburn to Birmingham:



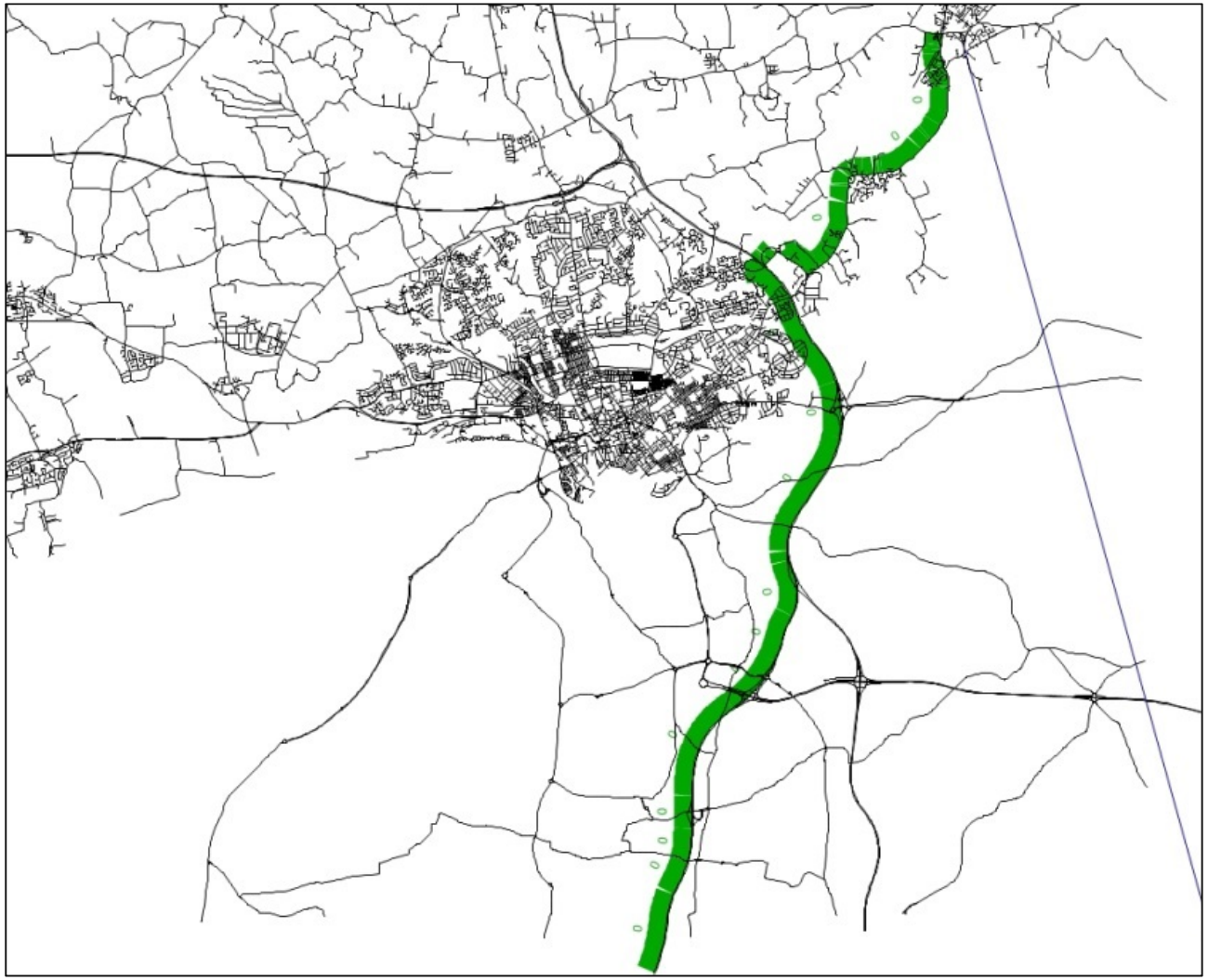
Blackpool to Broughton:



