

Figure F.2-198. V/C Ratio Comparison, Local Plan Sustainable Mitigation vs Reference, 2041 Interpeak, South Ribble Samlesbury



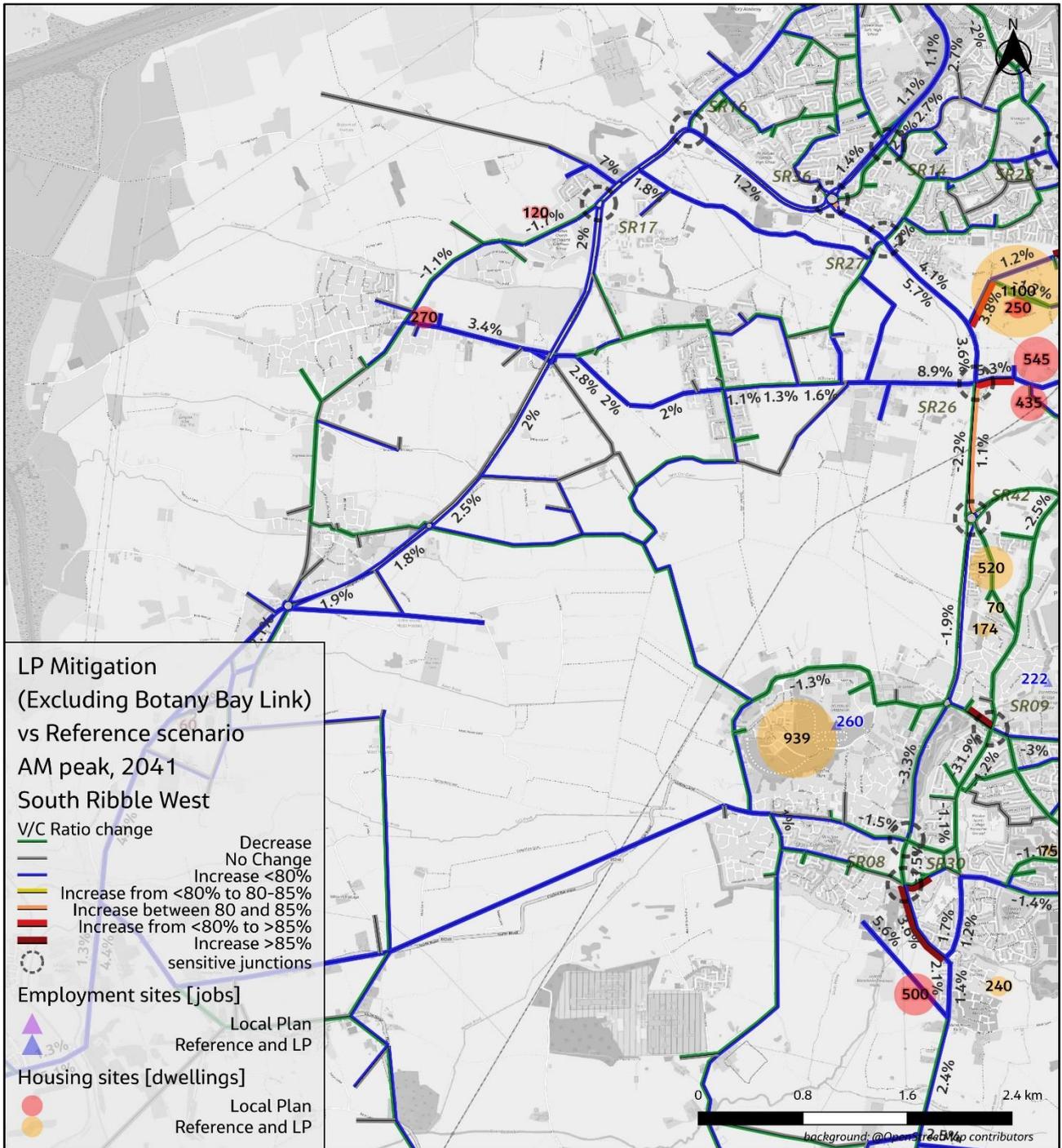


Figure F.2-200. V/C Ratio Comparison, Local Plan Sustainable Mitigation vs Reference, 2041 AM Peak, South Ribble W

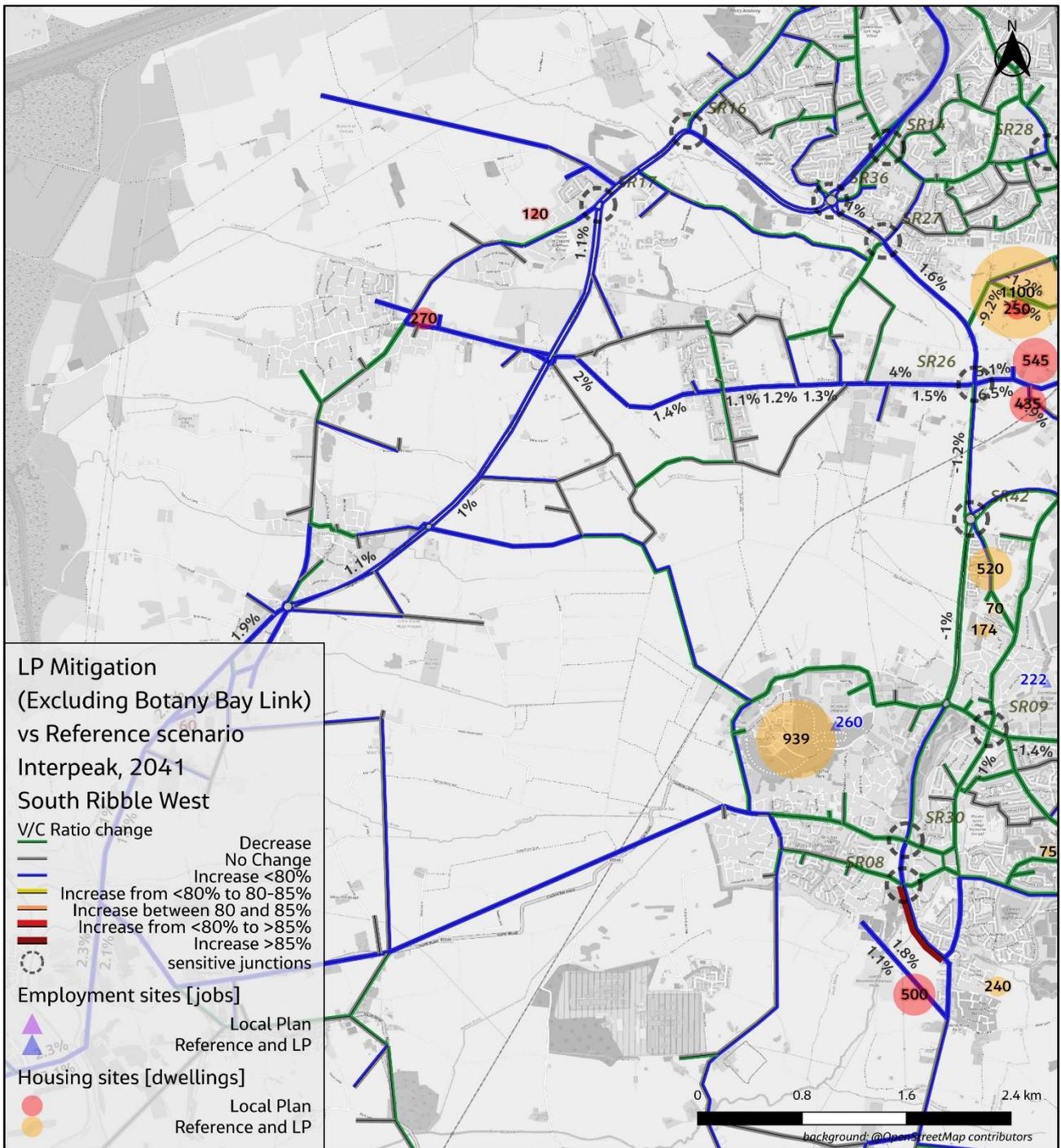


Figure F.2-201. V/C Ratio Comparison, Local Plan Sustainable Mitigation vs Reference, 2041 Interpeak, South Ribble W

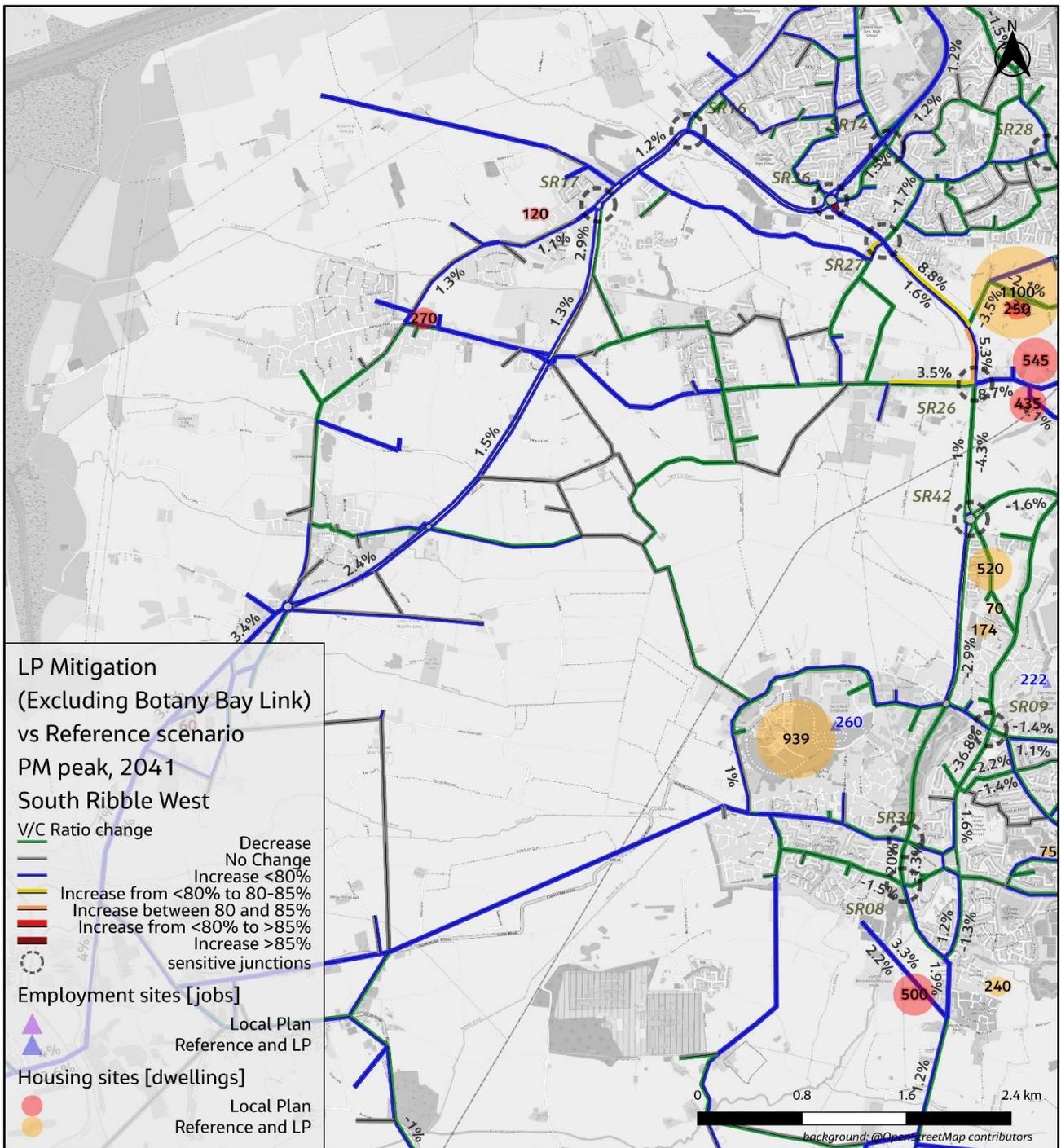


Figure F.2-202. V/C Ratio Comparison, Local Plan Sustainable Mitigation vs Reference, 2041 PM Peak, South Ribble W