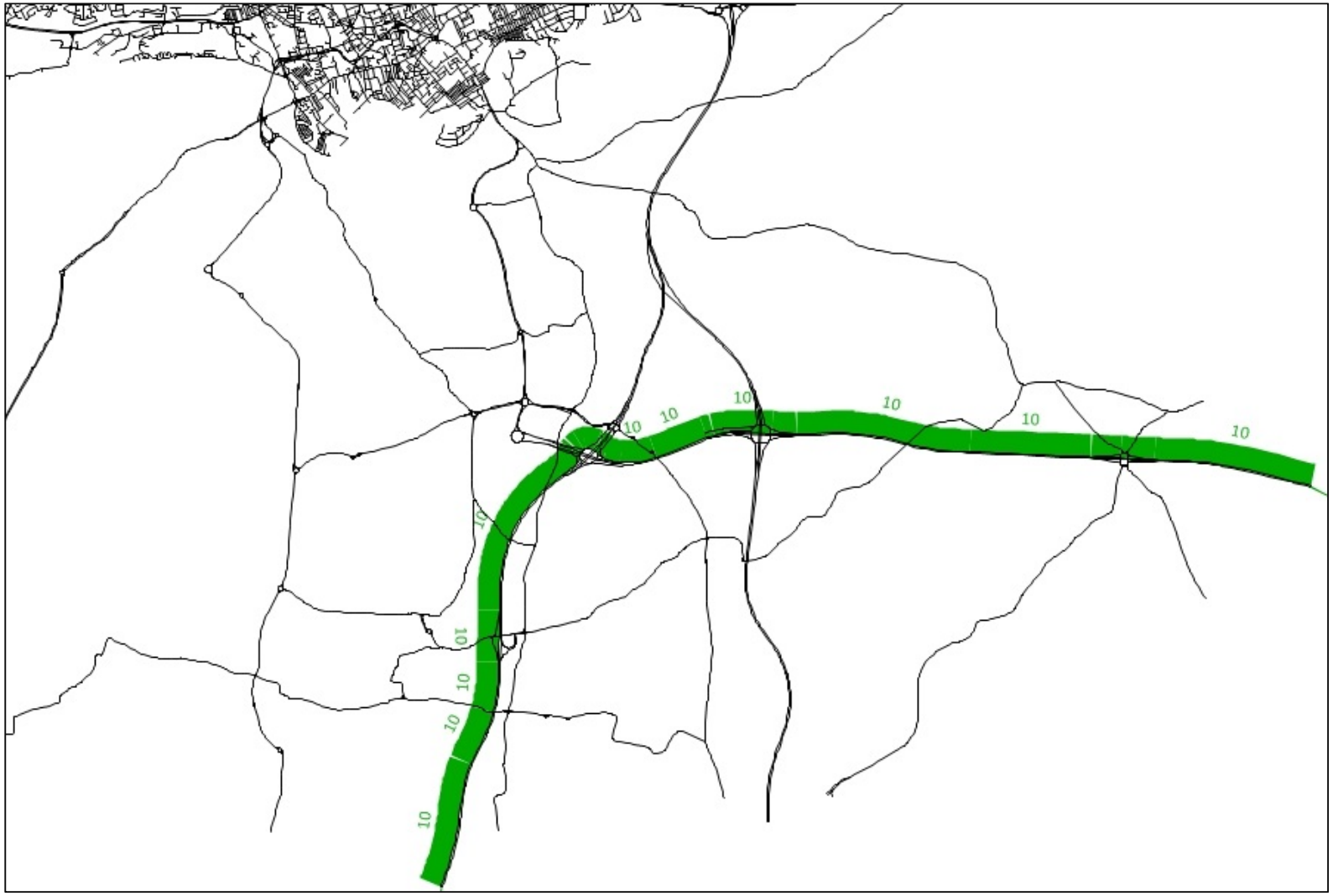
Carlisle to Garstang:



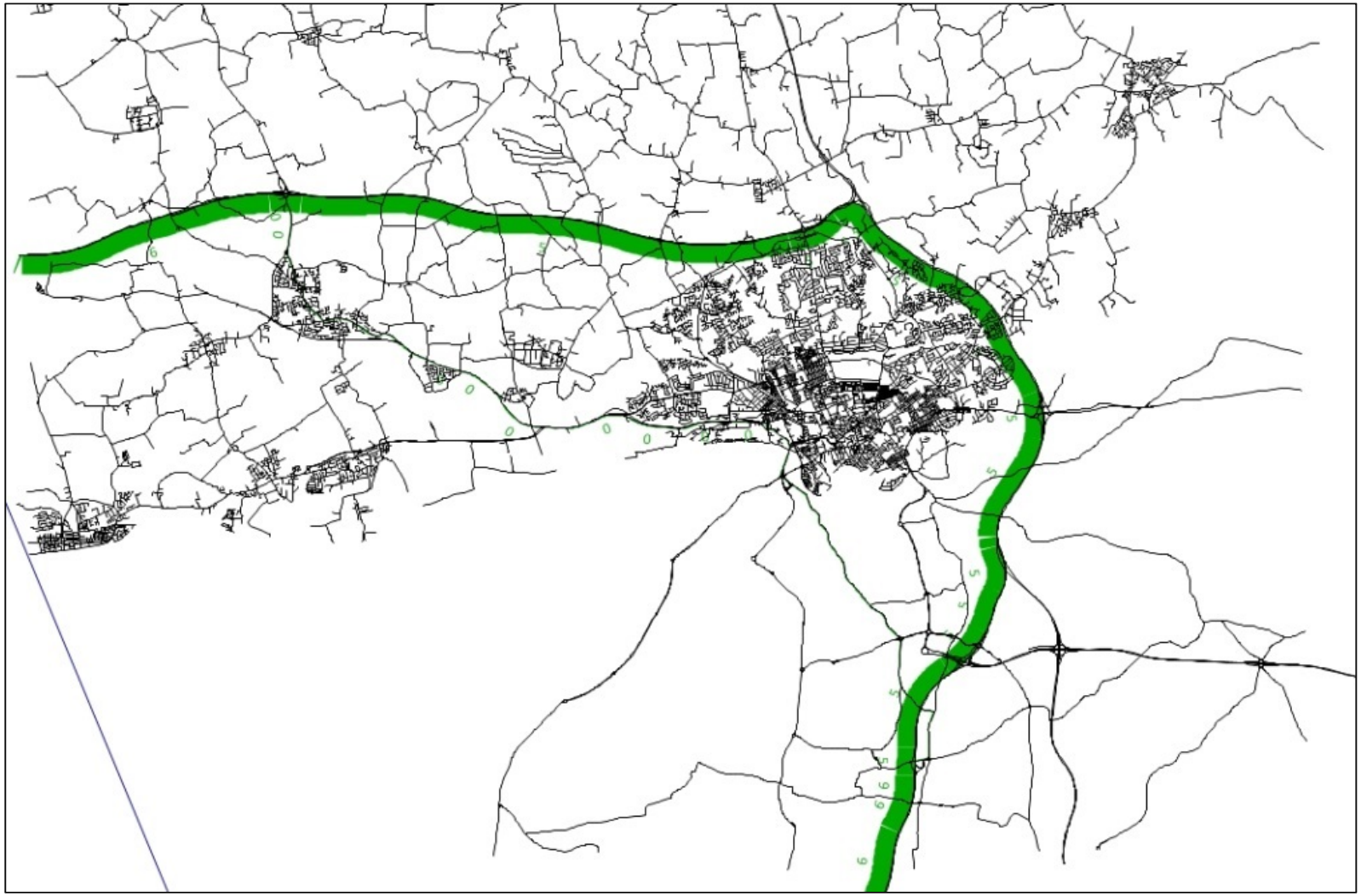
Birmingham to Longridge:



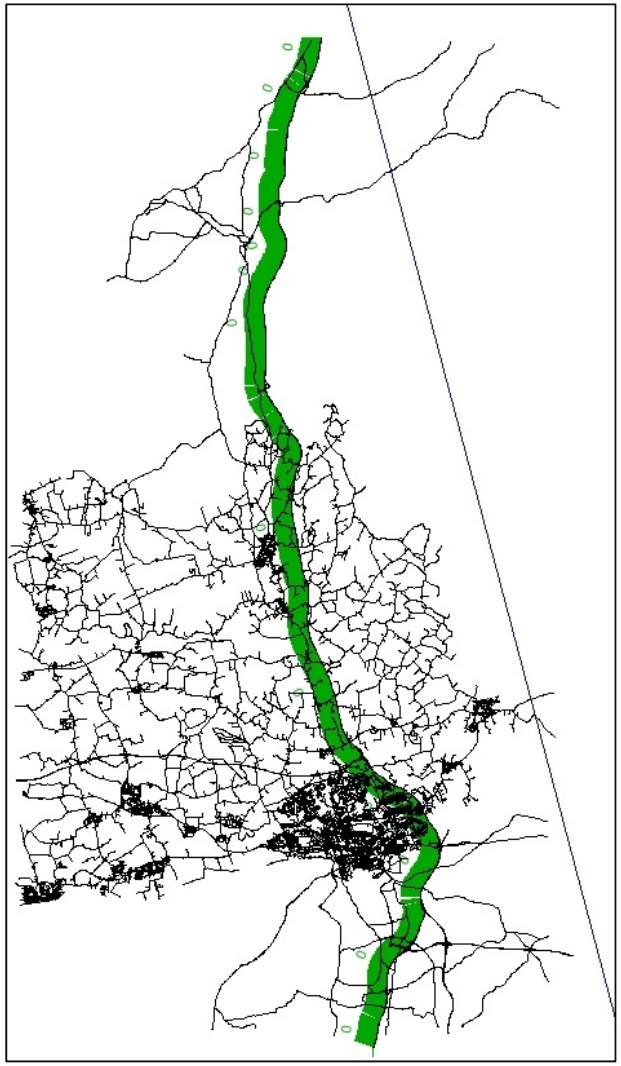
Birmingham to Blackburn:



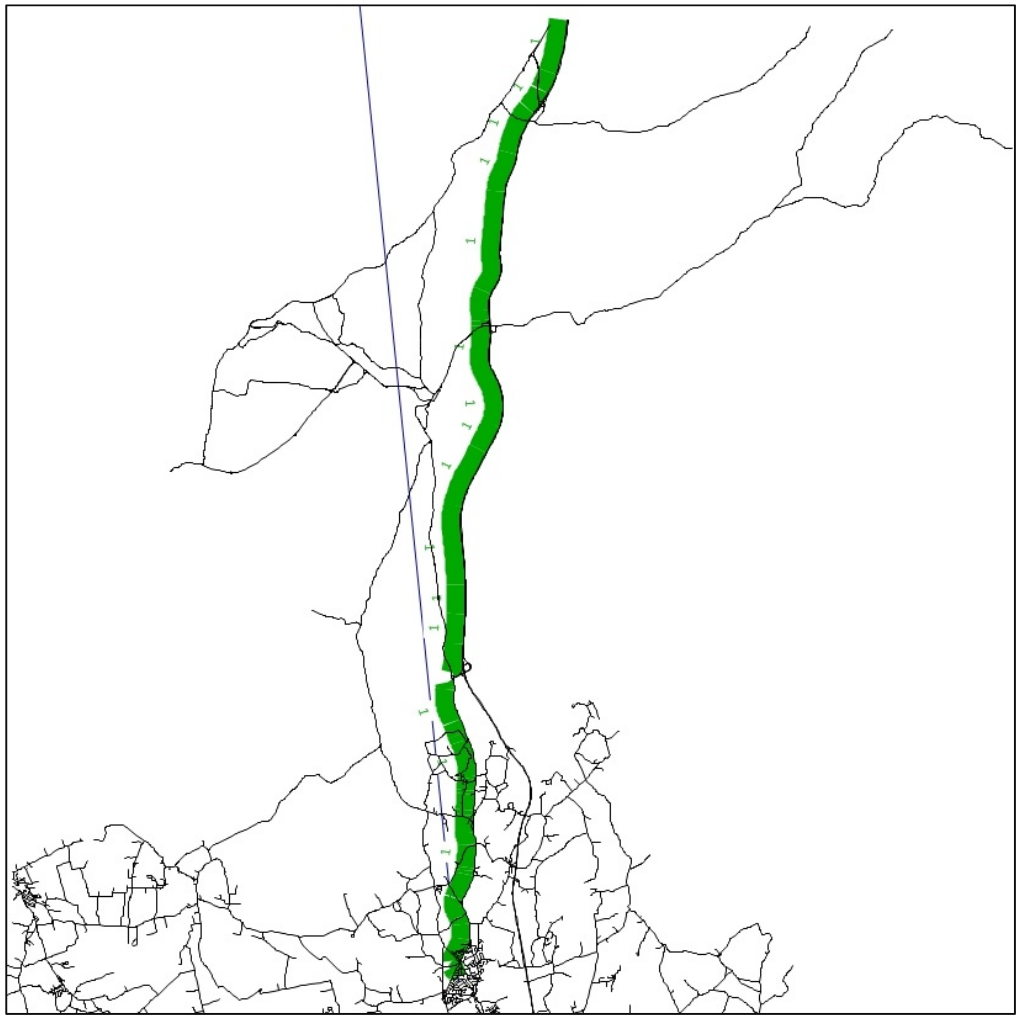