## F.2.4 Strategic Road Network

### F.2.4.1 Scenario 3 V/C

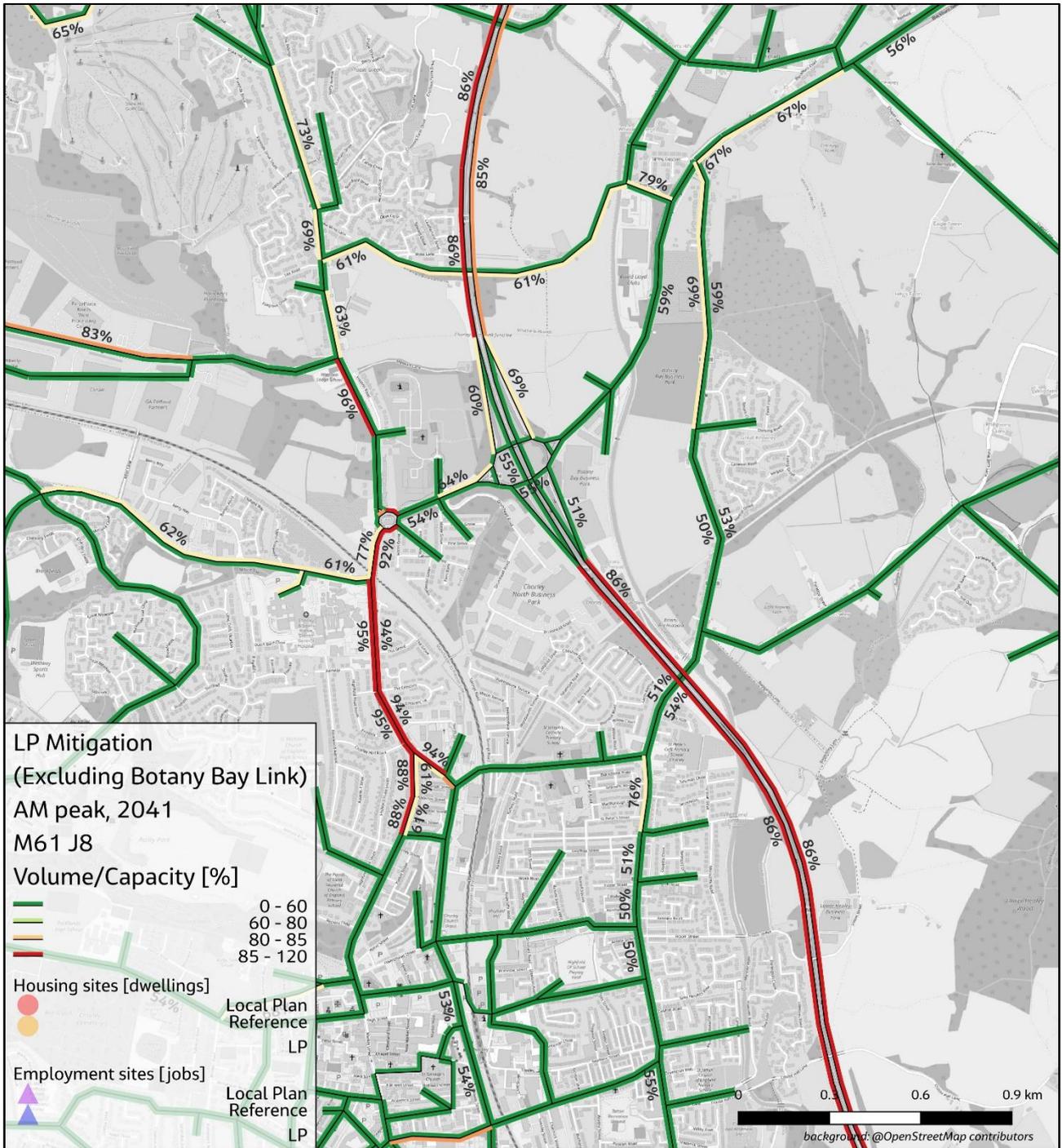


Figure F.2-203. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M61 J8

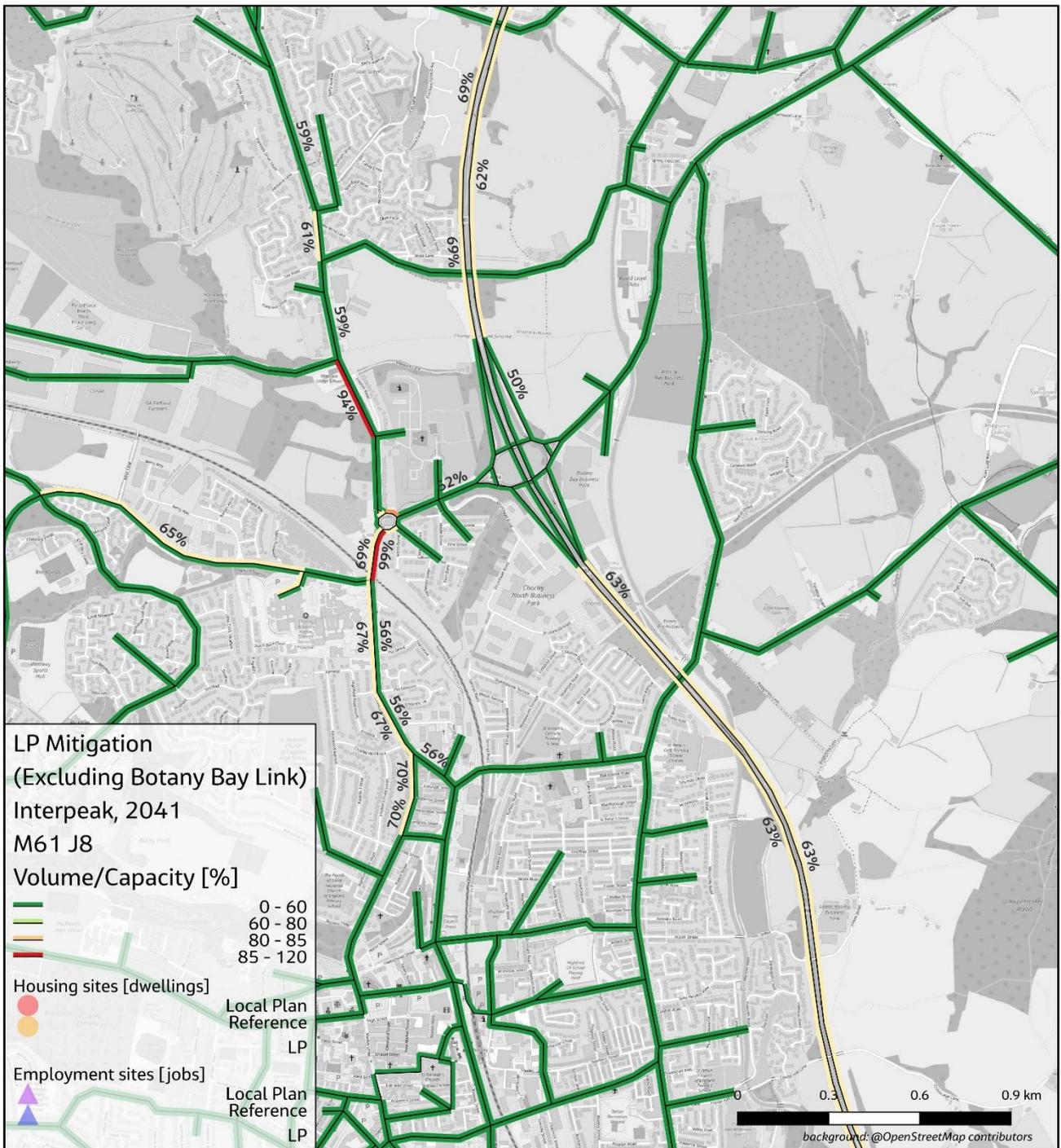


Figure F.2-204. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M61 J8

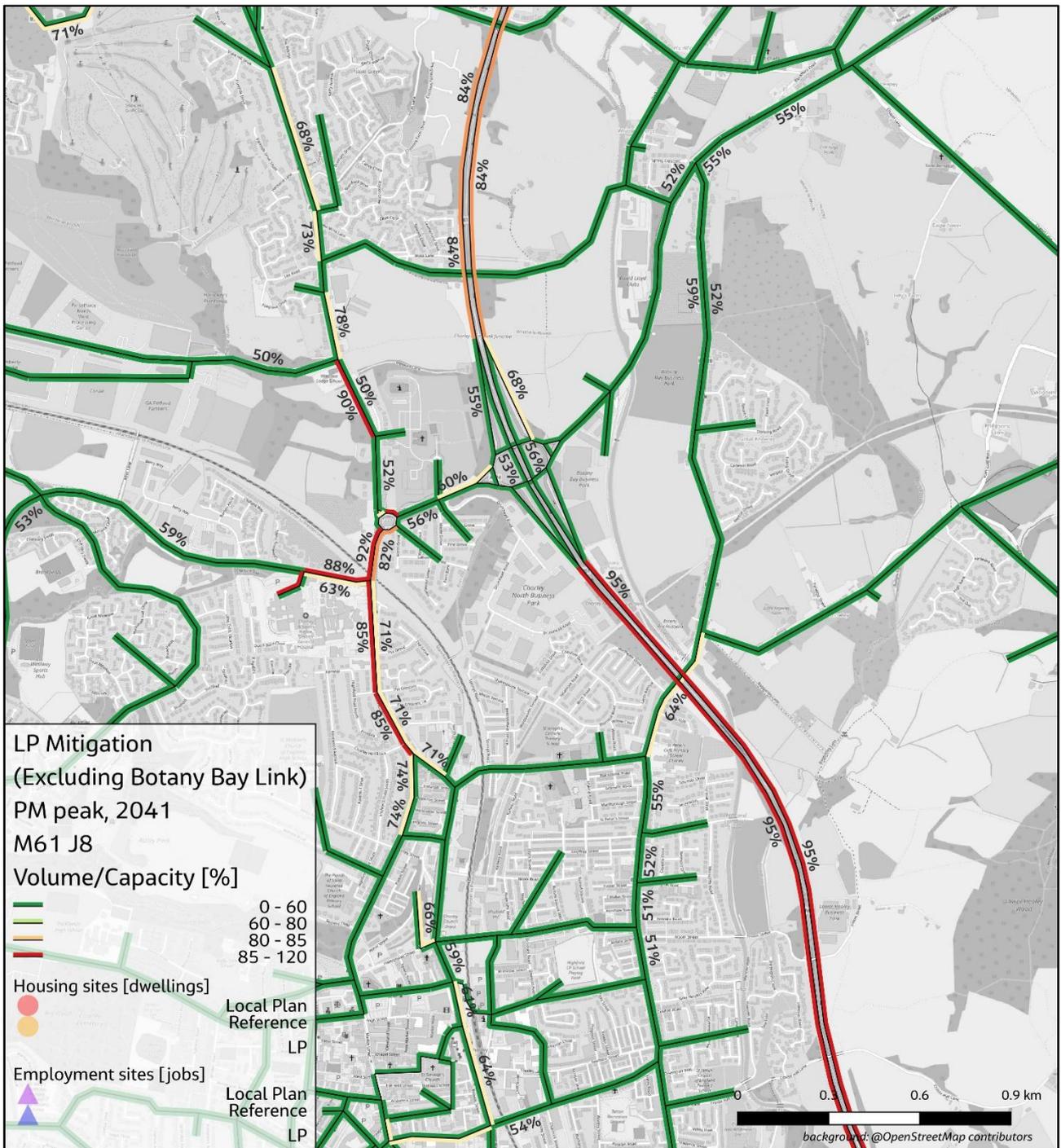


Figure F.2-205. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M61 J8

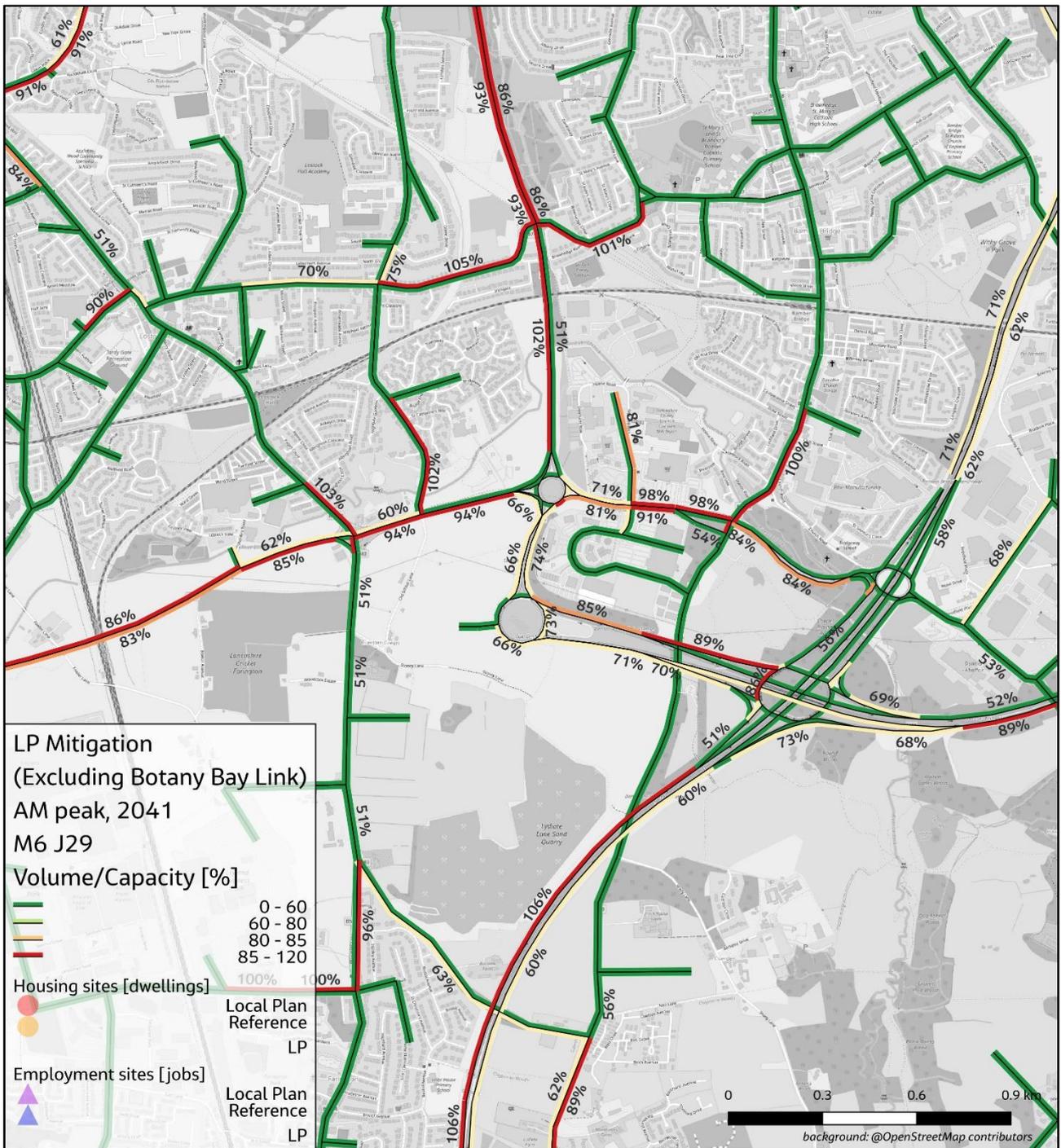


Figure F.2-206. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M6 J29

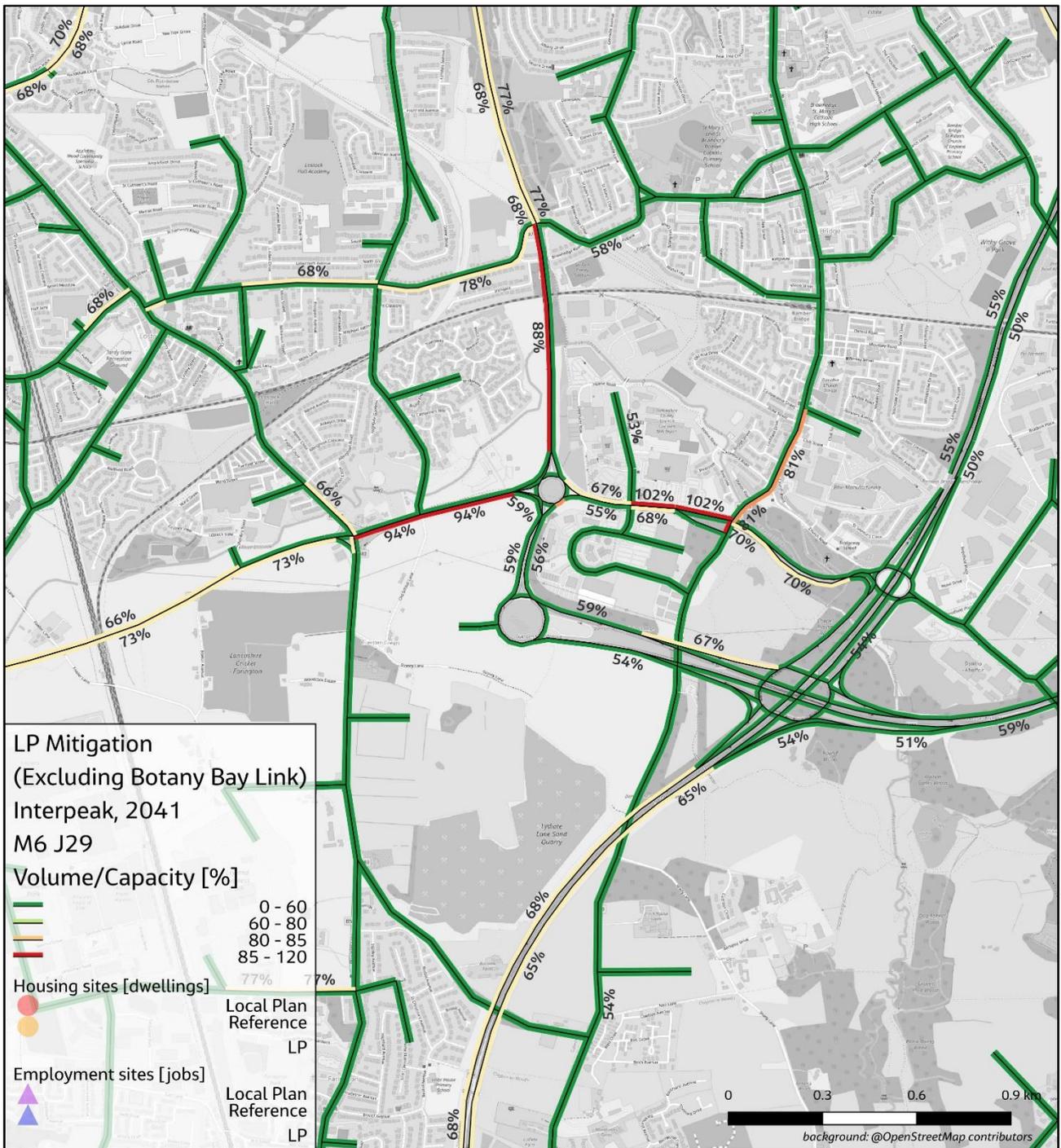


Figure F.2-207. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M6 J29

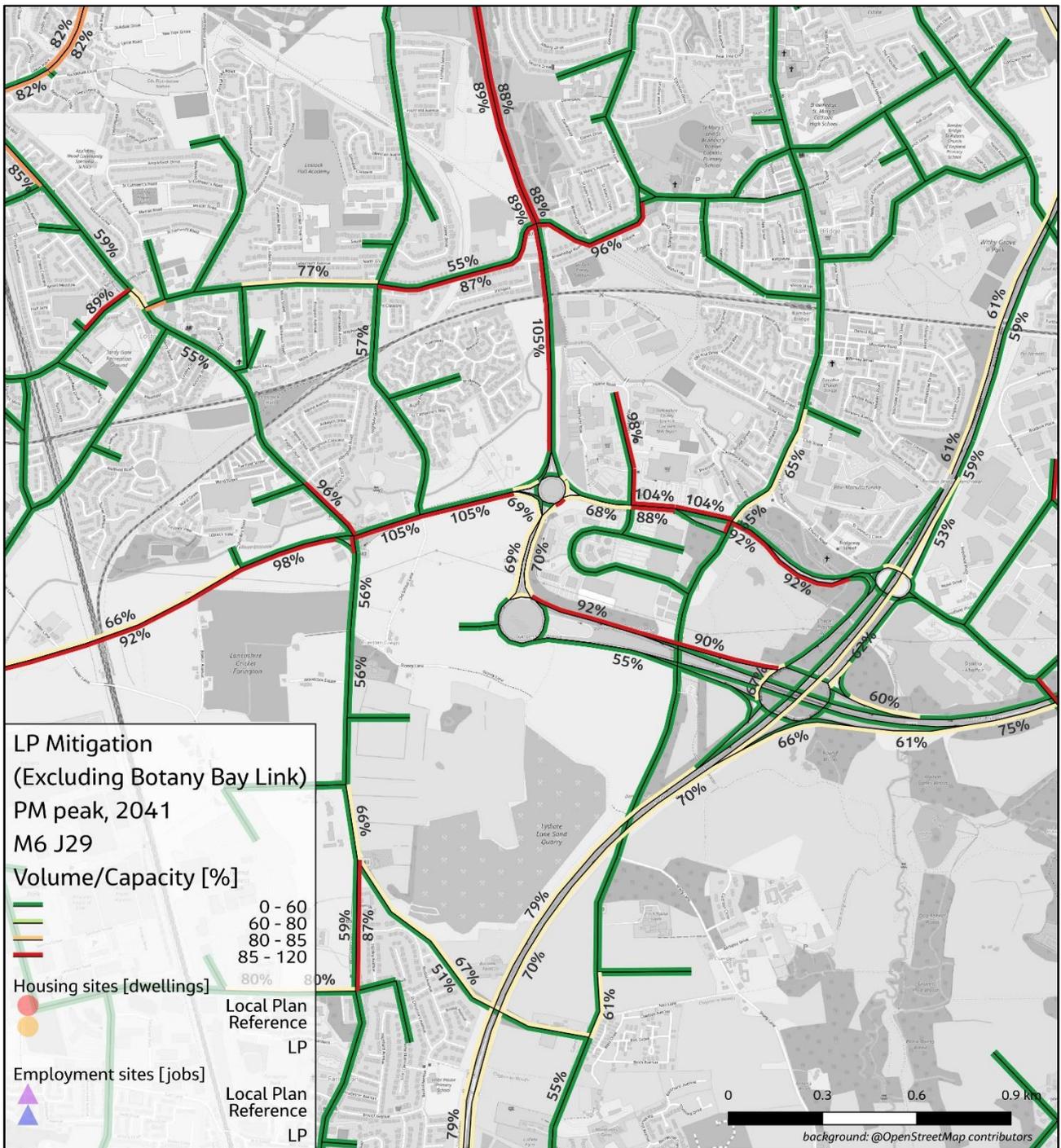


Figure F.2-208. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M6 J29