Birmingham to Blackpool:



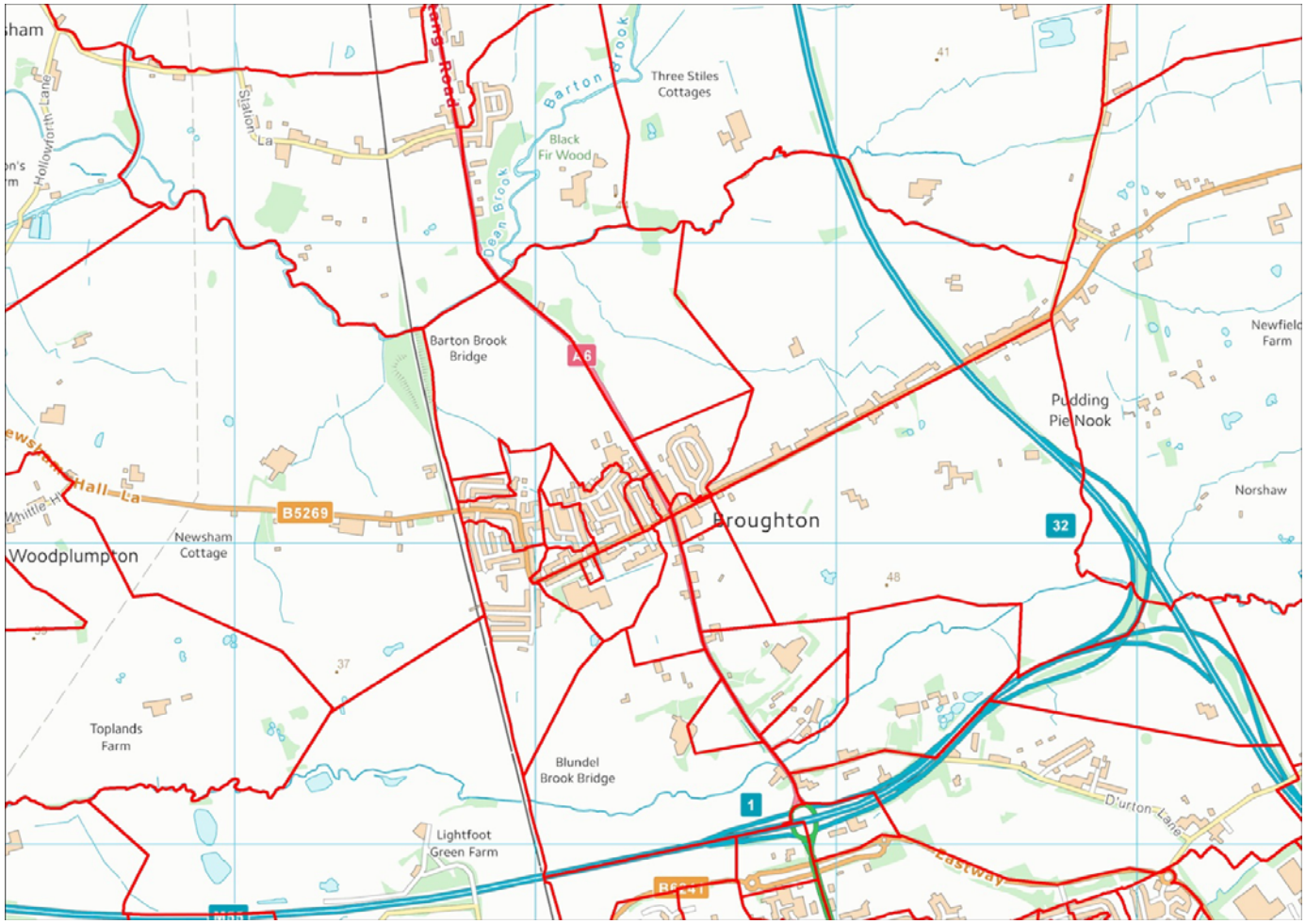
Birmingham to