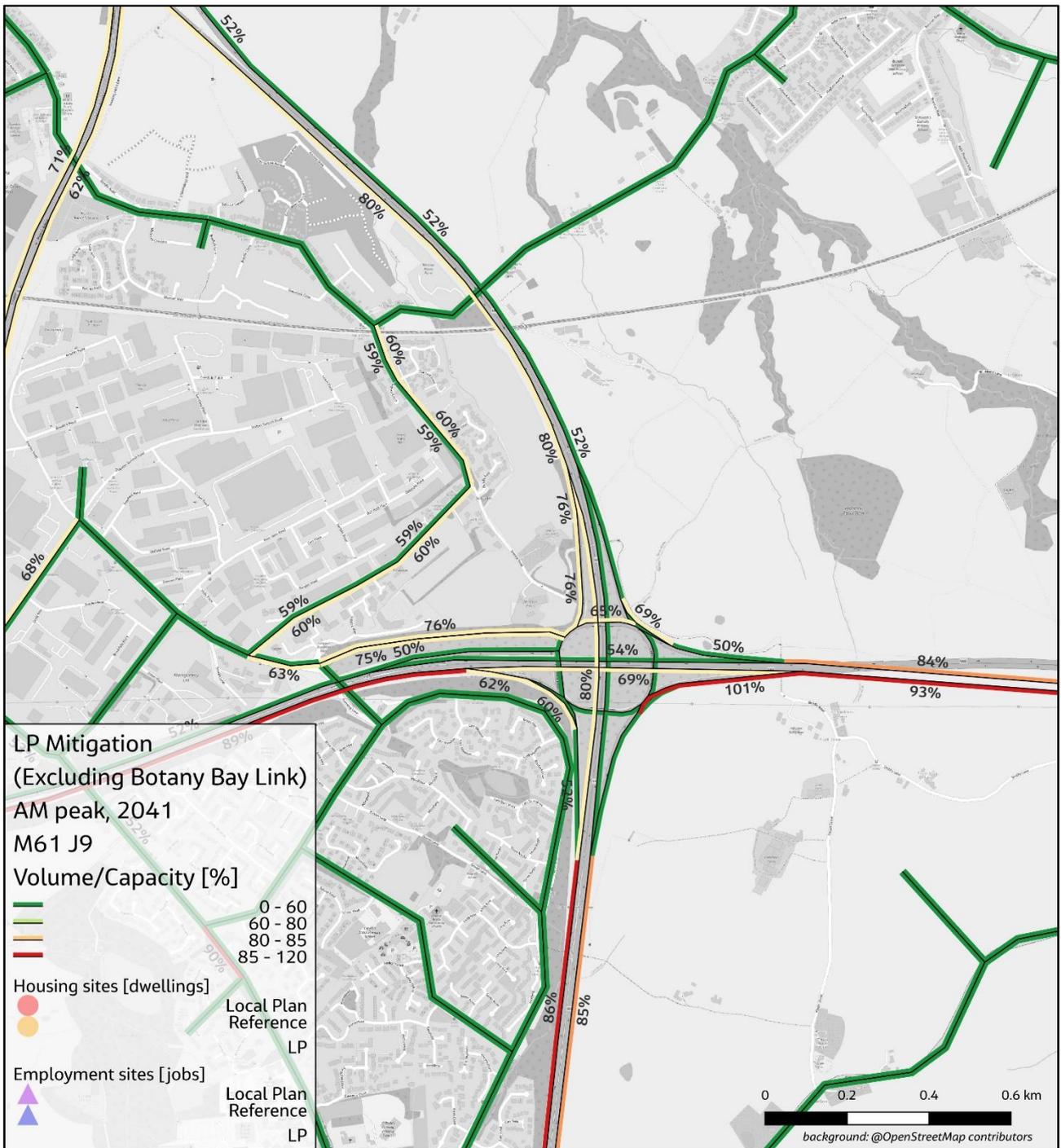


Figure F.2-209. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M61 J9

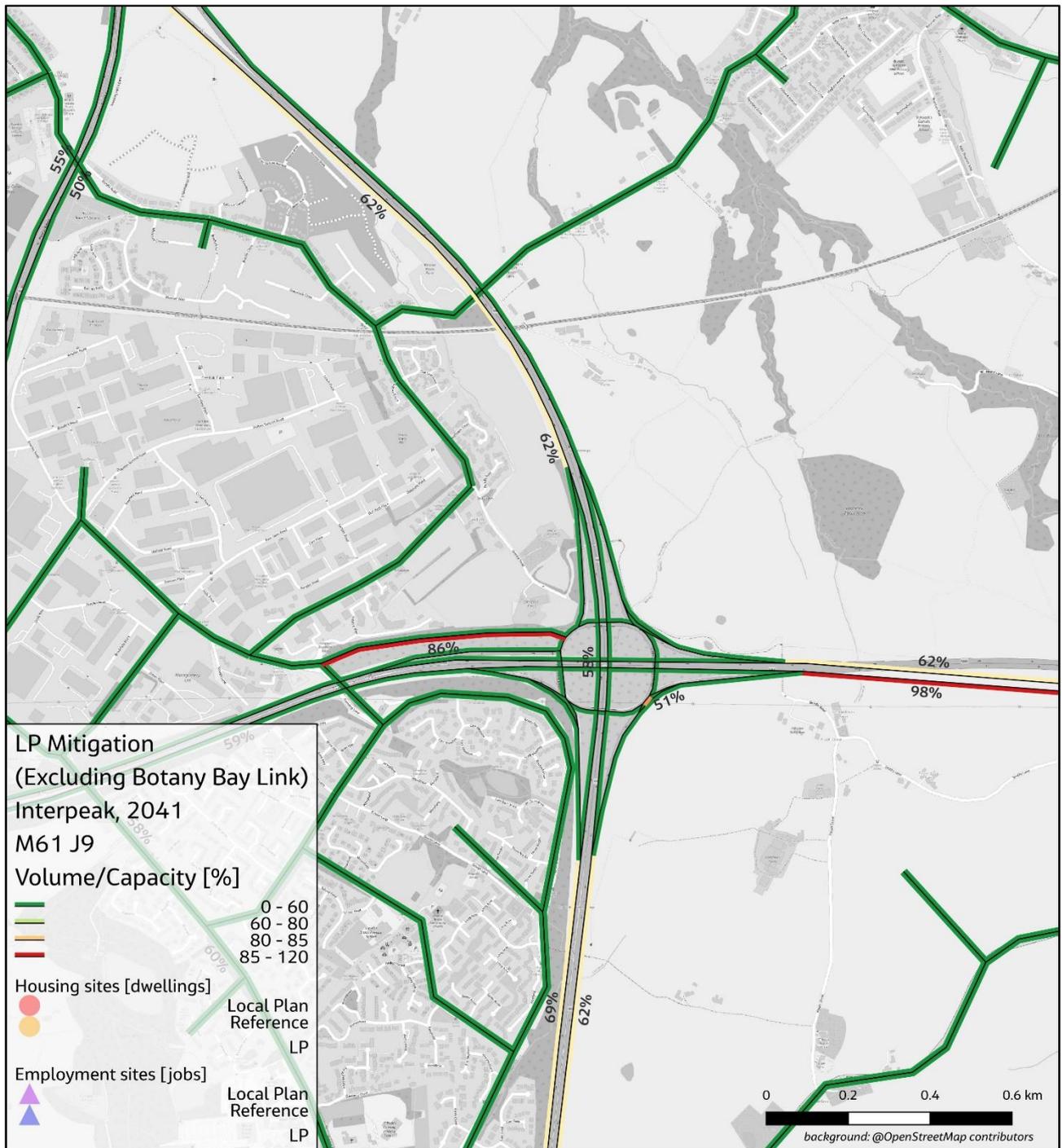


Figure F.2-210. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M61 J9

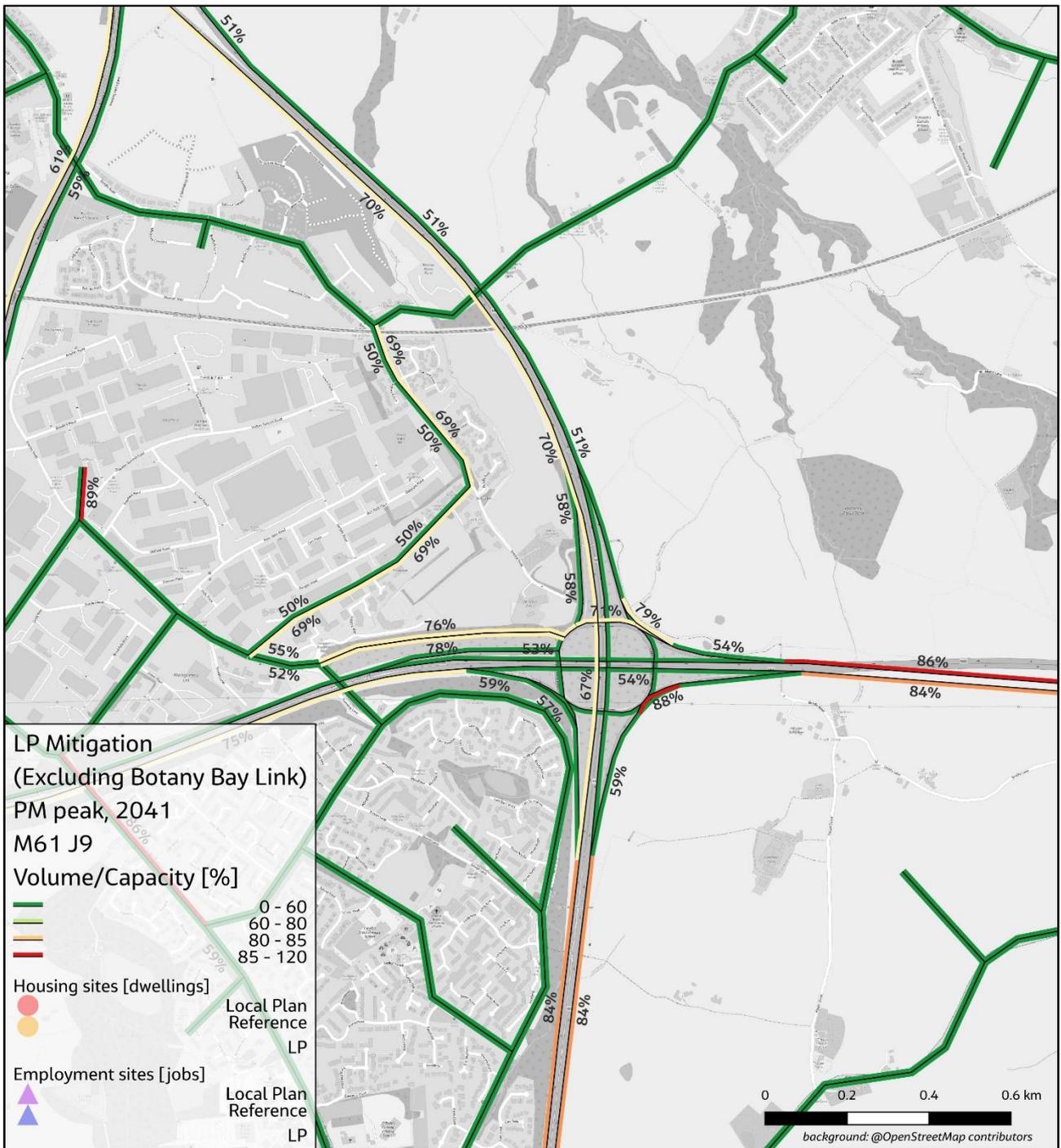


Figure F.2-211. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M61 J9

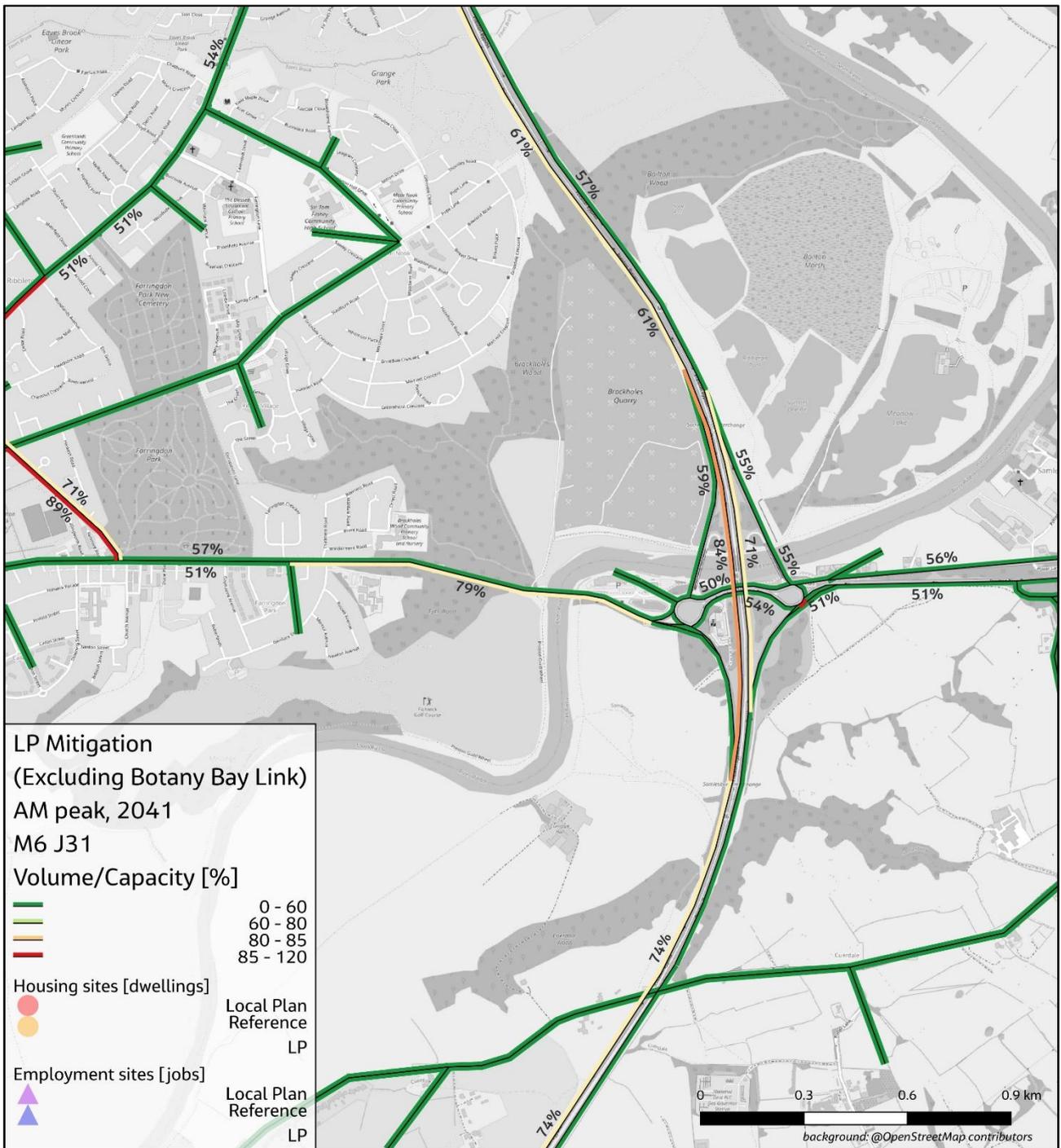


Figure F.2-212. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M6 J31

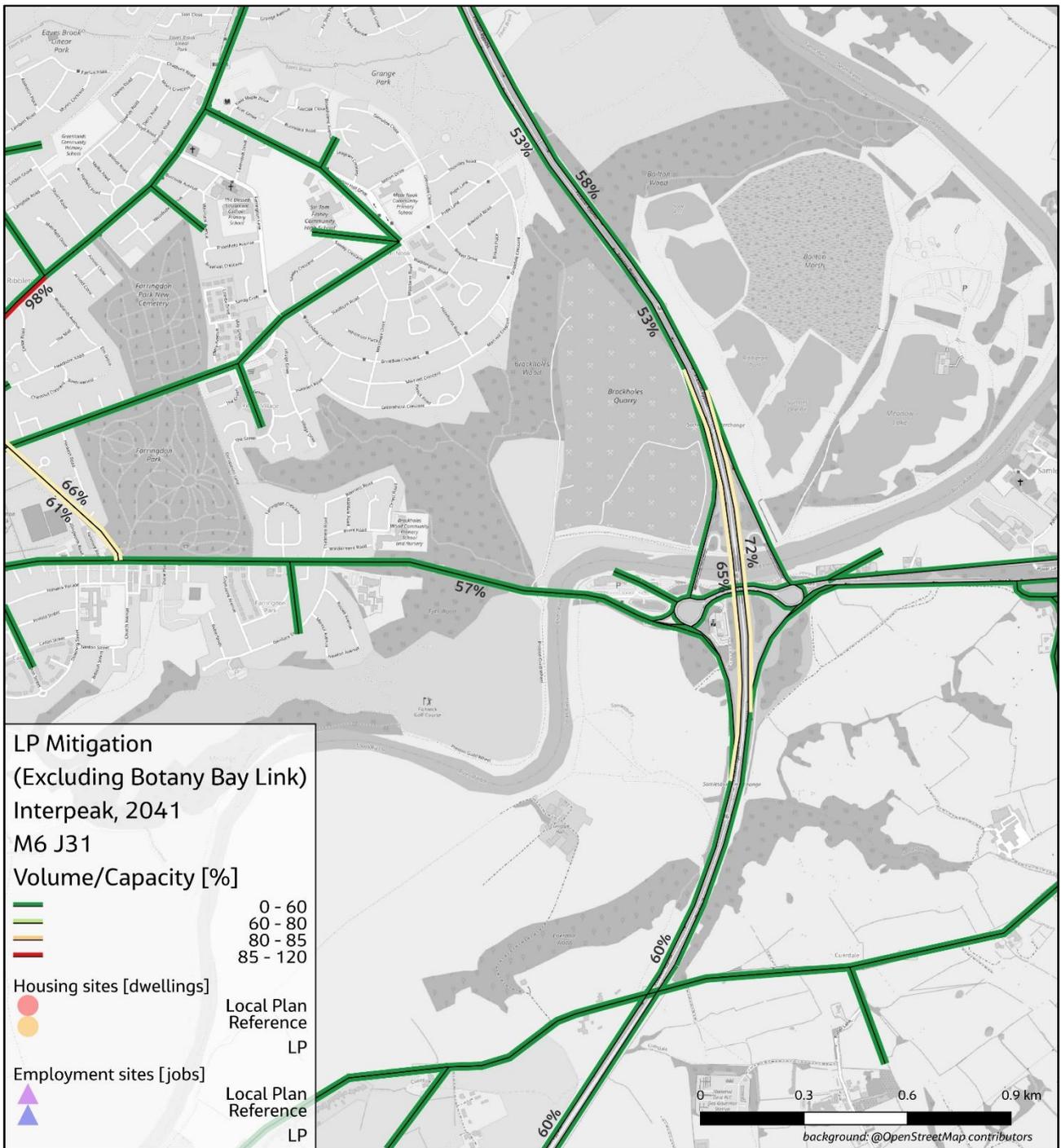


Figure F.2-213. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M6 J31

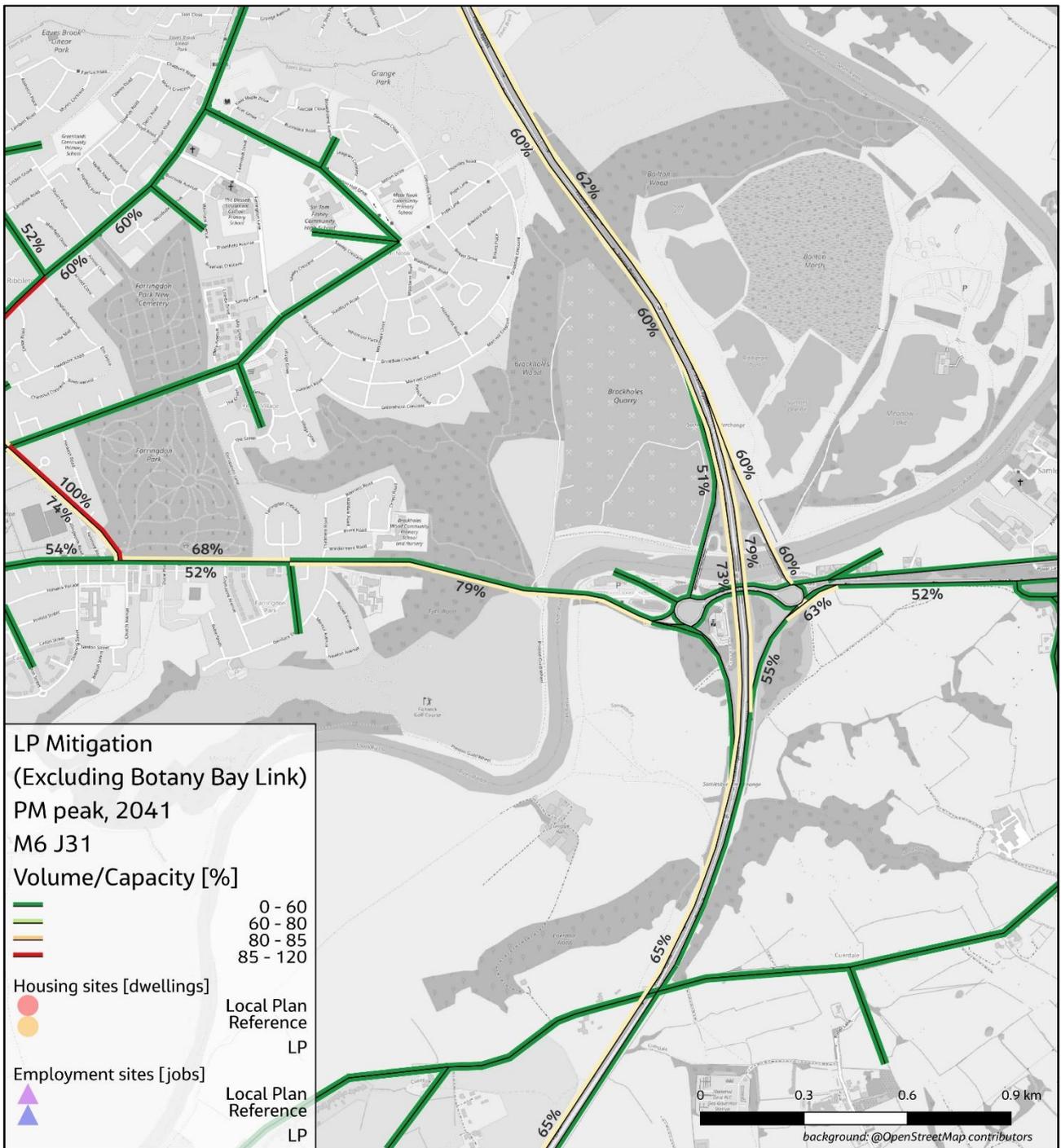


Figure F.2-214. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M6 J31

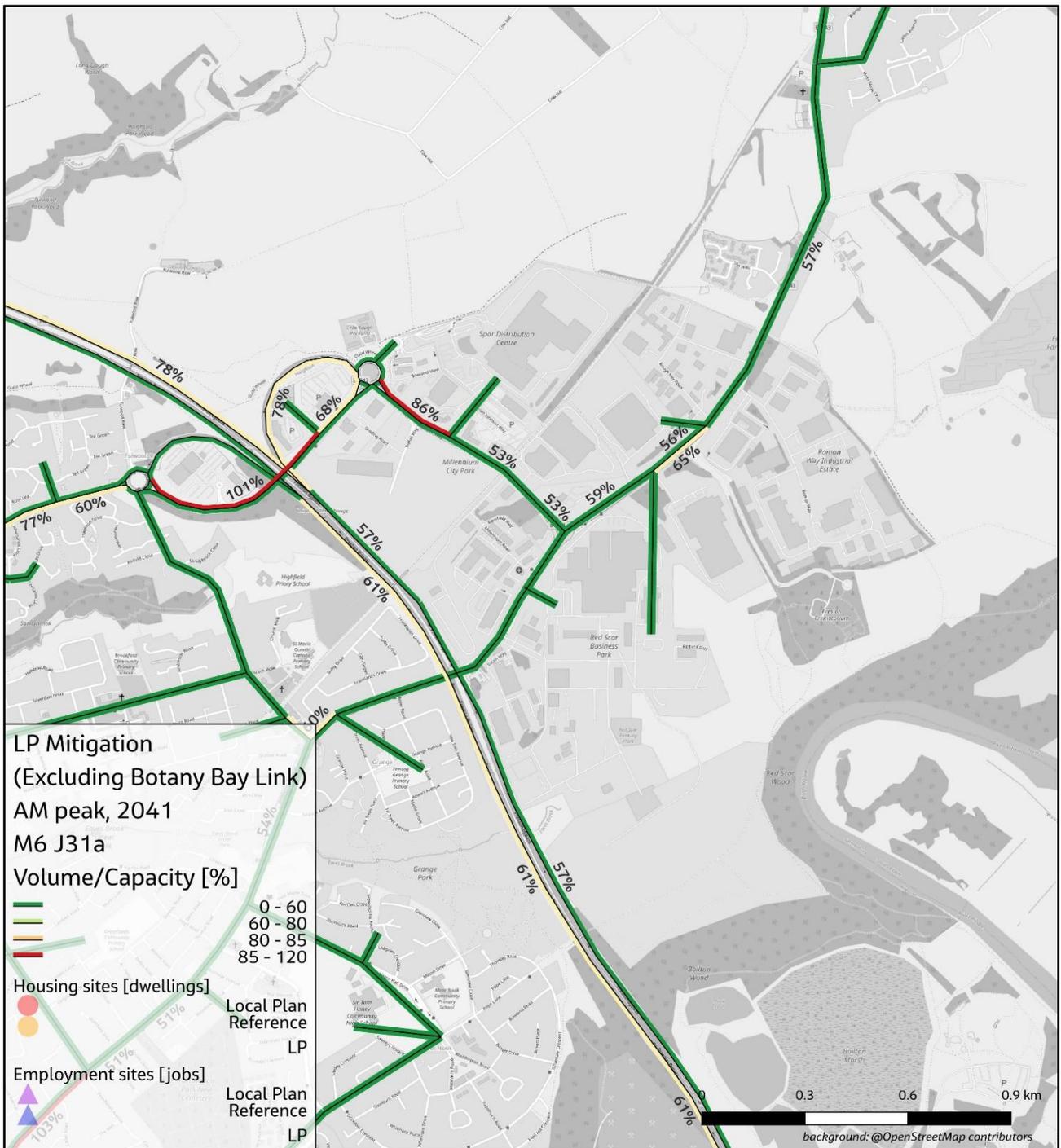


Figure F.2-215. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M6 J31a

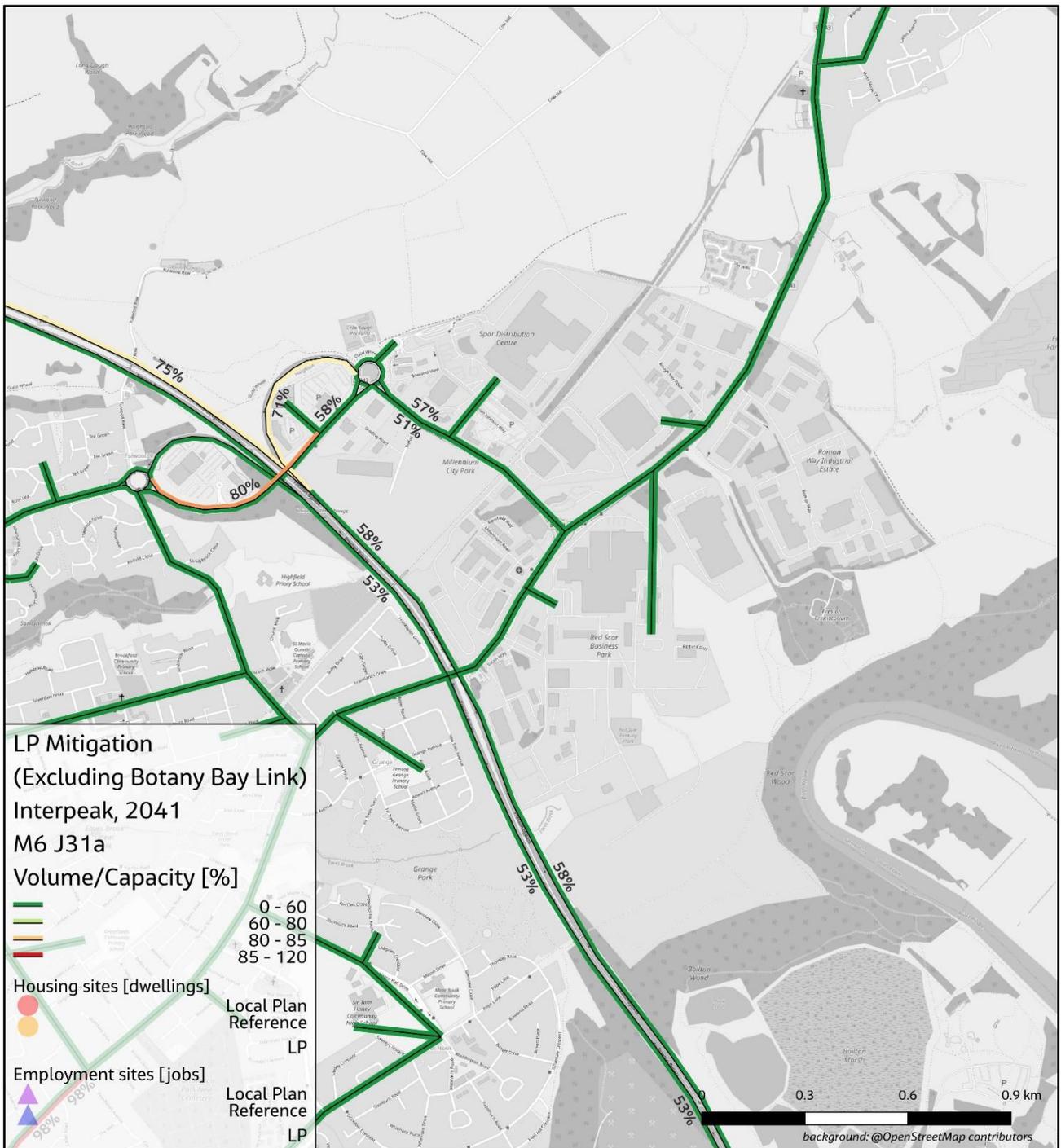


Figure F.2-216. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M6 J31a

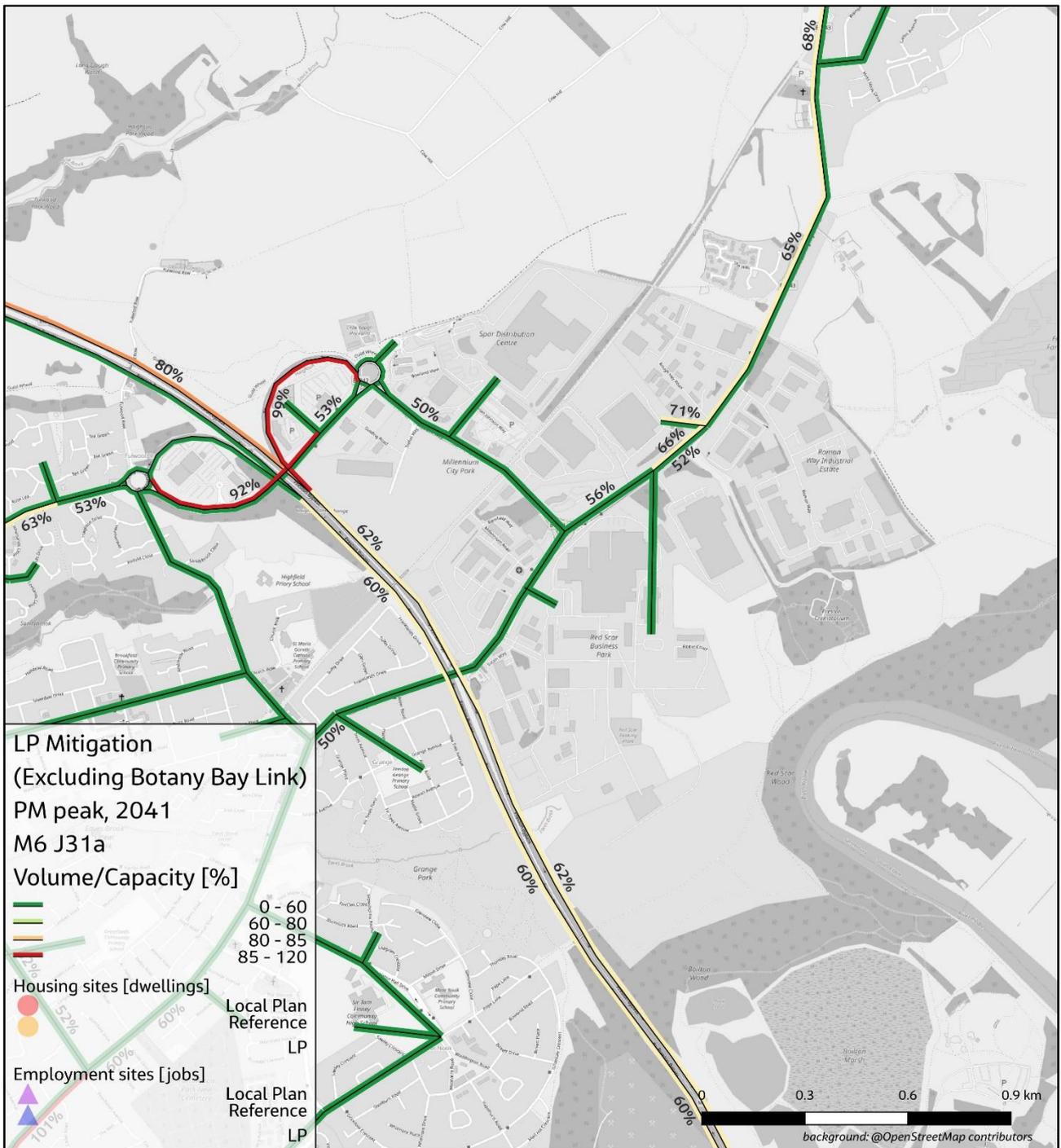


Figure F.2-217. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M6 J31a

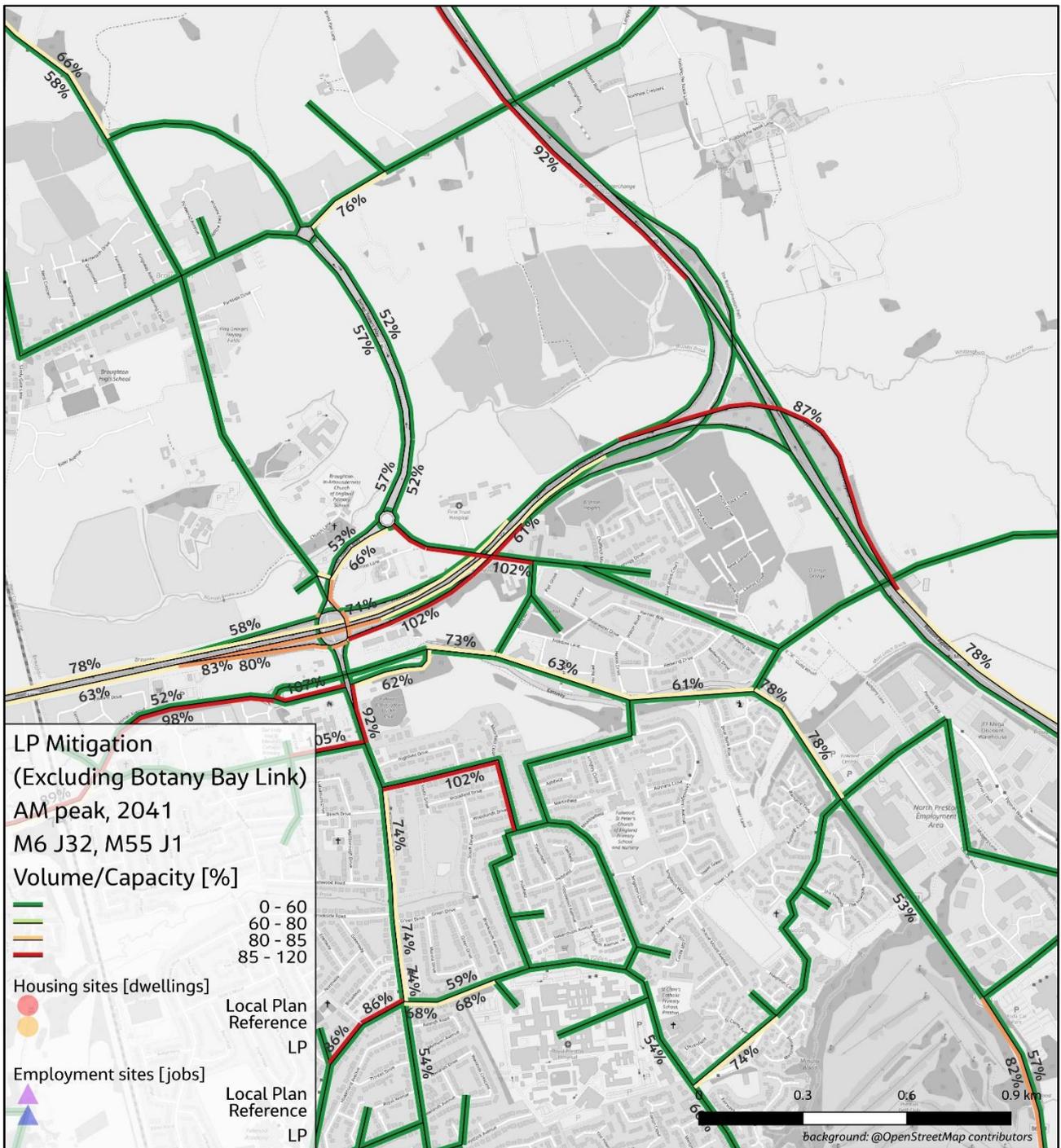


Figure F.2-218. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M6 J32 and M55 J1

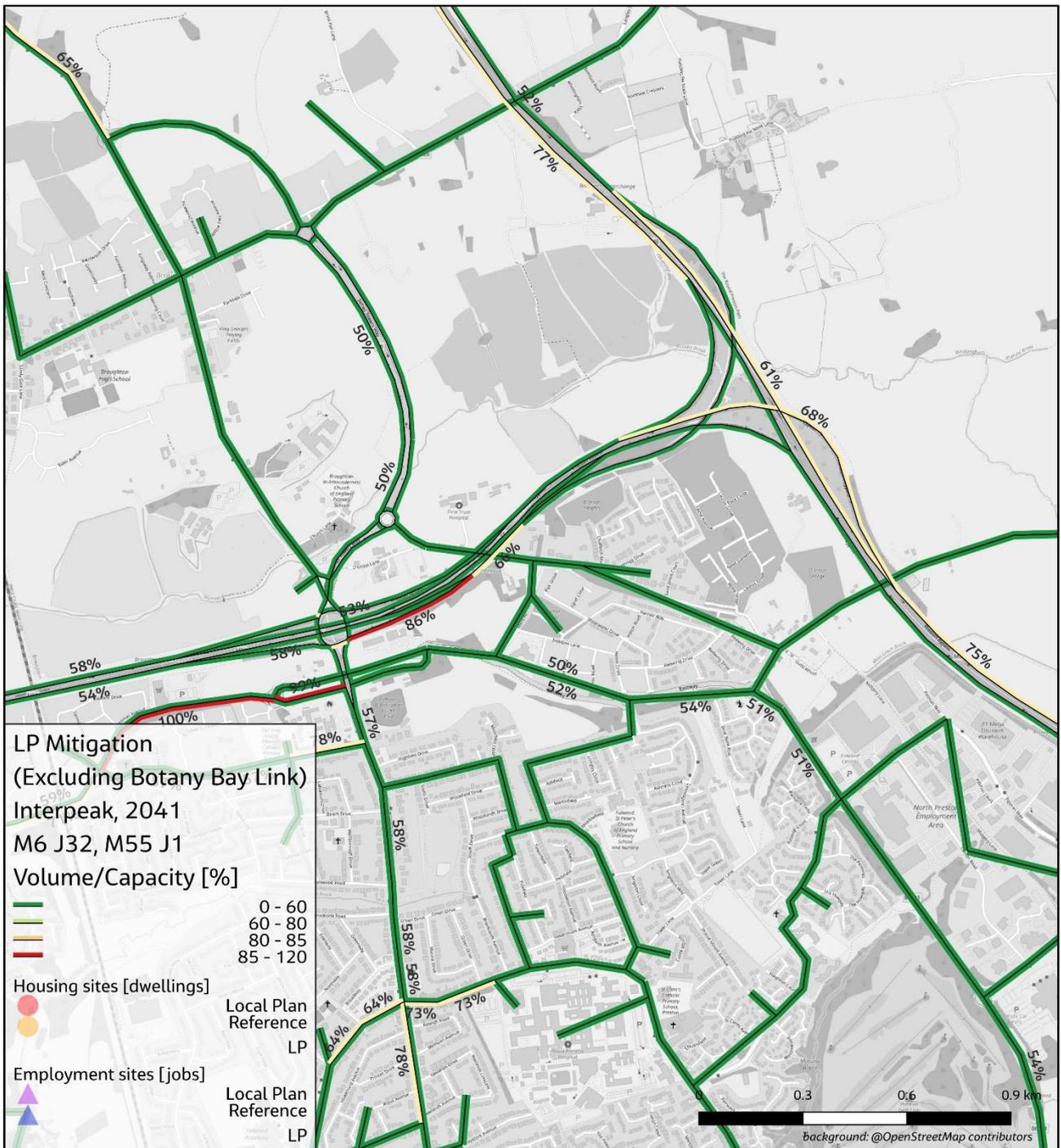


Figure F.2-219. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M6 J32 and M55 J1

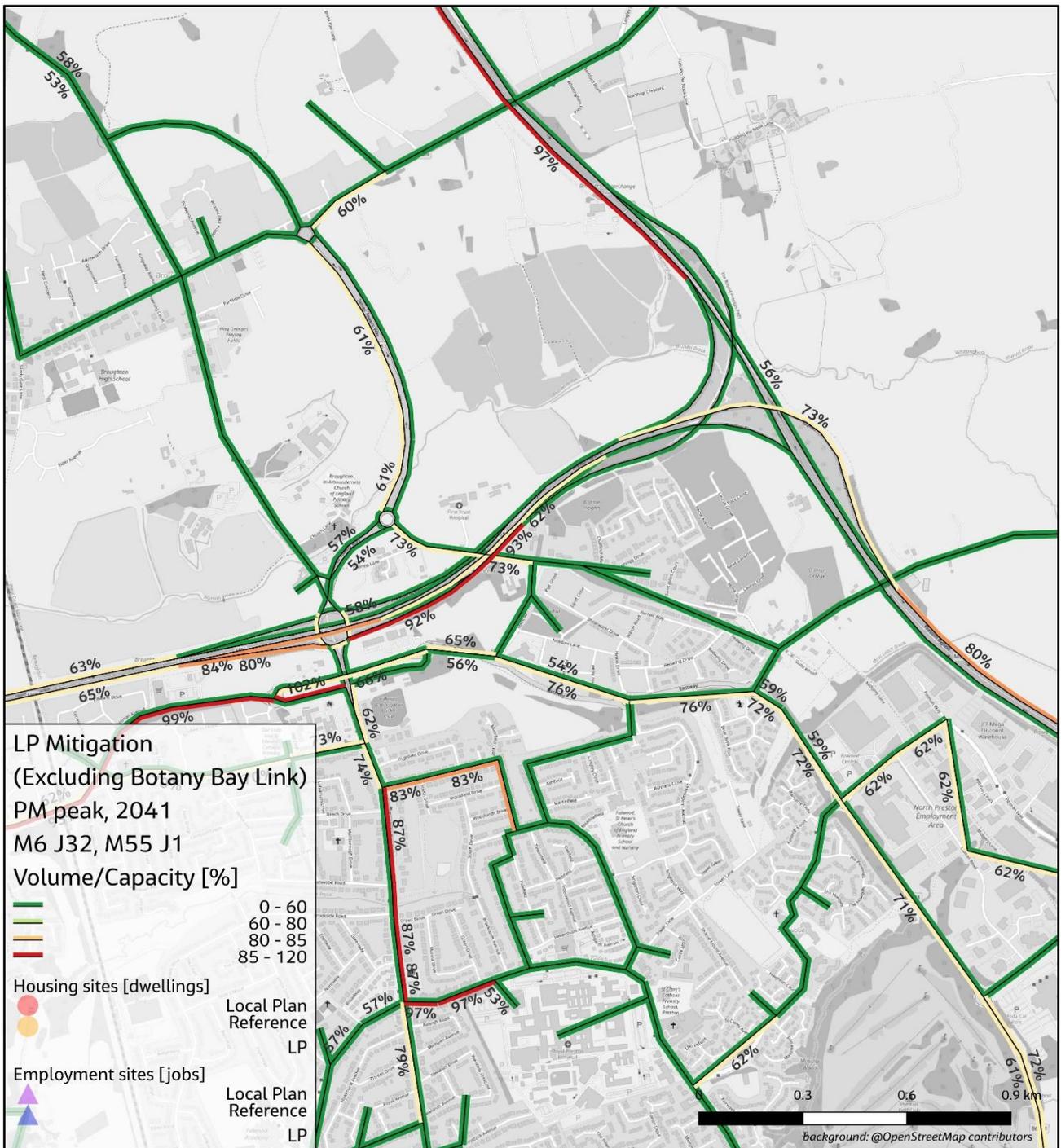


Figure F.2-220. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M6 J32 and M55 J1

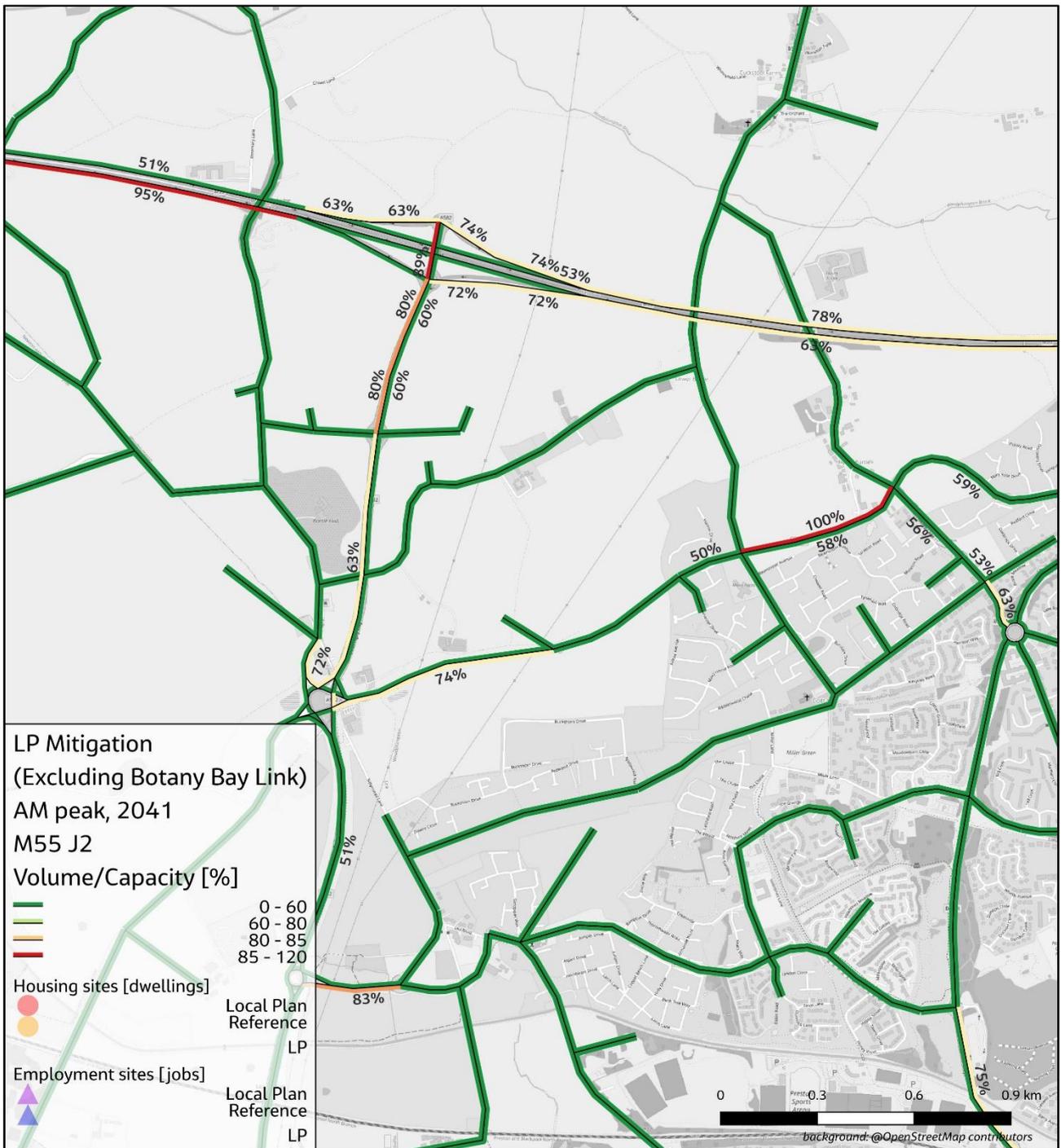


Figure F.2-221. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M55 J2

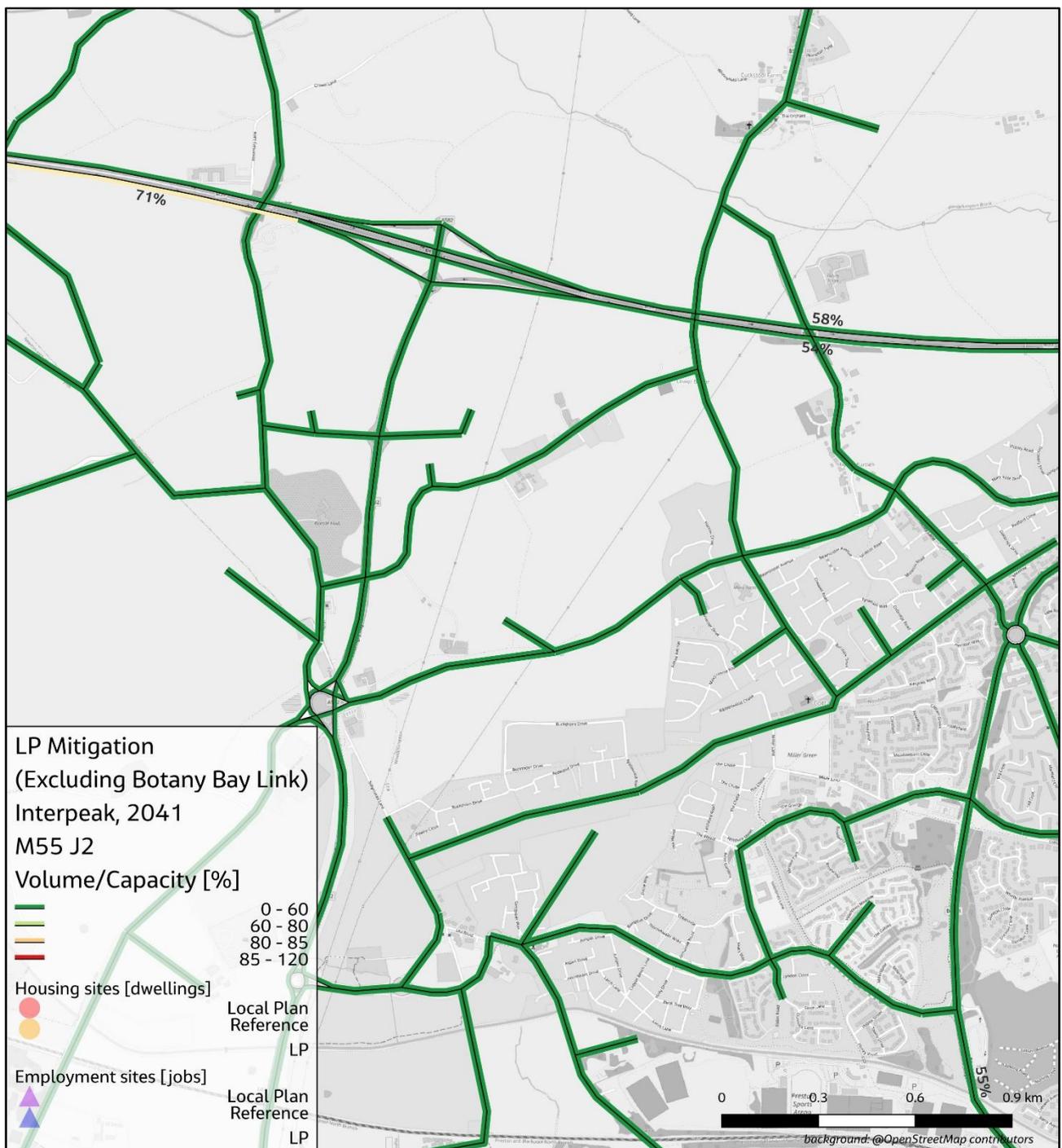


Figure F.2-222. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M55 J2

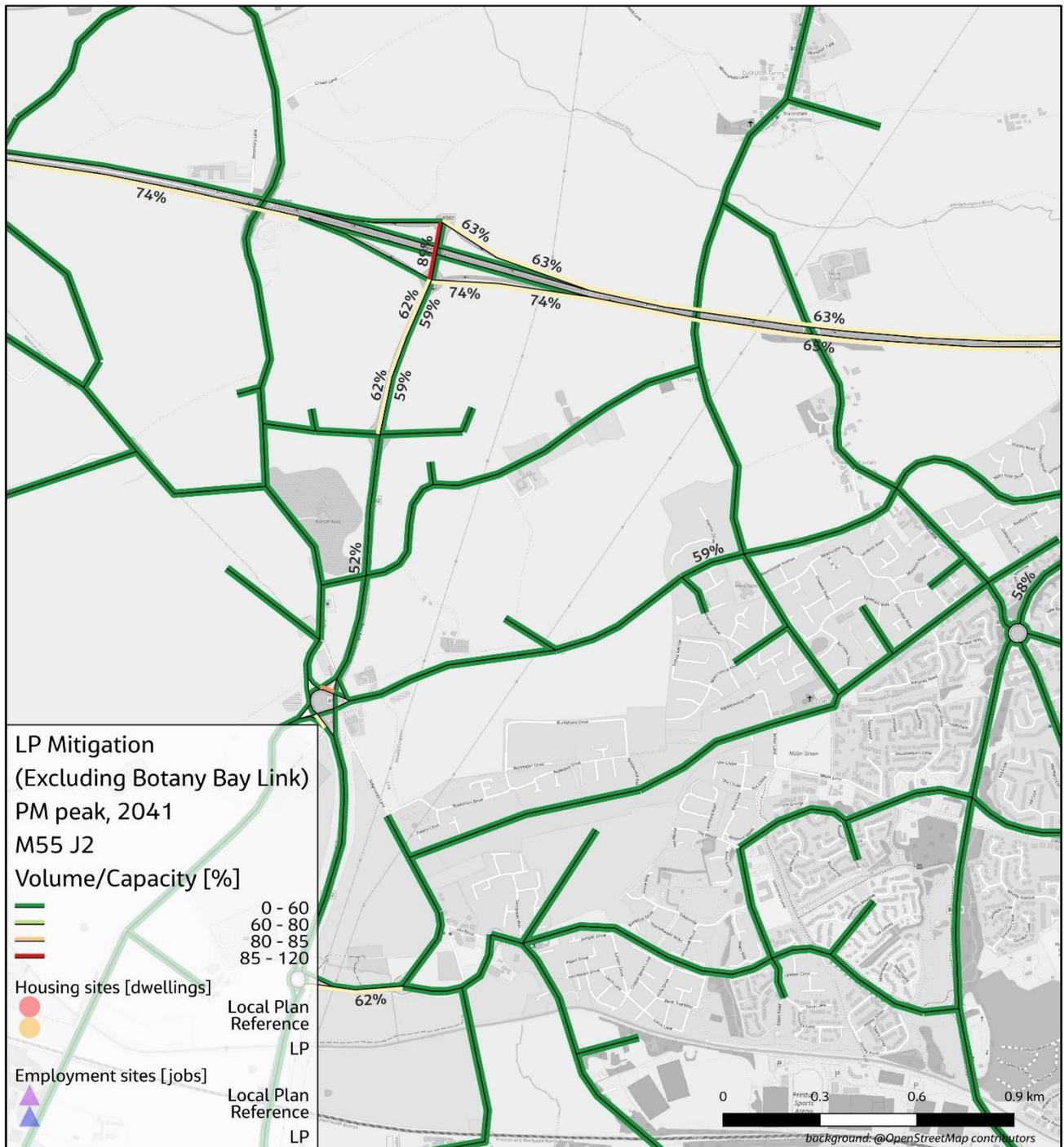


Figure F.2-223. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M55 J2

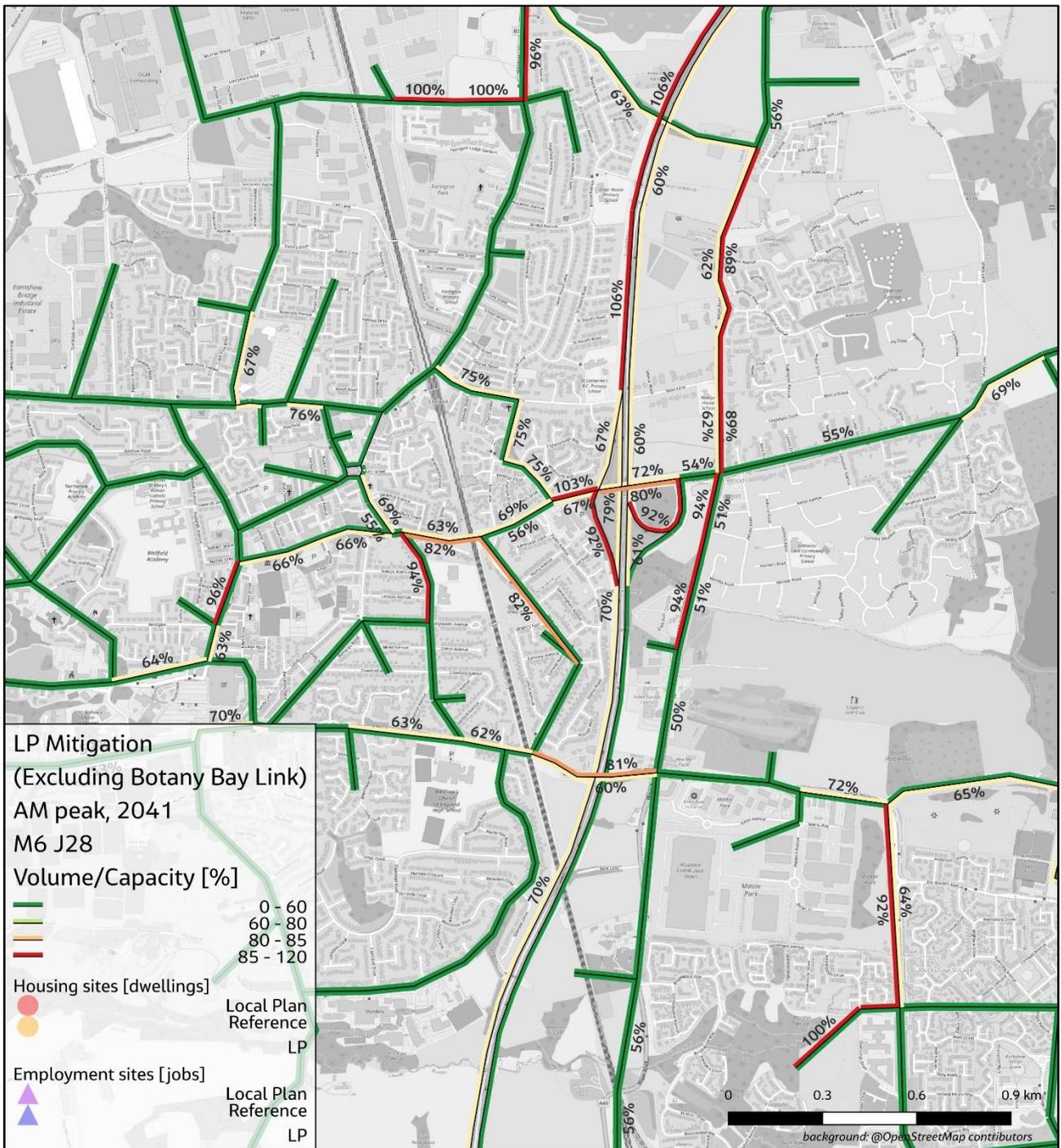


Figure F.2-224. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M6 J28

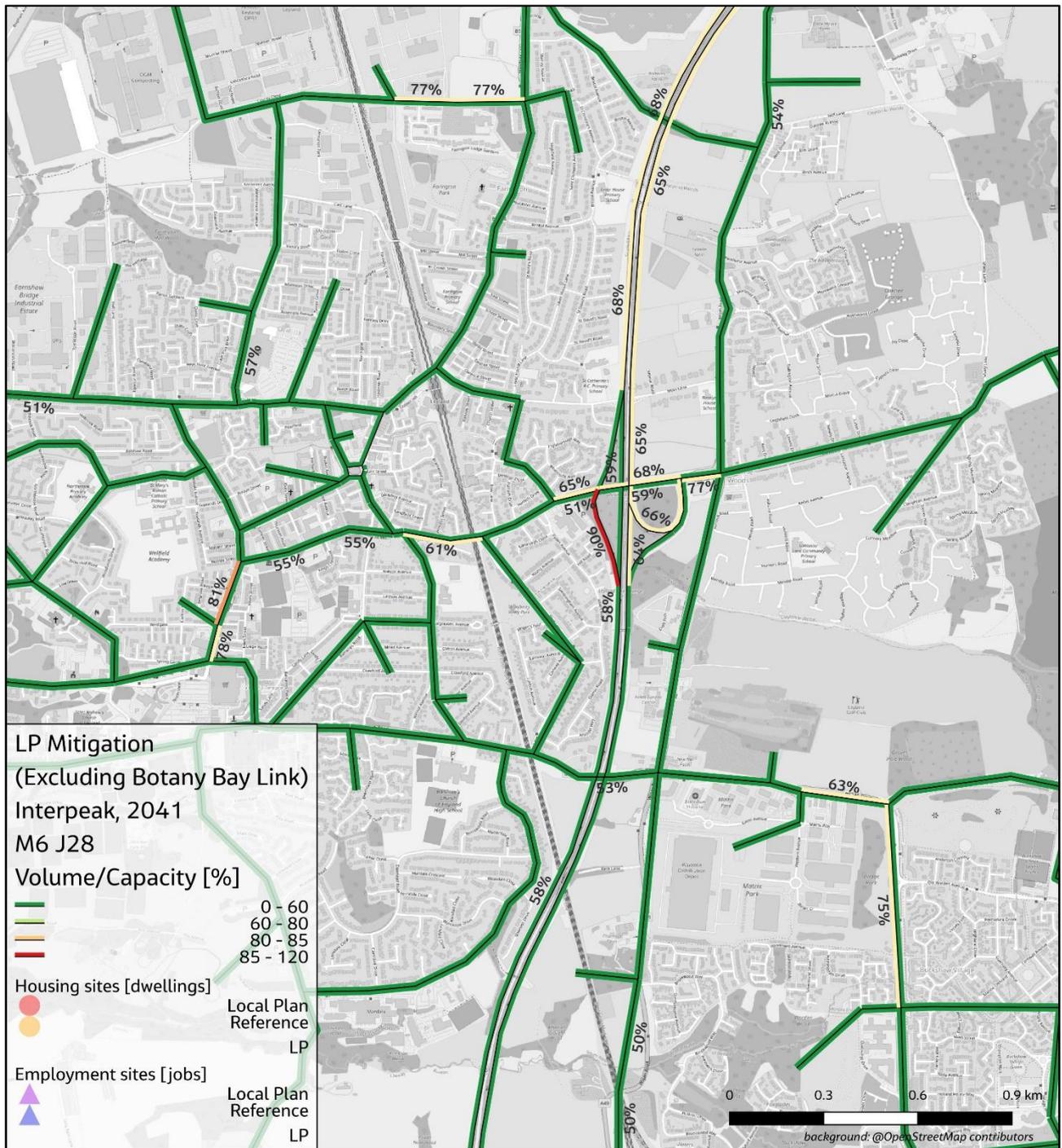


Figure F.2-225. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M6 J28

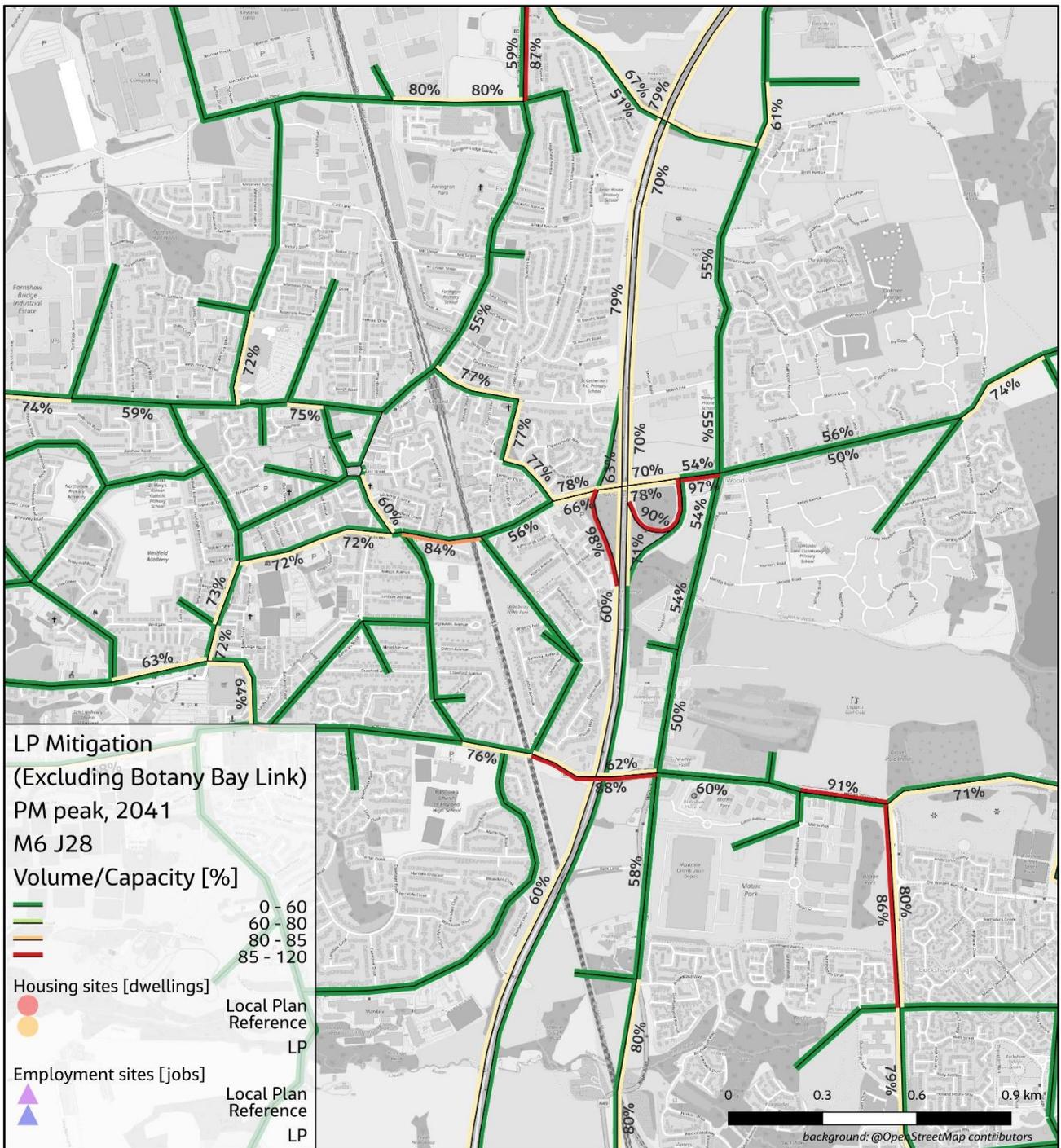


Figure F.2-226. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M6 J28

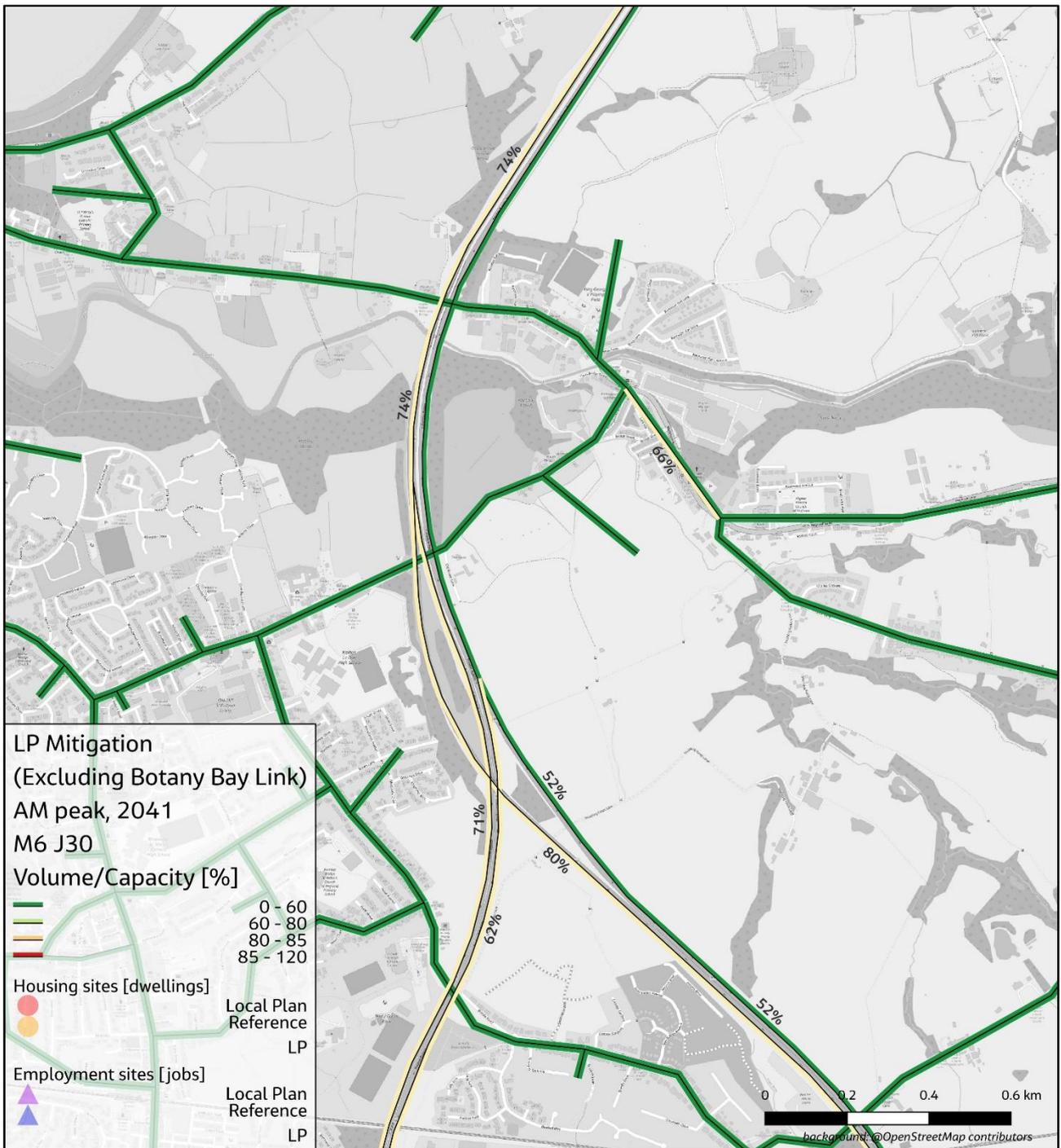


Figure F.2-227. V/C Ratio, Local Plan Sustainable Mitigation, 2041 AM Peak, M6 J30

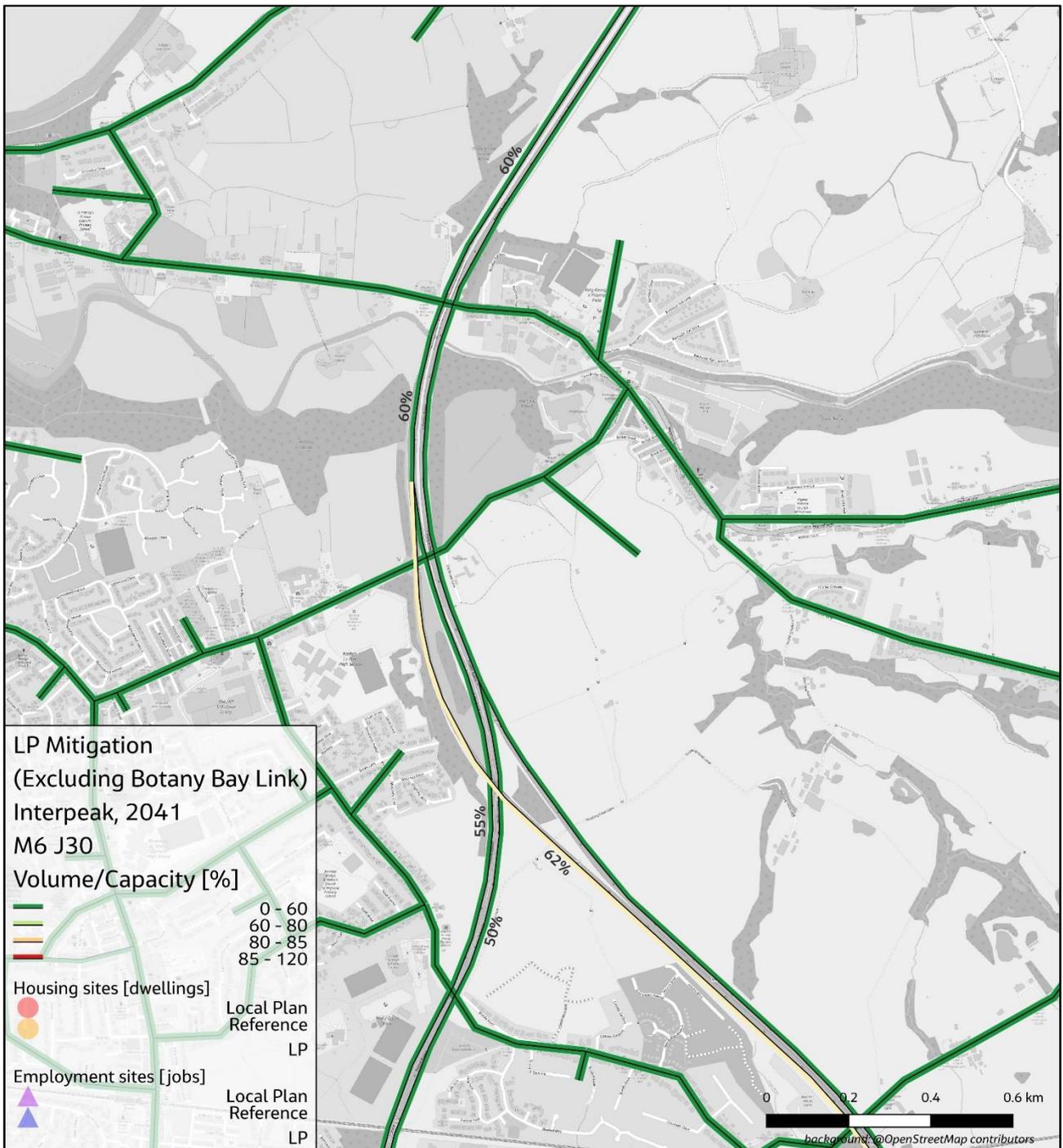


Figure F.2-228. V/C Ratio, Local Plan Sustainable Mitigation, 2041 Interpeak, M6 J30

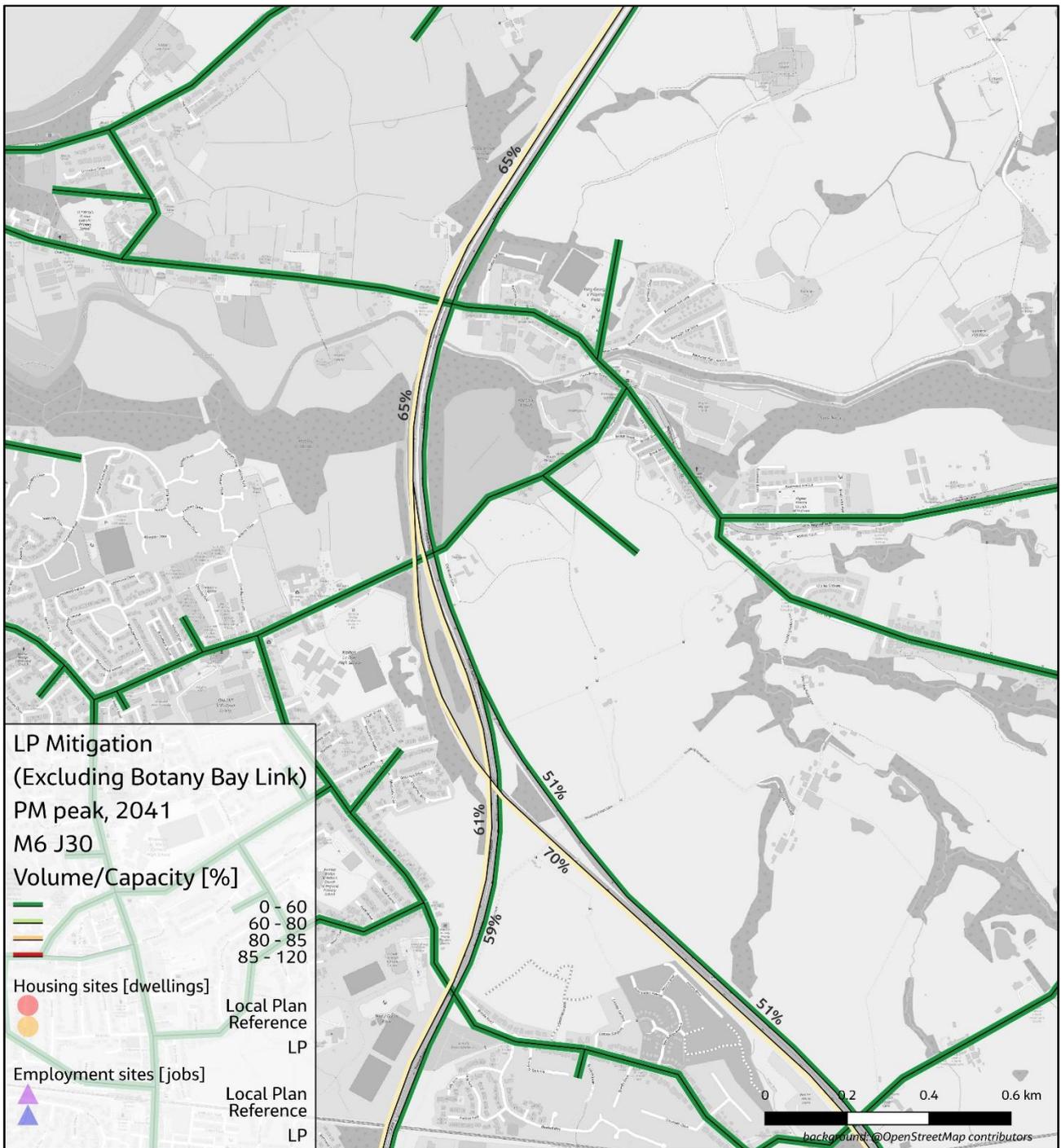


Figure F.2-229. V/C Ratio, Local Plan Sustainable Mitigation, 2041 PM Peak, M6 J30

**F.2.4.2 Local Plan Impact with mitigation vs Reference Case – Comparison with Scenario 1**

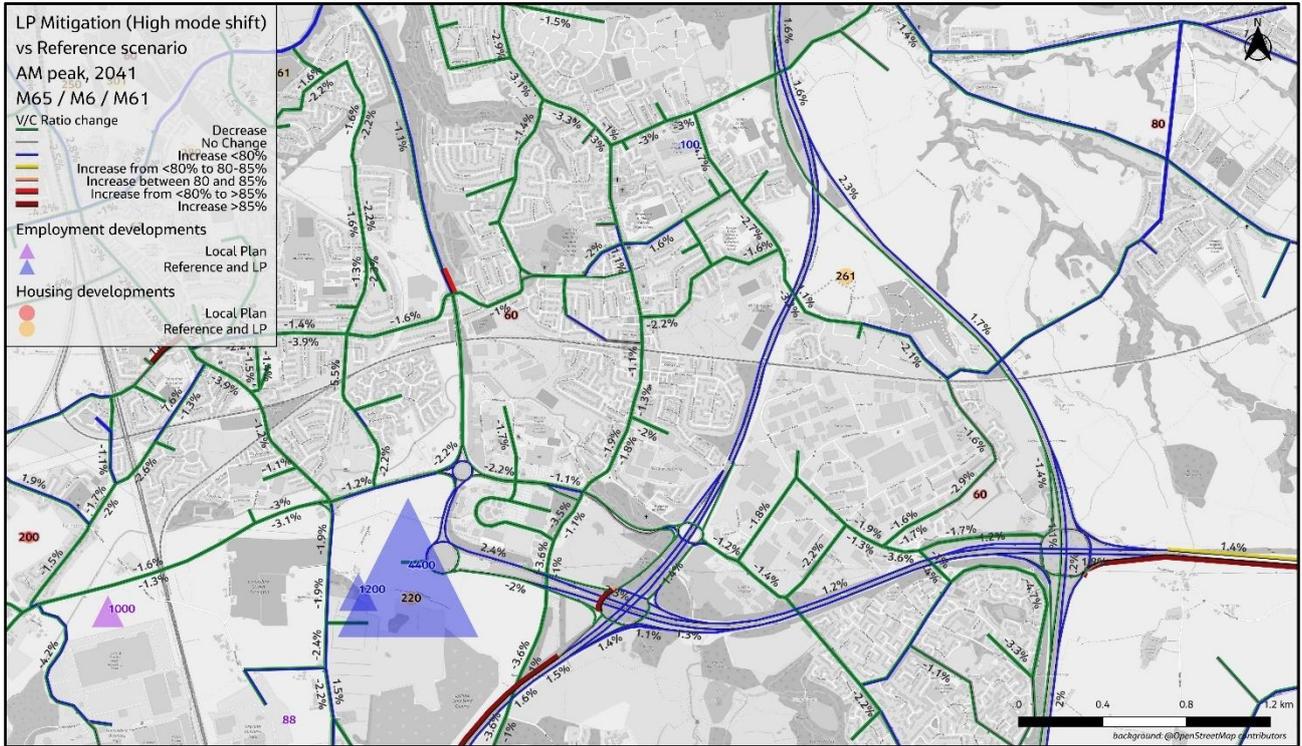


Figure F.2-230. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 AM Peak, M65 M6 M61

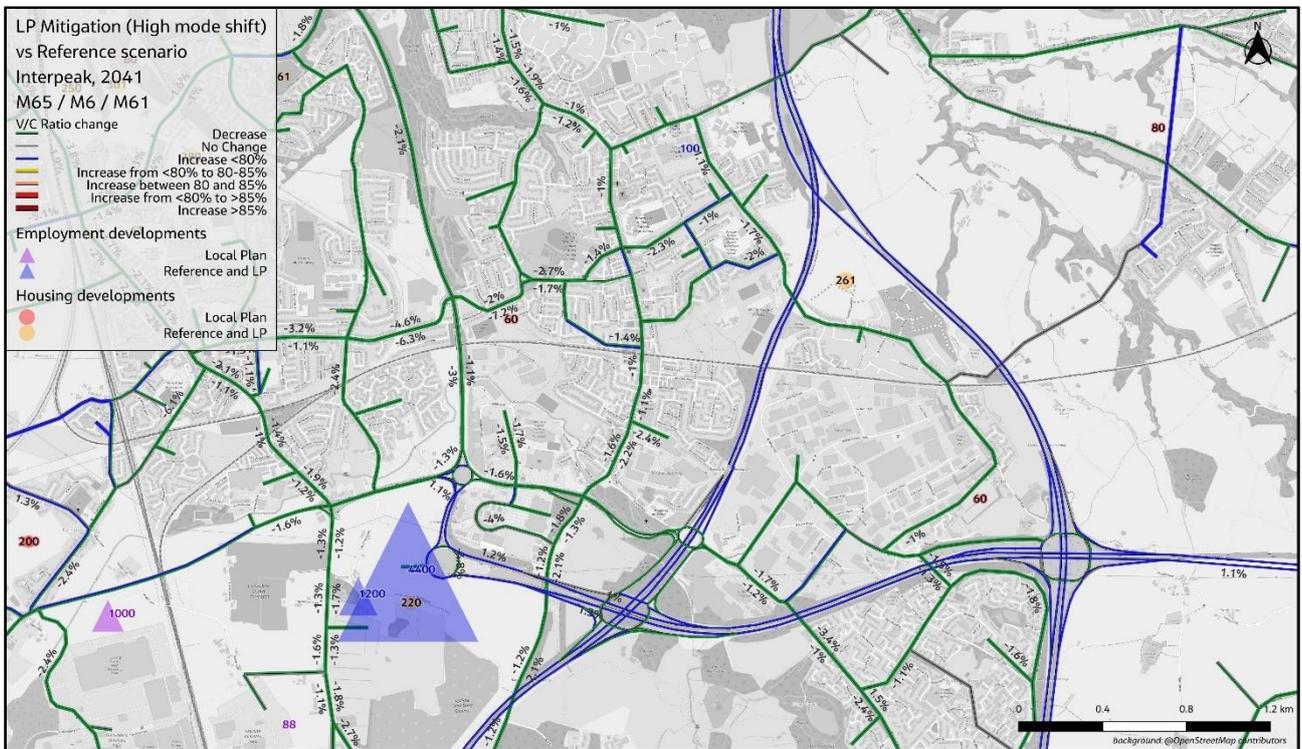


Figure F.2-231. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 Interpeak, M65 M6 M61

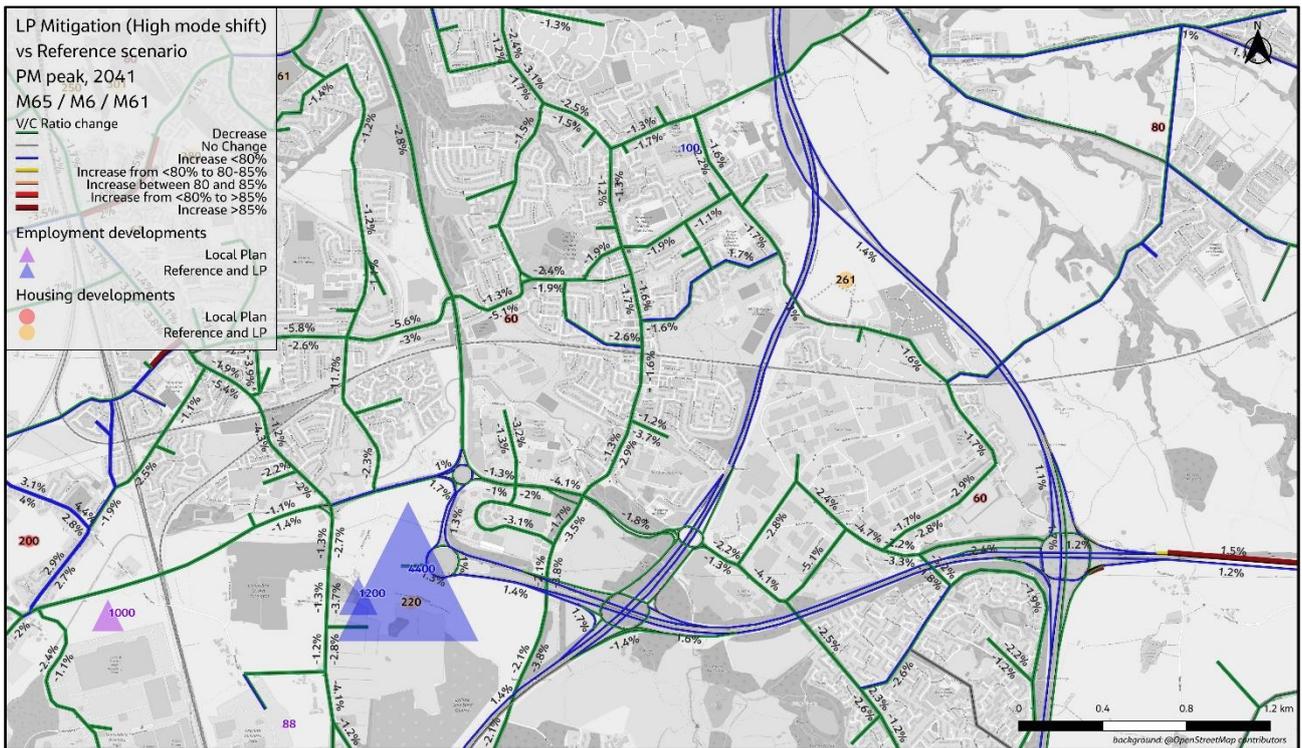


Figure F.2-232. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 PM Peak, M65 M6 M61

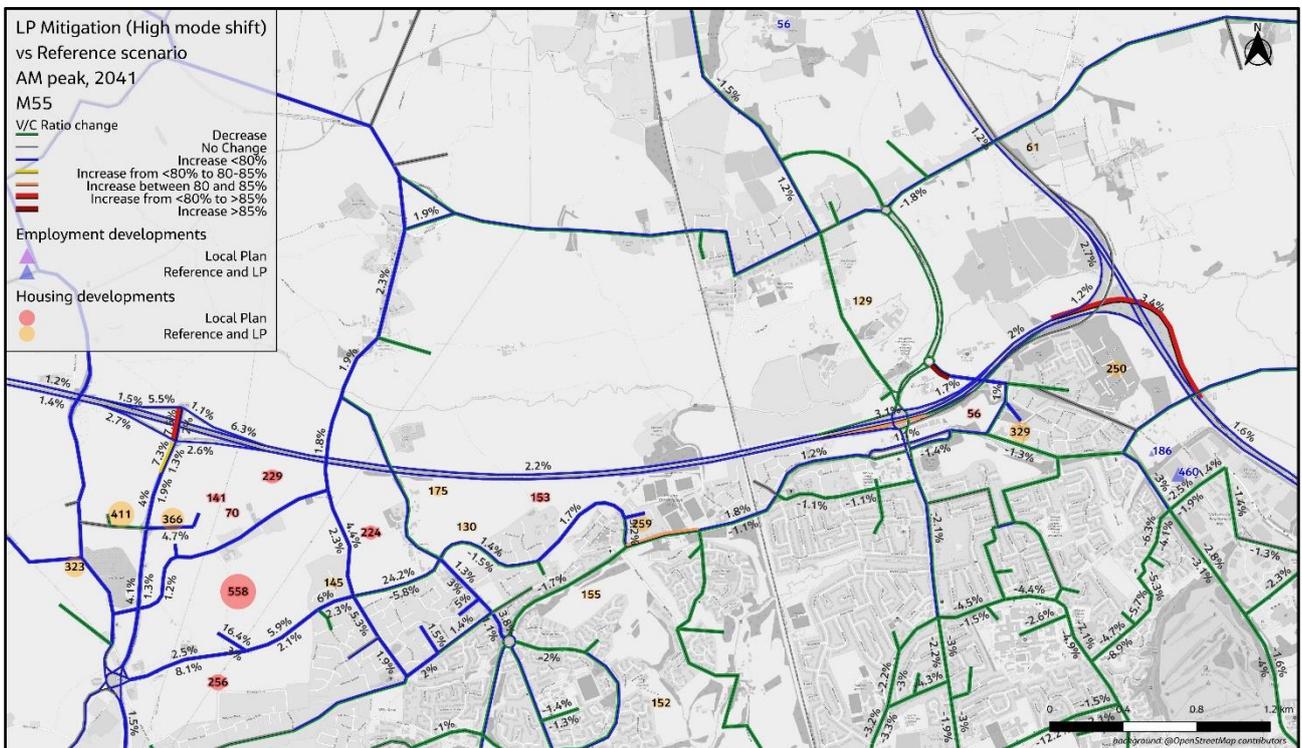


Figure F.2-233. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 AM Peak, M55

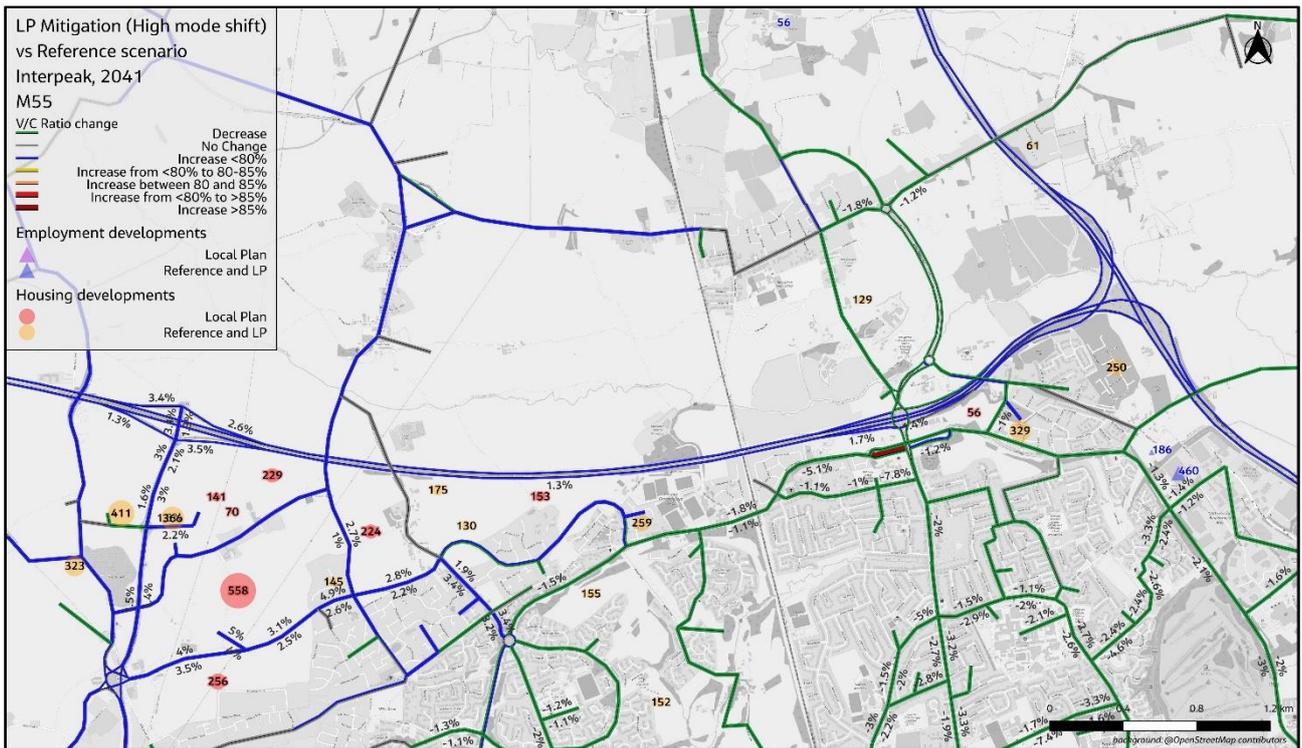


Figure F.2-234. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 Interpeak, M55

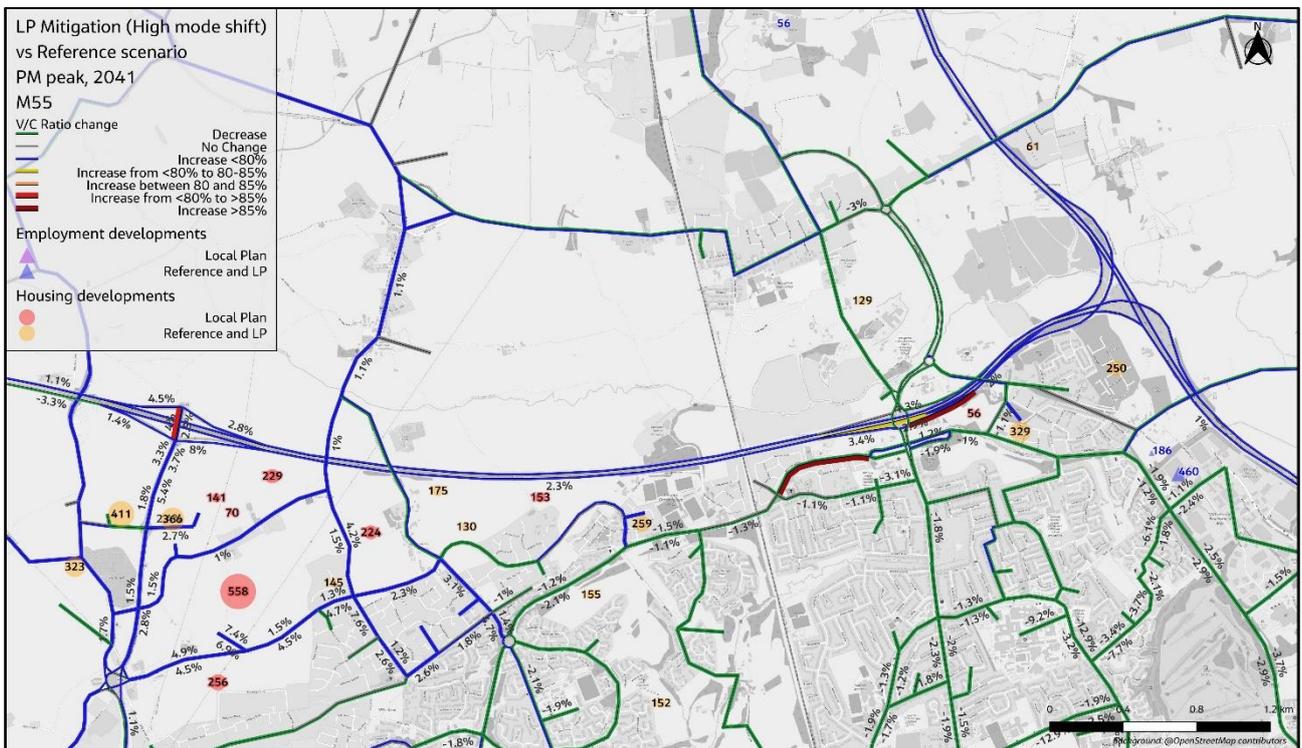


Figure F.2-235. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 PM Peak, M55

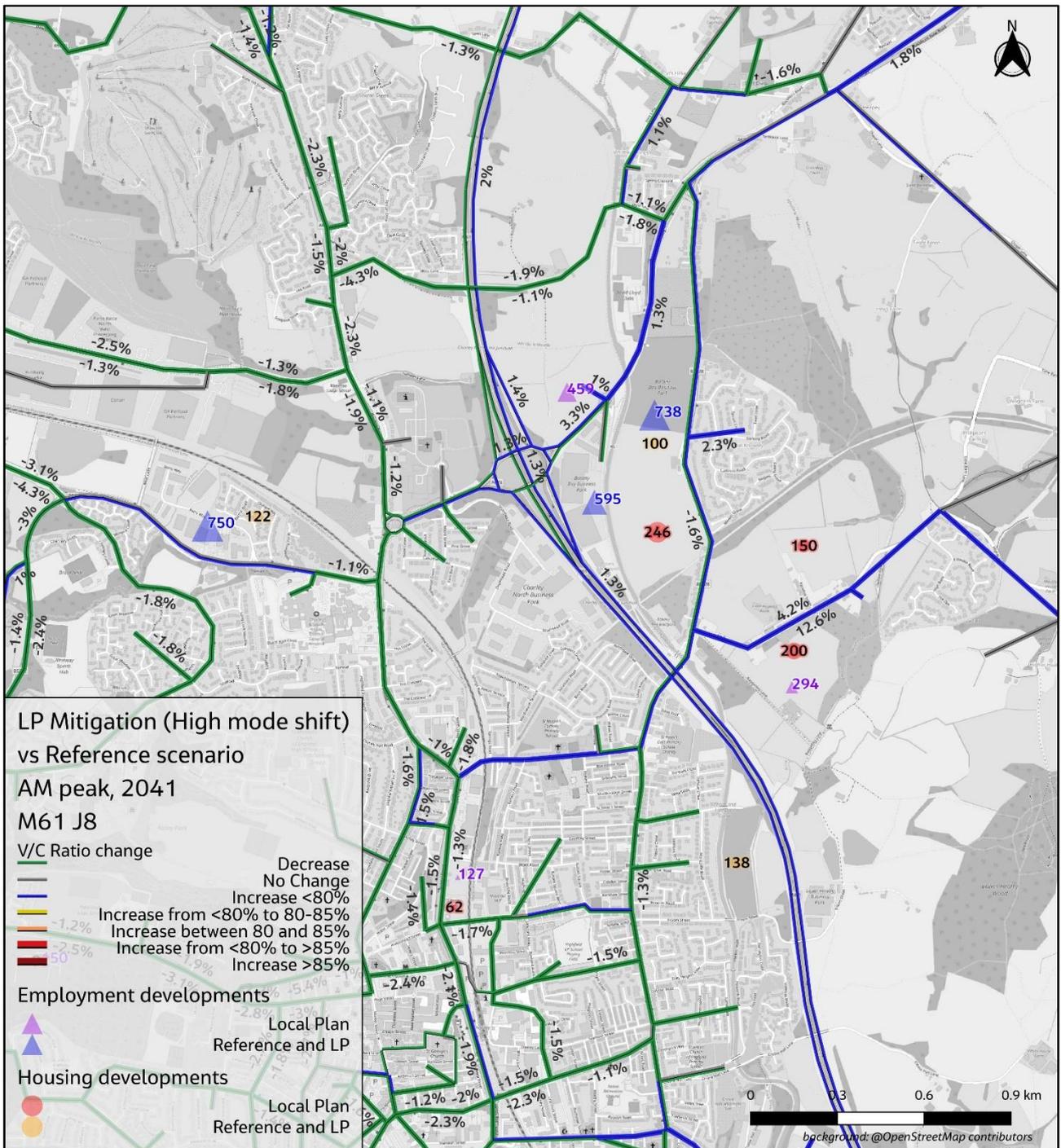


Figure F.2-236. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 AM Peak, M61 J8

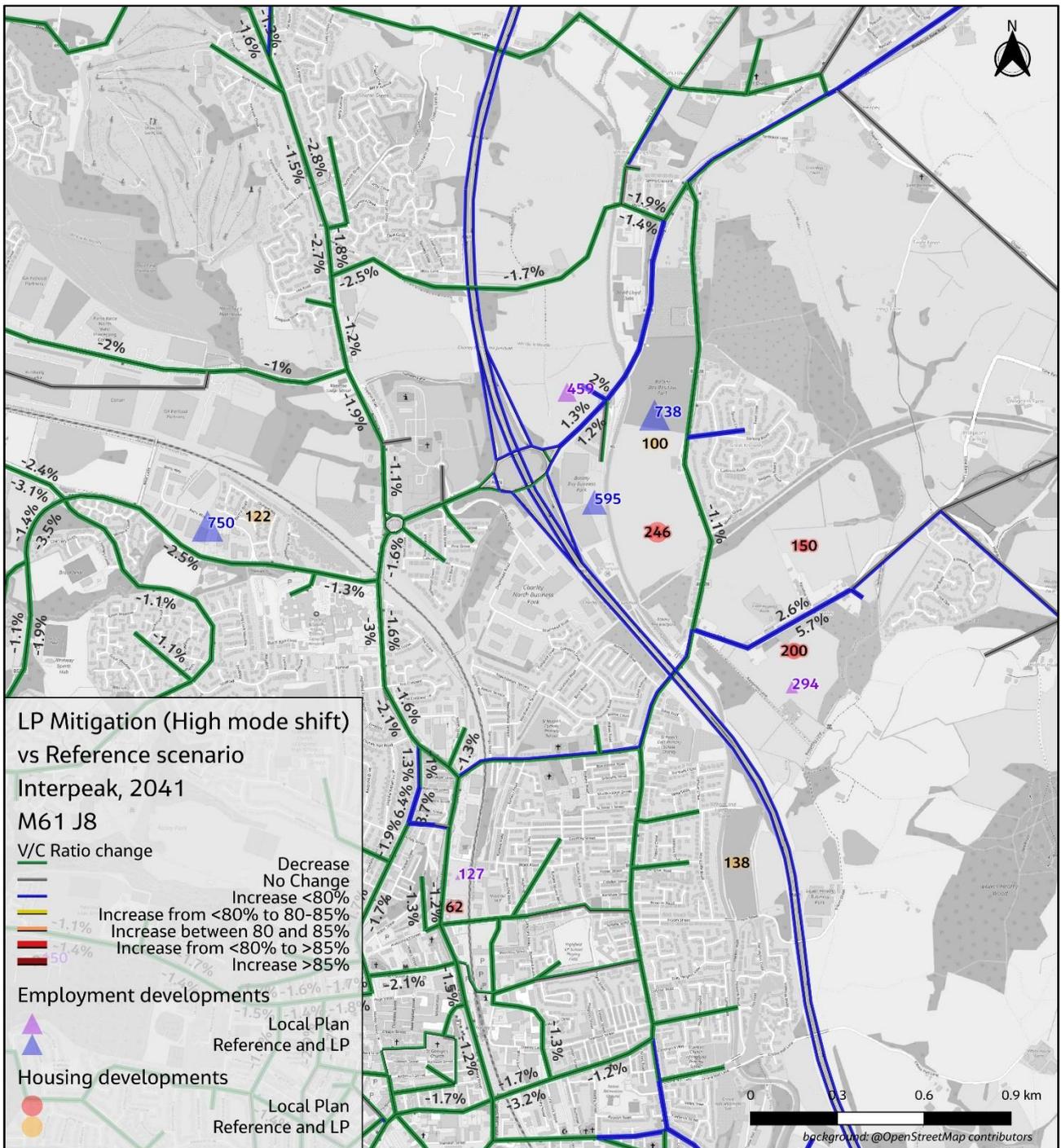


Figure F.2-237. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 Interpeak, M61 J8

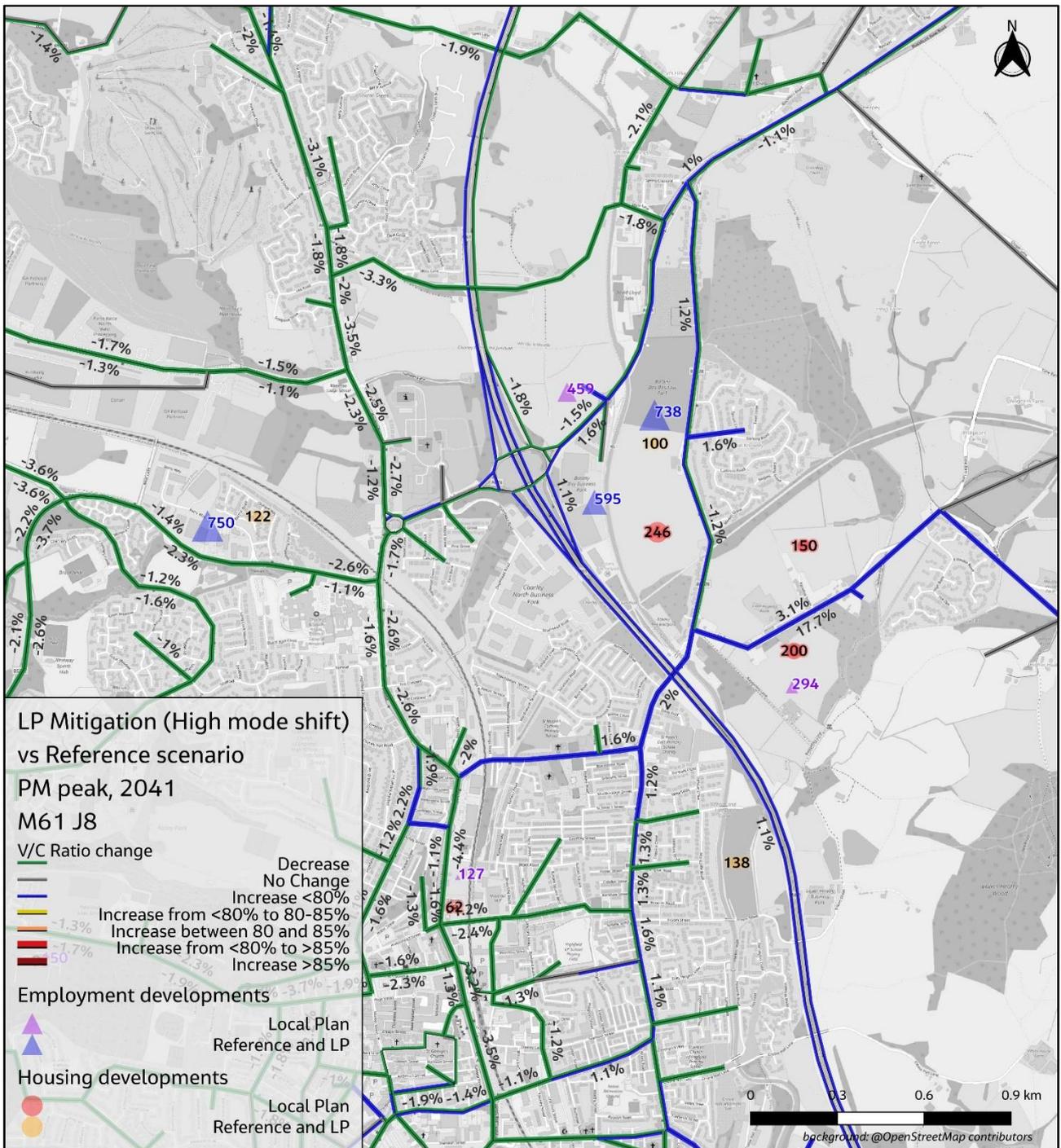


Figure F.2-238. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 PM Peak, M61 J8







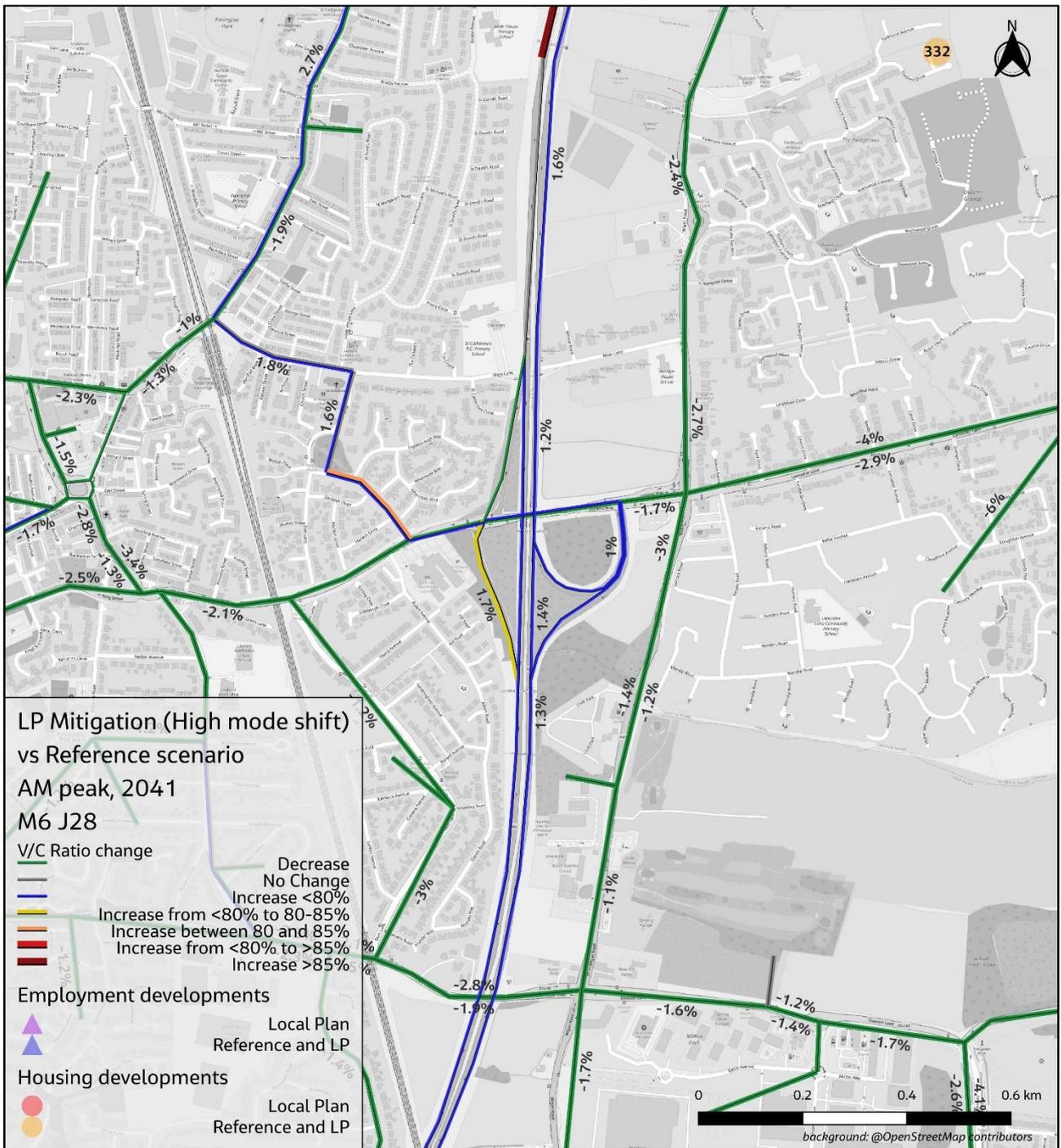


Figure F.2-242. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 AM Peak, M6 J28

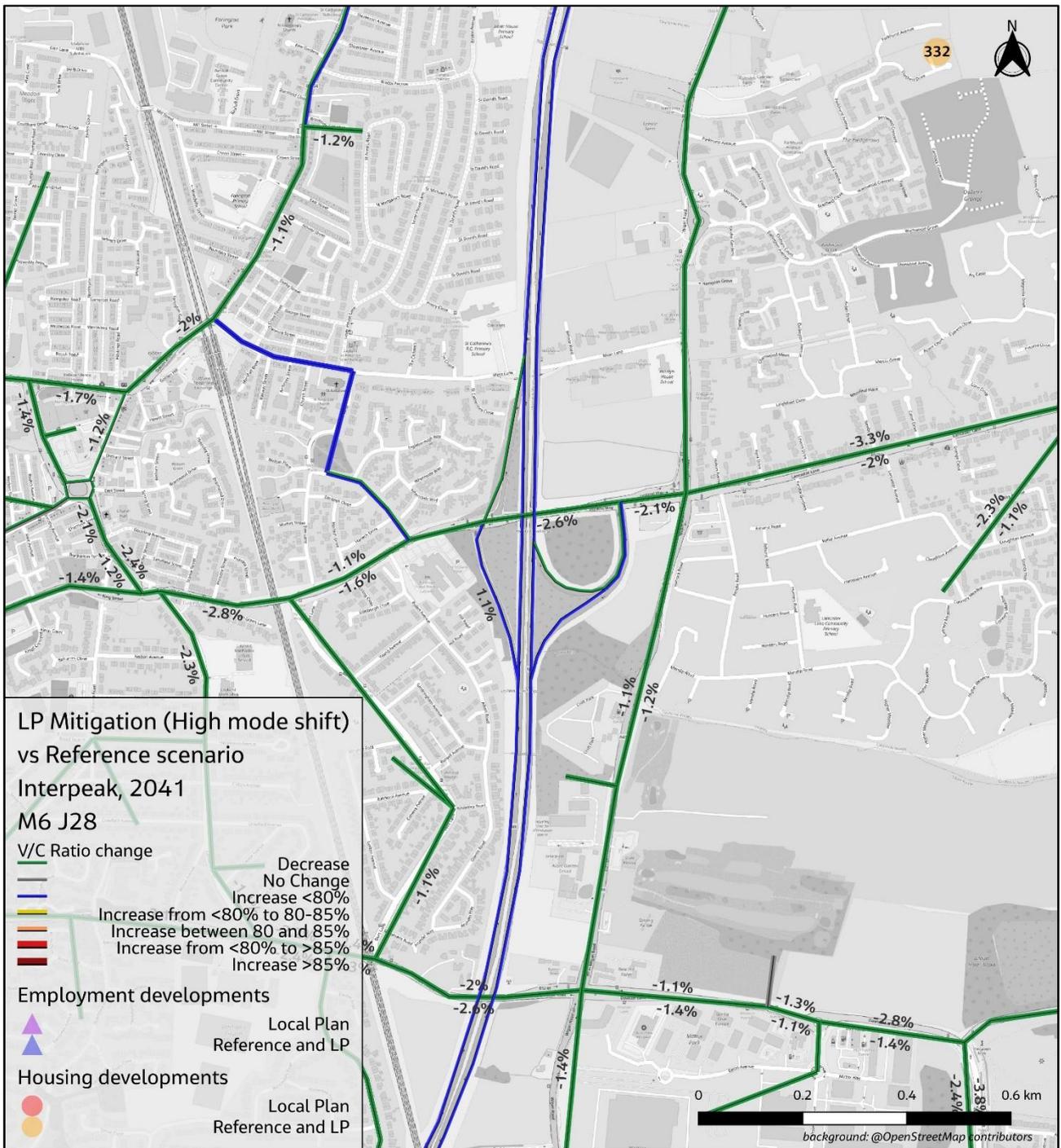


Figure F.2-243. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 Interpeak, M6 J28

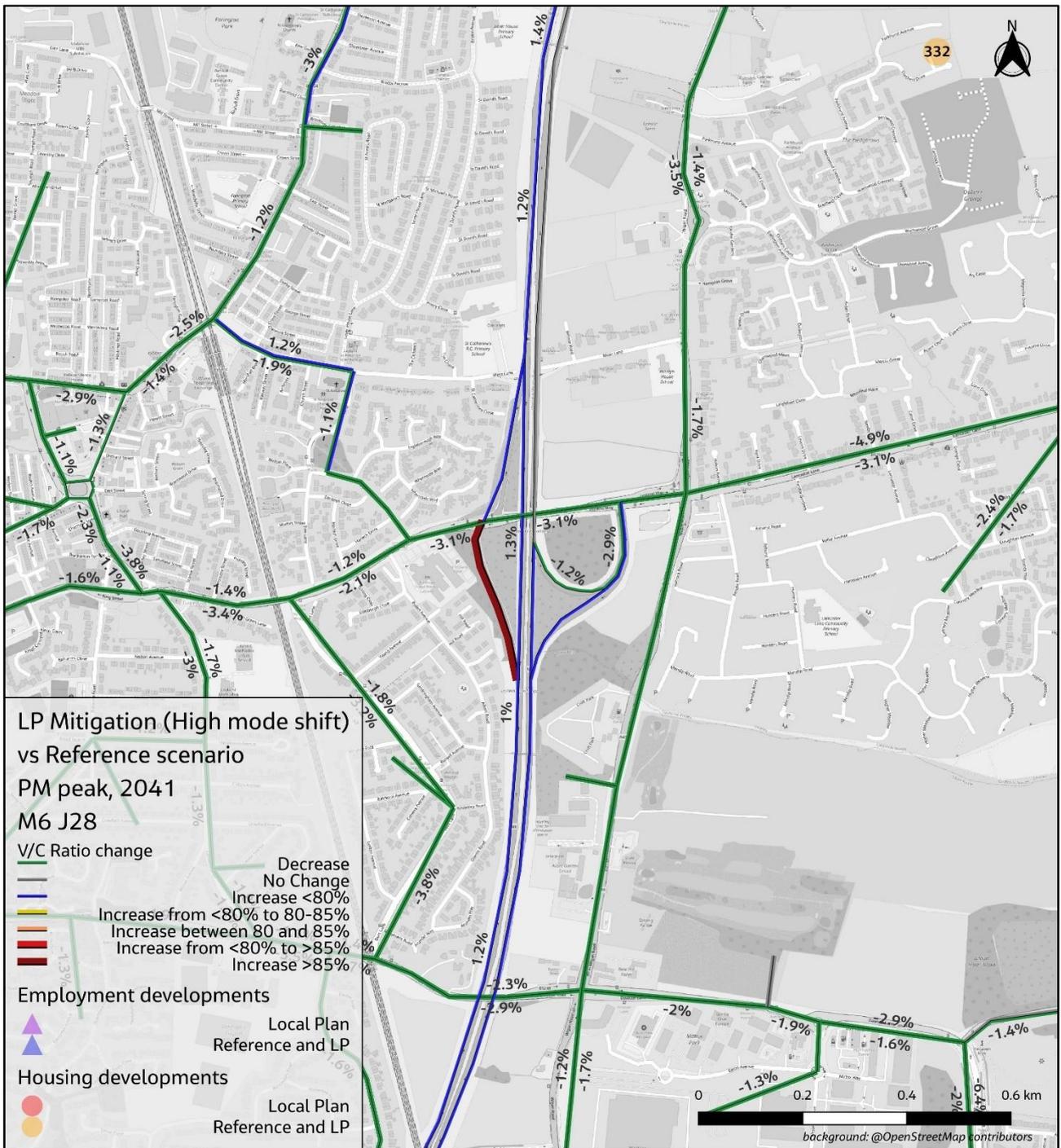


Figure F.2-244. V/C % Difference, Local Plan Sustainable Mitigation vs Reference, 2041 PM Peak, M6 J28

## F.3 Delay difference - Local Plan Impact vs Reference Case (comparison with scenario 1)

### F.3.1 Chorley

Table F.3-2. Average seconds delay/vehicle (weighted across all arms), Interpeak, Chorley

Junction ID	Junction	Base	Reference	Local Plan Mitigation	LP impact vs Reference	Change from Base
C03	A6 Preston Rd / A674 Millenium Way	17	17	17	0	0
C04	A6 Preston Rd / B5252 Euxton Lane	36	36	36	0	0
C06	A6 Preston Rd / Buckshaw Avenue	47	49	49	0	3
C07	B5252 West Way / Euxton Lane	18	19	19	0	1
C08	A582 Southport Road / B5252 Westway Rbt	6	6	6	0	1
C09	A581 Southport Road / B5252 Foxhole Road	3	3	3	0	0
C10	B6228 Eaves Lane / B6229 Harpers Lane	11	12	12	0	1
C11	A6 Bolton Road / B5252 Myles Standish Way	22	22	22	0	0
C12	A6 Bolton Rd / A5106 Wigan Ln	96	106	106	0	11
C13	B5251 Pall Mall / Weldbank Lane	51	53	53	0	2
C16	A49 Wigan Road / Bank Lane (Euxton)	25	26	26	0	2
C17	A49 Wigan Road / Euxton Lane	24	25	25	0	1
C19	A674 Farnington Lane / Moulden Brow A6061	39	38	38	0	-2
C20	A49 Wigan Road / Leyland Way	21	22	22	0	1
C21	A6 Preston Road / B5256 Westwood Road	13	13	13	0	1
C22	A6 Preston Road / Clayton Brook Road	10	11	11	0	1
C25	B5251 / Market Street	29	29	30	0	0
C27	A6 Bolton Road / Pilling Lane	27	28	27	0	1
C28	A6 Preston Street / Park Rd	3	2	2	0	0

### F.3.2 Preston

Table F.3-3. Average seconds delay/vehicle (weighted across all arms), Interpeak, Preston

Junction ID	Junction	Base	Reference	Local Plan Mitigation	LP impact vs Reference	Change from Base
-	A59 Ring Way / Bow Lane	47	52	52	0	5
P02	B6241 Eastway / Oliver's Place	14	16	16	0	2
P03	B6241 Eastway / Watling Street Rd	31	33	33	-1	1
P04	B6241 Eastway / Andertons Way	15	17	17	0	2
P06	B6242 Watling Street Road / Sharoe Green Lane	41	43	42	-1	1
P07	B6241 Watling Street Road / Sir Tom Finneys Way	37	36	36	-1	-2
P09	A6 Garstang Road / St. George's Rd	53	53	52	0	-1
P10	A6063 Deepdale Rd/ St George's Road	40	43	43	0	2
P11	A59 Ring Way / Corporation Street	30	32	32	1	2
P12	A5071 Corporation Street / Marsh Lane	27	27	27	-1	0
P13	B5254 Strand Rd / A59 Guild Way Junction North	53	60	61	1	8

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Appendix F.3

Junction ID	Junction	Base	Reference	Local Plan Mitigation	LP impact vs Reference	Change from Base
P13	B5254 Strand Rd / A59 Guild Way Junction South	33	16	16	0	-17
P13	B5254 Strand Rd / Fishergate Hill	103	70	73	3	-30
P15	A583 Watery Lane / A5072 West Strand	30	29	28	0	-2
P16	B6241/ Tulketh Brow	17	17	17	0	0
P16	A583 Watery Lane / Tulketh Brow	20	23	23	0	3
P17	B5254 Strand Rd / Port Way	46	48	48	0	2
P21	A6 Garstang Rd / Sharoe Green Ln	57	61	61	0	4
P22	A5085 Blackpool Rd / B6243	50	57	56	-2	5
P23	B6243 Ribbleton Lane / Skeffington Rd	31	24	23	-1	-8
P24	B6243 Ribbleton Lane / Acregate Lane	26	27	27	0	1
P25	A59 Ring Way / Church Street / Ribbleton Lane	47	48	48	-1	0
P26	A59 Ring Way / A6 North Road	54	53	53	0	-1
P27	A59 London Road / Queens Street	32	30	29	-1	-3
P28	Sharoe Green Lane / St. Vincents Road	8	8	8	0	0
P29	Sharoe Green Lane / Sherwood Way	9	9	9	0	0
P30	A6 Garstang Rd / St Vincents Rd	3	3	3	0	0
P31	A6 / Parklands Drive	18	21	22	1	3
P32	A6 / Eastway	13	19	20	1	6
P34	B6241 Eastway / Mericourt Road	13	16	16	0	3
P36	A59 Broughton Bypass / Whittingham Lane	8	10	10	0	1
P38	A583 Fylde Rd / Aqueduct St.	36	49	48	-1	12
P39	B6241 / A583 Watery Ln	38	45	44	-1	5
P40	A582 PWD / B5468 Avice Pimblett Way	12	13	13	0	1
P42	A583 Riversway / Pedders Road	36	36	37	1	1
P42	A583 Riversway / Port Way	32	32	31	0	0
P45	B6241 Lightfoot Lane / Eastway	29	51	51	0	22
P47	B6242 Bluebell Way / Lancashire Way	22	24	24	0	1
P48	B6242 Bluebell Way M6 J31a / Premier Inn Car Park	27	31	33	2	6
P50	A5085 Blackpool Rd / B6241	45	46	46	0	1
P51	A59 New Hall Lane / Skeffington Road	27	29	28	0	1
P53	A59 London Road / New Hall Lane	35	46	46	-1	10
P54	B5467 William Young Way / B5411 Tabley Lane	23	24	25	1	2
P55	A5085 Blackpool Road / Lea Road	18	19	19	0	0
P57	A583 Blackpool Rd / A582 PWD	13	14	14	0	0
P59	Blackpool Road / Tulketh Brow	53	52	52	0	-1
P60	A5085 / Pedders Lane / Cottam Lane	46	47	49	2	3
P61	A5085 Blackpool Rd / A6 Garstang Rd	40	41	41	0	1

### F.3.3 South Ribble

Table F.3-4. Average seconds delay/vehicle (weighted across all arms), Interpeak, South Ribble

Junction ID	Junction	Base	Reference	Local Plan Mitigation	LP impact vs Reference	Change from Base
-	A582 Bee Lane	0	18	17	-1	17
SR01	A6 London Way / Victoria Road (S)	17	18	18	0	0
SR01	A6 London Way / Victoria Road (N)	13	14	14	0	1
SR02	A6 / Carwood Rd Roundabout	15	19	19	0	3
SR04	A49 Wigan Road / B5248 Dawson Lane	31	32	32	0	1
SR06	B5248 Church Road / Bent Lane	11	11	11	0	0
SR08	B5253 / Slater Lane Signals	31	37	37	1	6
SR09	B5256 Longmeanygate/ Leyland Lane	24	31	31	0	7
SR10	B5254 Stanifield Lane / Centurion Way	33	35	35	1	2
SR11	A582 Stanifield Lane	15	45	45	0	30
SR12	A582 Croston Junction	12	24	25	1	13
SR14	A59 Golden Way / Cop Lane Junction	31	32	32	0	1
SR16	A59 John Horrocks Way / Liverpool Road	21	21	22	0	1
SR17	A59 Liverpool Road / Longton Bypass	6	6	6	0	0
SR19	A582 Golden Way / Guild Way	20	15	15	0	-6
SR20	Golden Way / B5254 Leyland Road	5	43	42	-1	37
SR21	B5254 Liverpool Road / Coote Lane	17	24	24	0	7
SR22	B5254 Liverpool Road / B5257 Browndedge Road	21	22	22	0	1
SR23	B5254 Liverpool Road / Jubilee Road	32	11	12	1	-21
SR24	A6 / Browndedge Rd Roundabout	14	19	19	0	4
SR25	A6 Lostock Lane / Cuerden Way	34	36	36	0	2
SR26	A582 Chain House Lane	33	33	34	1	1
SR27	A582 Pope Lane	37	37	37	0	0
SR30	B5253 / Dunkirk Lane Roundabout	36	39	39	0	3
SR32	B5254 King Street / Towngate	58	59	59	1	1
SR33	Central Ave / B5248 Dawson Ln	34	34	34	0	1
SR35	B5254 Leyland Road / Bee Lane	14	16	16	0	1
SR35	B5254 Leyland Road / Liverpool Road	21	25	27	2	6
SR36	A582 Golden Way	11	14	14	0	3
SR37	A582 / A6 Roundabout	14	14	14	0	0
SR38	A6 / Wigan Rd Roundabout	39	39	38	-1	-1
SR41	Turpin Green / Canberra Rd Rbt	9	9	10	0	1
SR42	A582 Flensburg Way	28	16	16	0	-12