Carlisle:



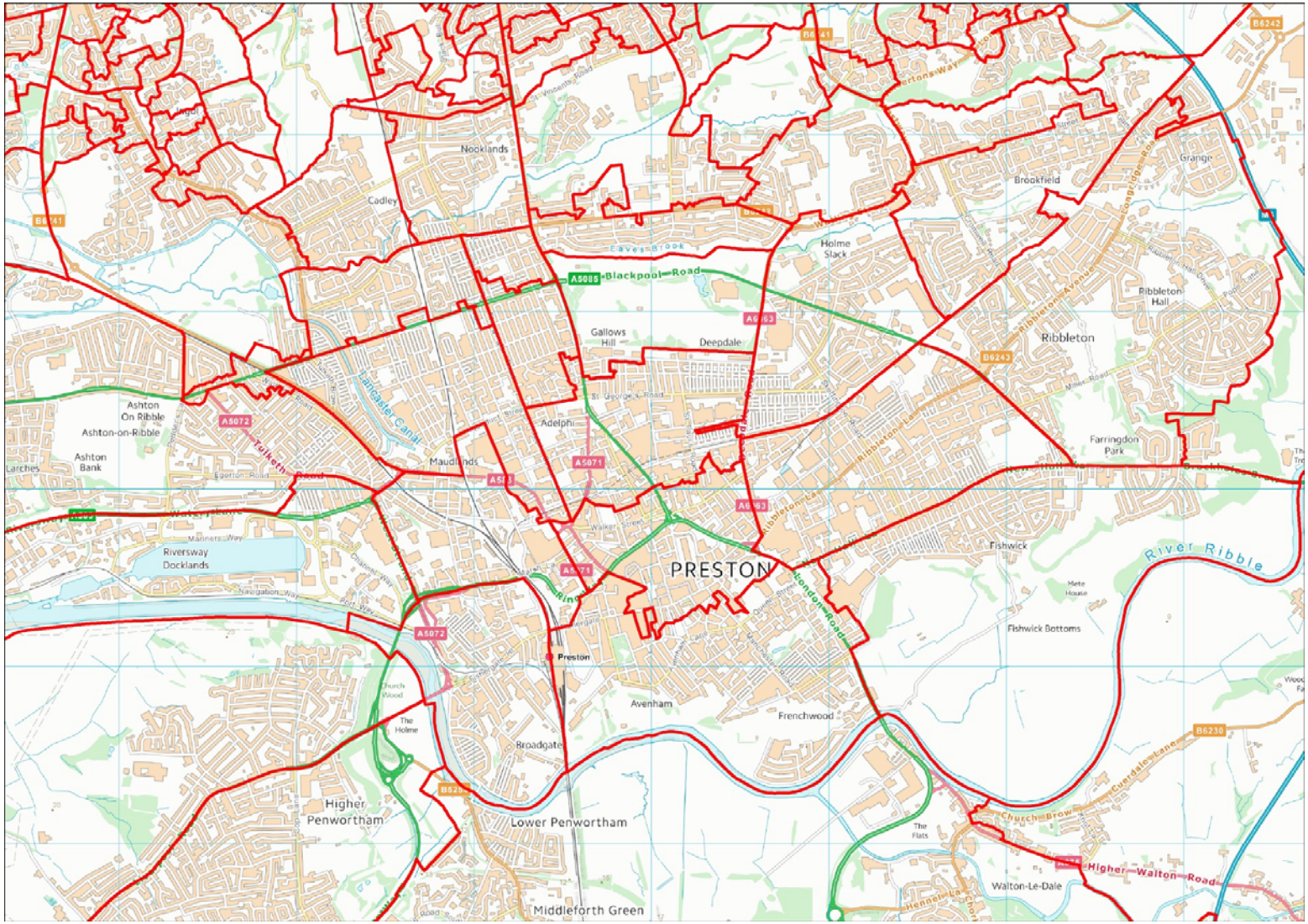
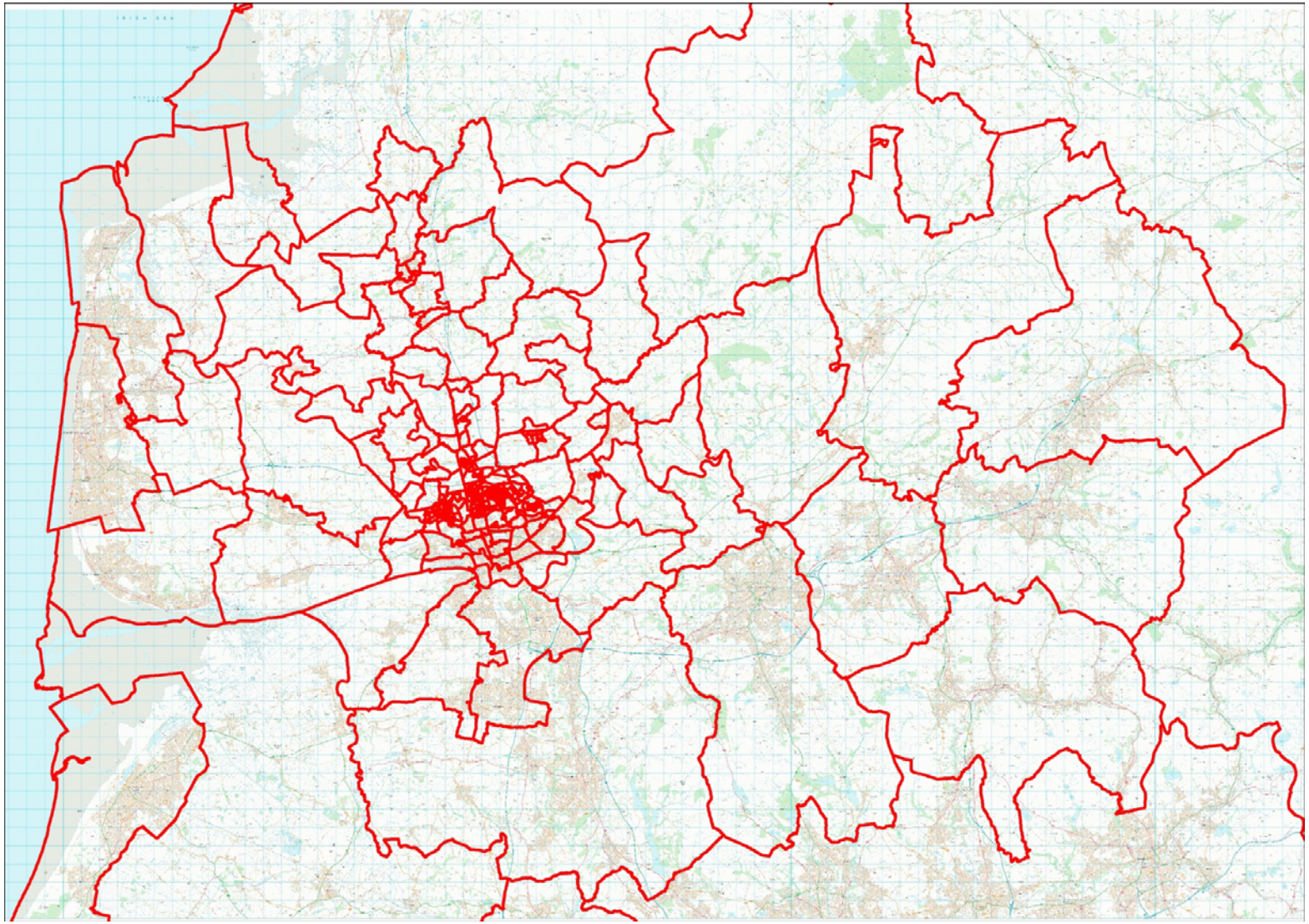
Garstang to Carlisle:



Broughton area:



Preston area:



Wider area: