Appendix H. Detailed Stage 2 Modelling results (Scenario 4 – Local Plan with Sustainable and Highway Mitigation)

H.1 Traffic Flow Changes - Local Plan Impact vs Reference Case (comparison with scenario 1)

H.1.1 Chorley

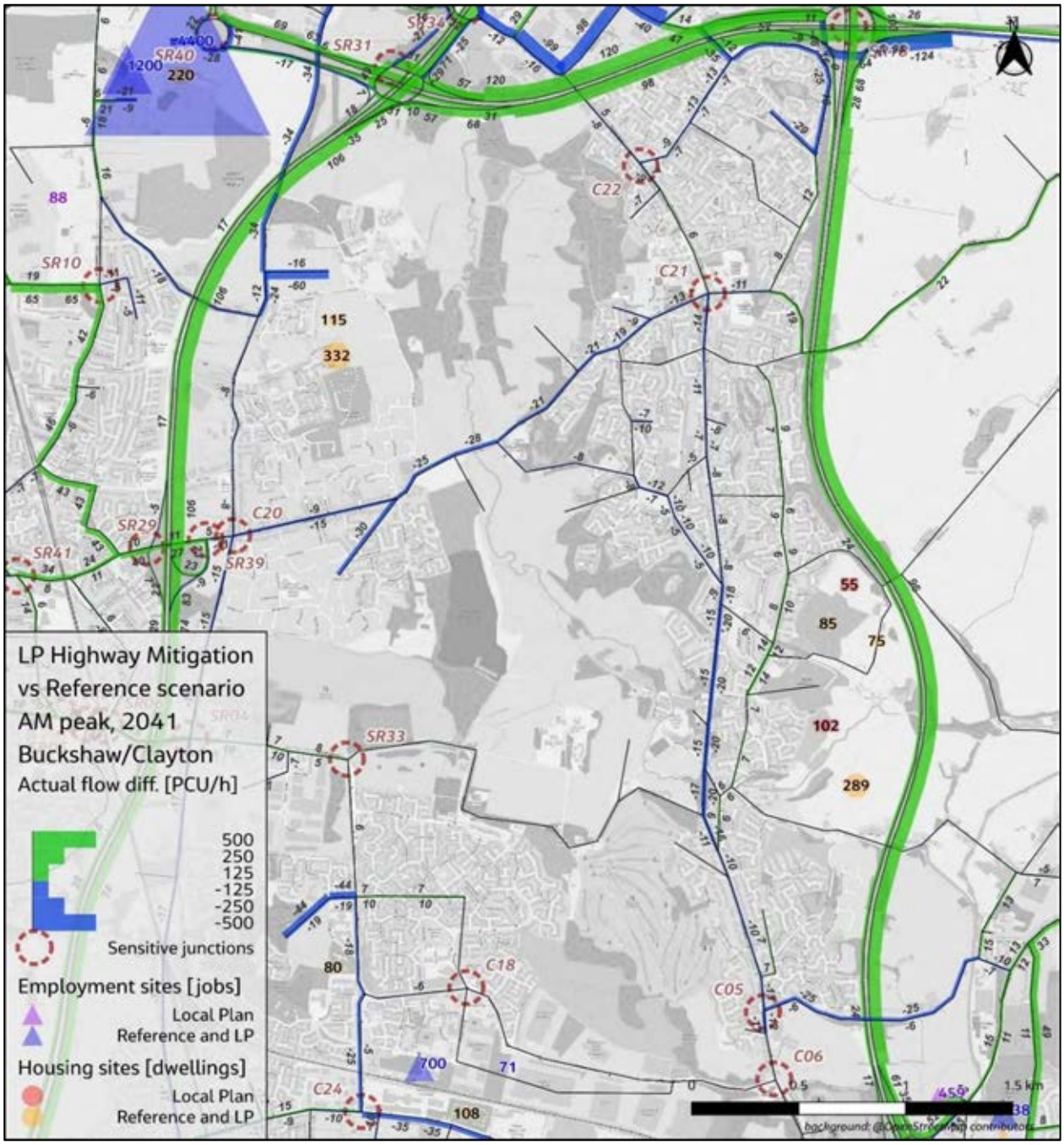


Figure H.1-1. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Buckshaw Village

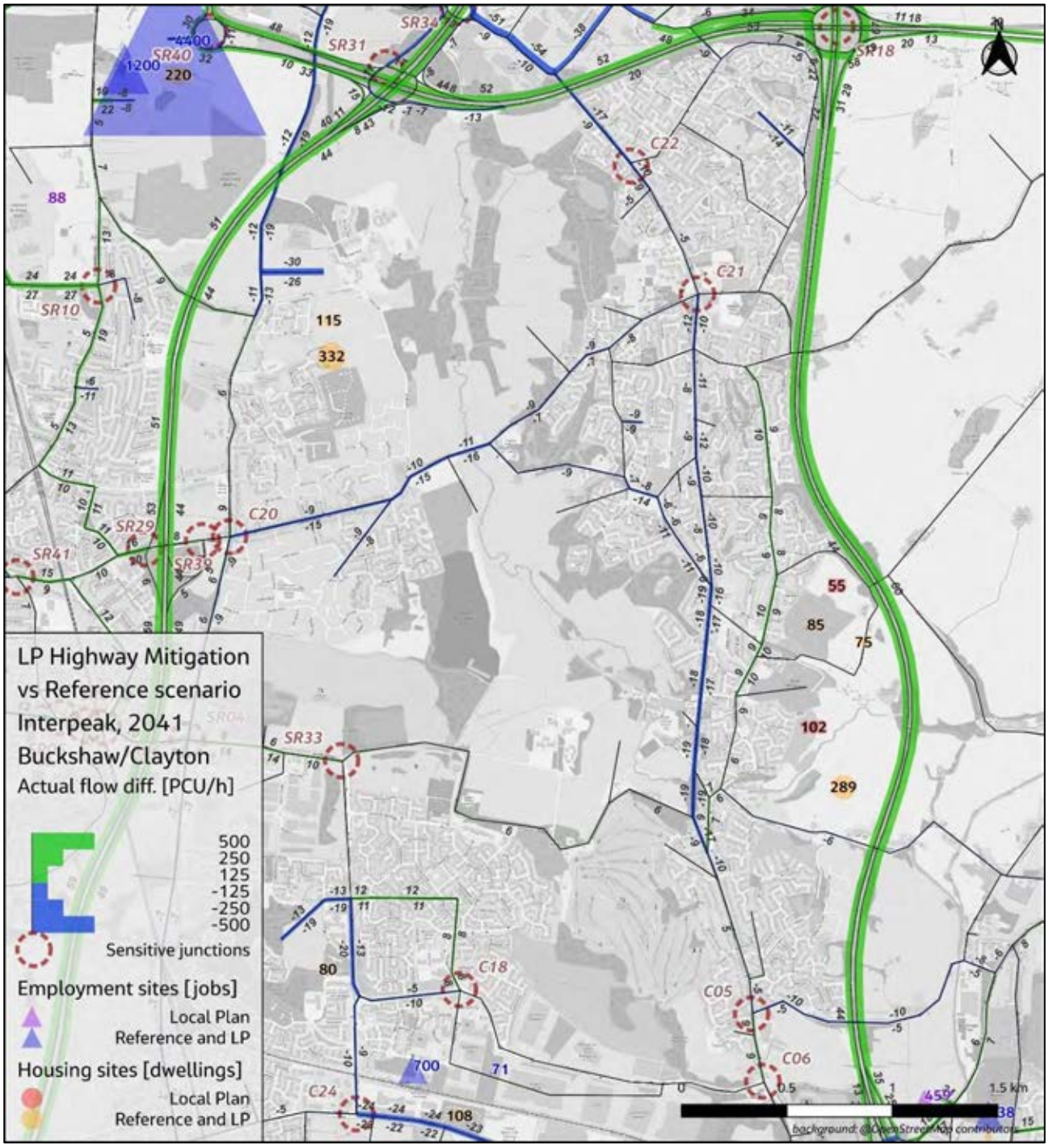


Figure H.1-2. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Buckshaw Village

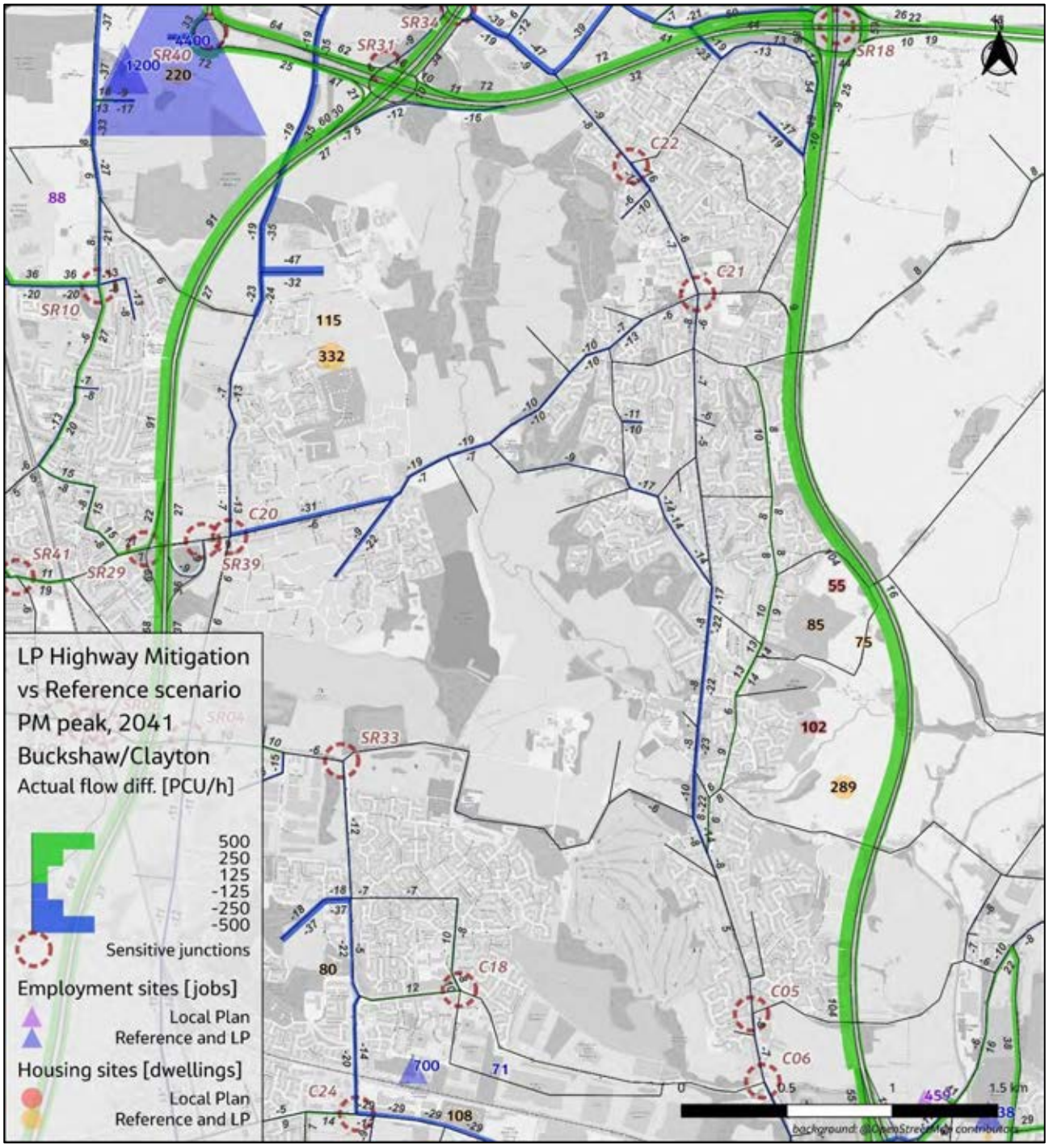


Figure H.1-3. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Buckshaw Village

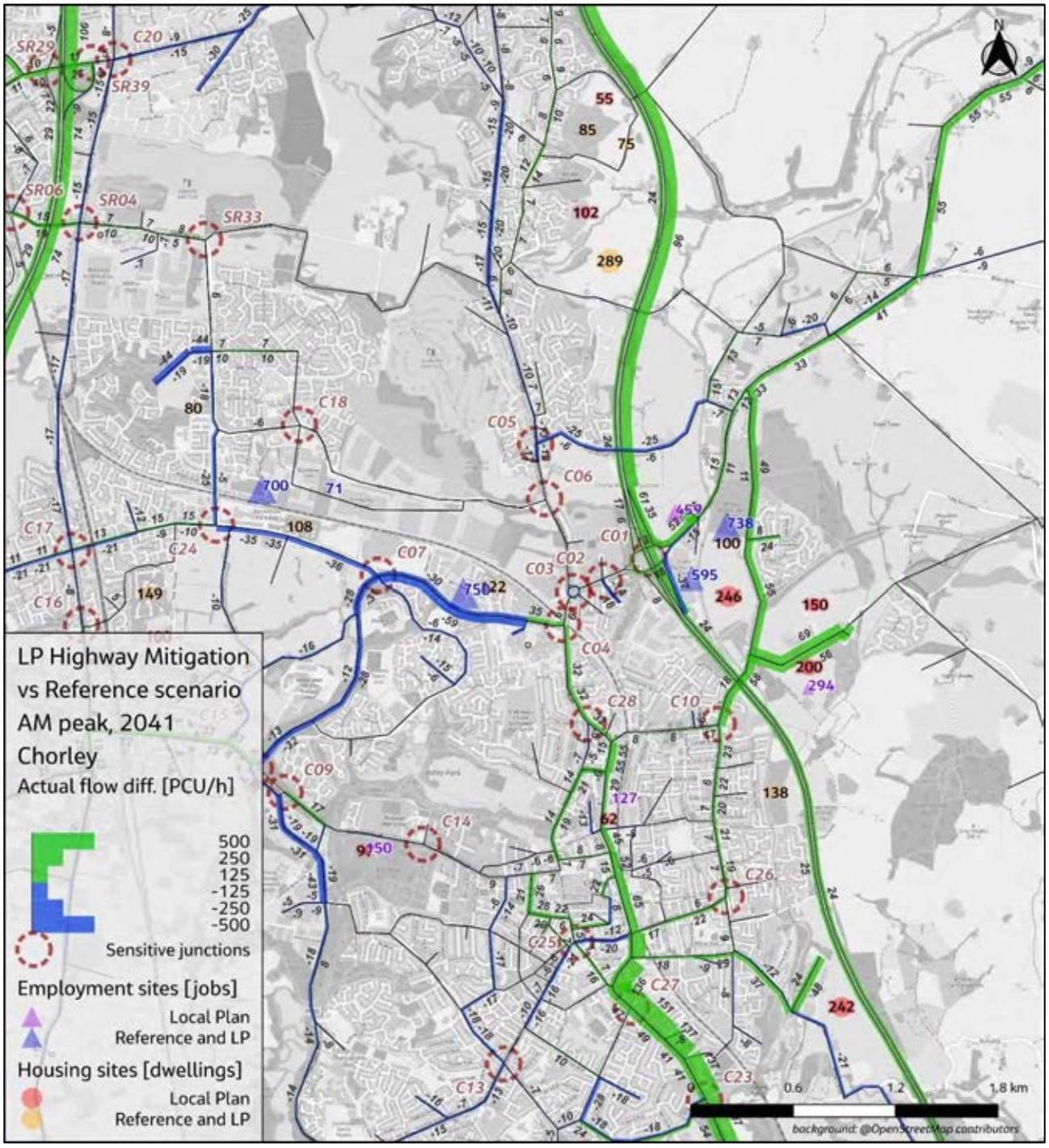


Figure H.1-4. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Chorley

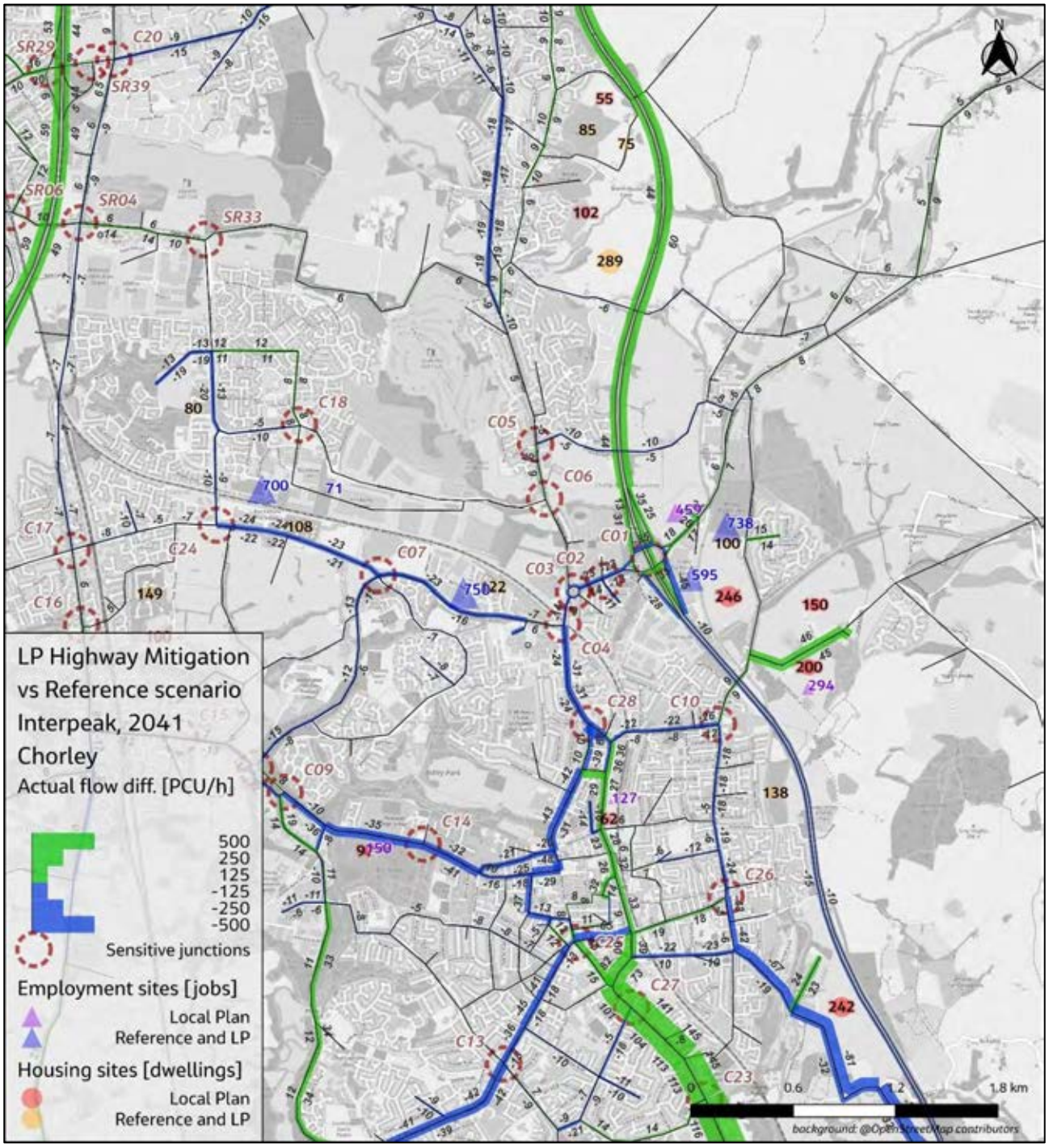


Figure H.1-5. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Chorley

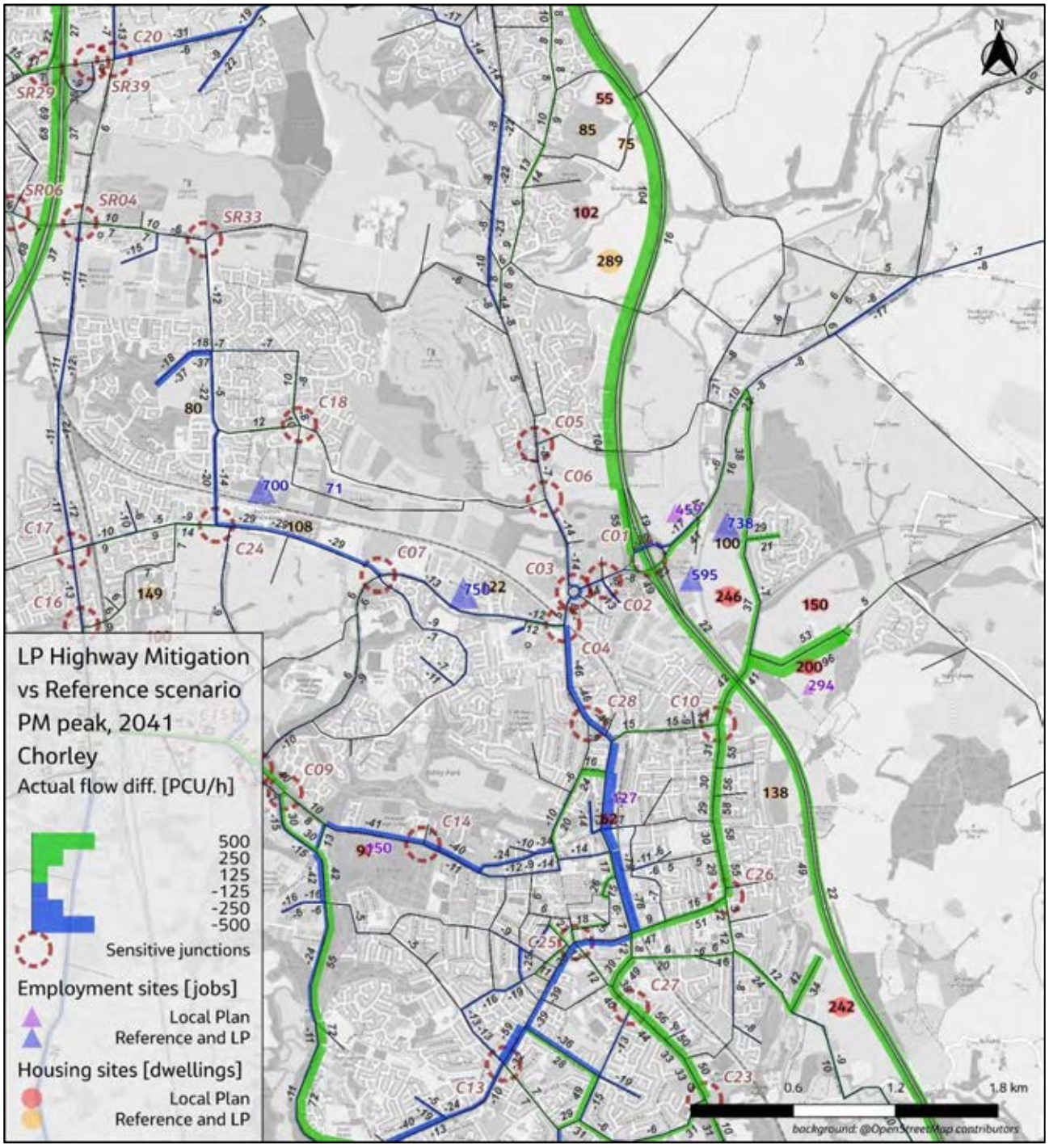


Figure H.1-6. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Chorley

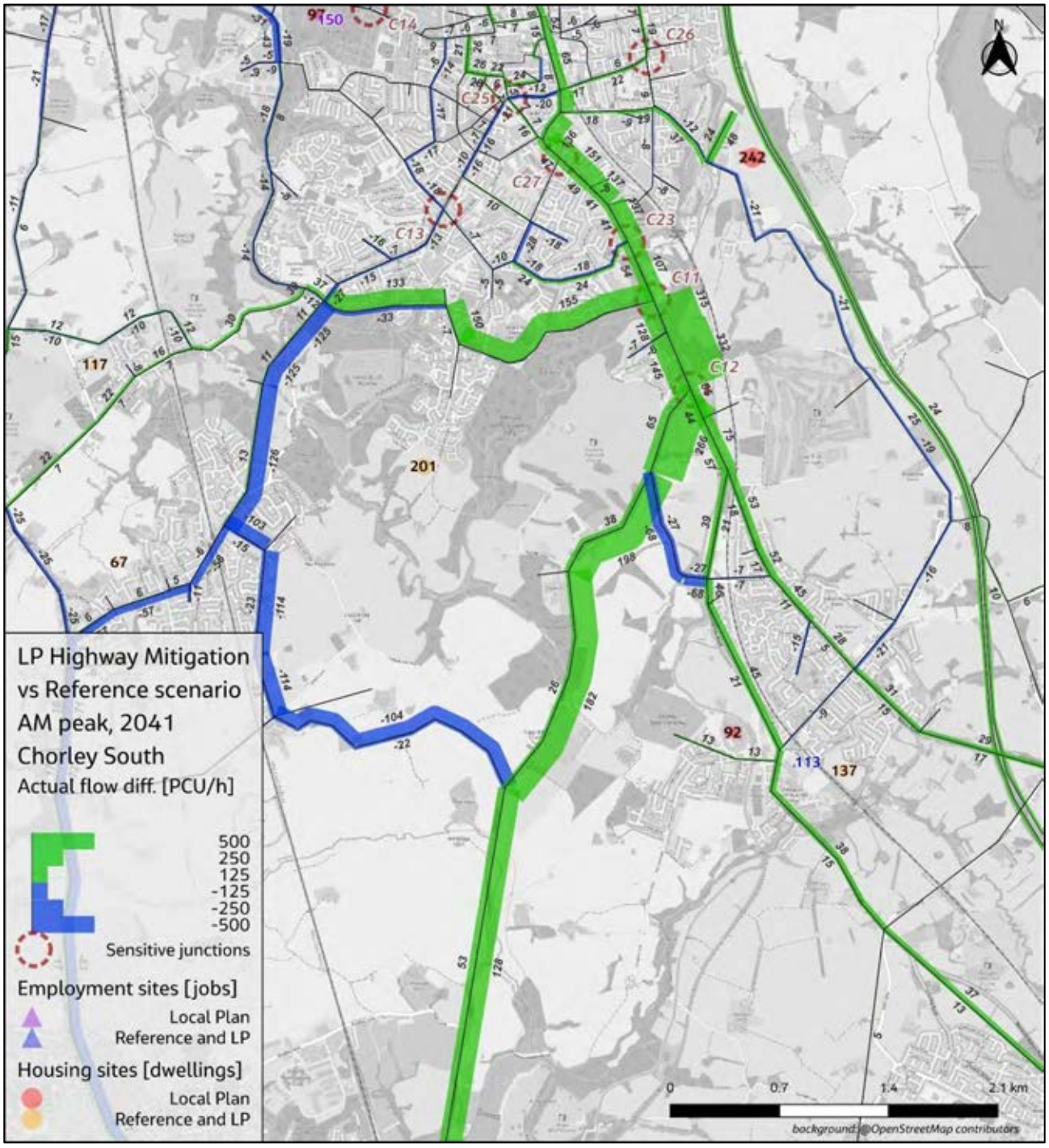


Figure H.1-7. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Chorley S

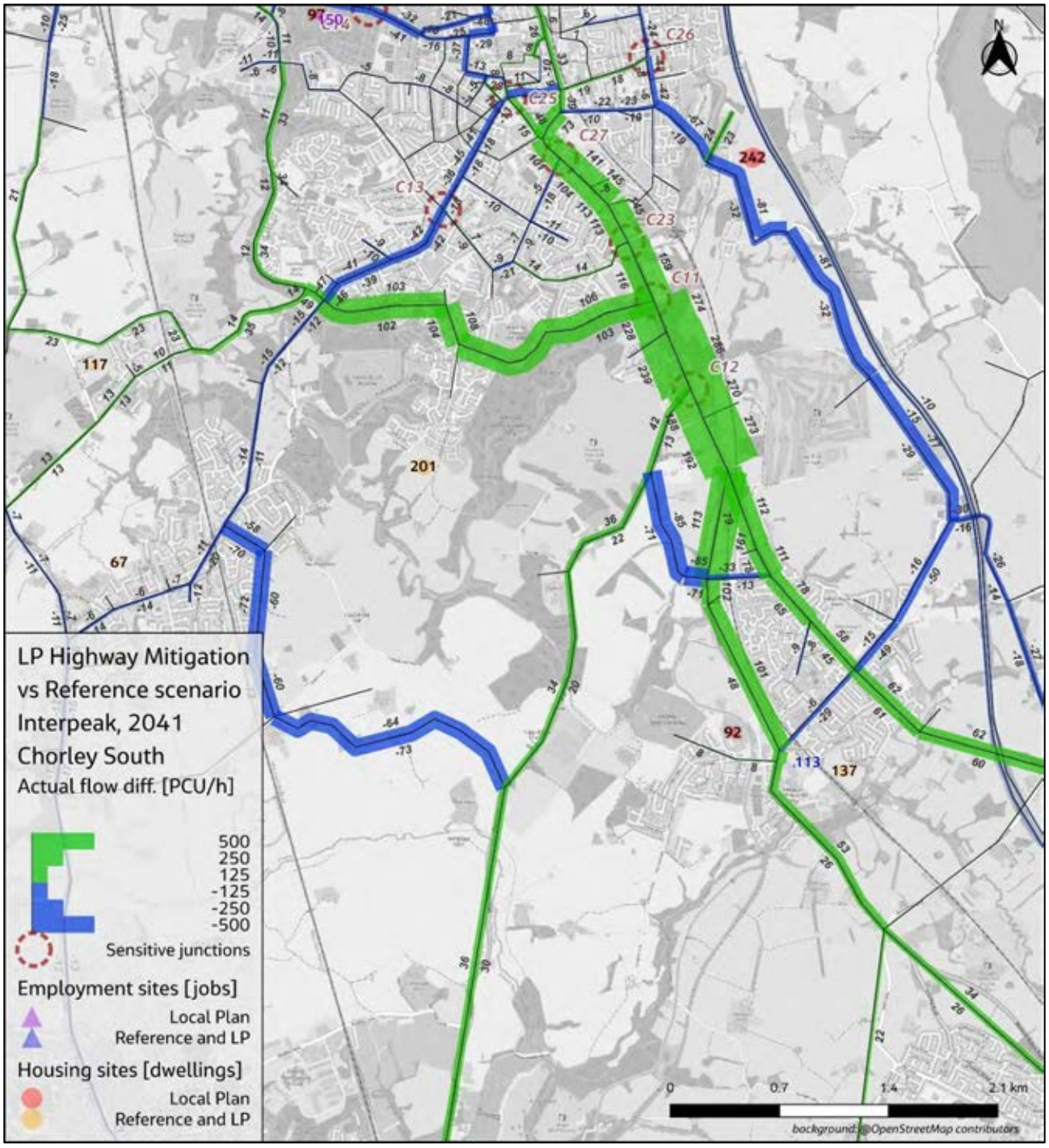


Figure H.1-8. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Chorley S

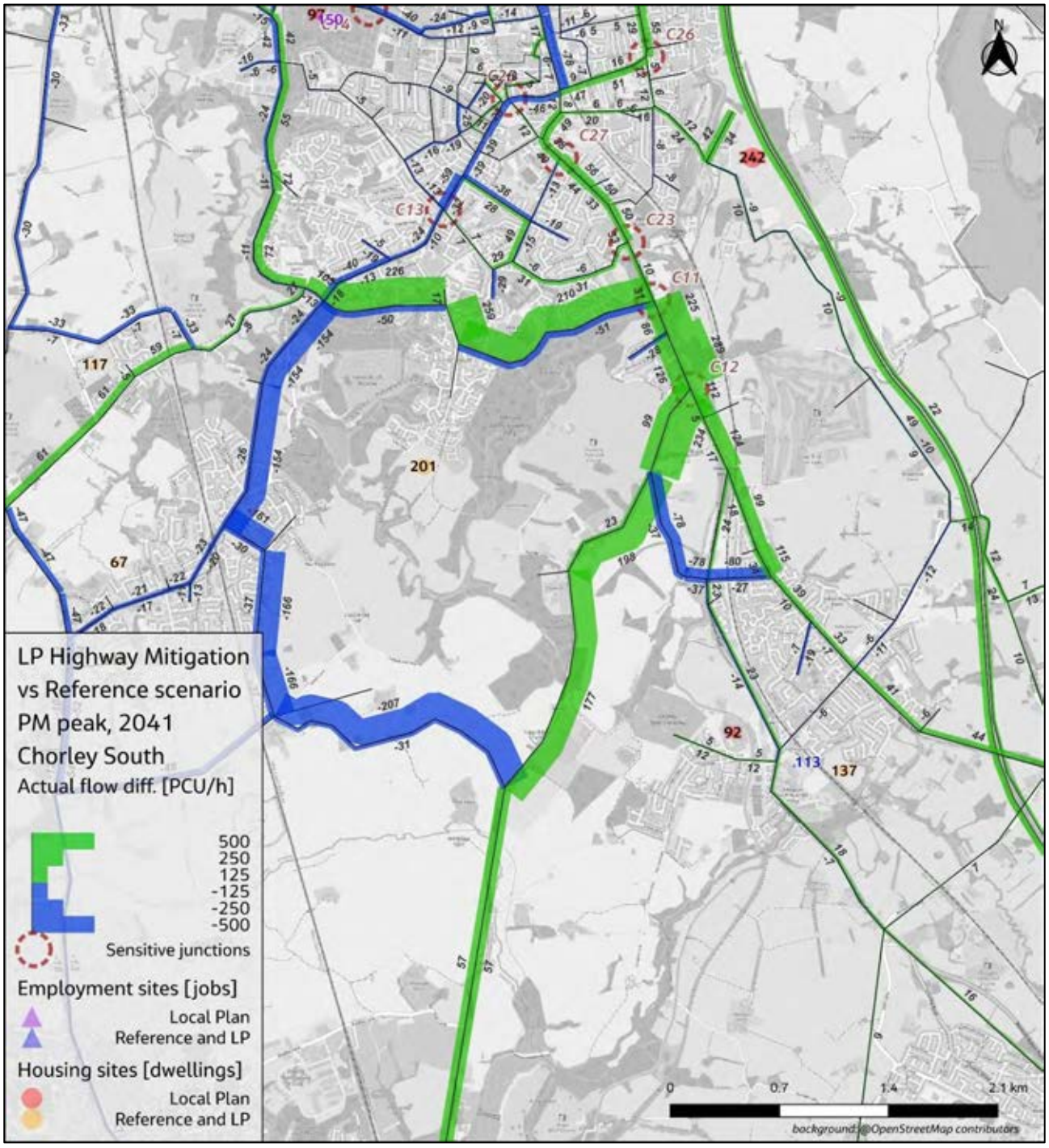


Figure H.1-9. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Chorley S

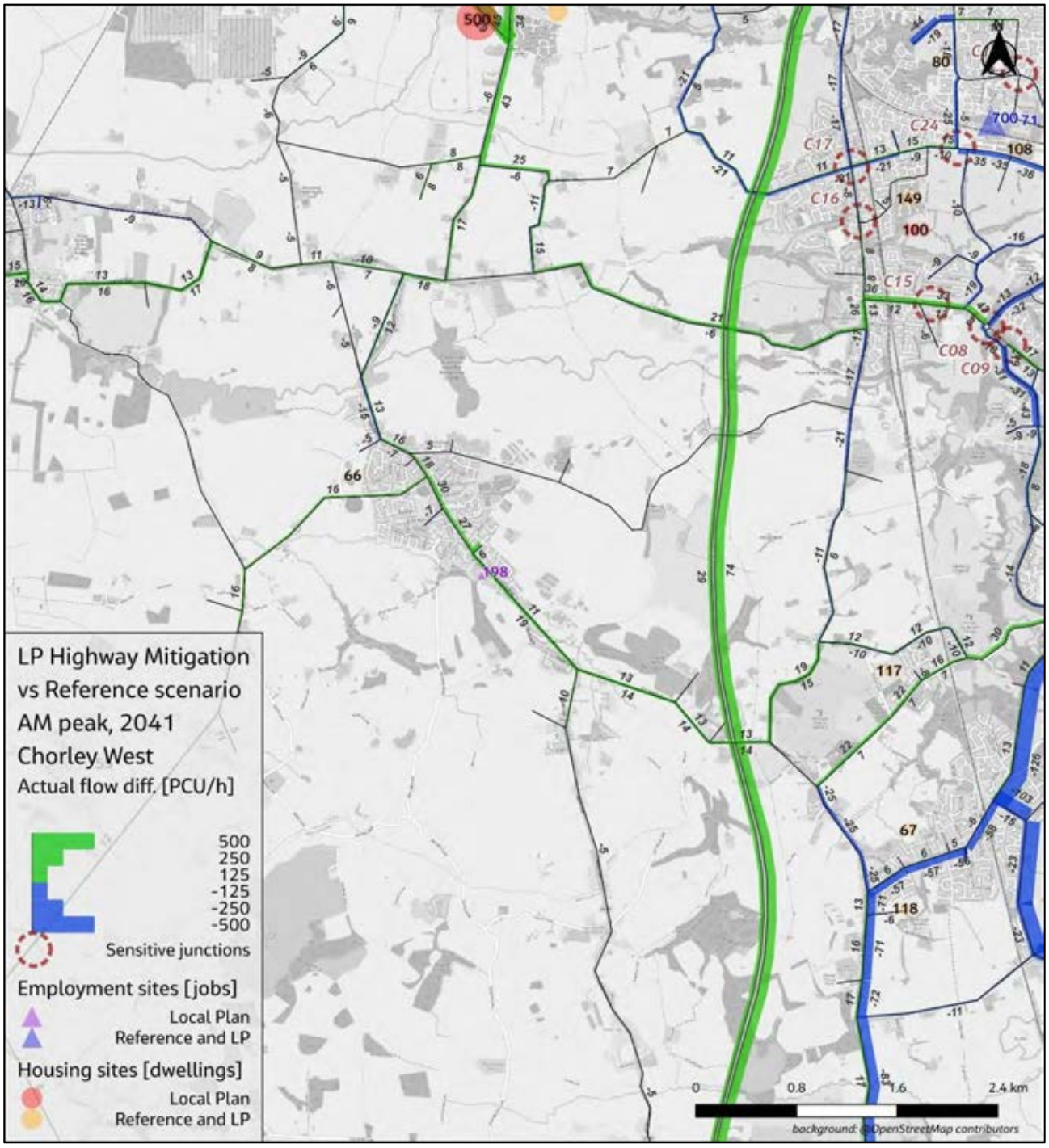


Figure H.1-10. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Chorley W

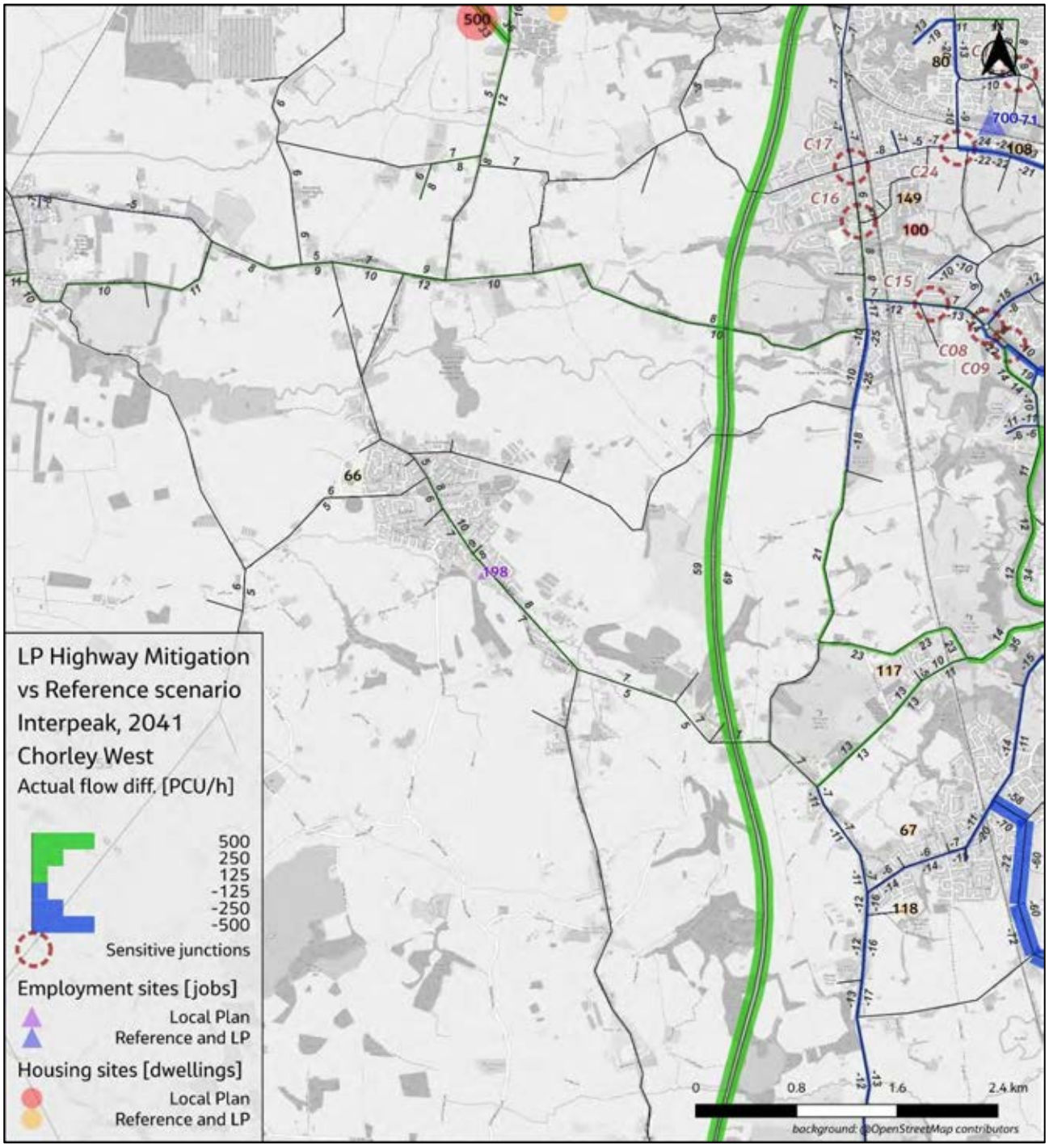


Figure H.1-11. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Chorley W

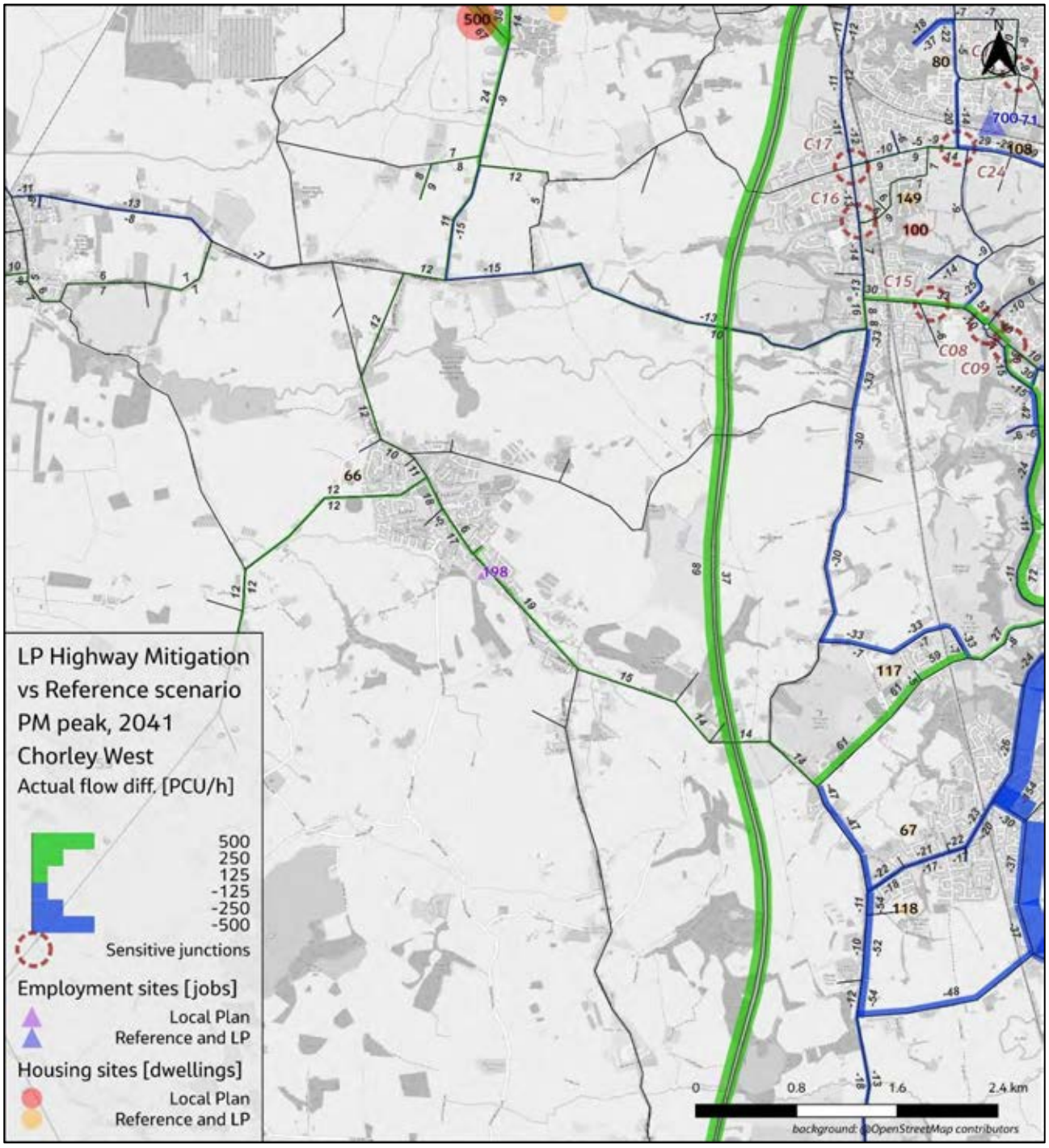


Figure H.1-12. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Chorley W

H.1.2 Preston

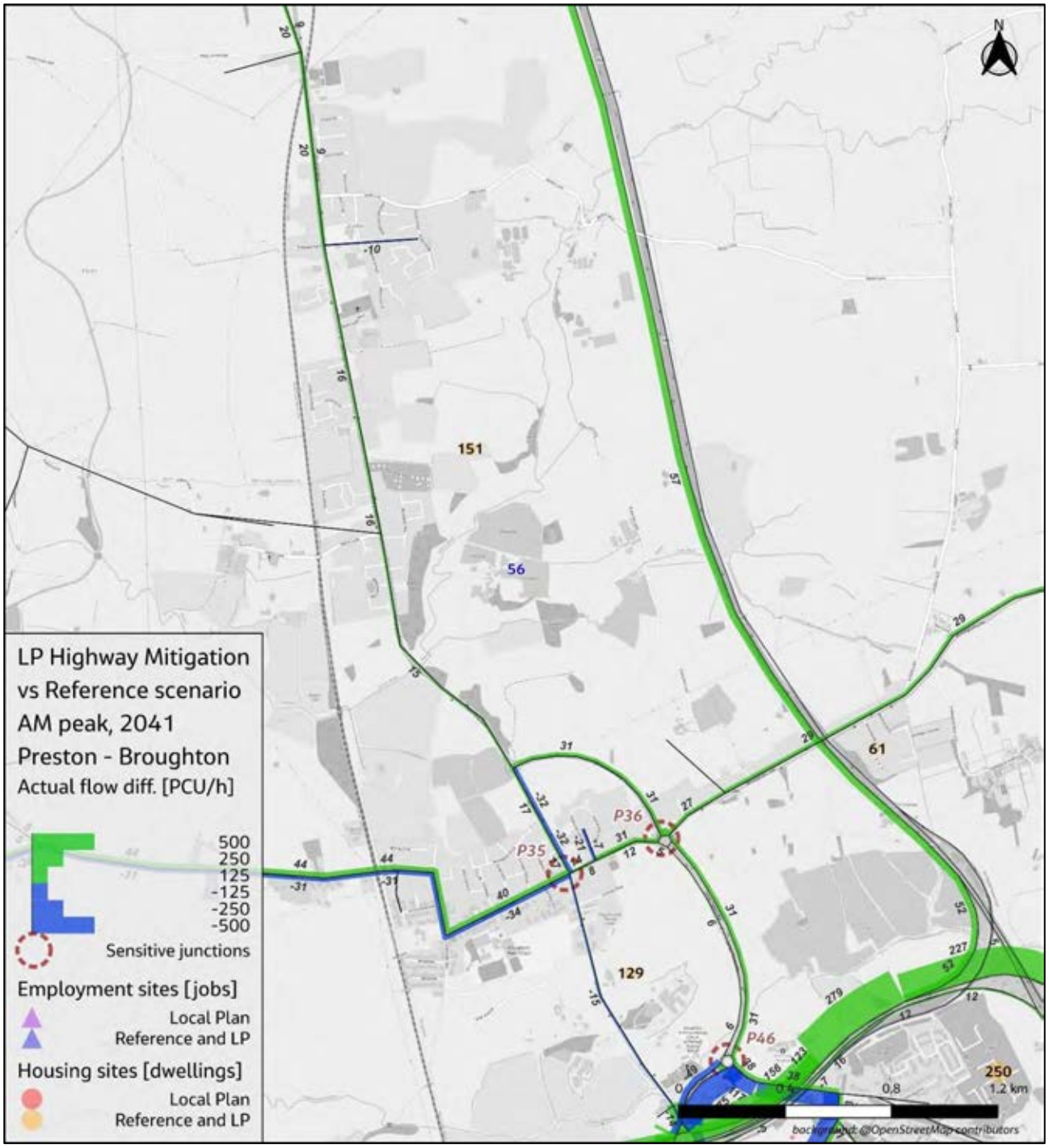


Figure H.1-13. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston Broughton

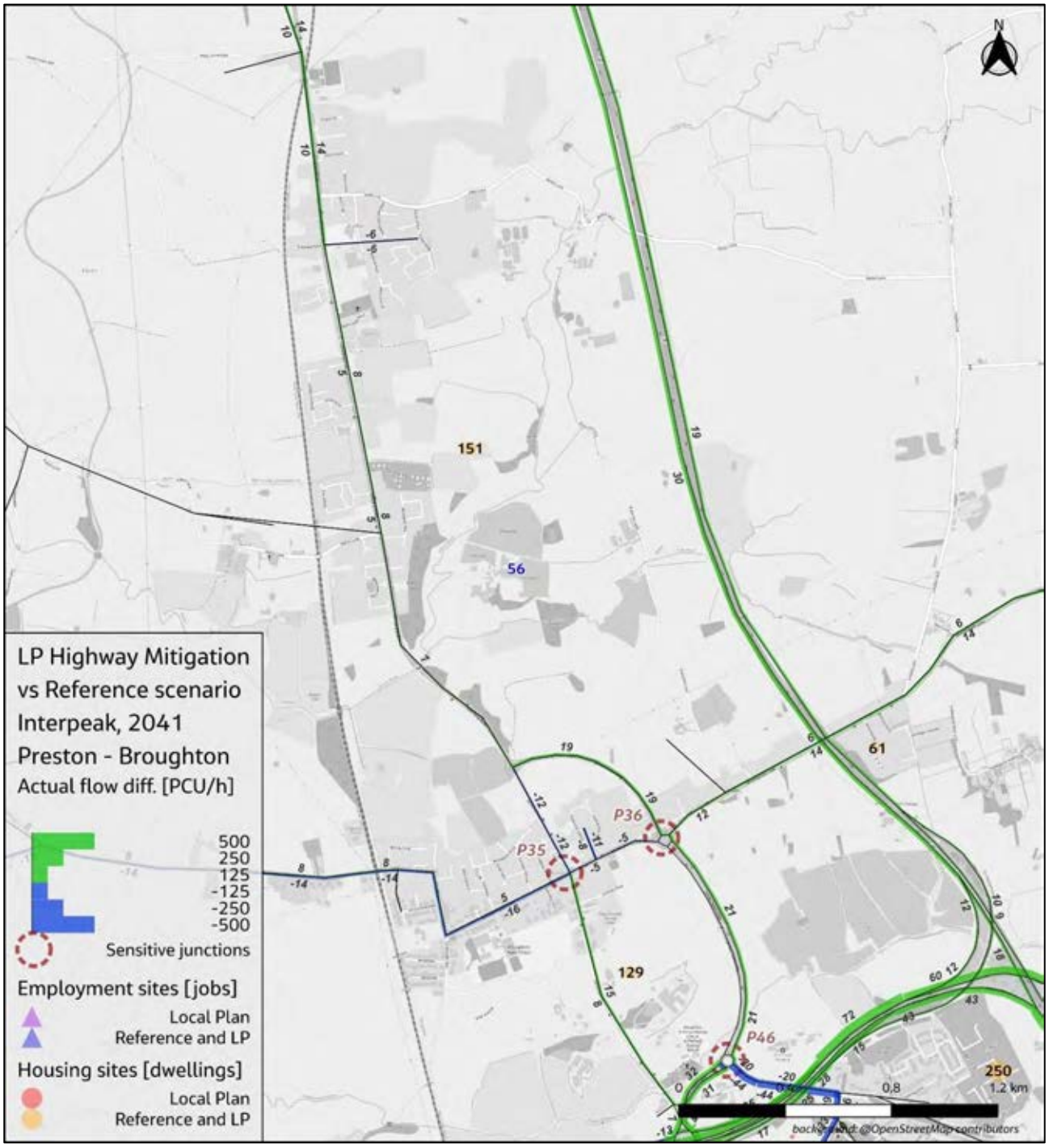


Figure H.1-14. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston Broughton

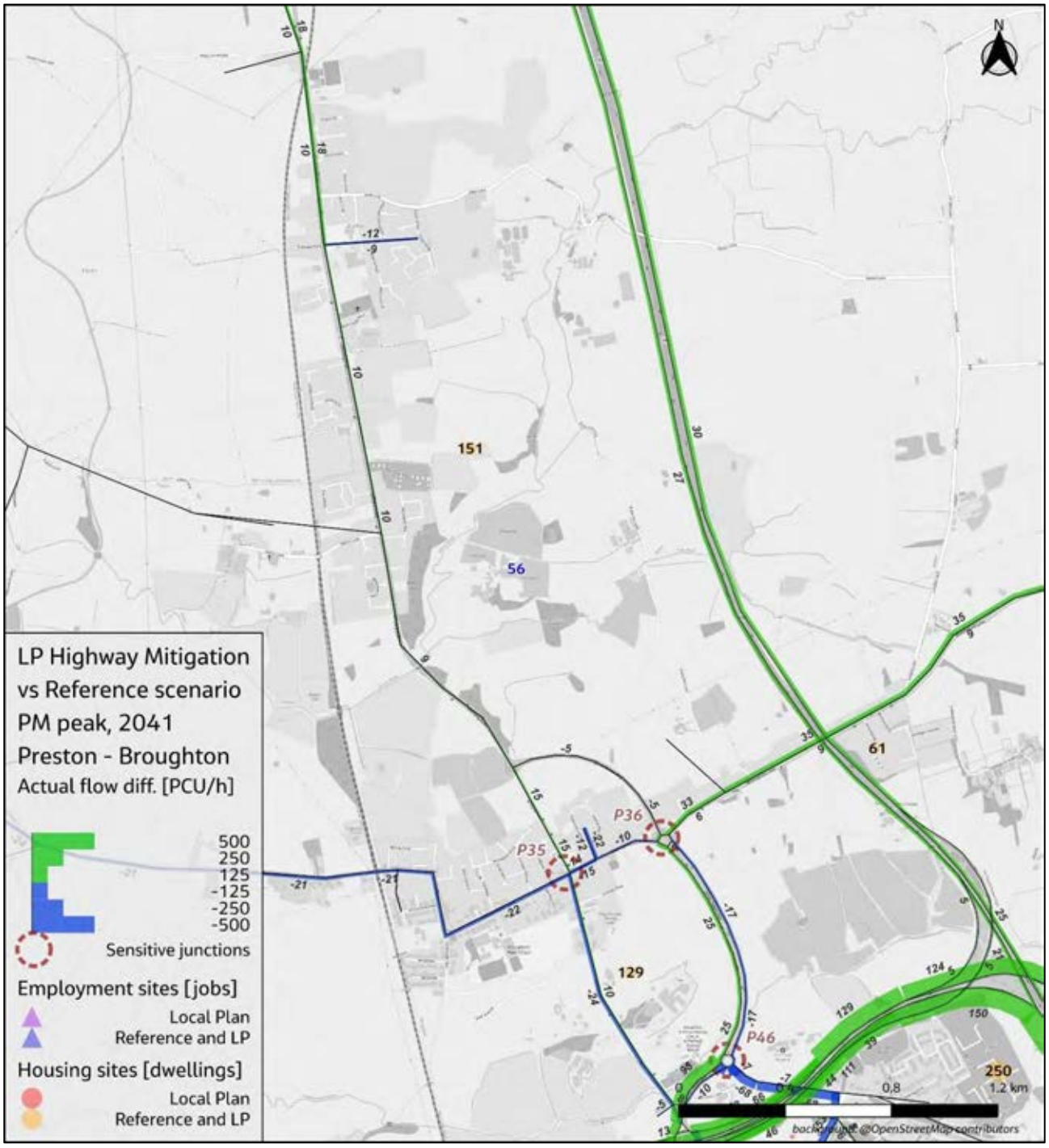


Figure H.1-15. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston Broughton

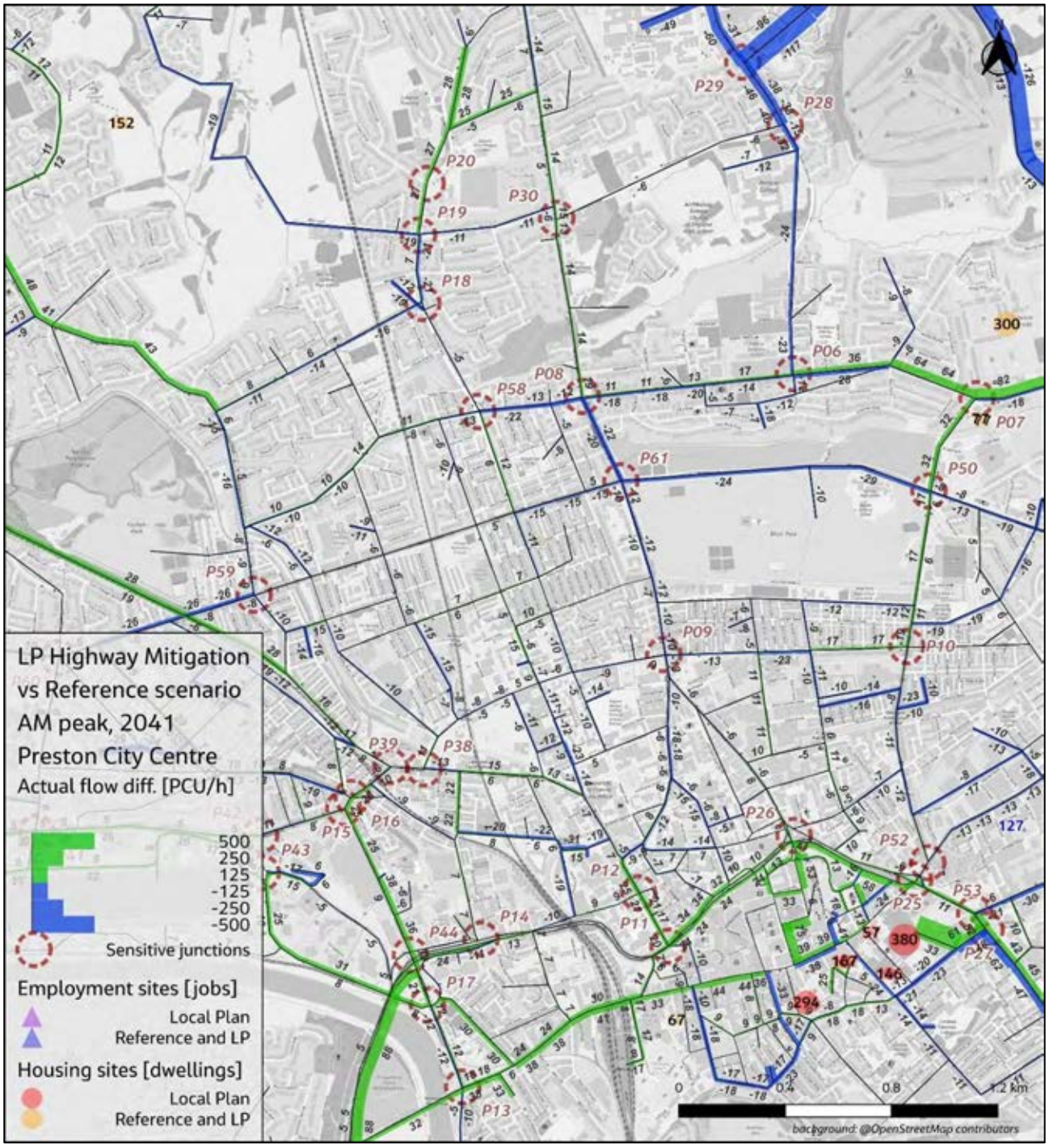


Figure H.1-16. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston CC

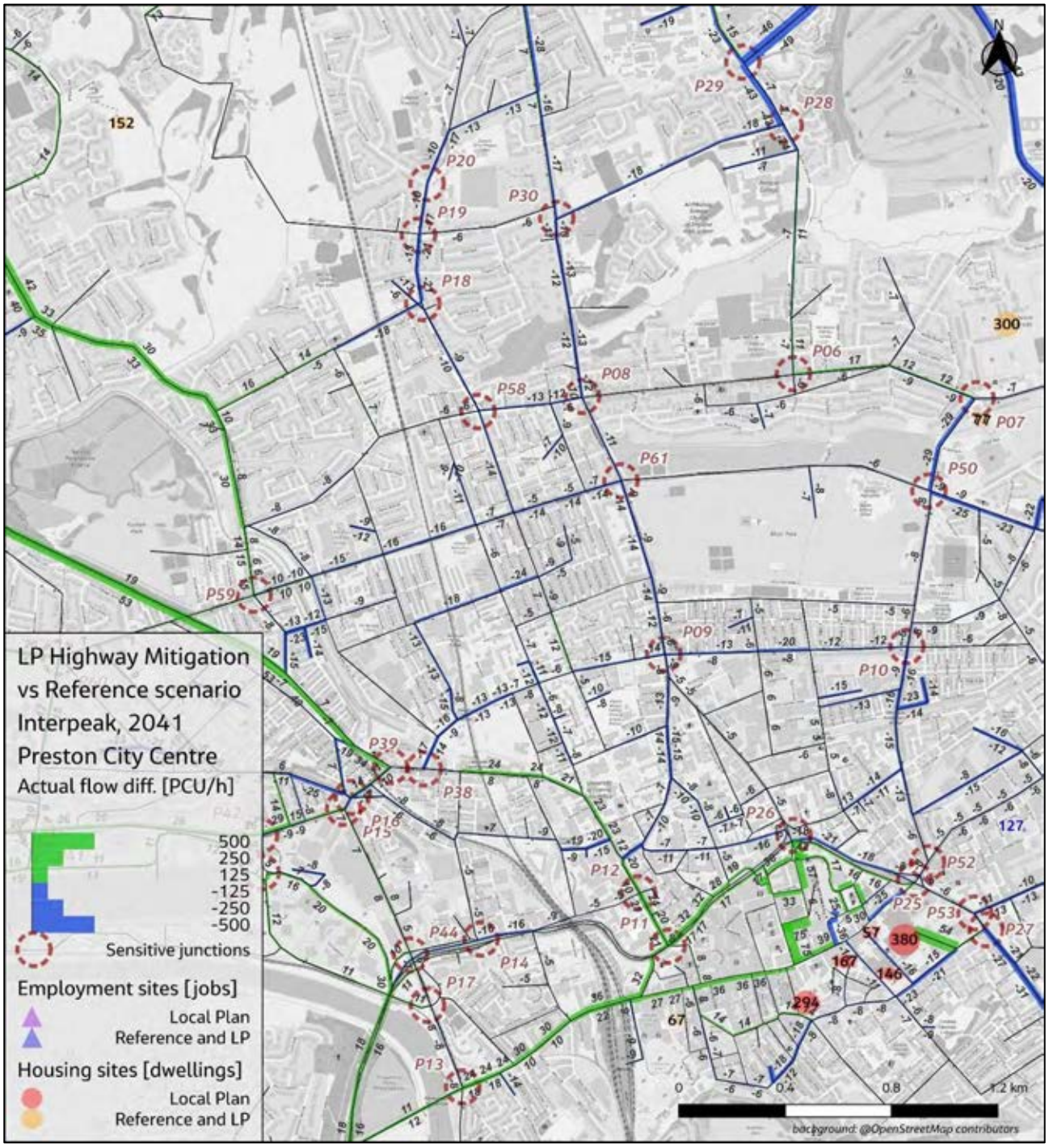


Figure H.1-17. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston CC

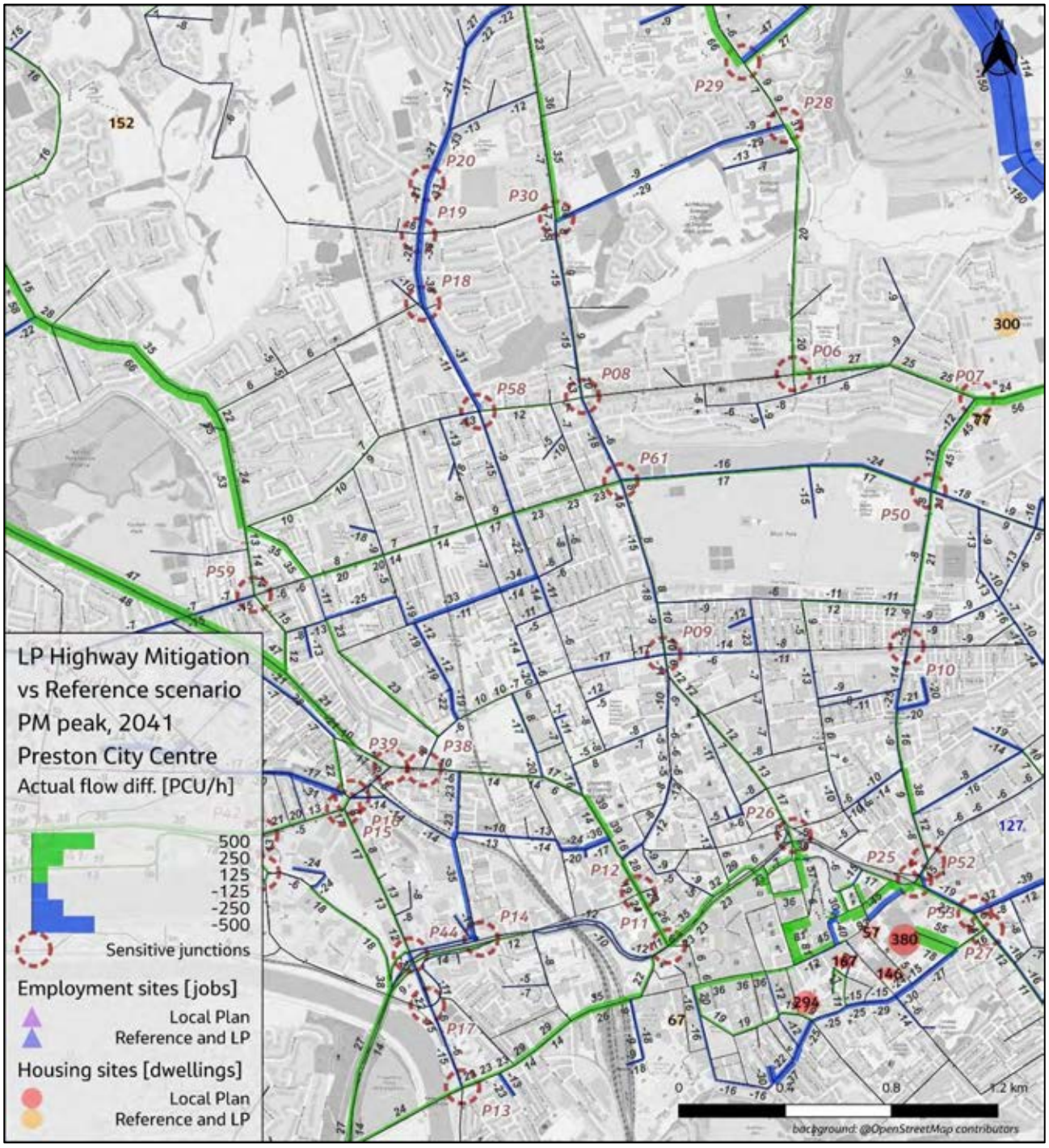


Figure H.1-18. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston CC

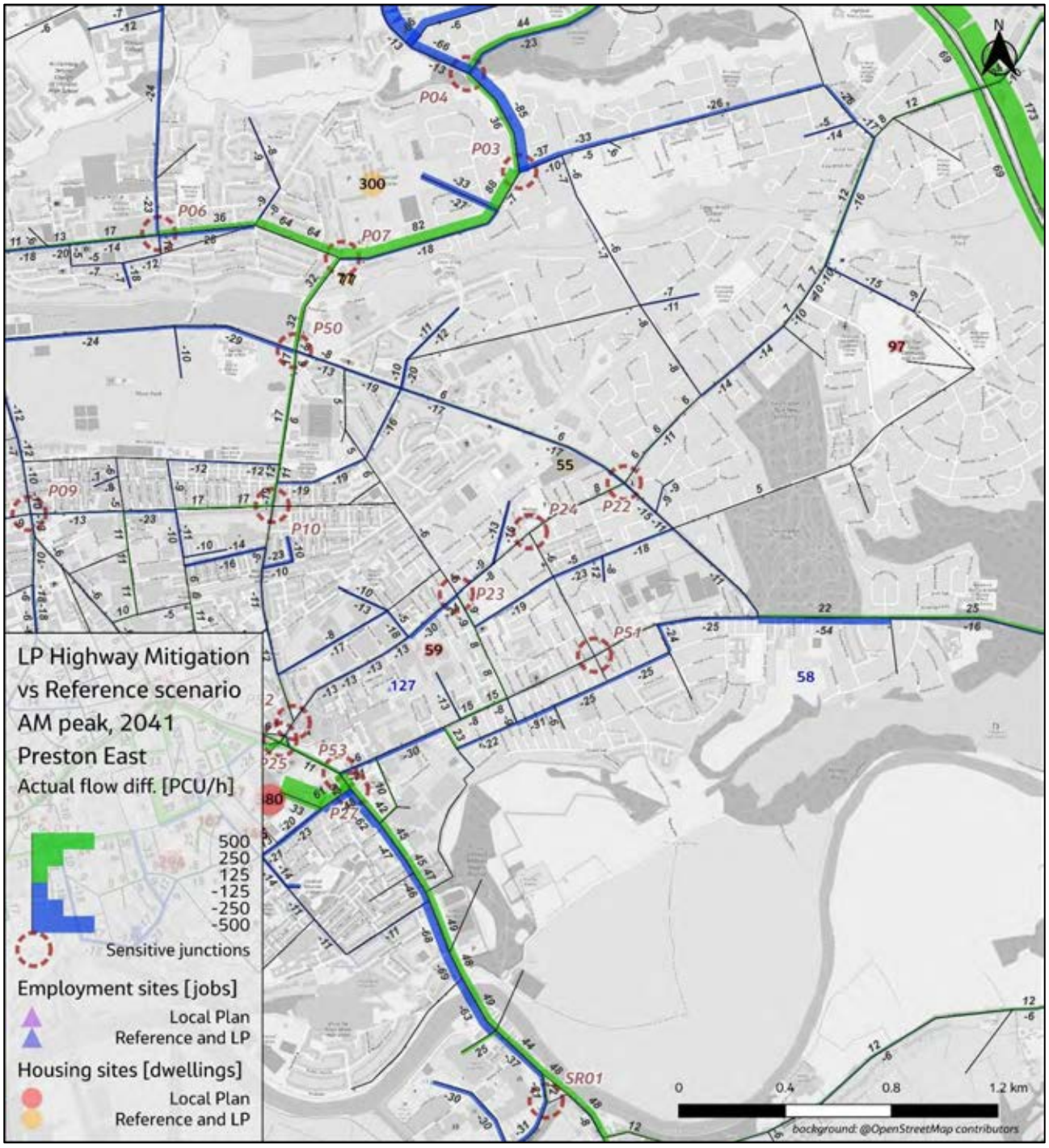


Figure H.1-19. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston E

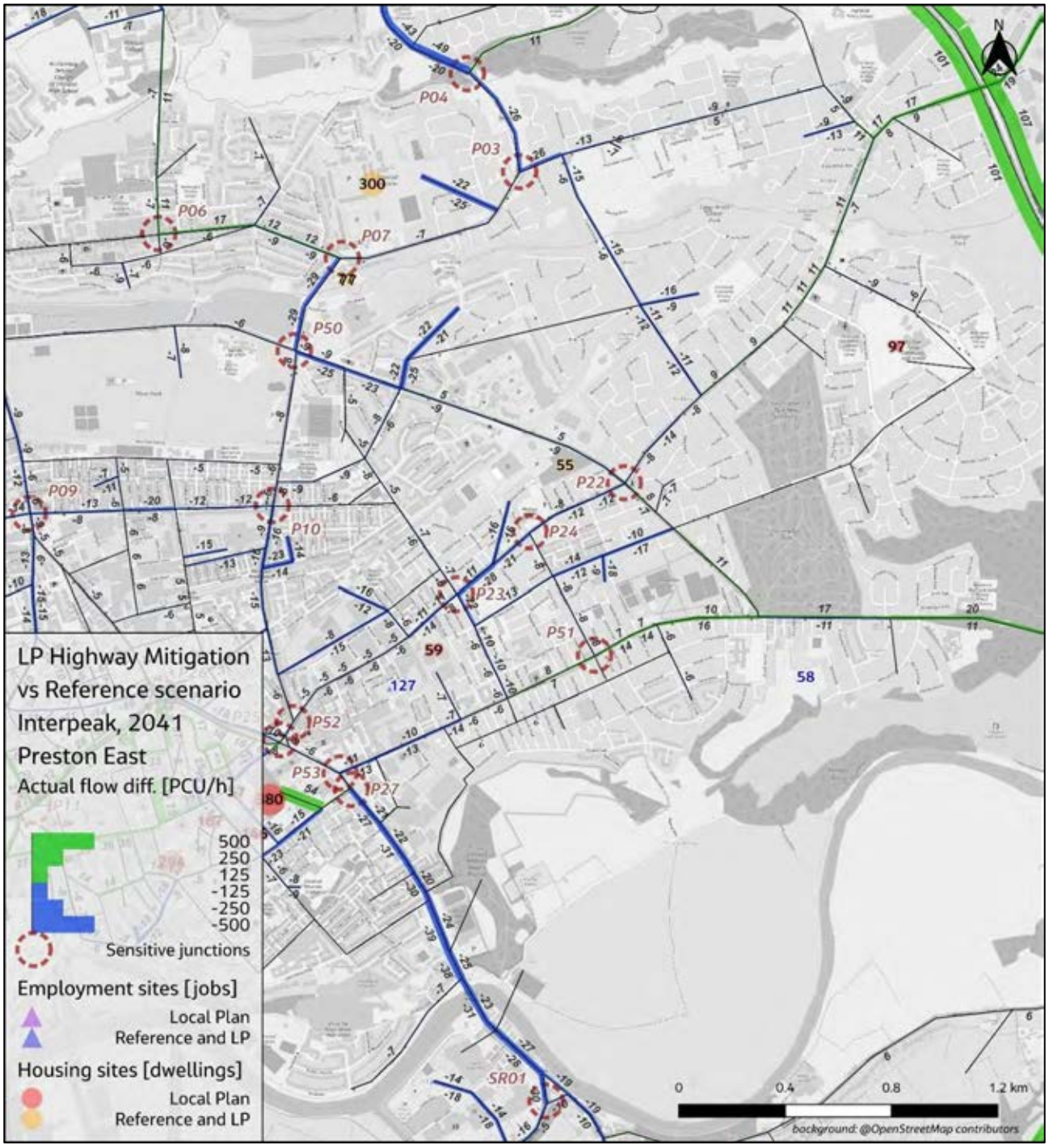


Figure H.1-20. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston E

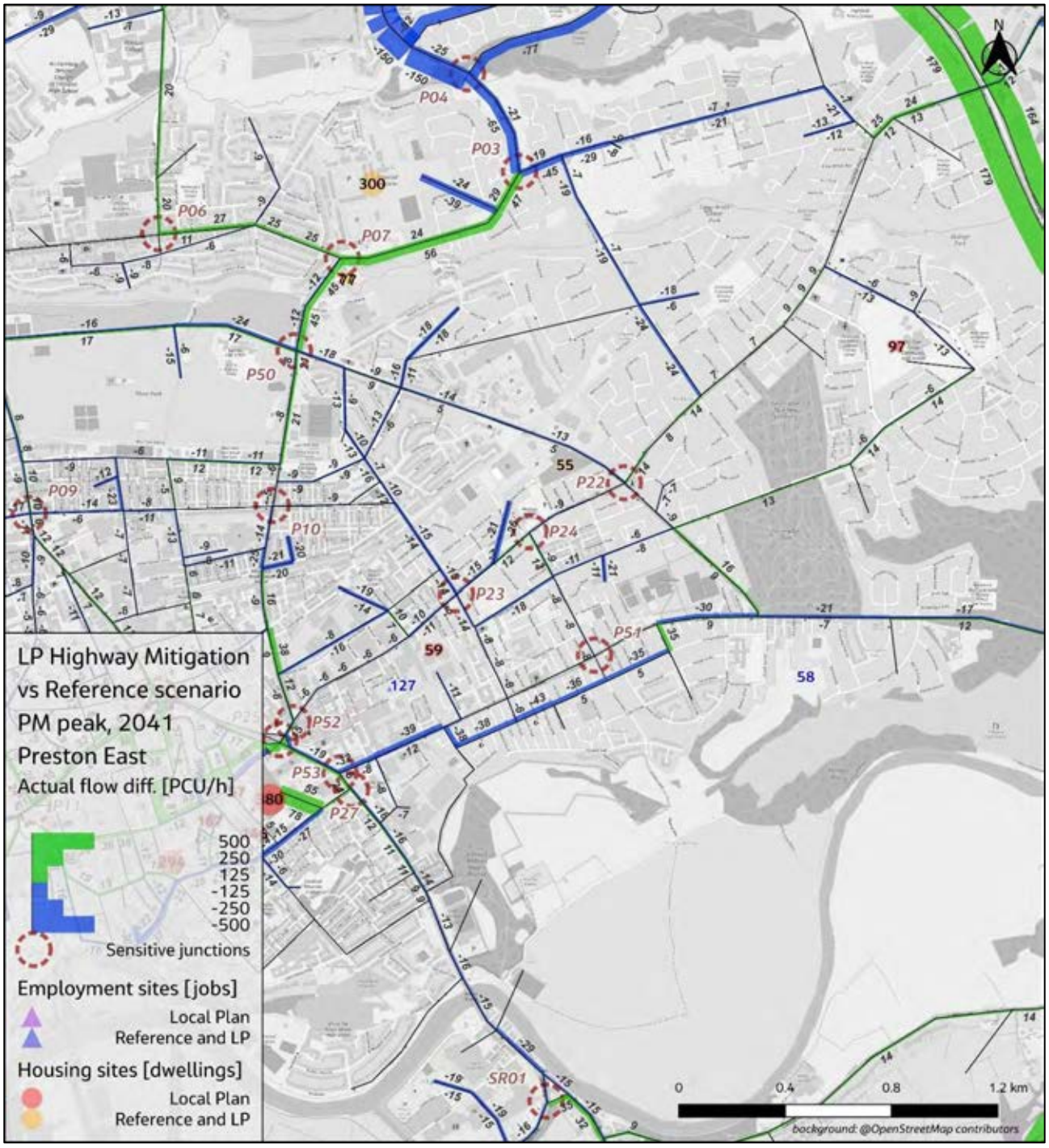


Figure H.1-21. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston E

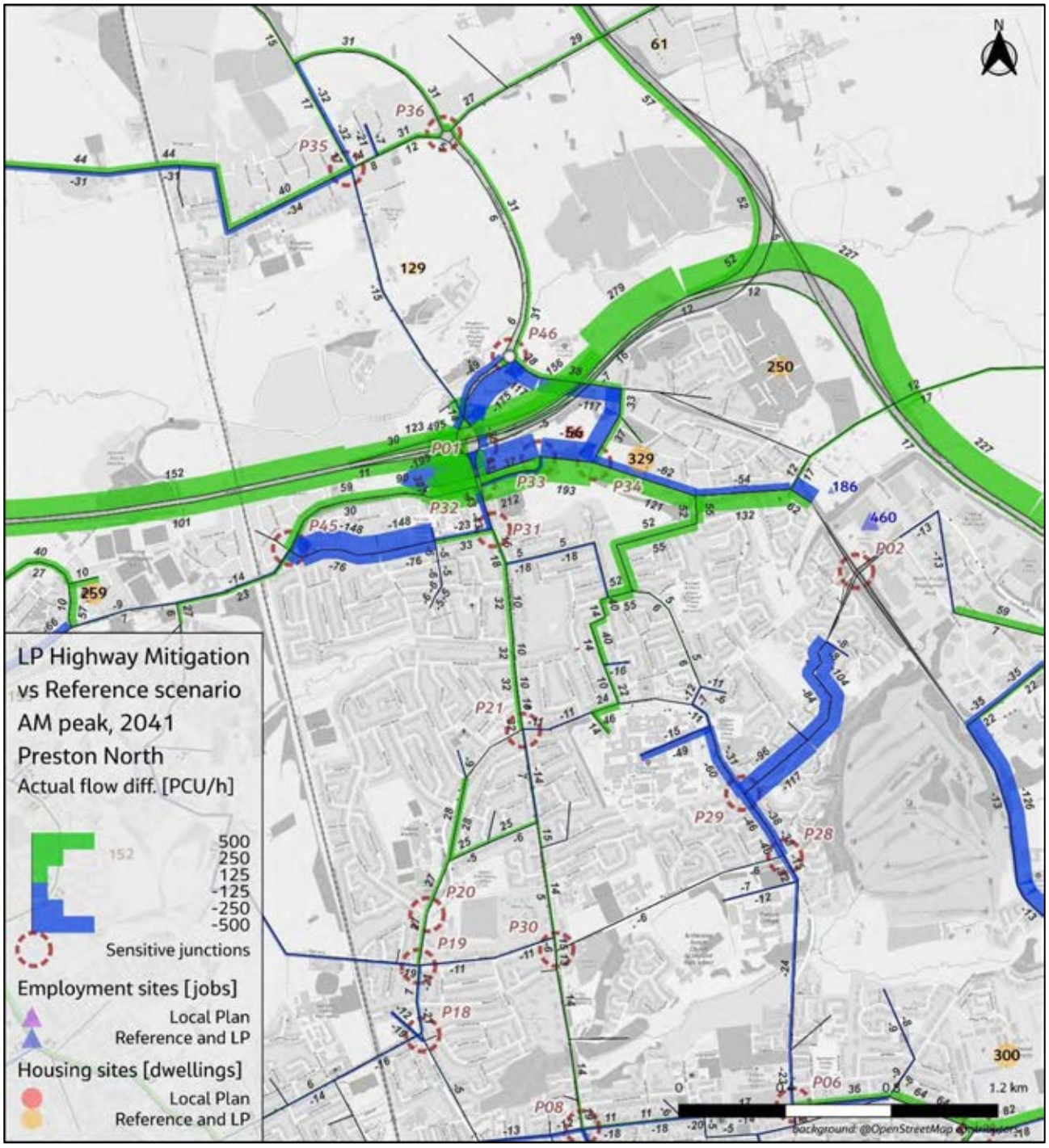


Figure H.1-22. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston N

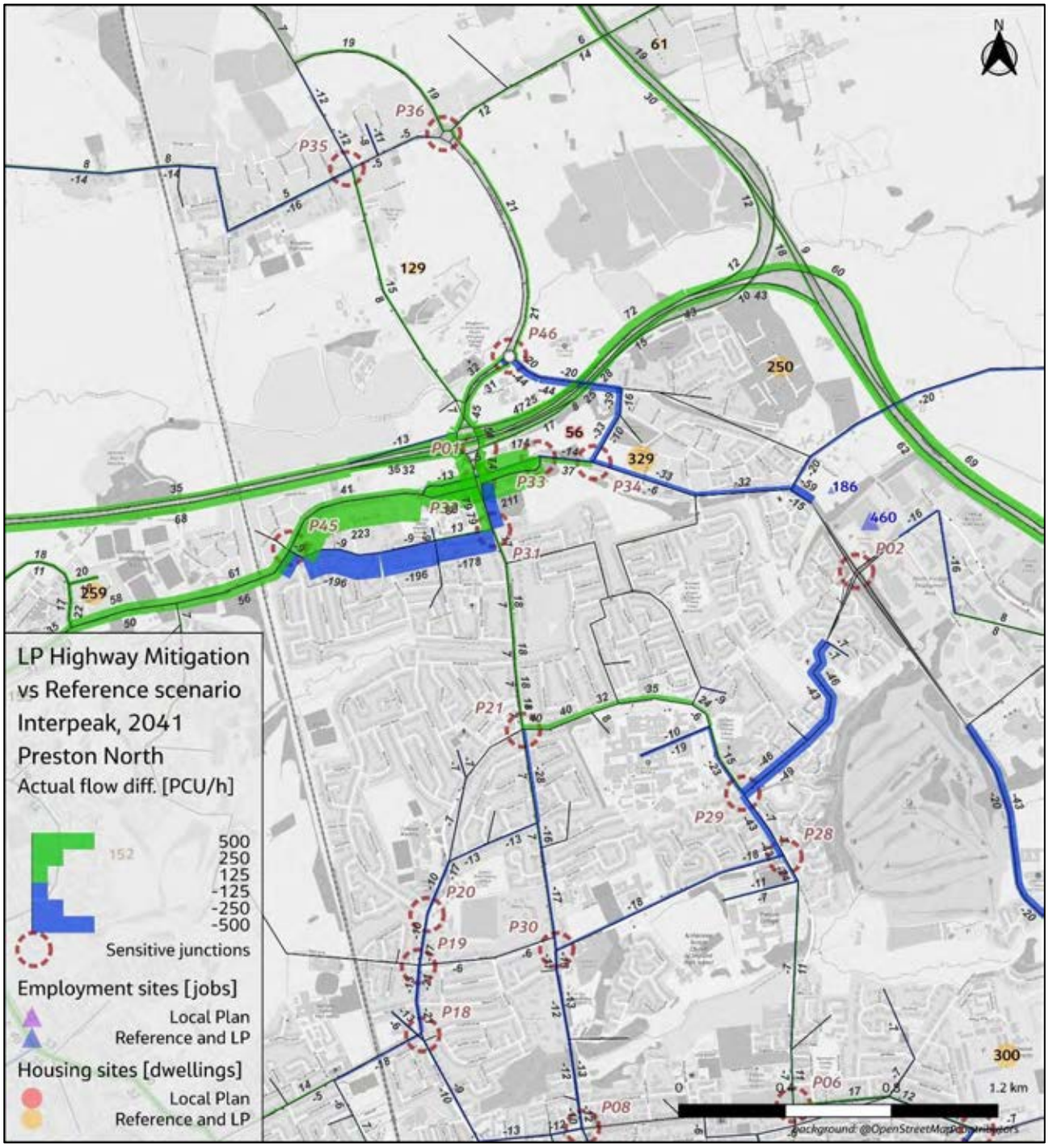


Figure H.1-23. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston N

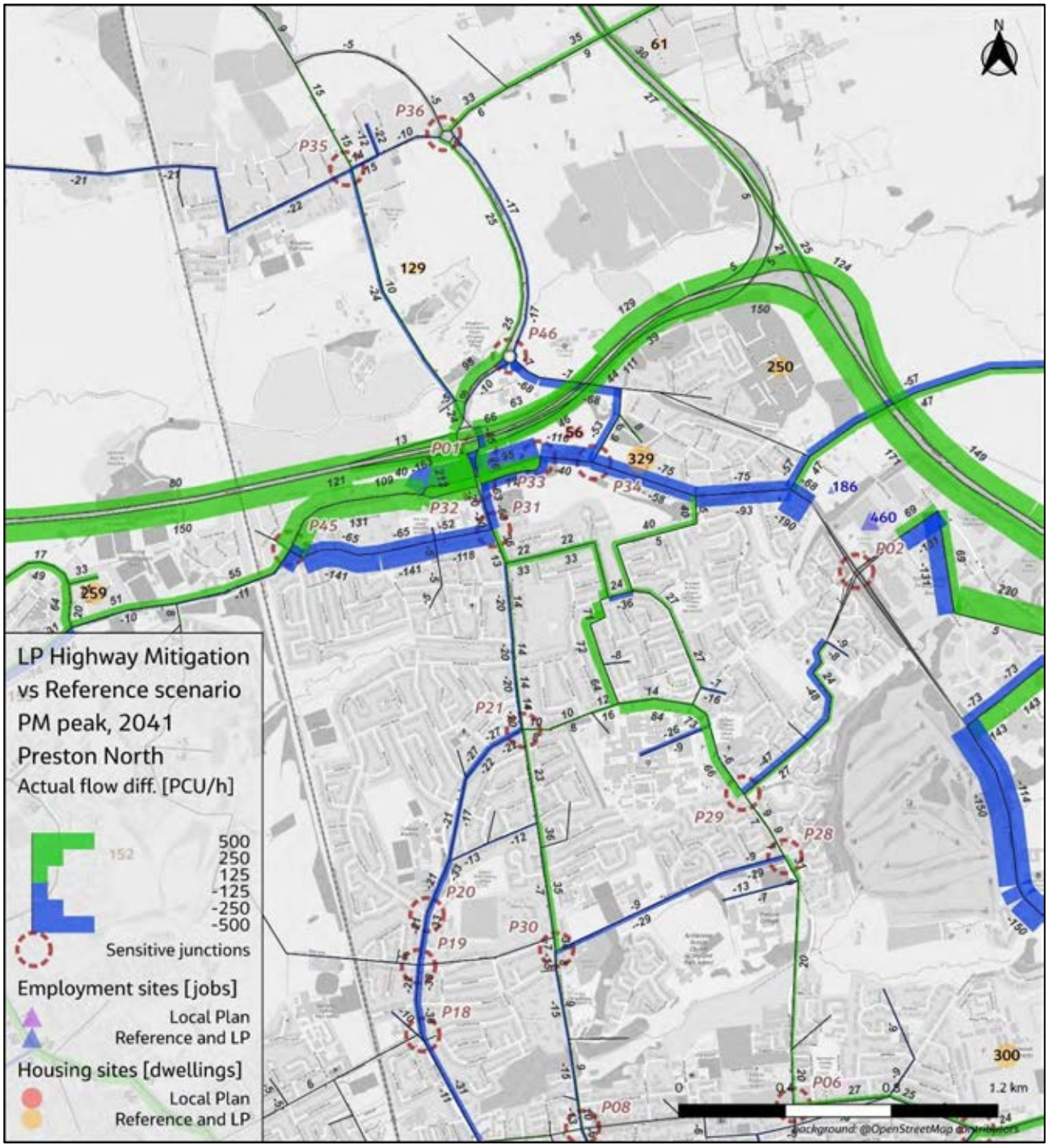


Figure H.1-24. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston N

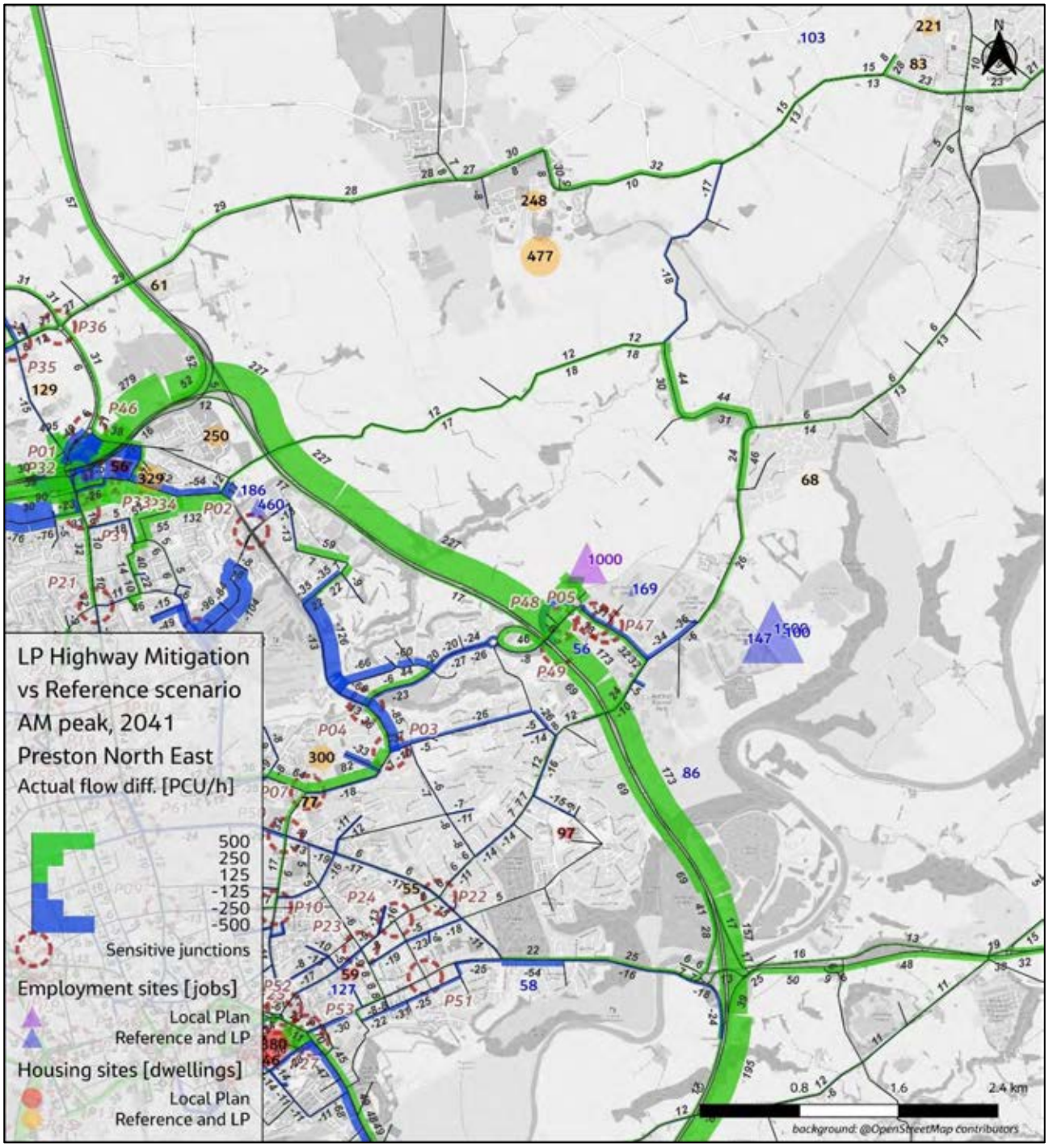


Figure H.1-25. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston NE

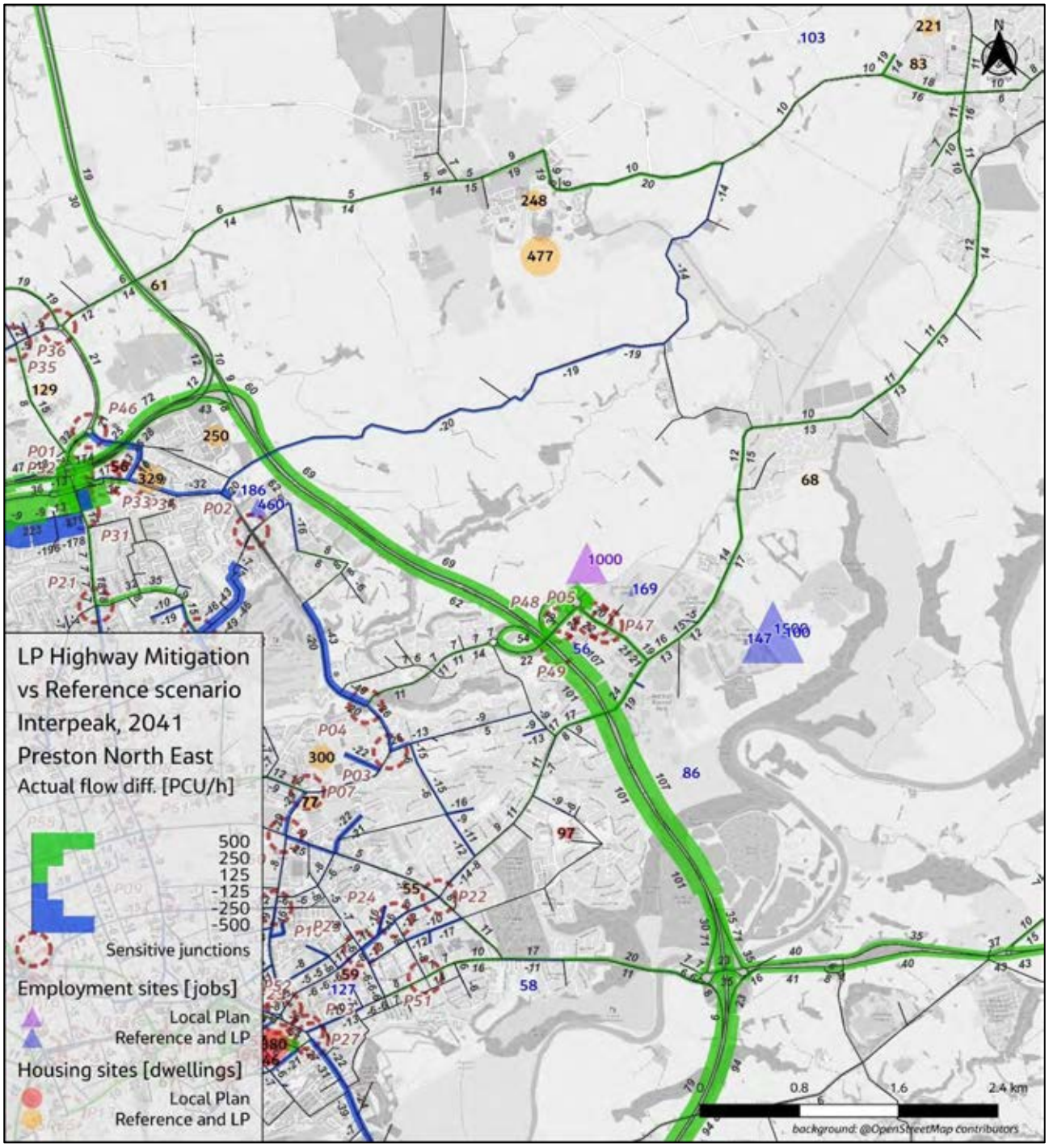


Figure H.1-26. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston NE

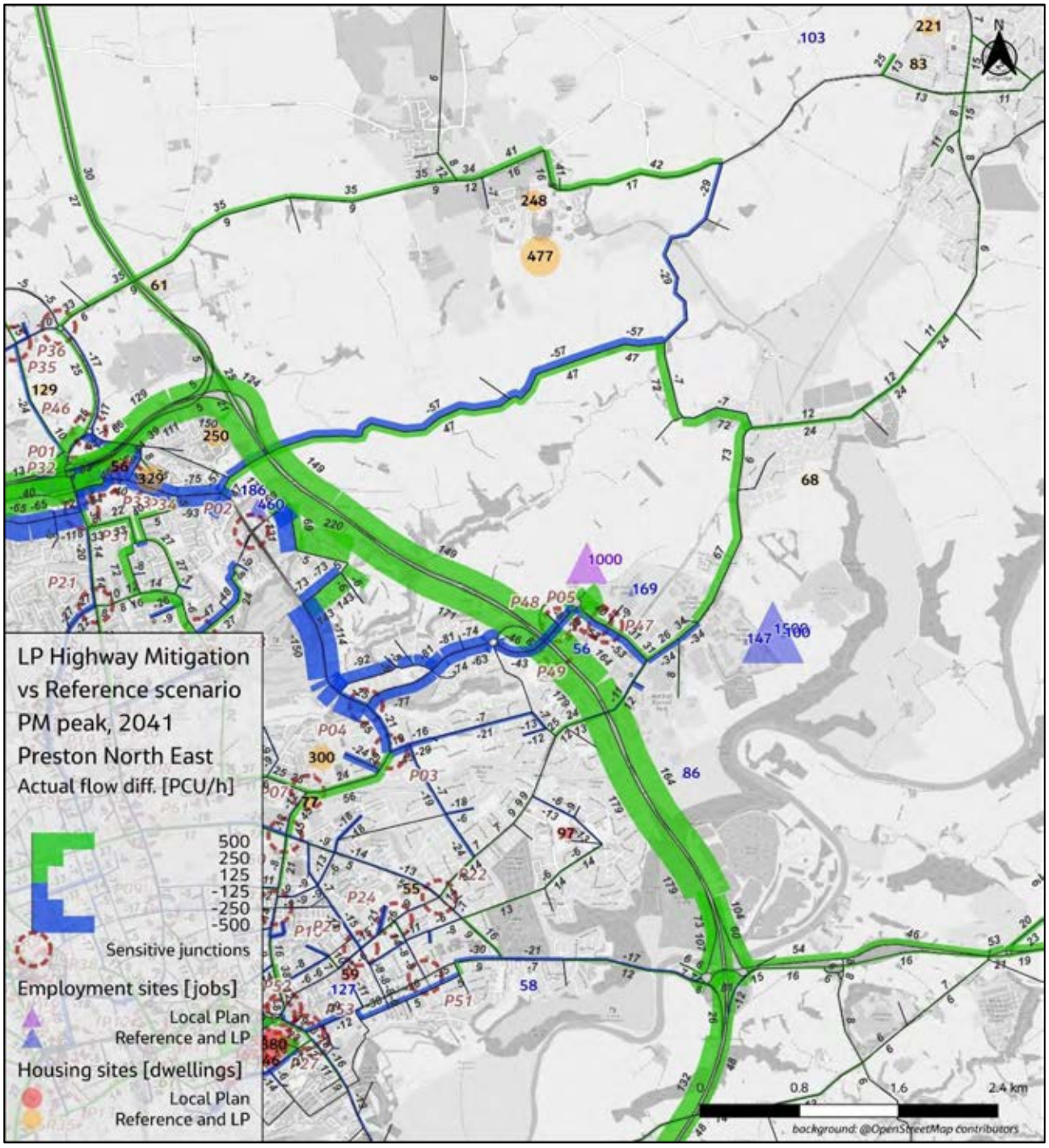


Figure H.1-27. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston NE

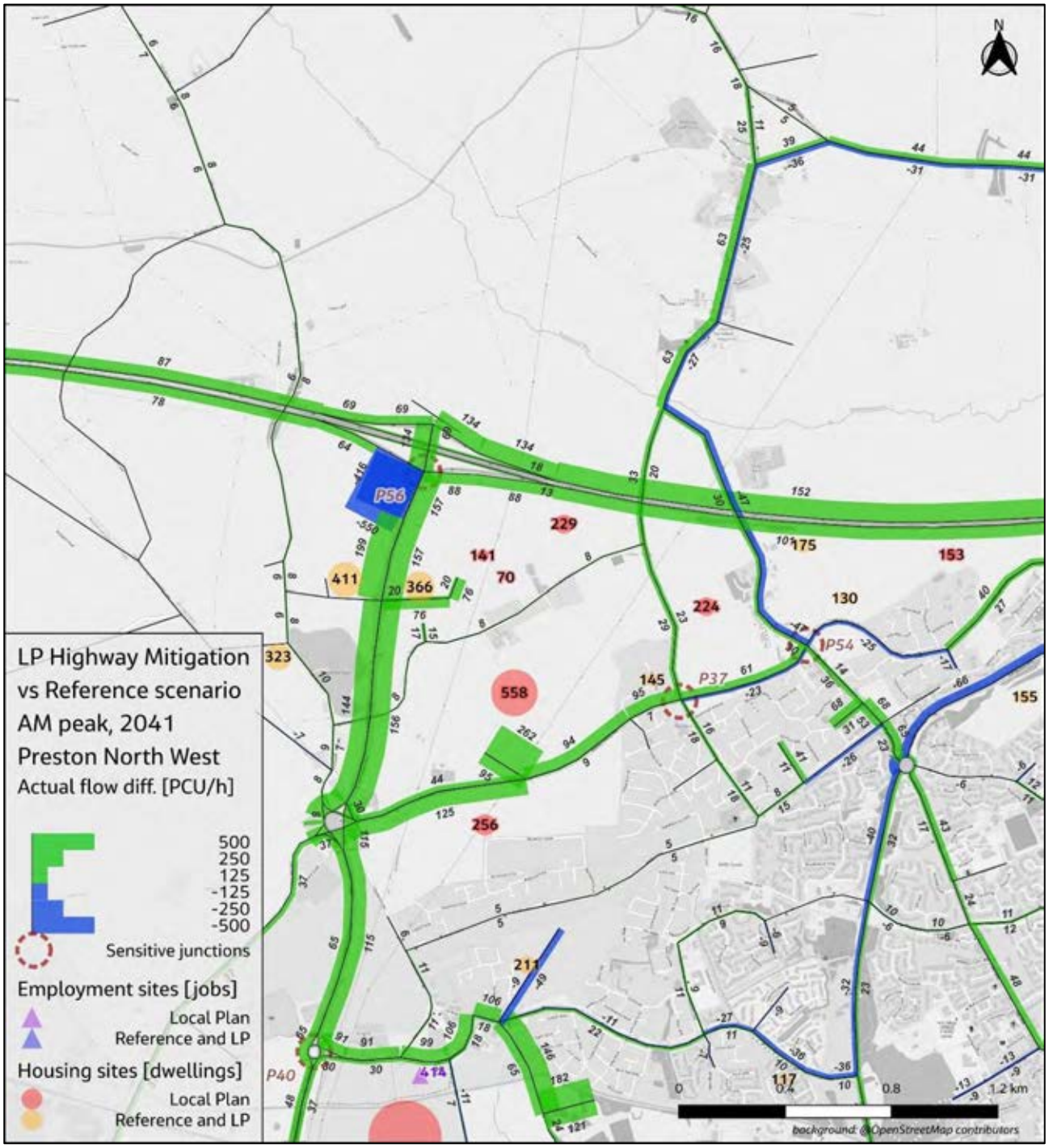


Figure H.1-28. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston NW

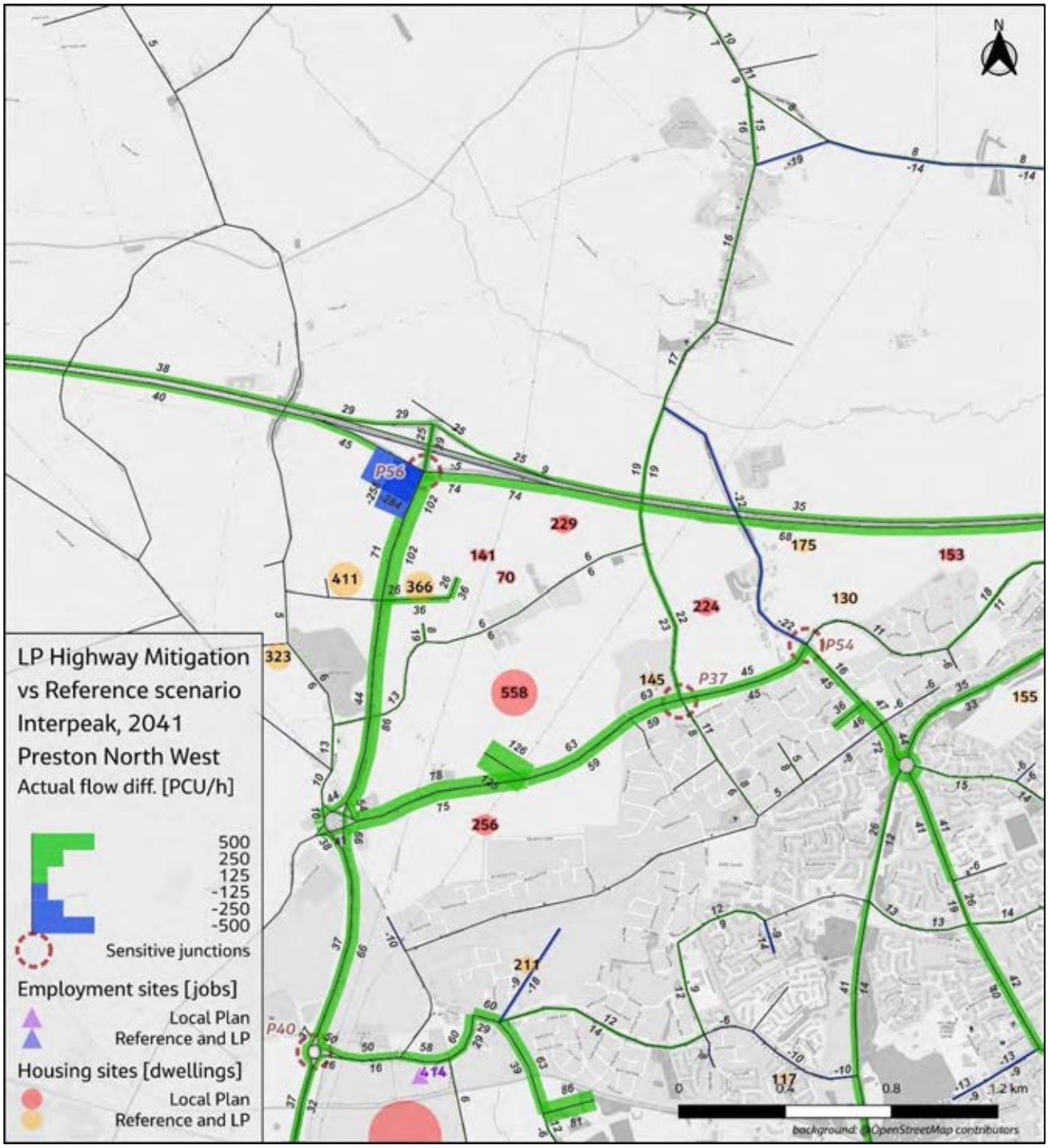


Figure H.1-29. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston NW

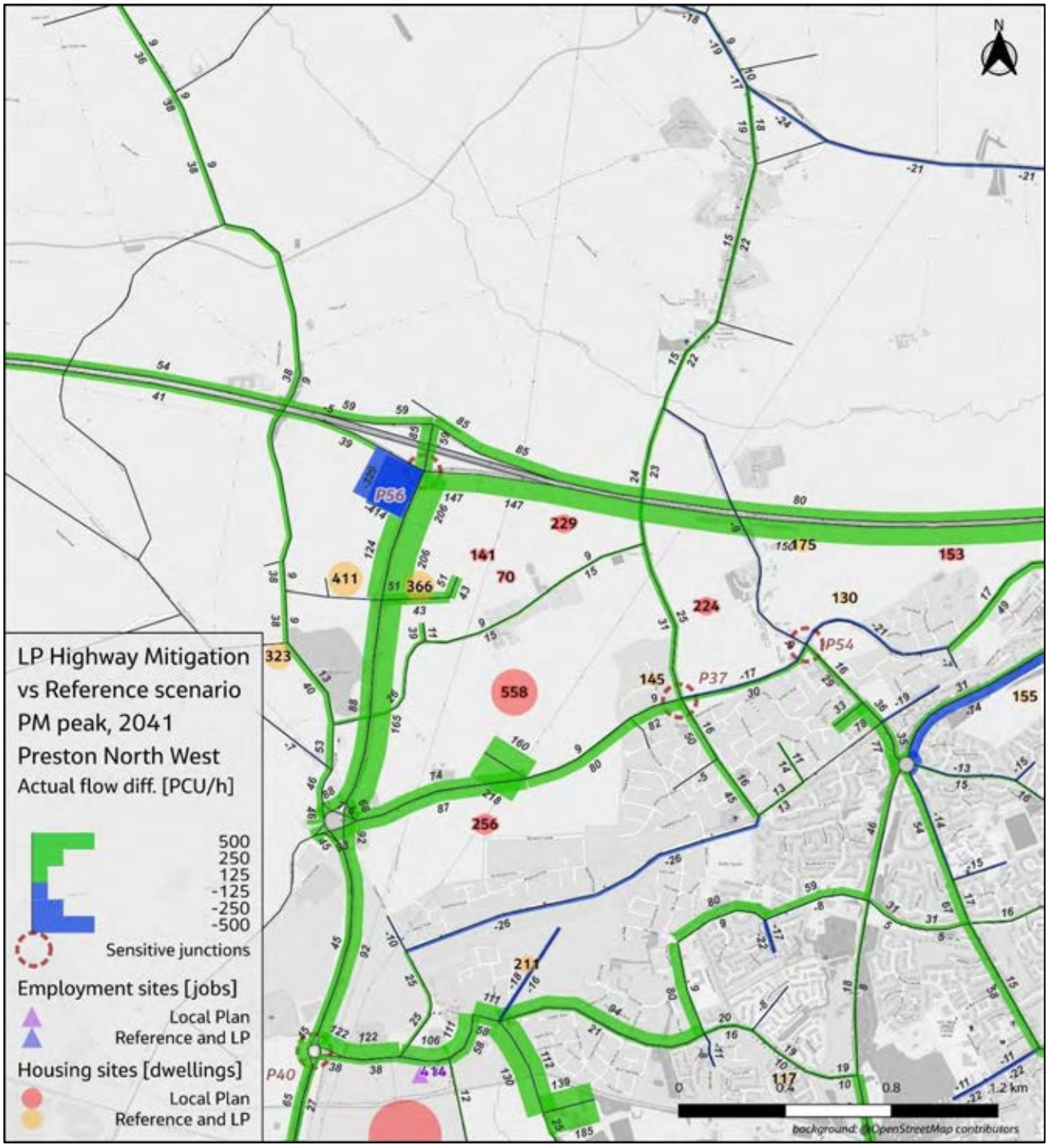


Figure H.1-30. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston NW

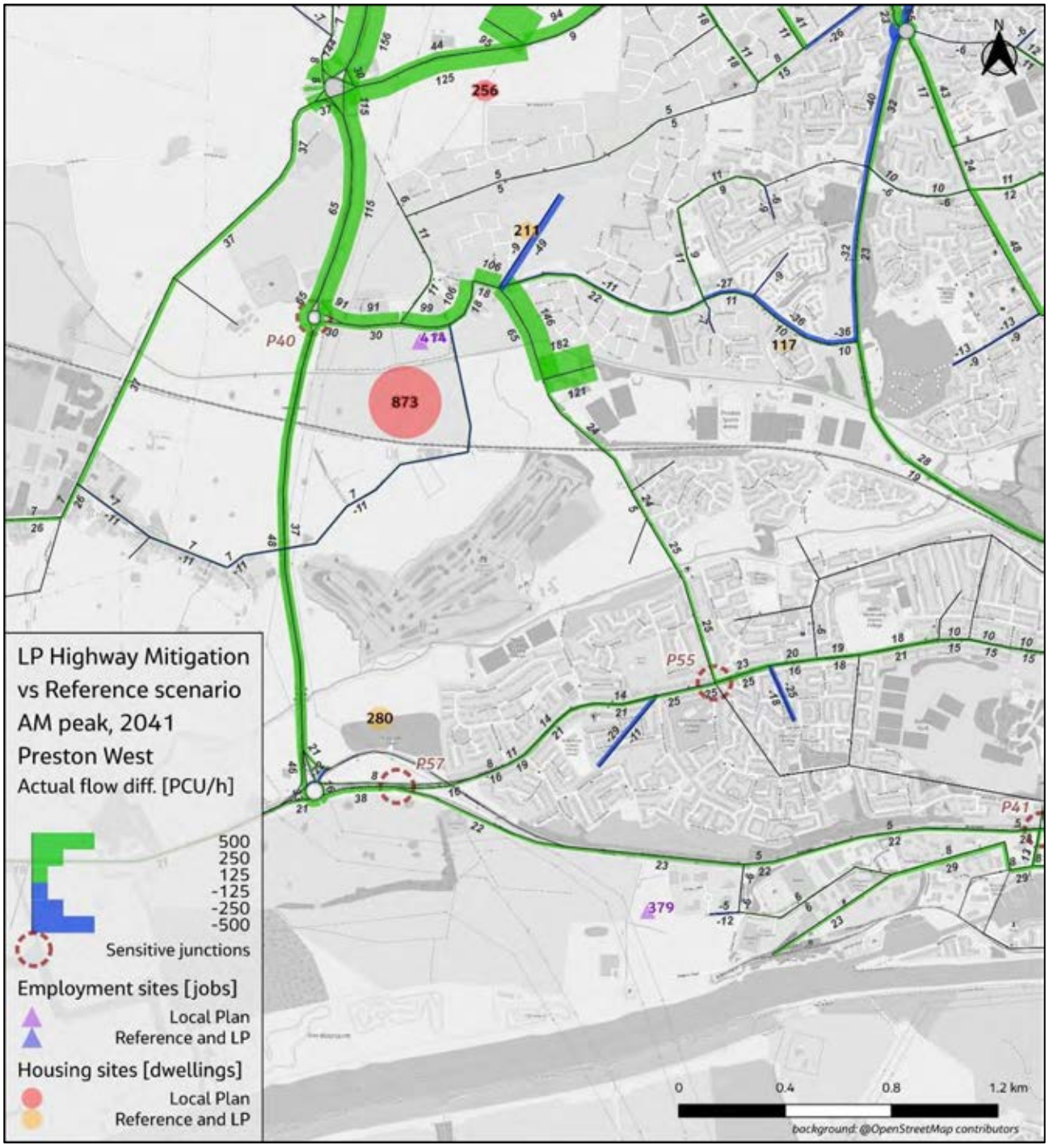


Figure H.1-31. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston W

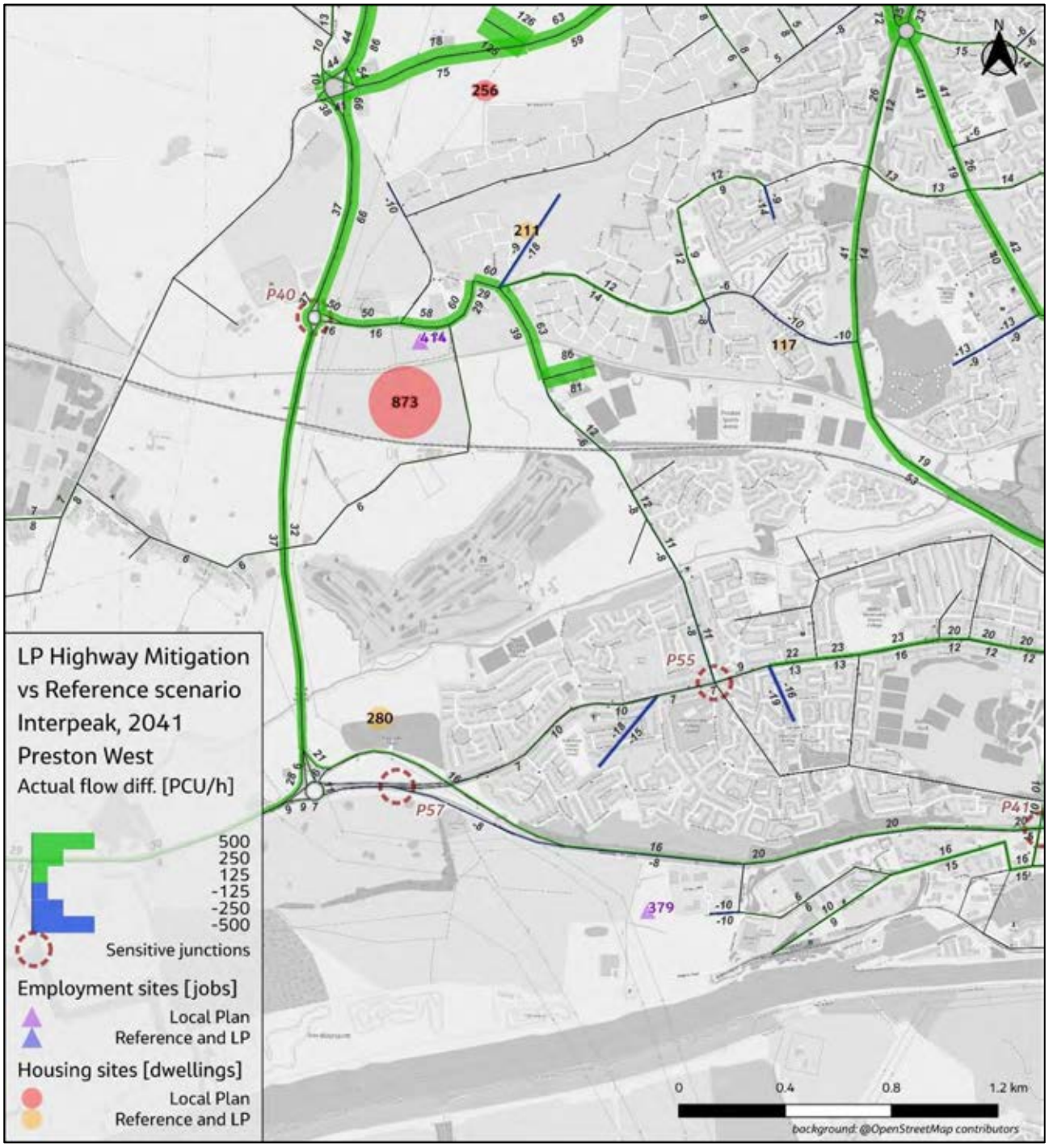


Figure H.1-32. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston W

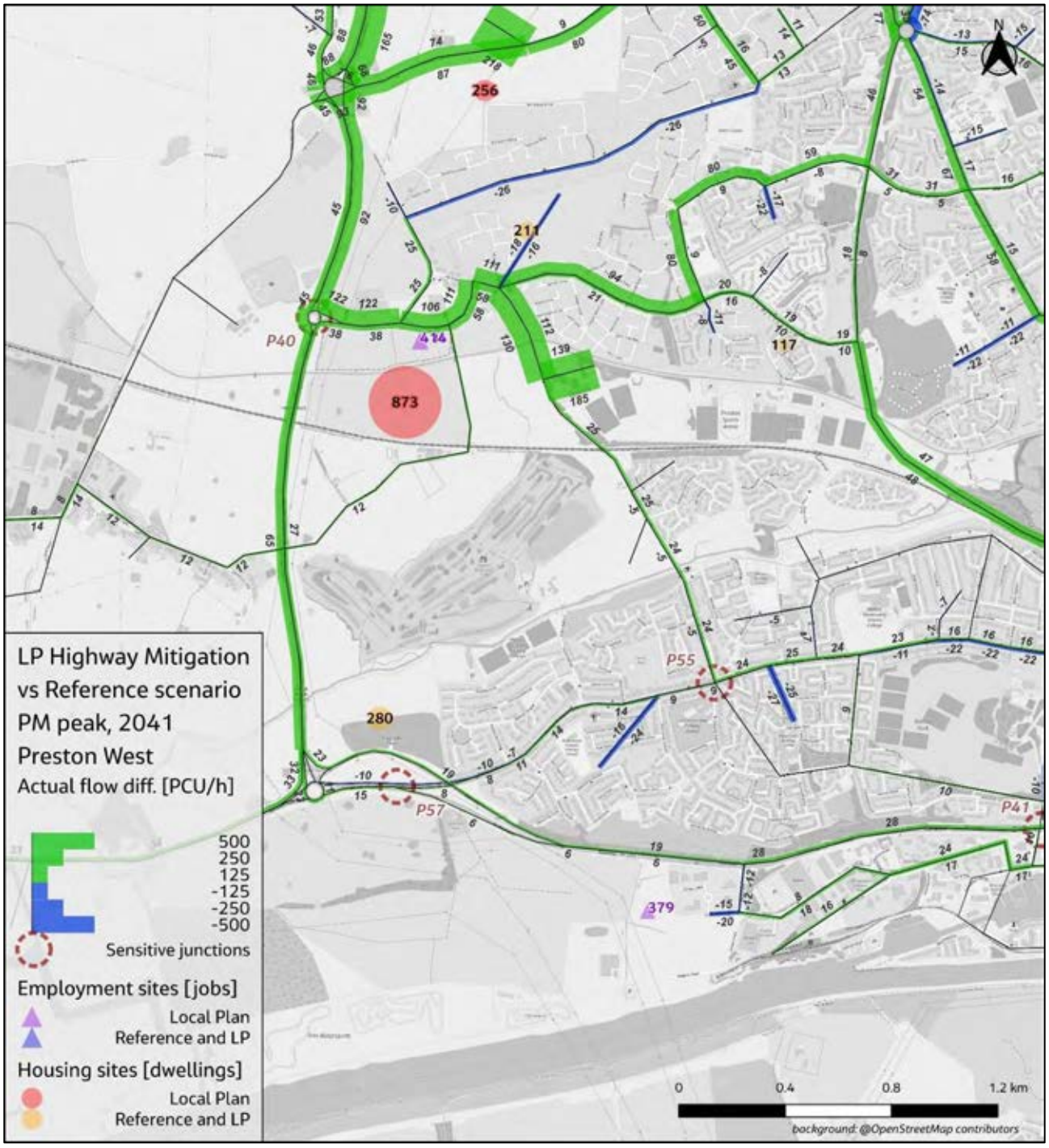


Figure H.1-33. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston W

H.1.3 South Ribble

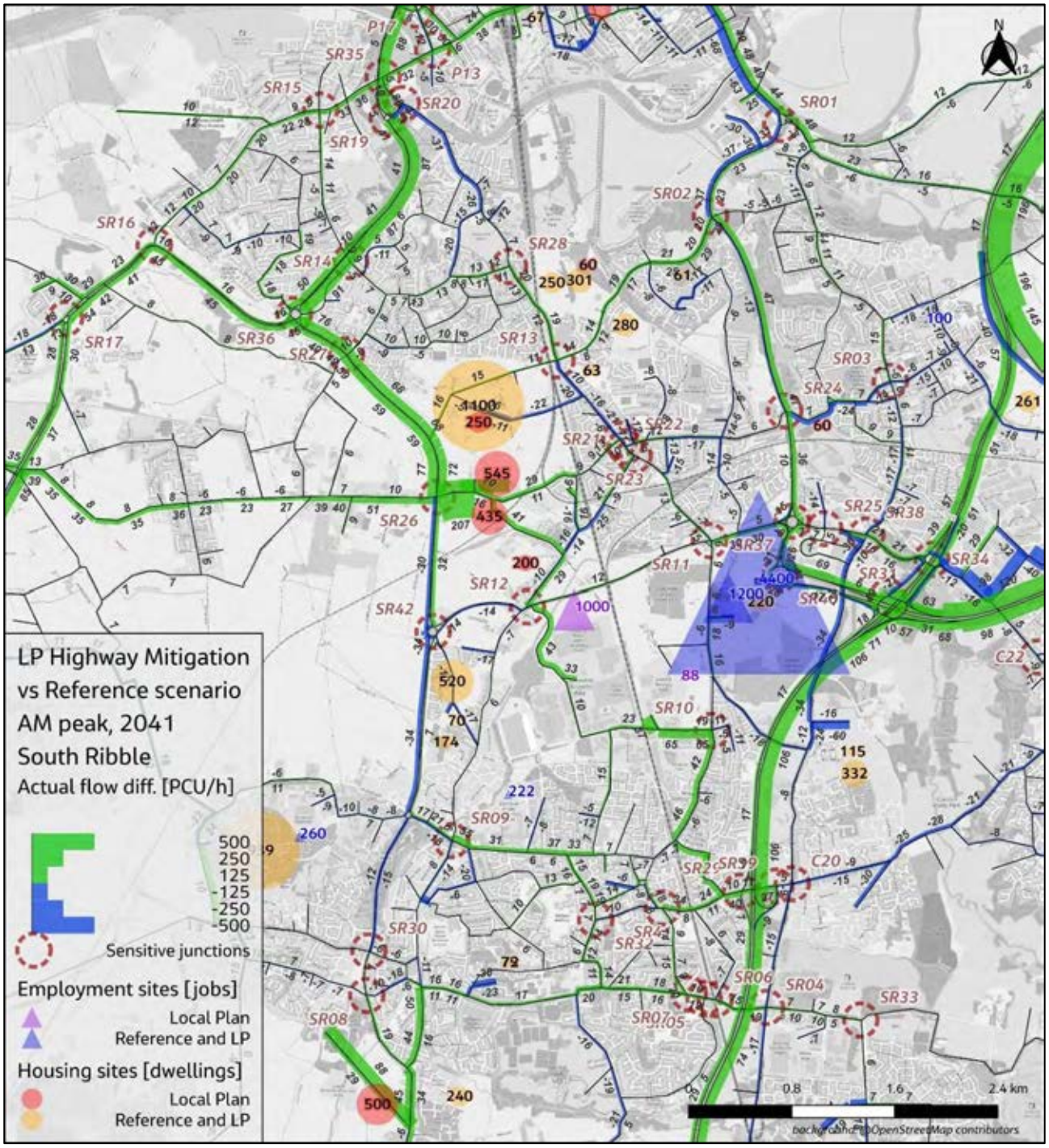


Figure H.1-34. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble

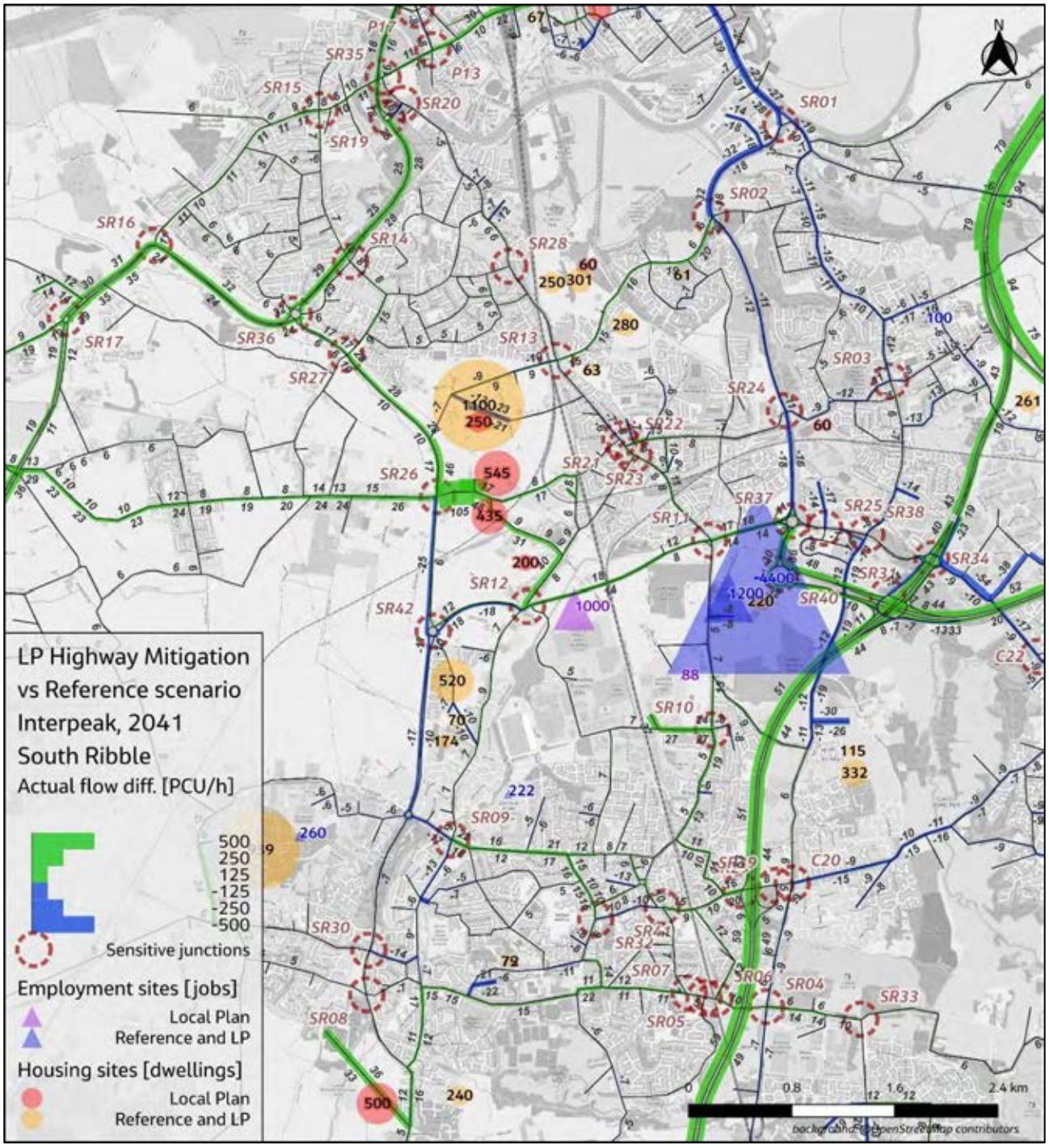


Figure H.1-35. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble

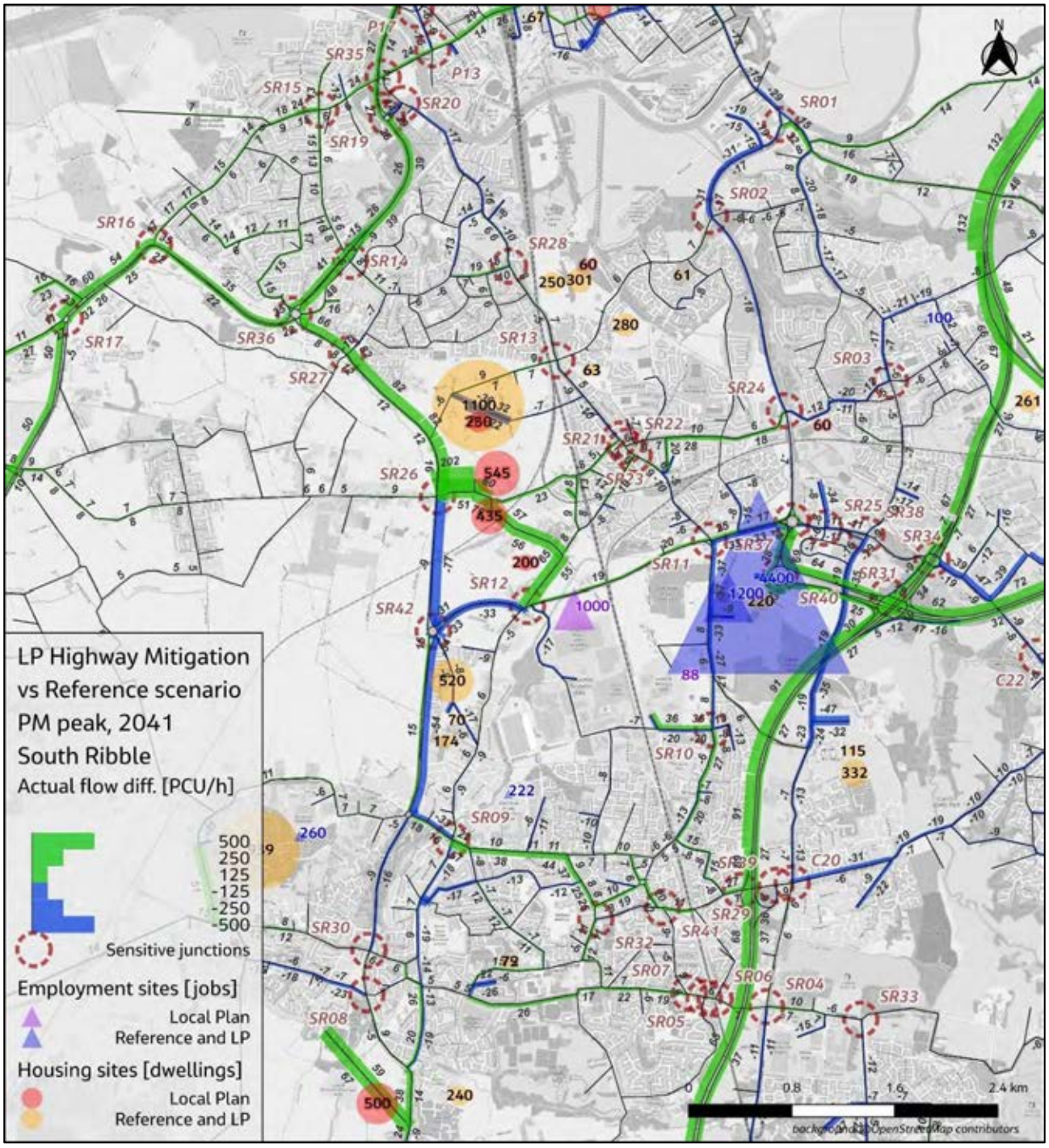


Figure H.1-36. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble

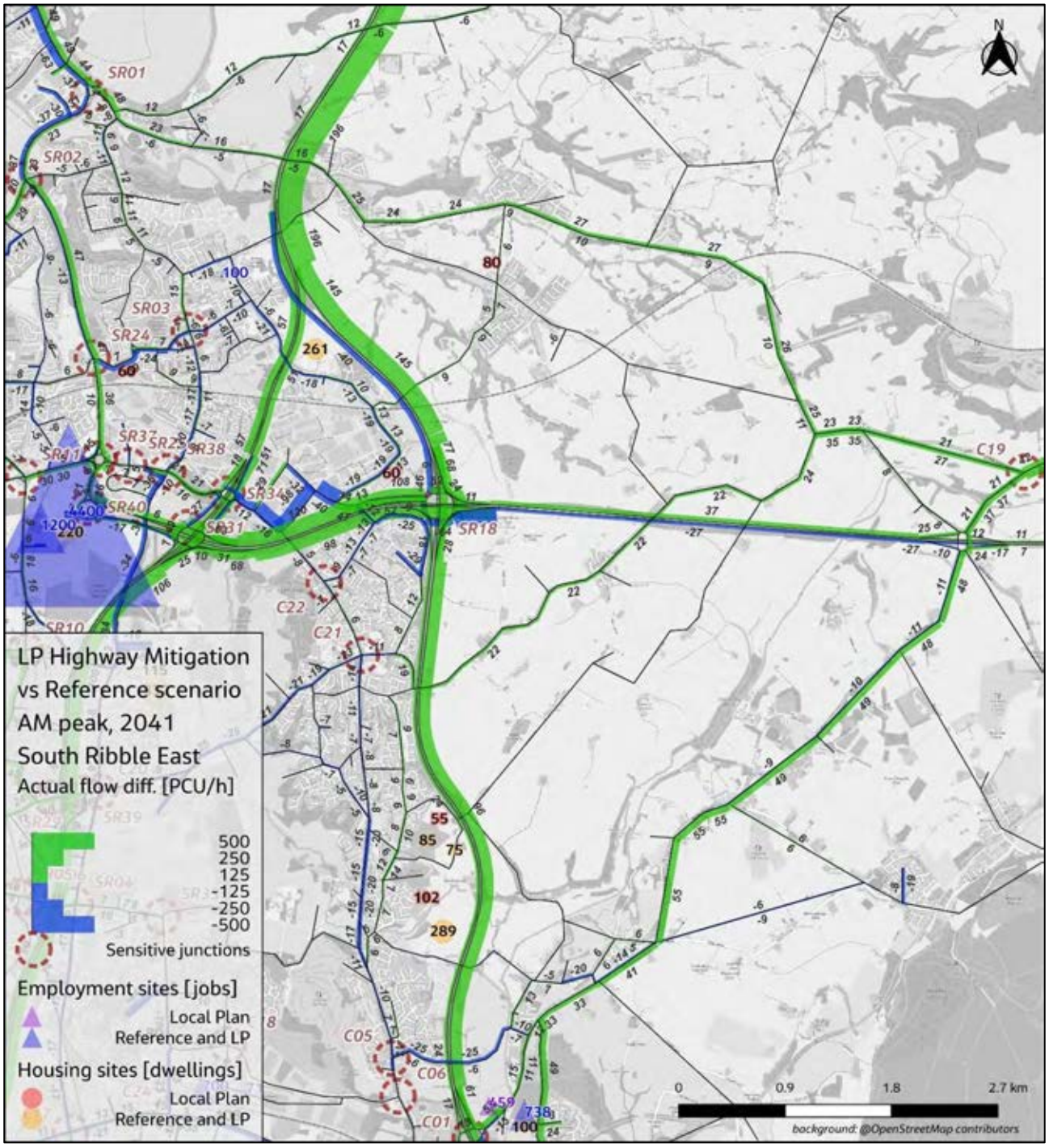


Figure H.1-37. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble E

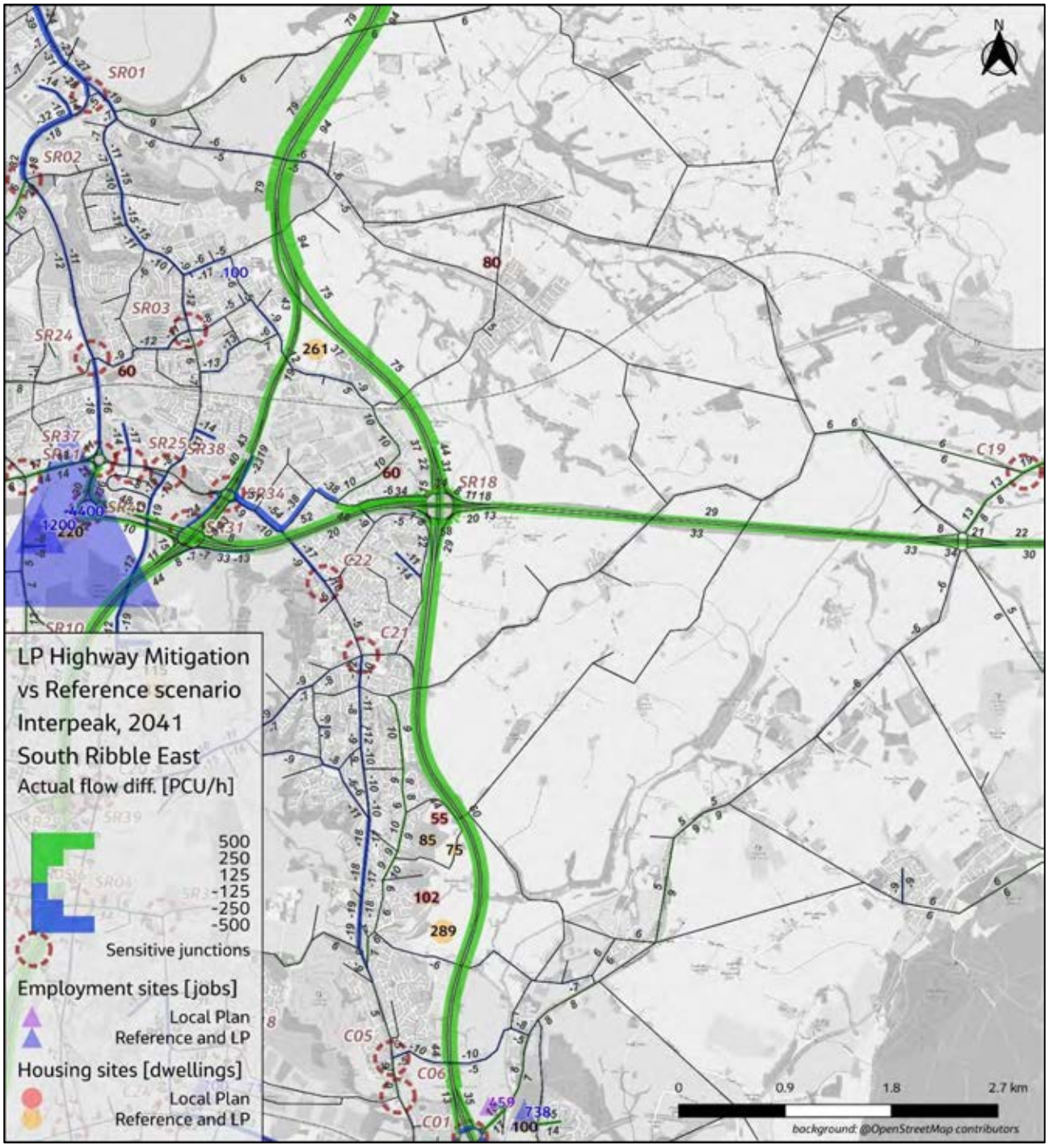


Figure H.1-38. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble E

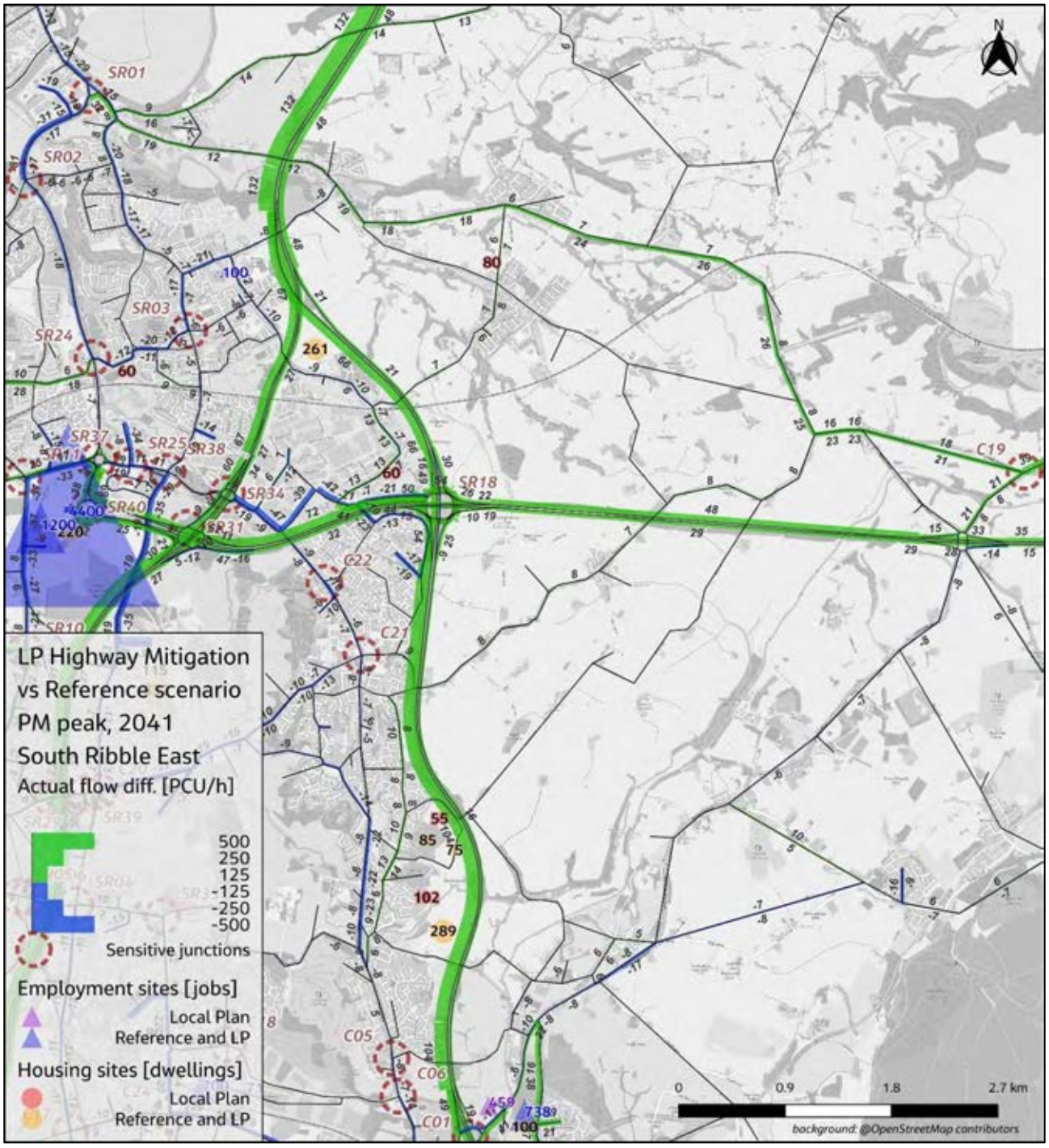


Figure H.1-39. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble E

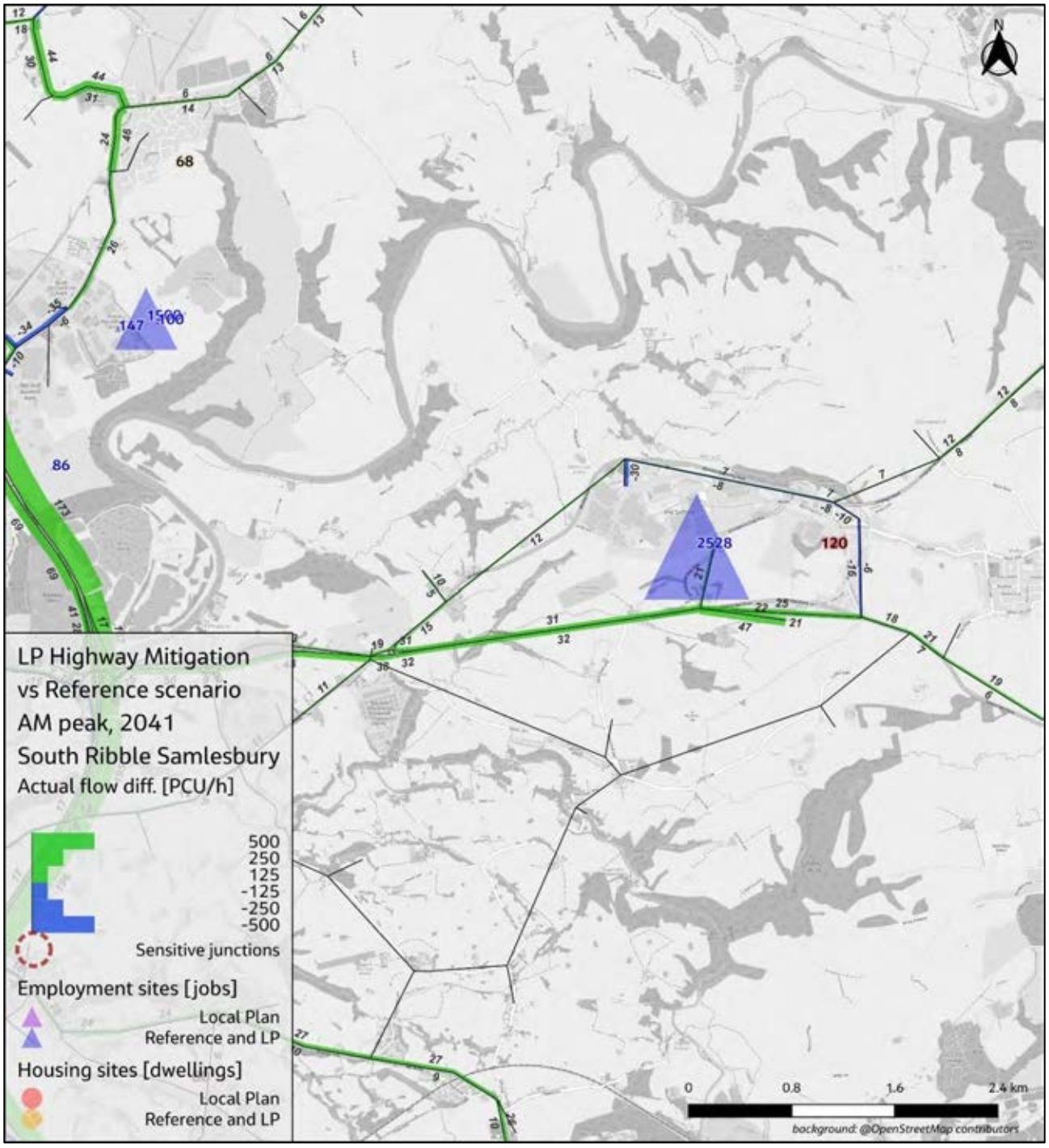


Figure H.1-40. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble Samlesbury

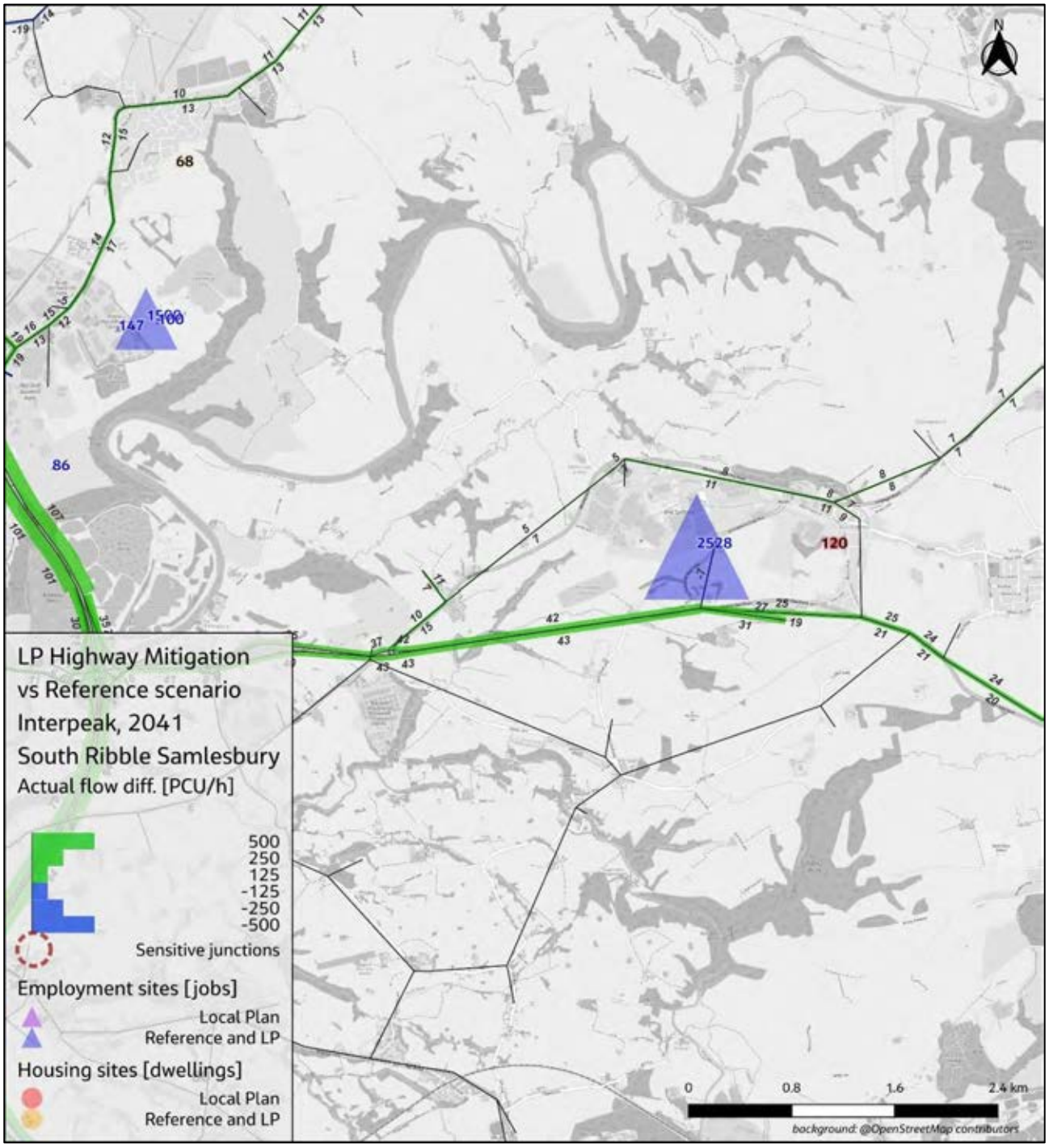


Figure H.1-41. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble Samlesbury

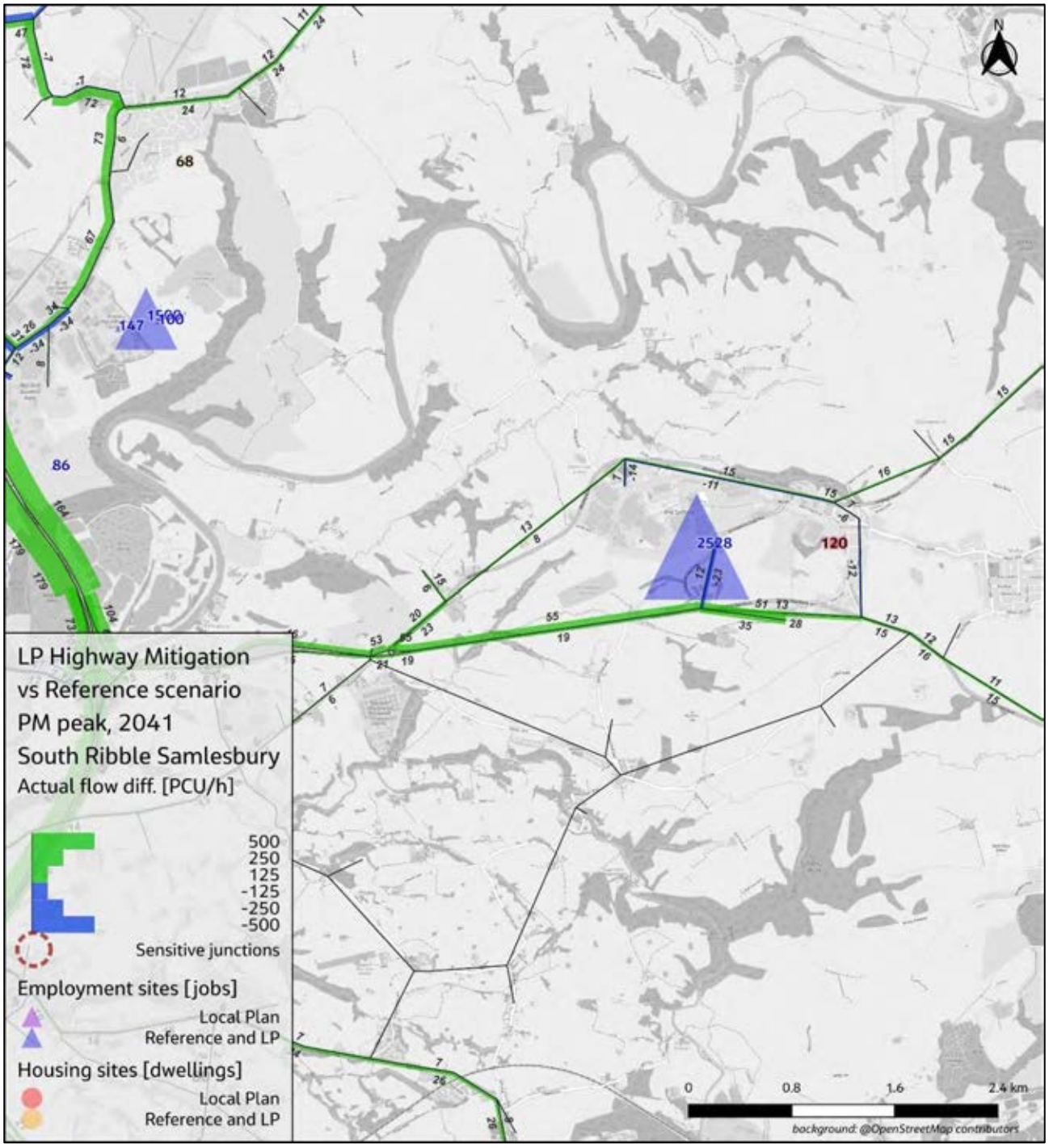


Figure H.1-42. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble Samlesbury

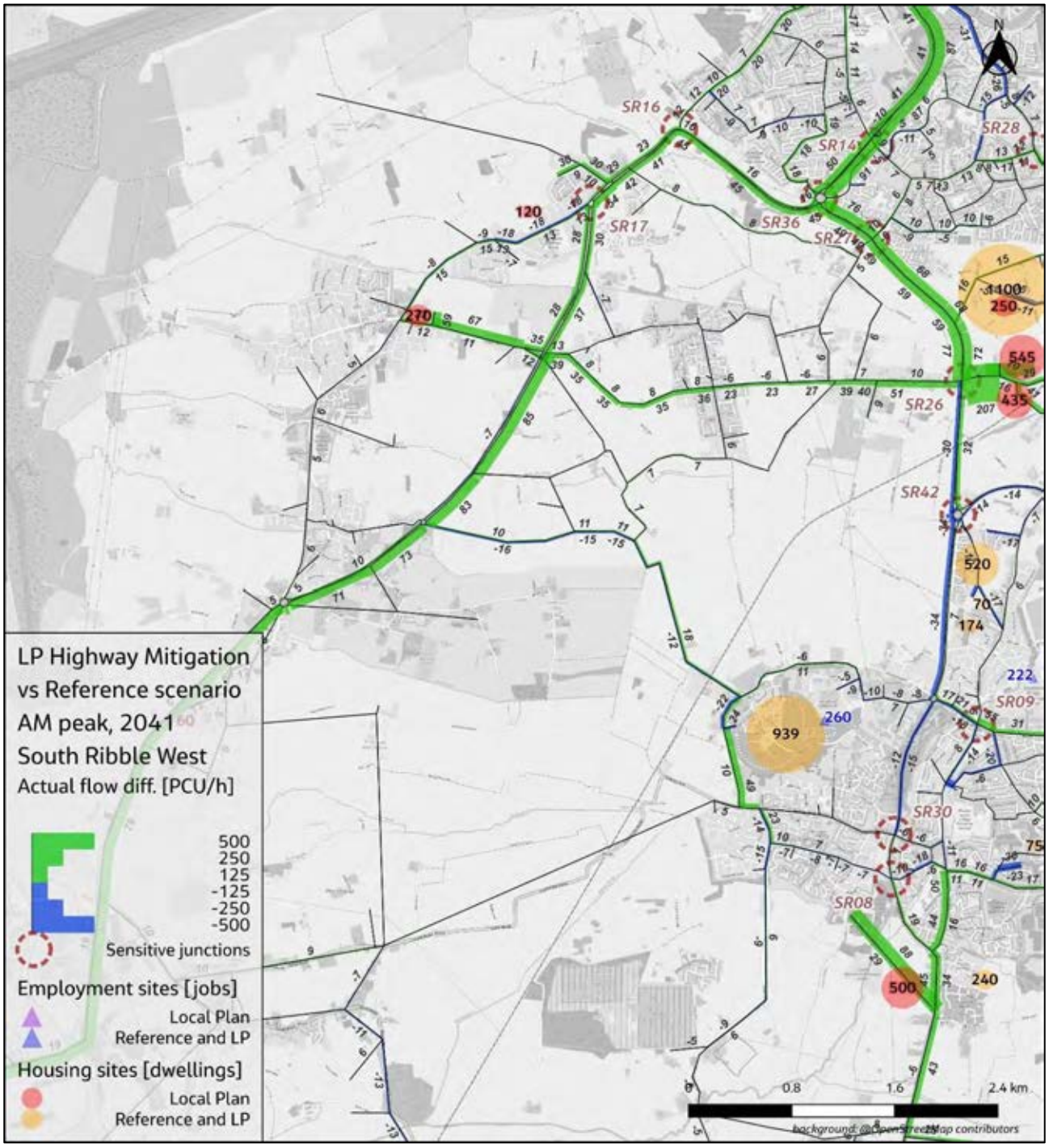


Figure H.1-43. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble W

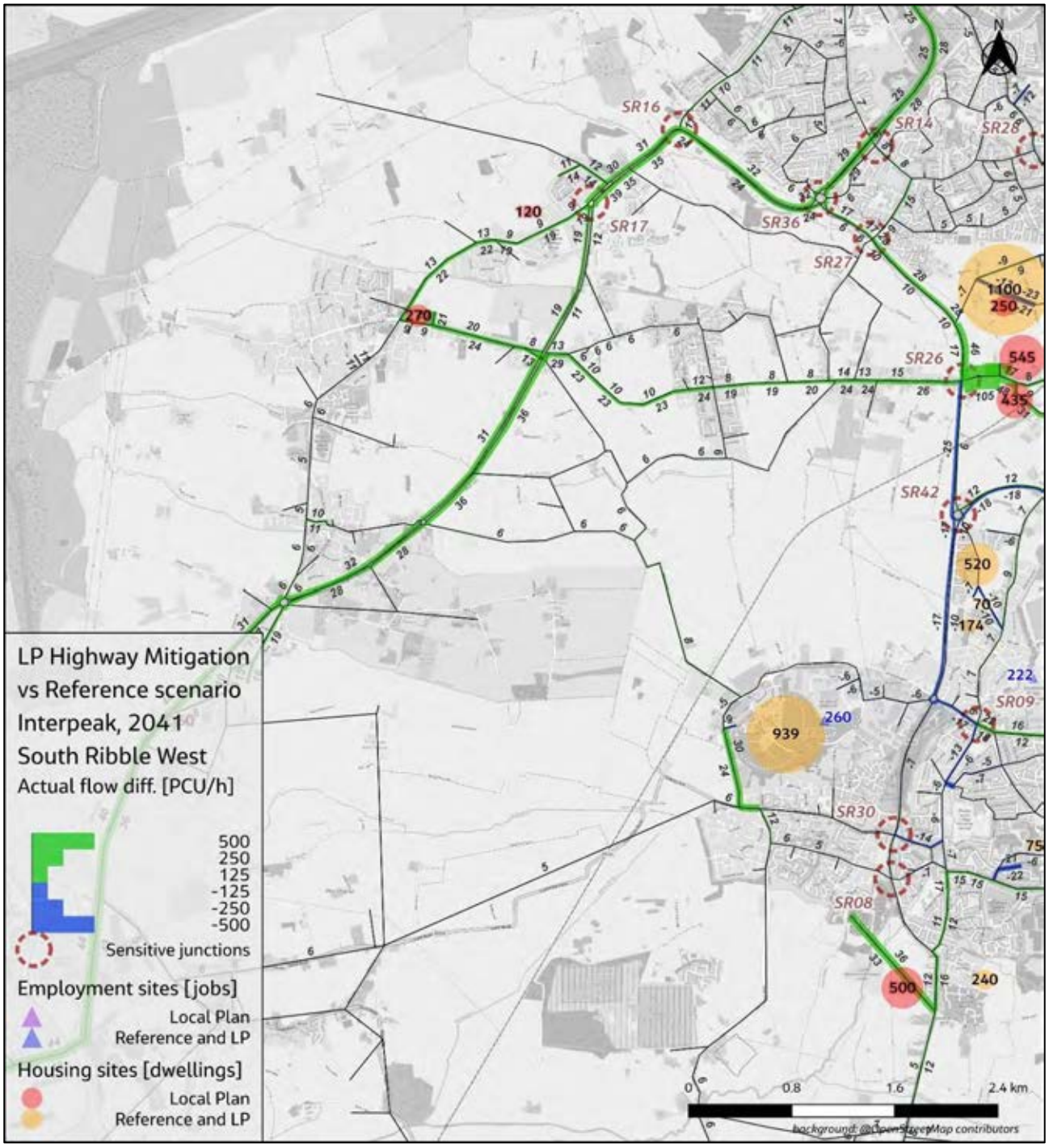


Figure H.1-44. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble W

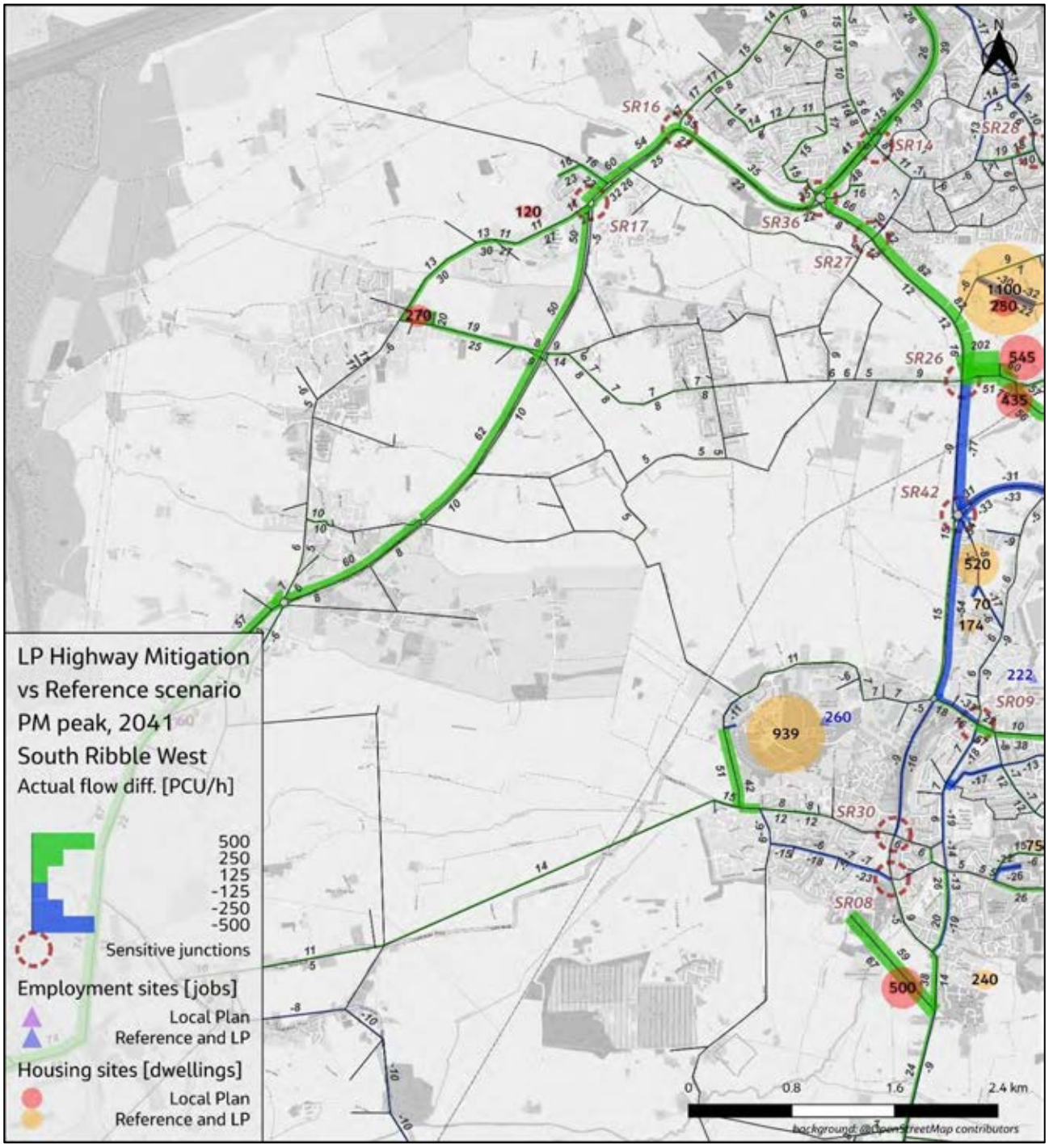


Figure H.1-45. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble W

H.1.4 Strategic Road Network

Figure H.1-46. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, M65 M6 M61

Figure H.1-47. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, M65 M6 M61

Figure H.1-48. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, M65 M6 M61

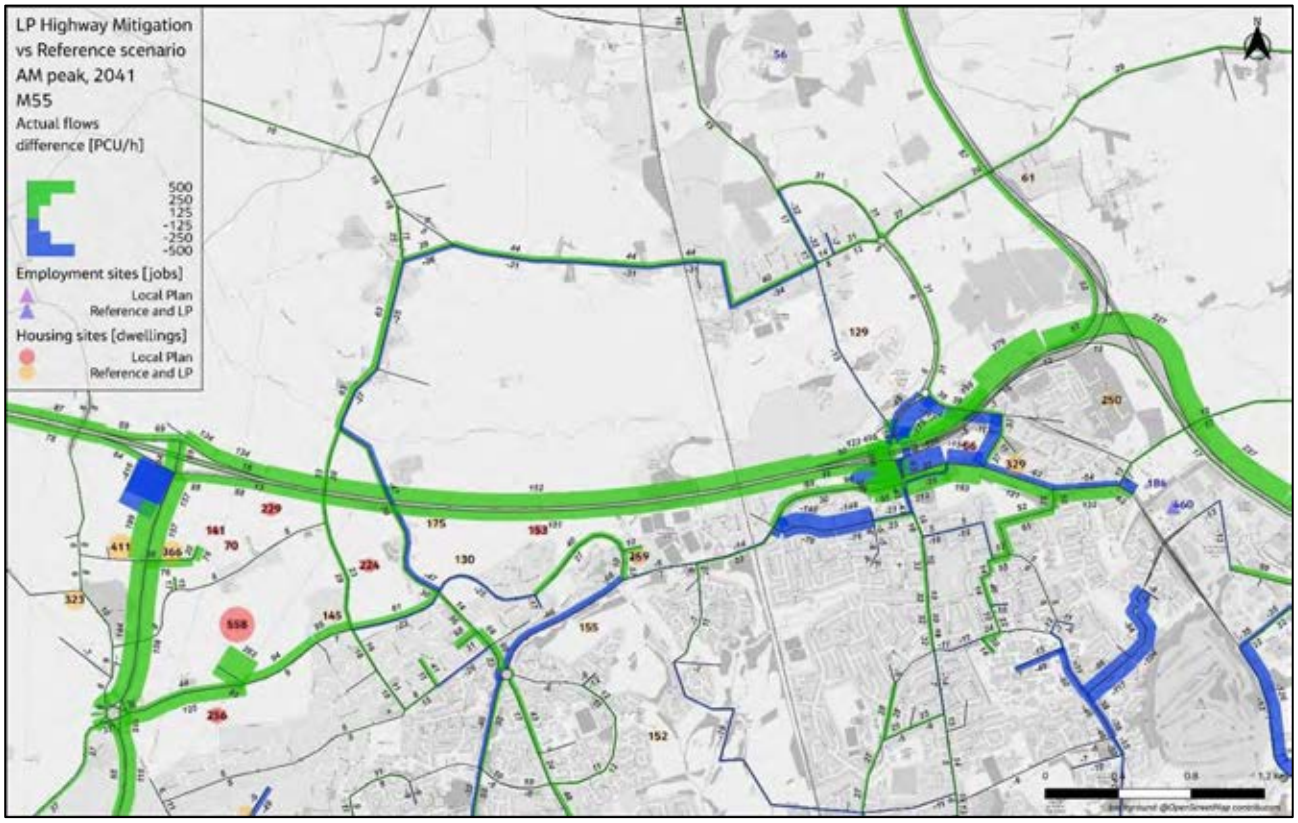


Figure H.1-49. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, M55

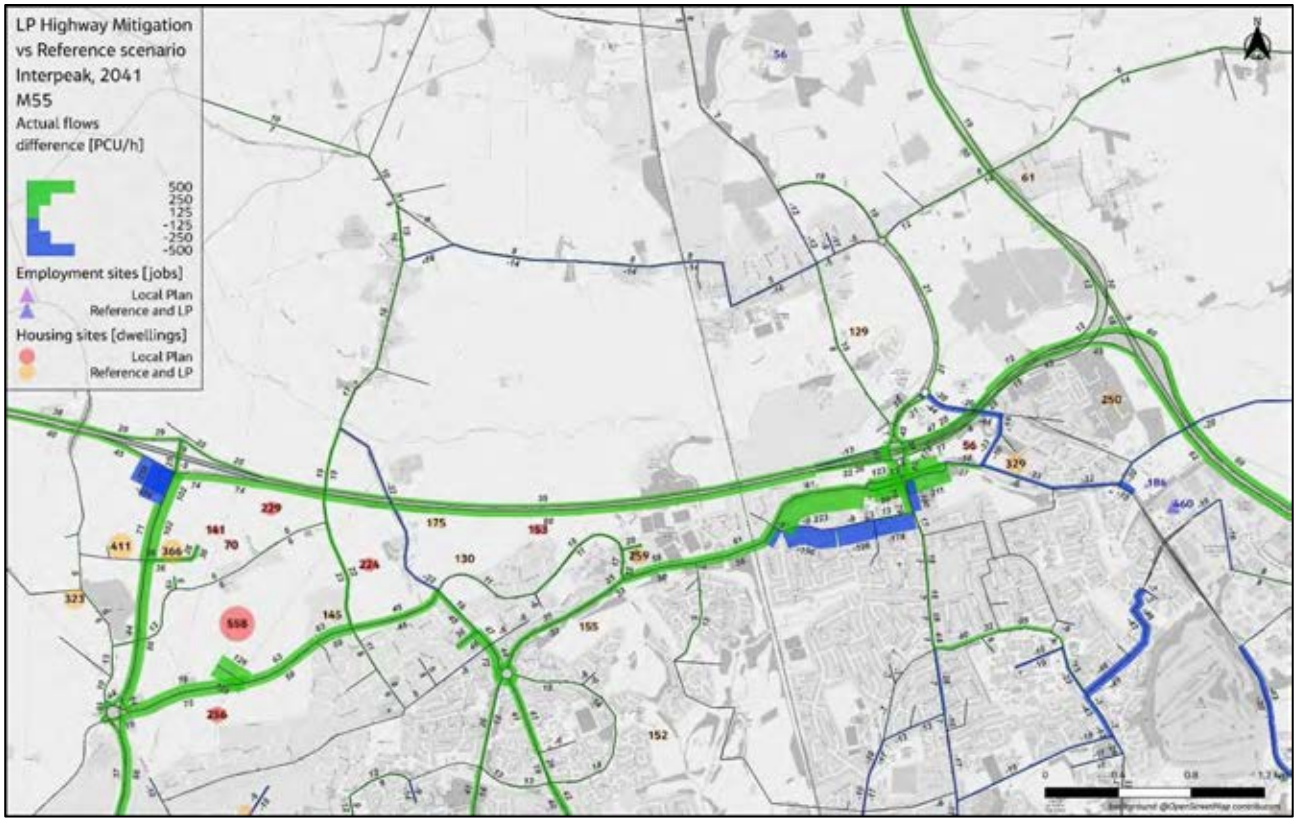


Figure H.1-50. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, M55

Figure H.1-51. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, M55

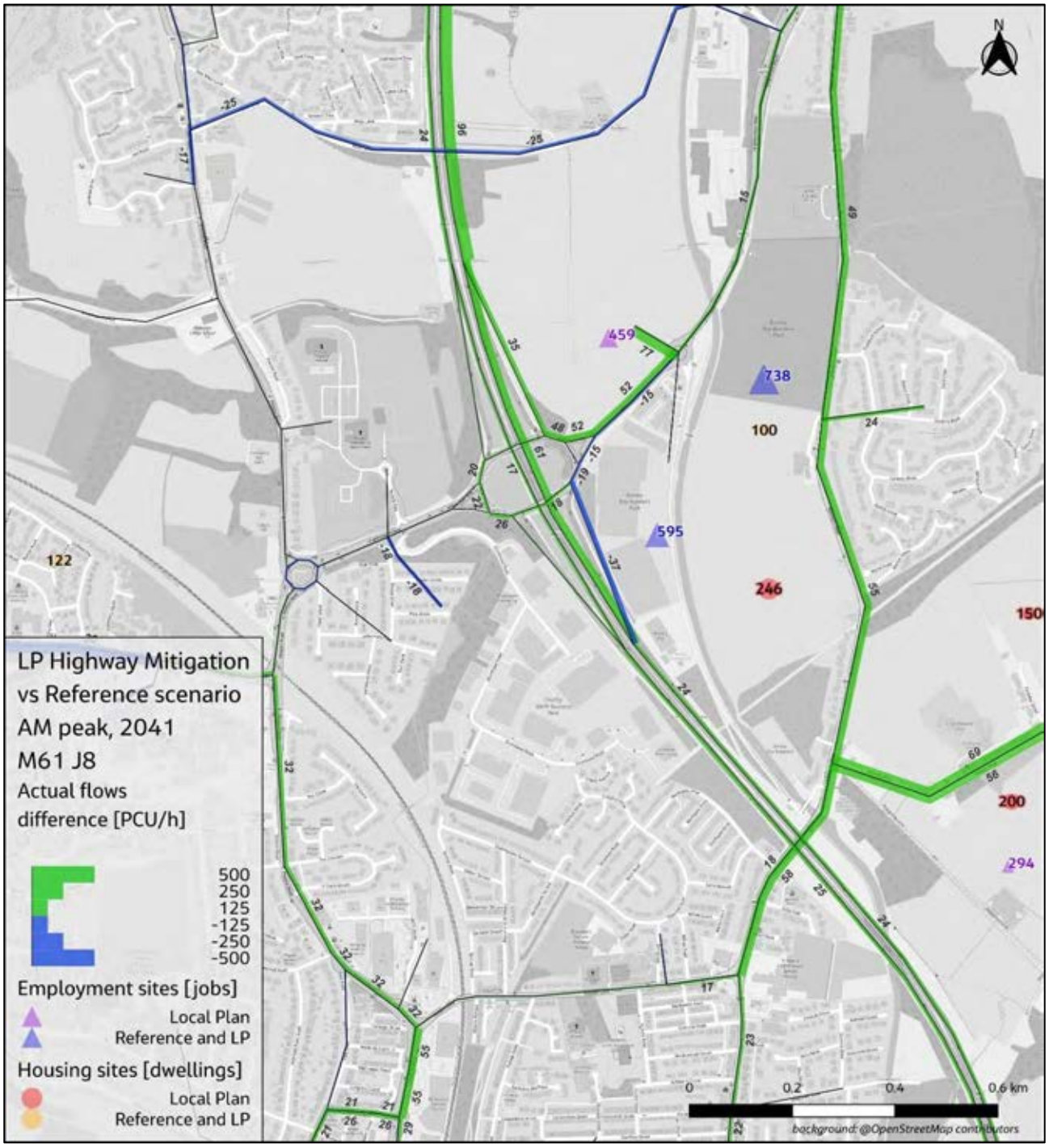


Figure H.1-52. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, M61 J8

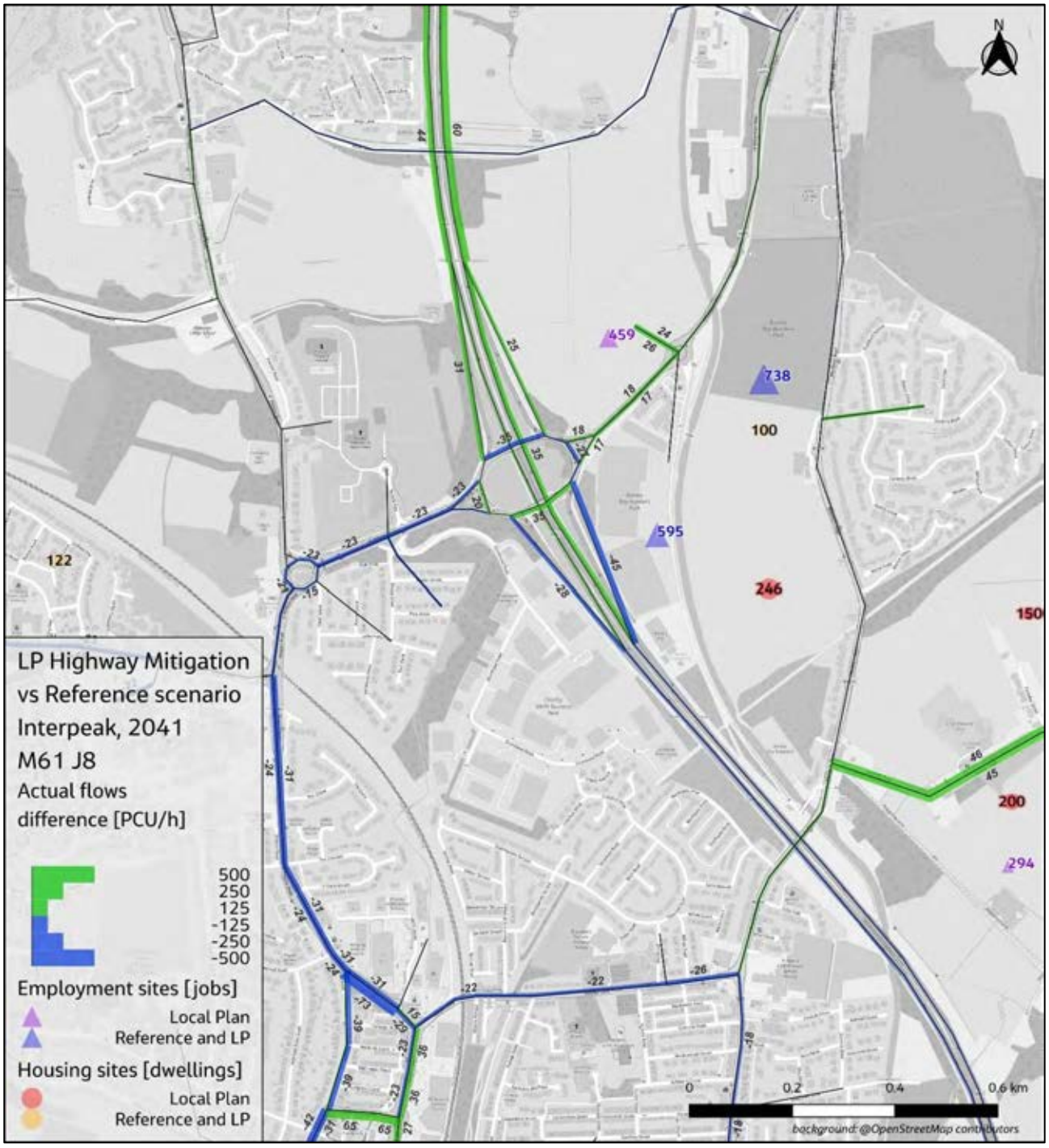


Figure H.1-53. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, M61 J8

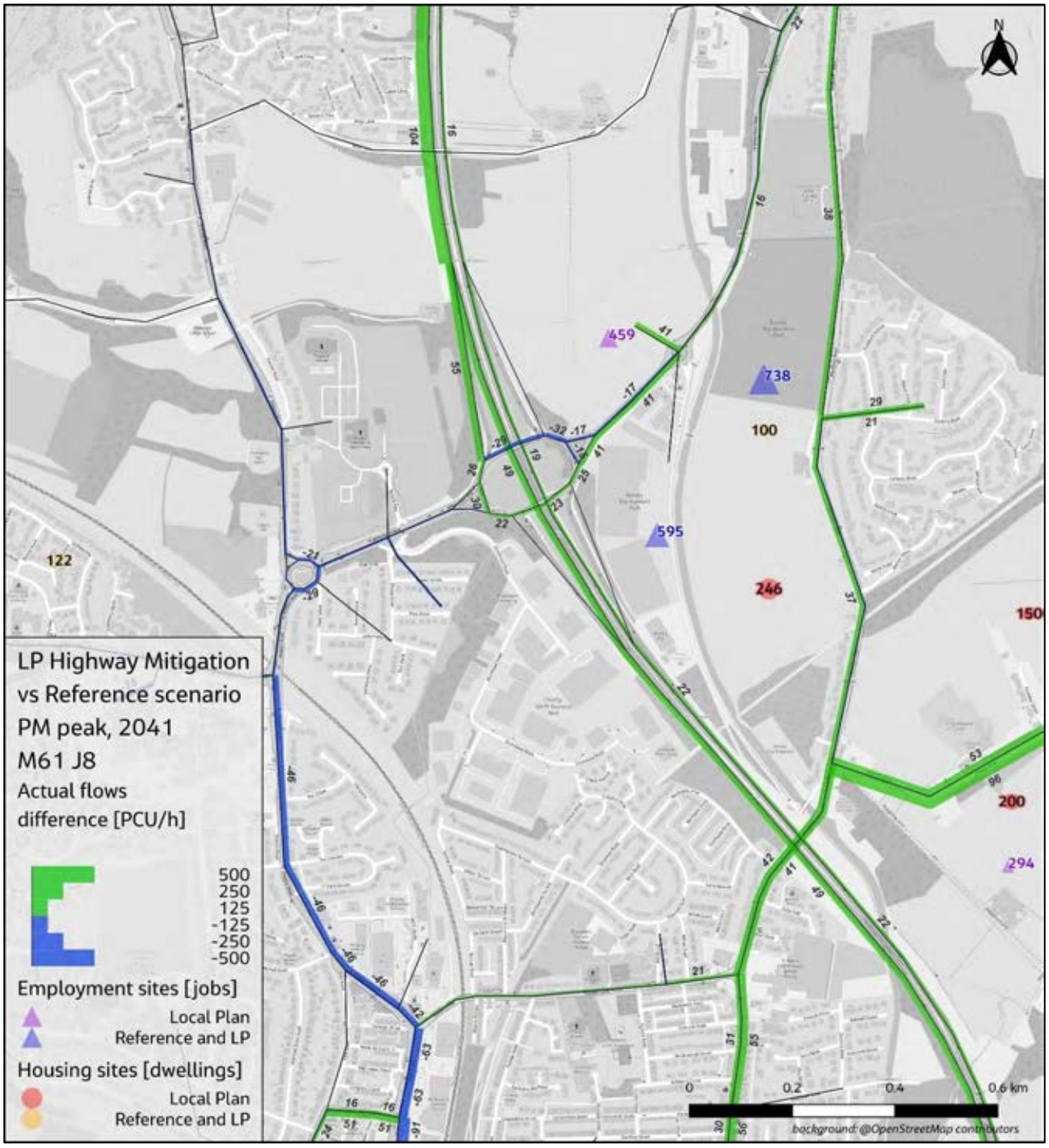


Figure H.1-54. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, M61 J8

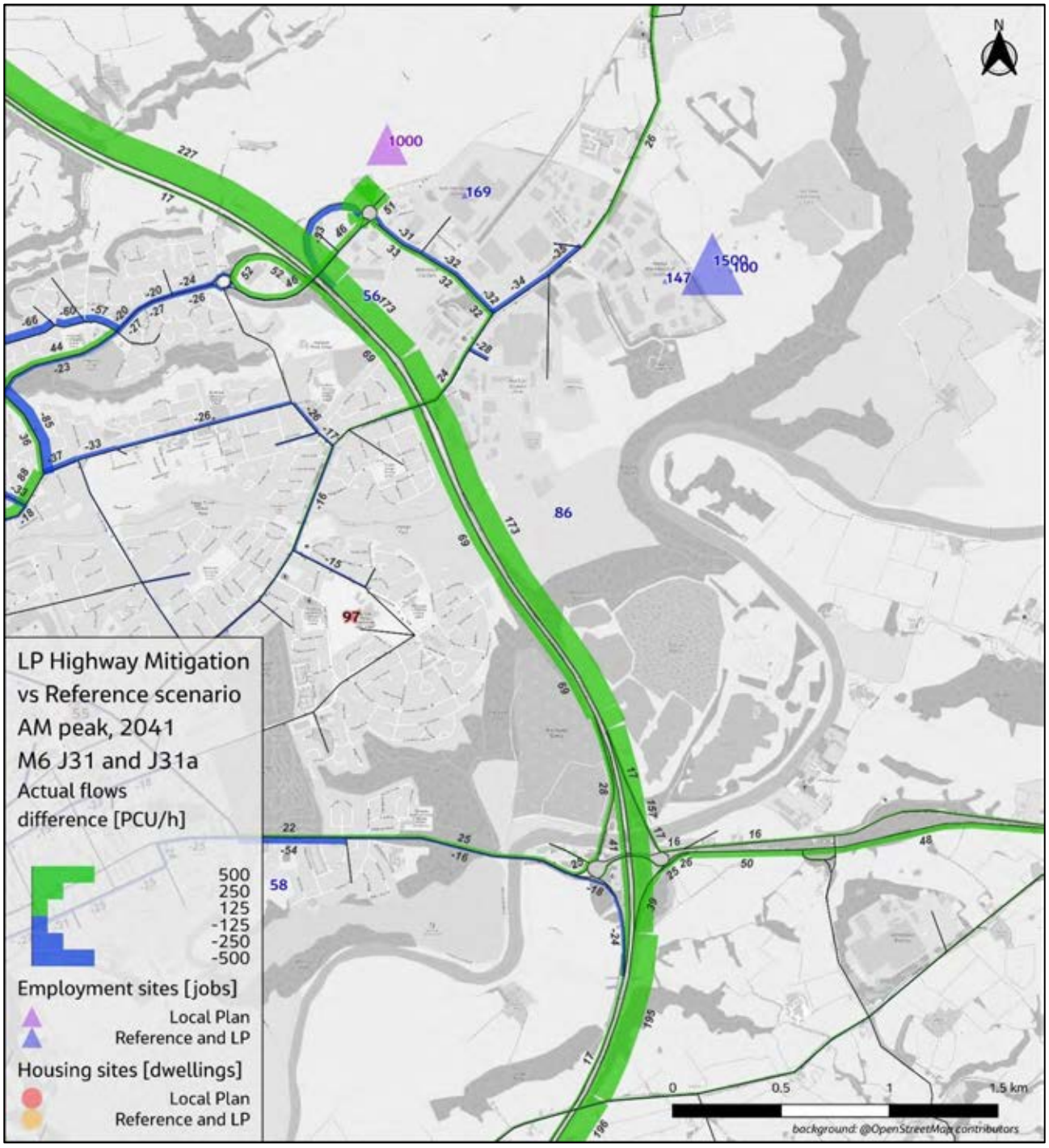


Figure H.1-55. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, M6 J31 J31a

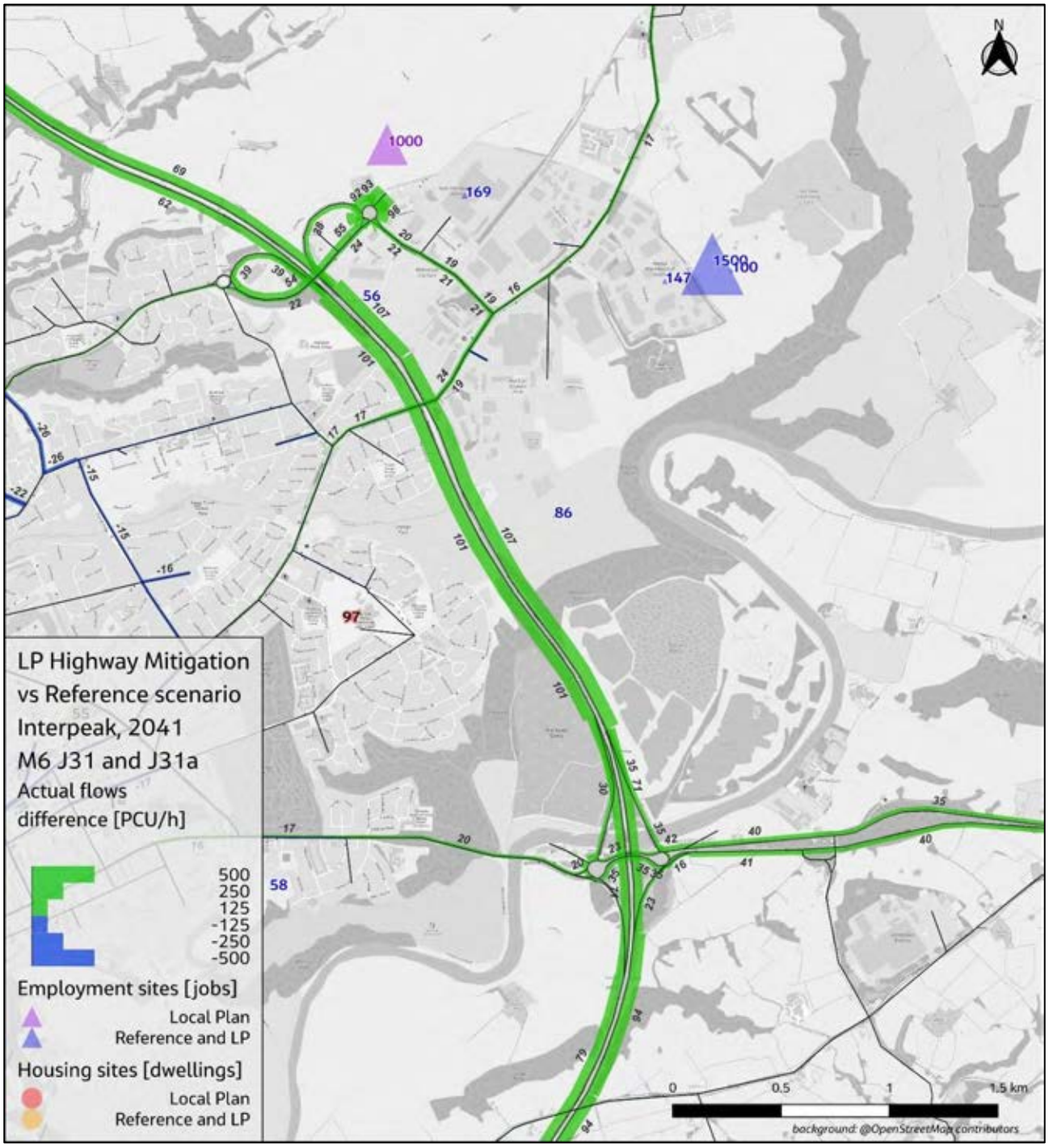


Figure H.1-56. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, M6 J31 J31a

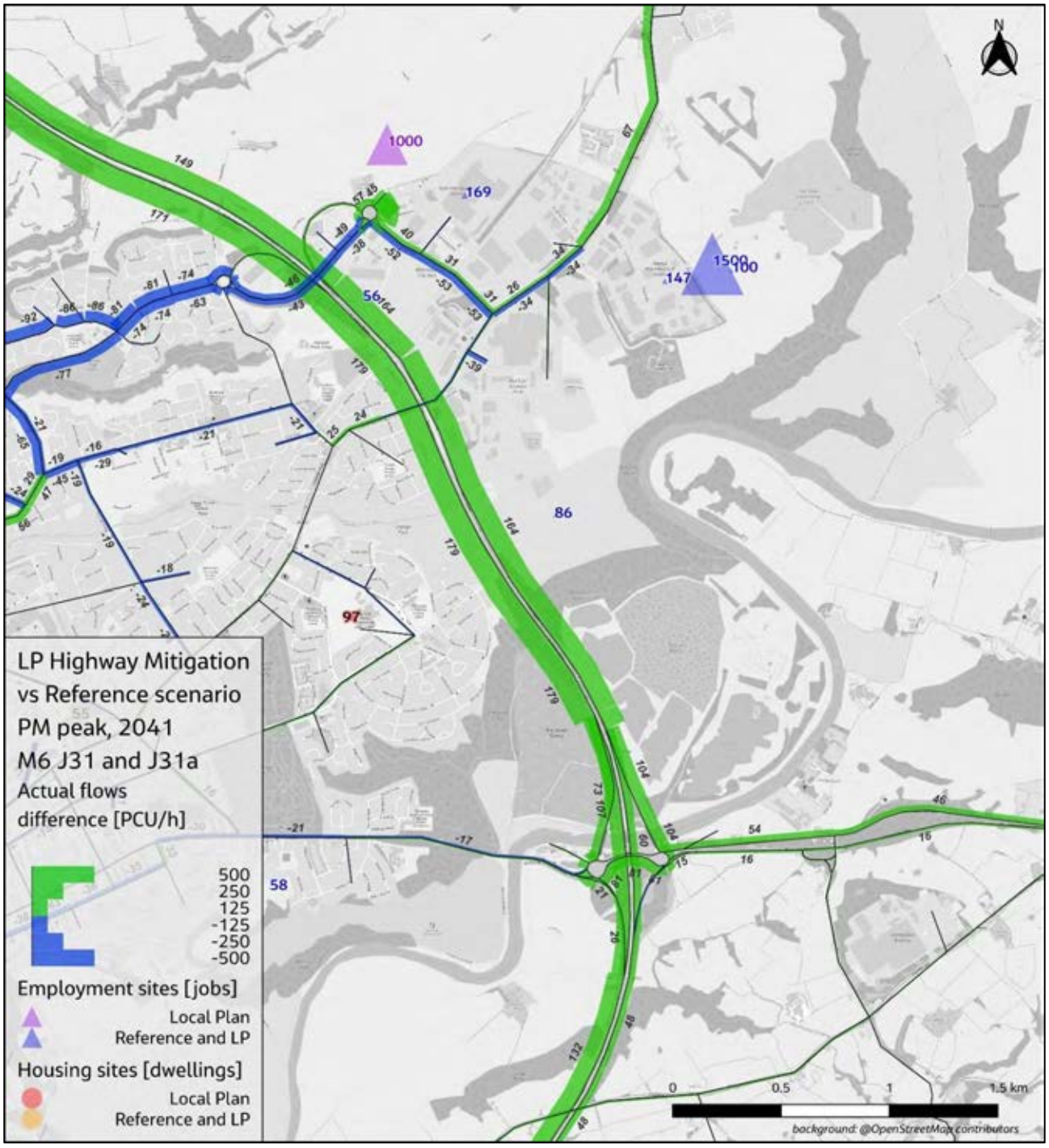


Figure H.1-57. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, M6 J31 J31a

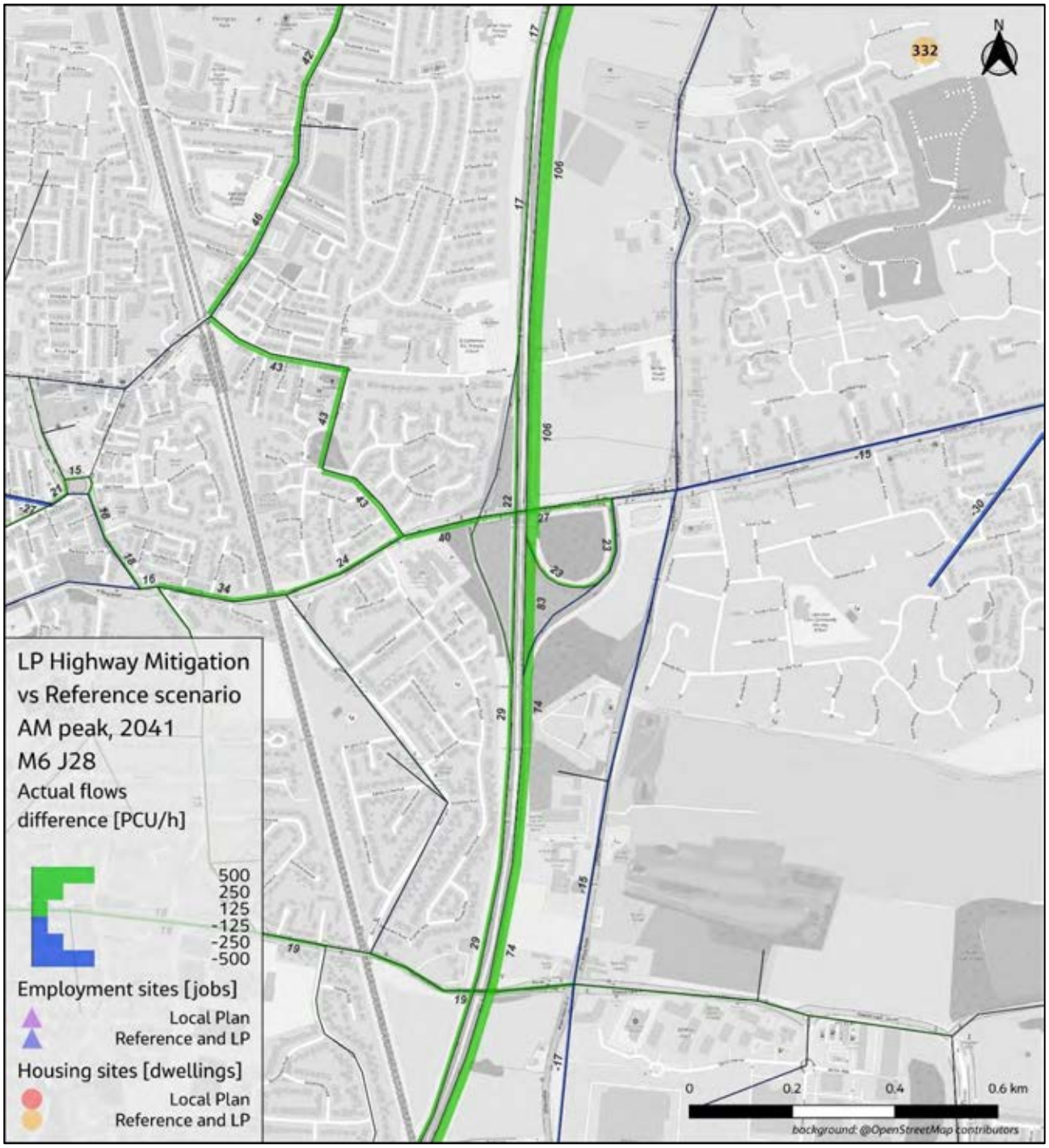


Figure H.1-58. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, M6 J28

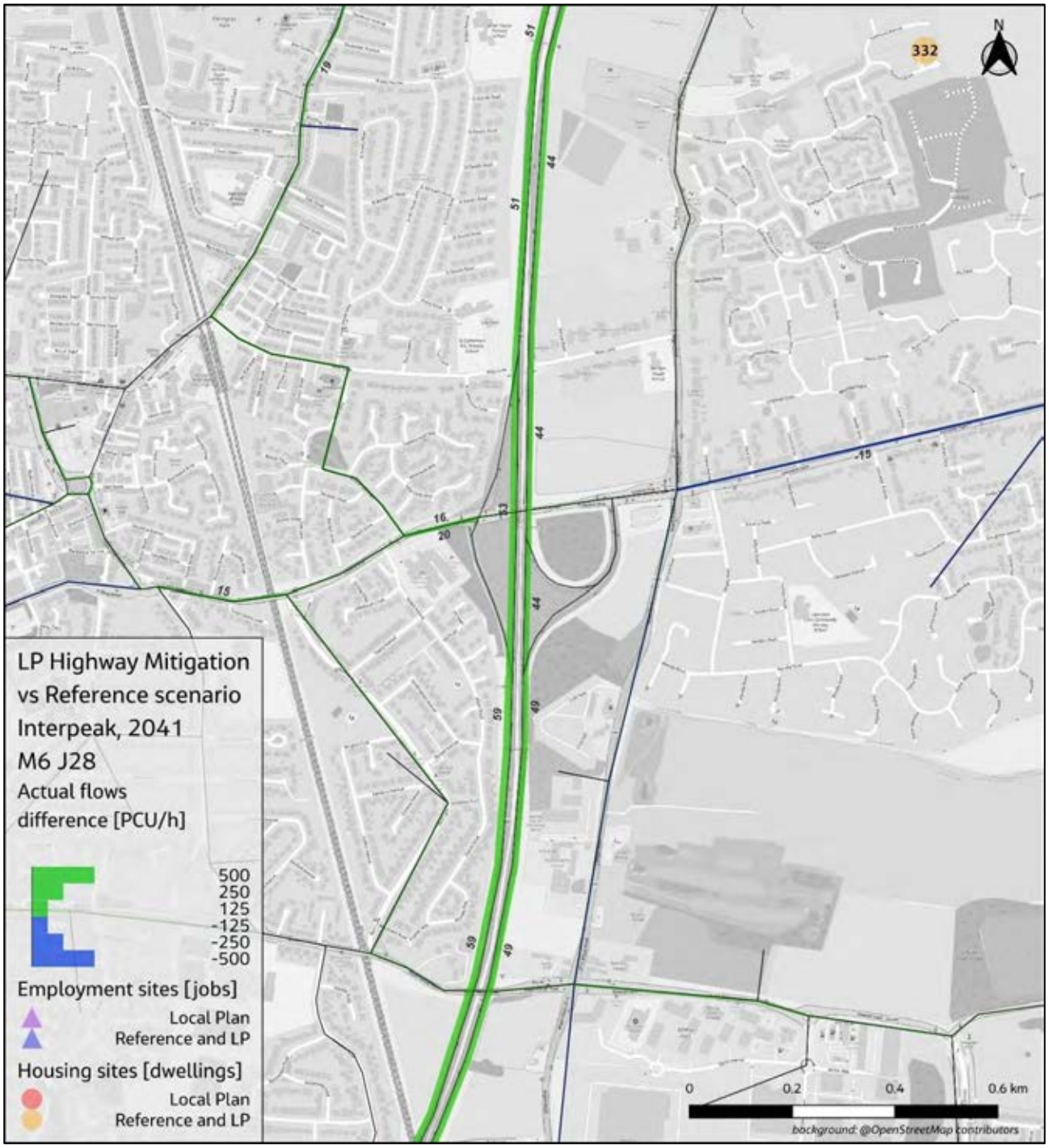


Figure H.1-59. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, M6 J28

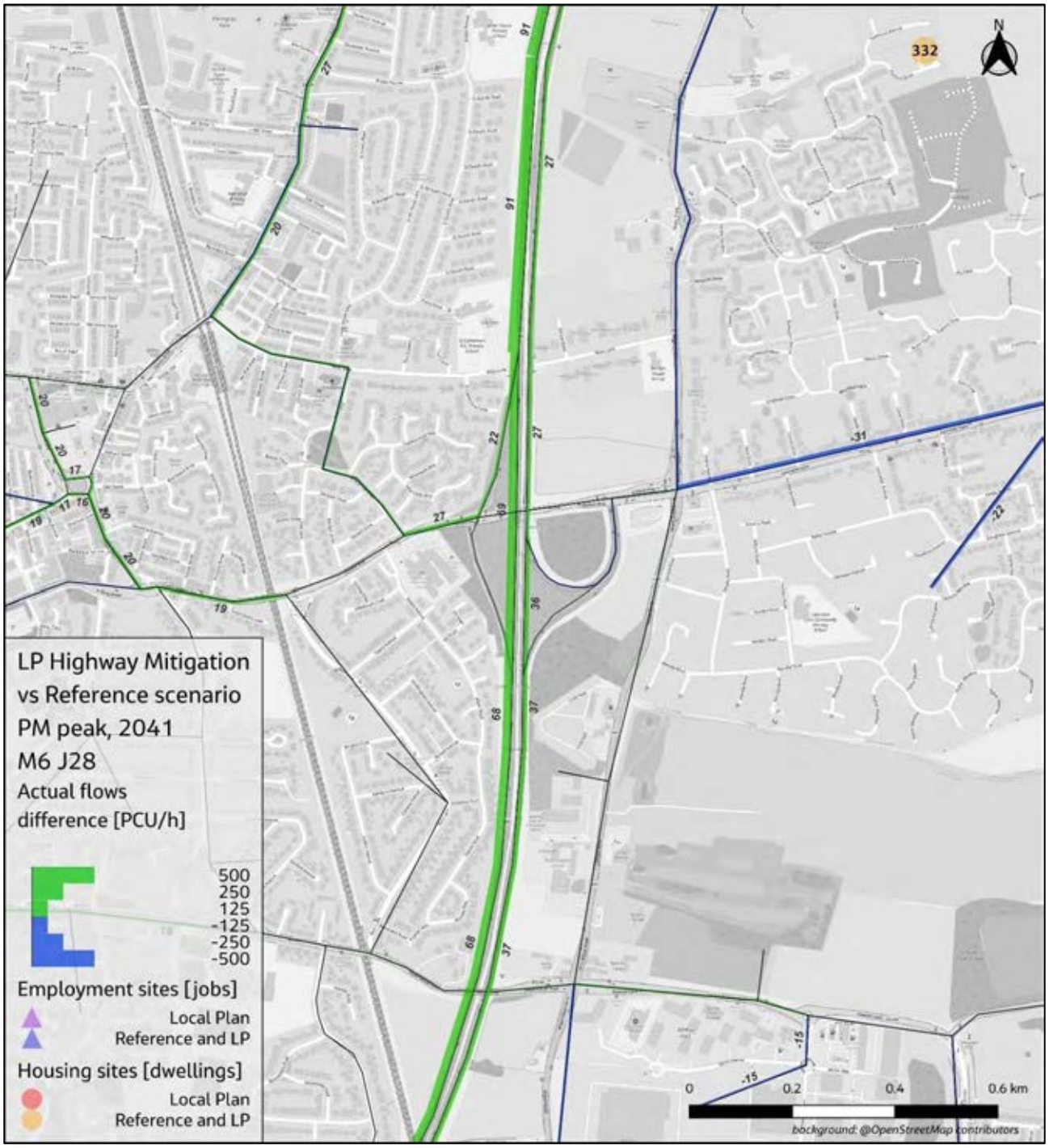


Figure H.1-60. Actual Flow Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, M6 J28

H.2 Volume – to Capacity plots

H.2.1 Chorley

H.2.1.1 Scenario 4 V/C

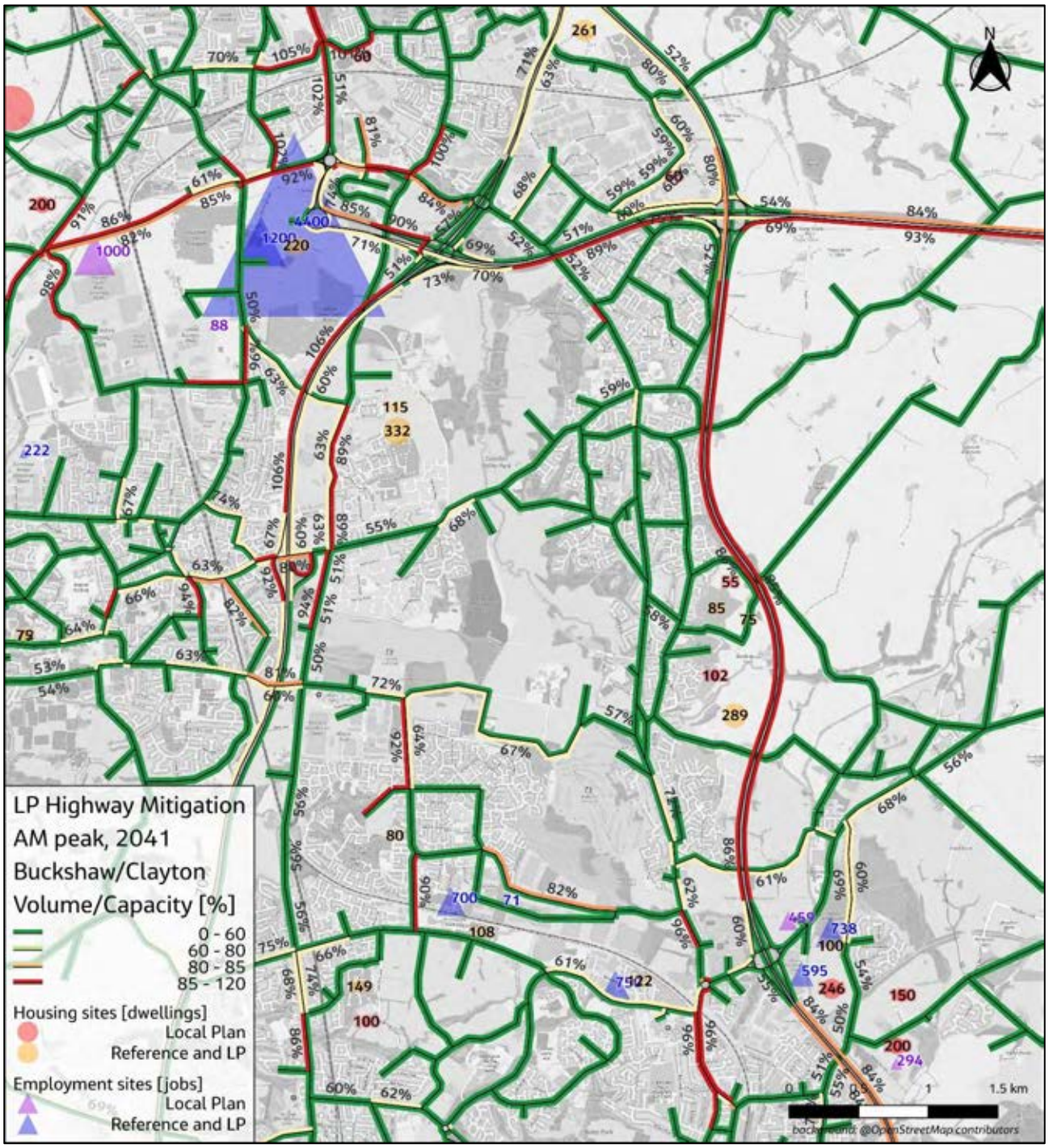


Figure H.2-61. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Buckshaw Village

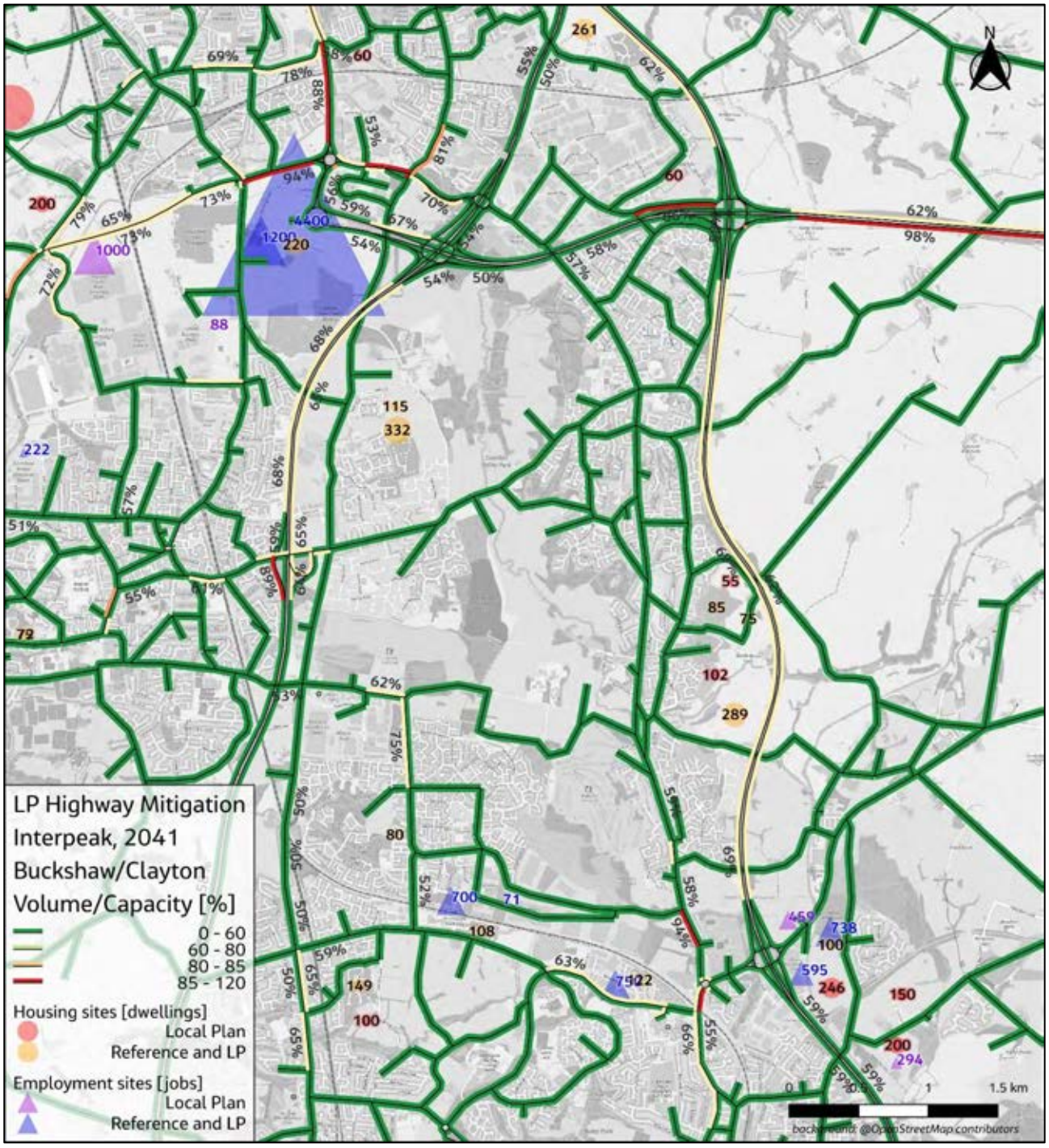


Figure H.2-62. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Buckshaw Village

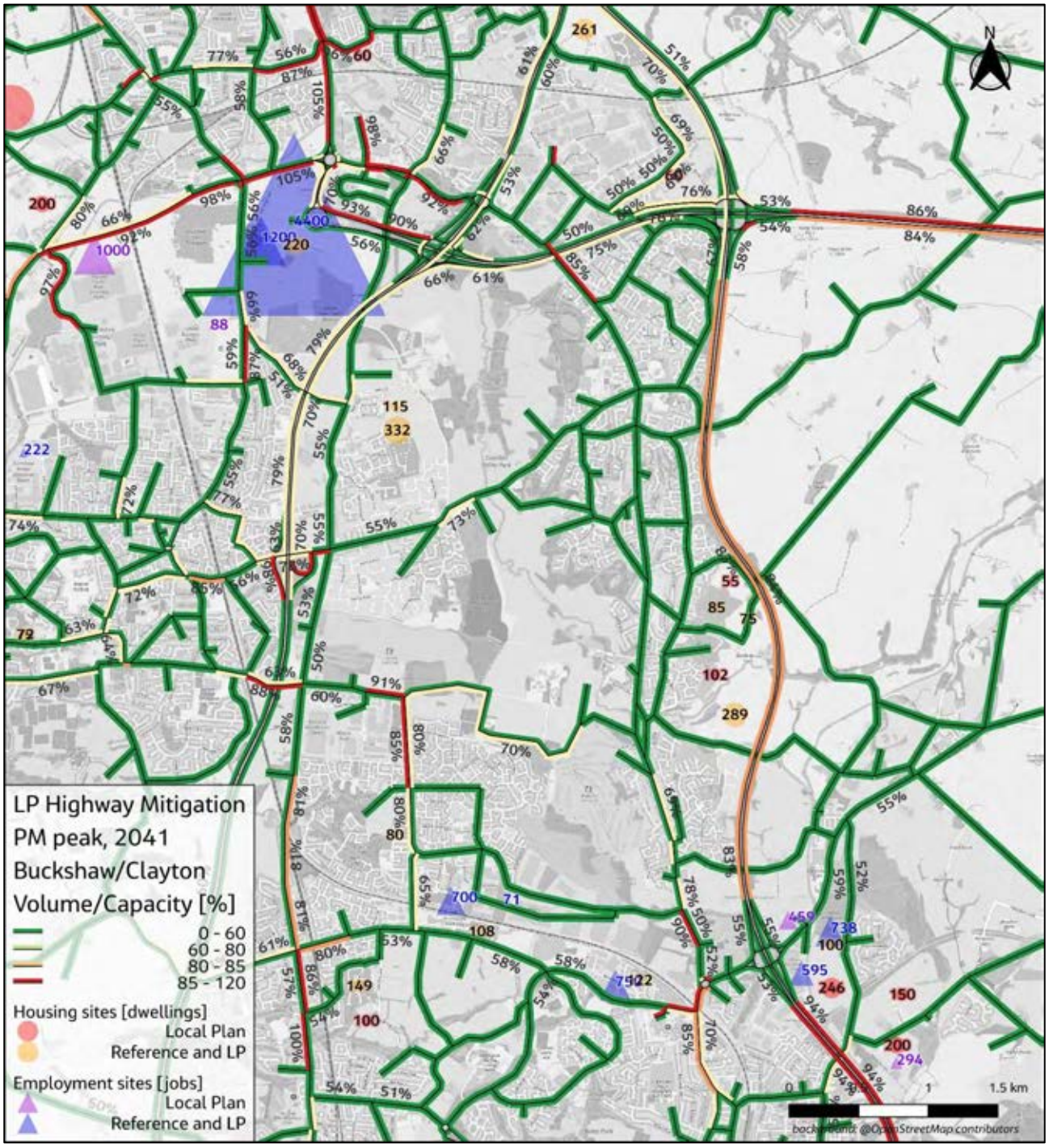


Figure H.2-63. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Buckshaw Village

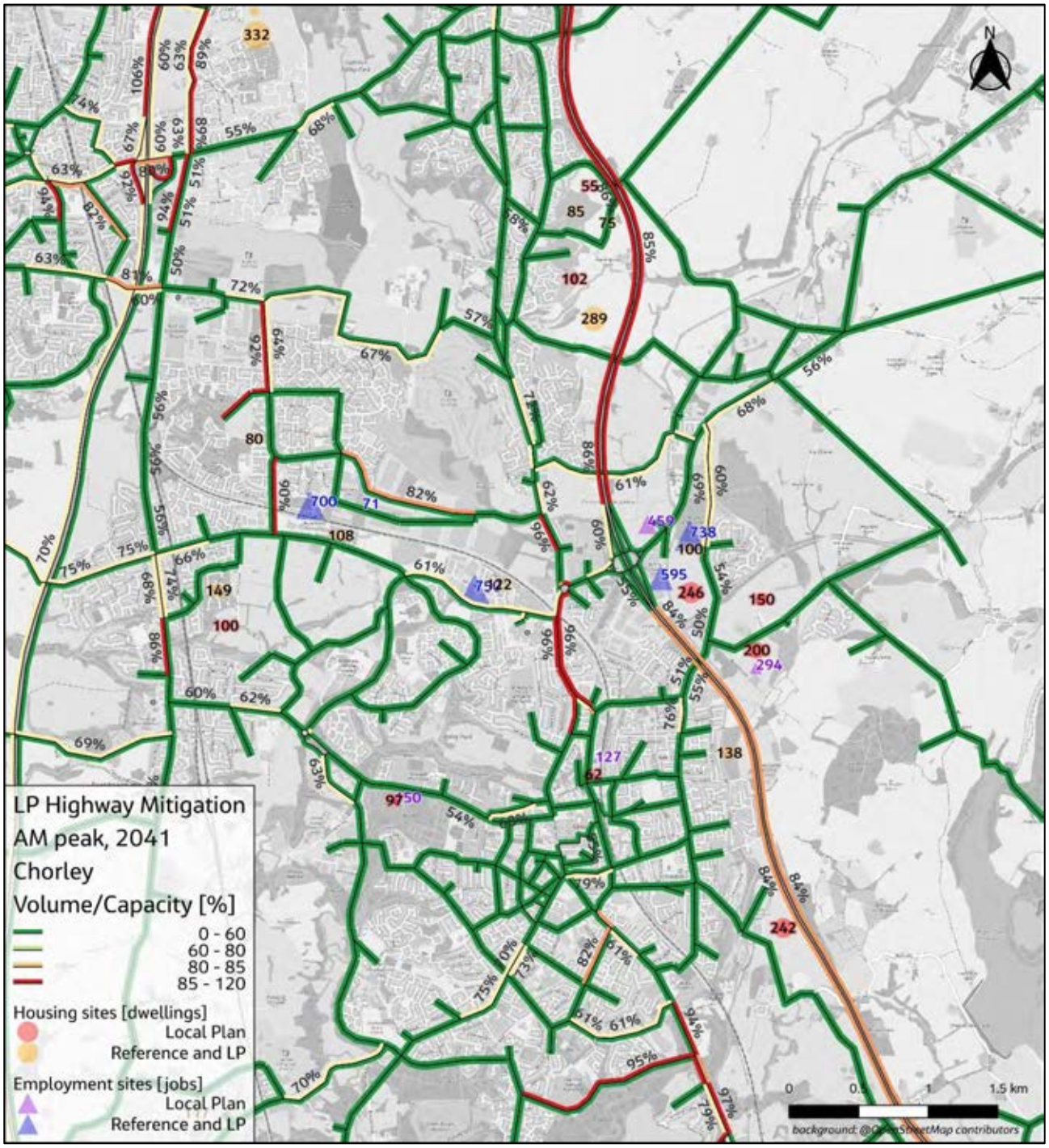


Figure H.2-64. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Chorley

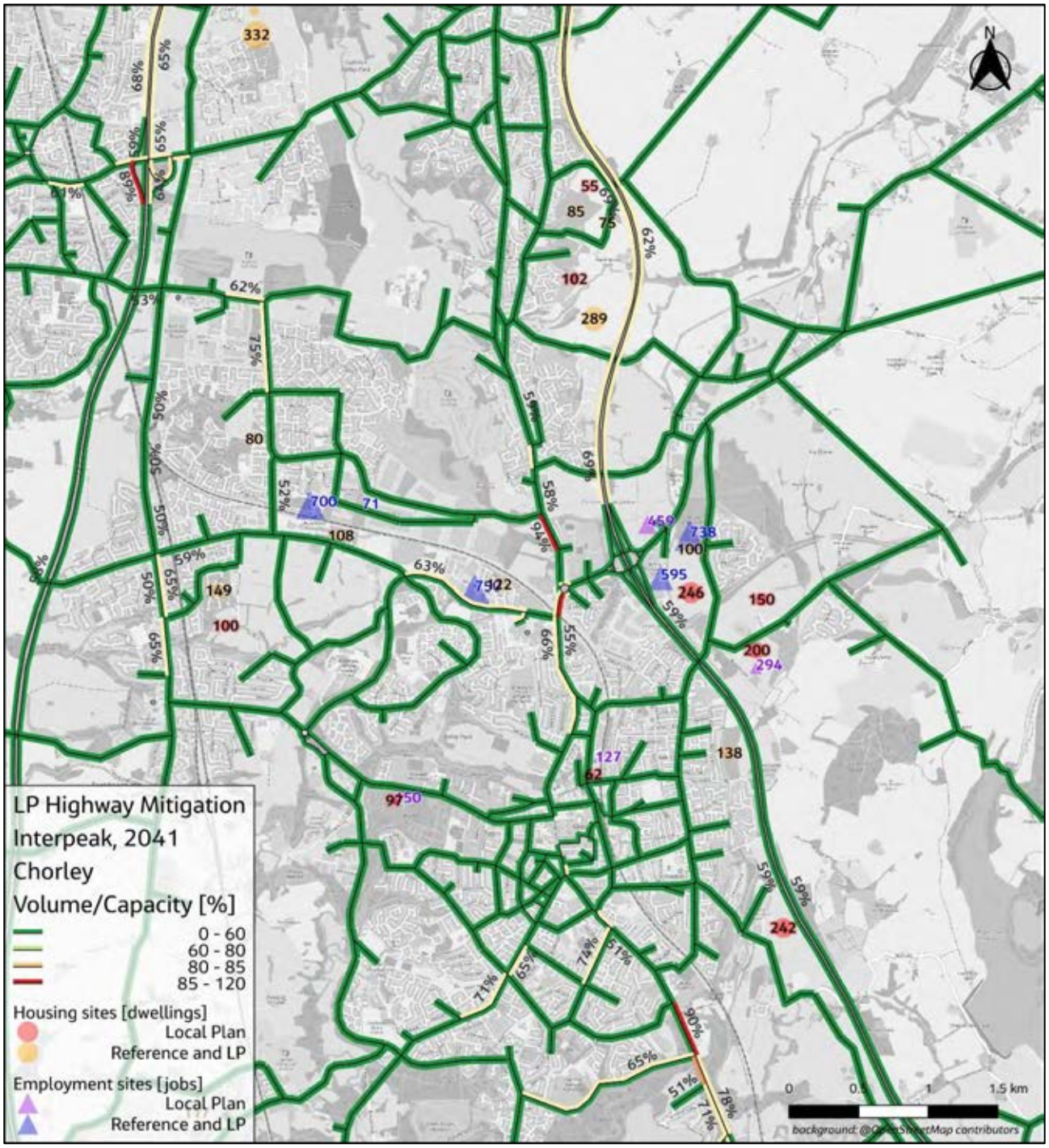


Figure H.2-65. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Chorley

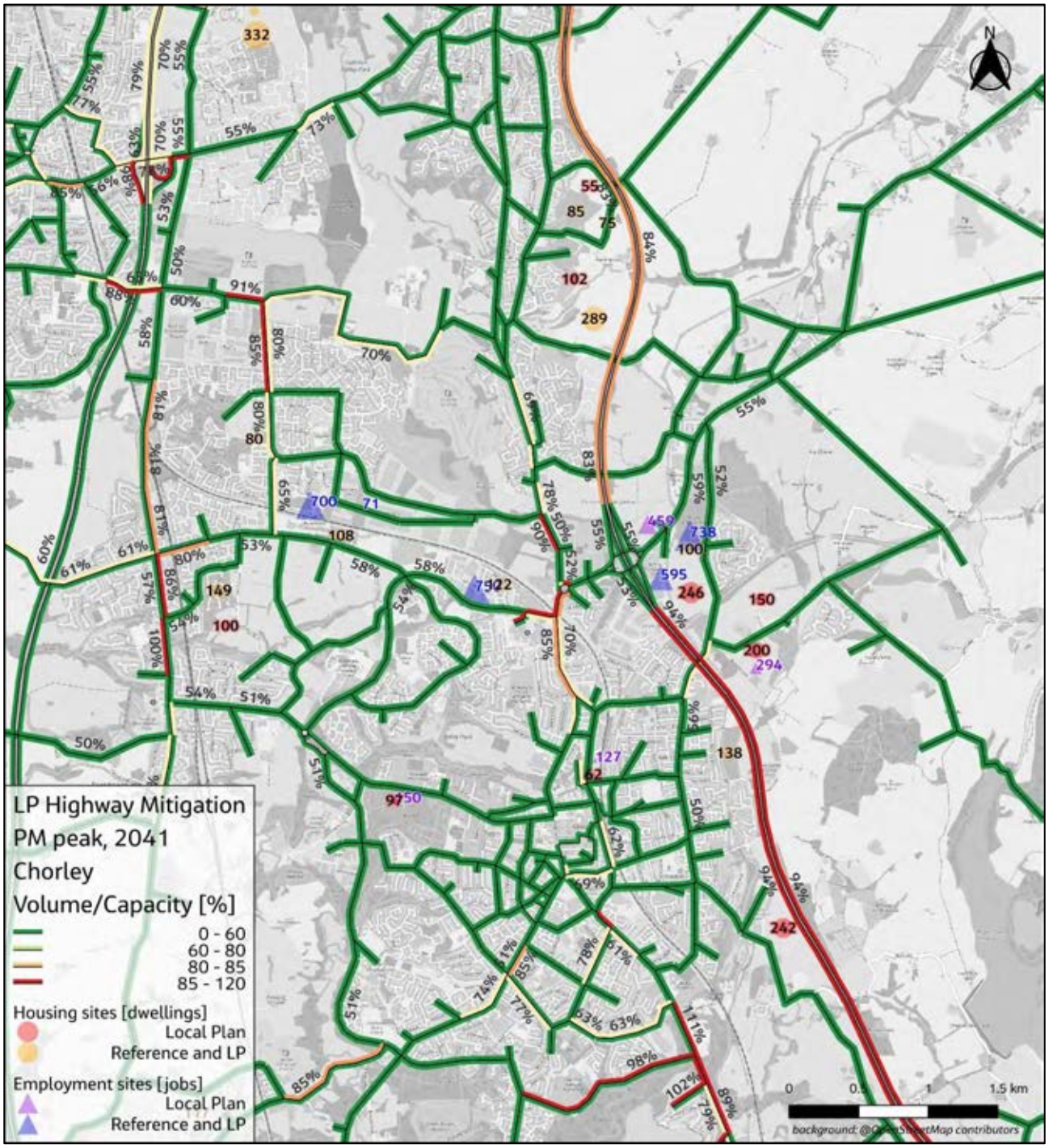


Figure H.2-66. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Chorley

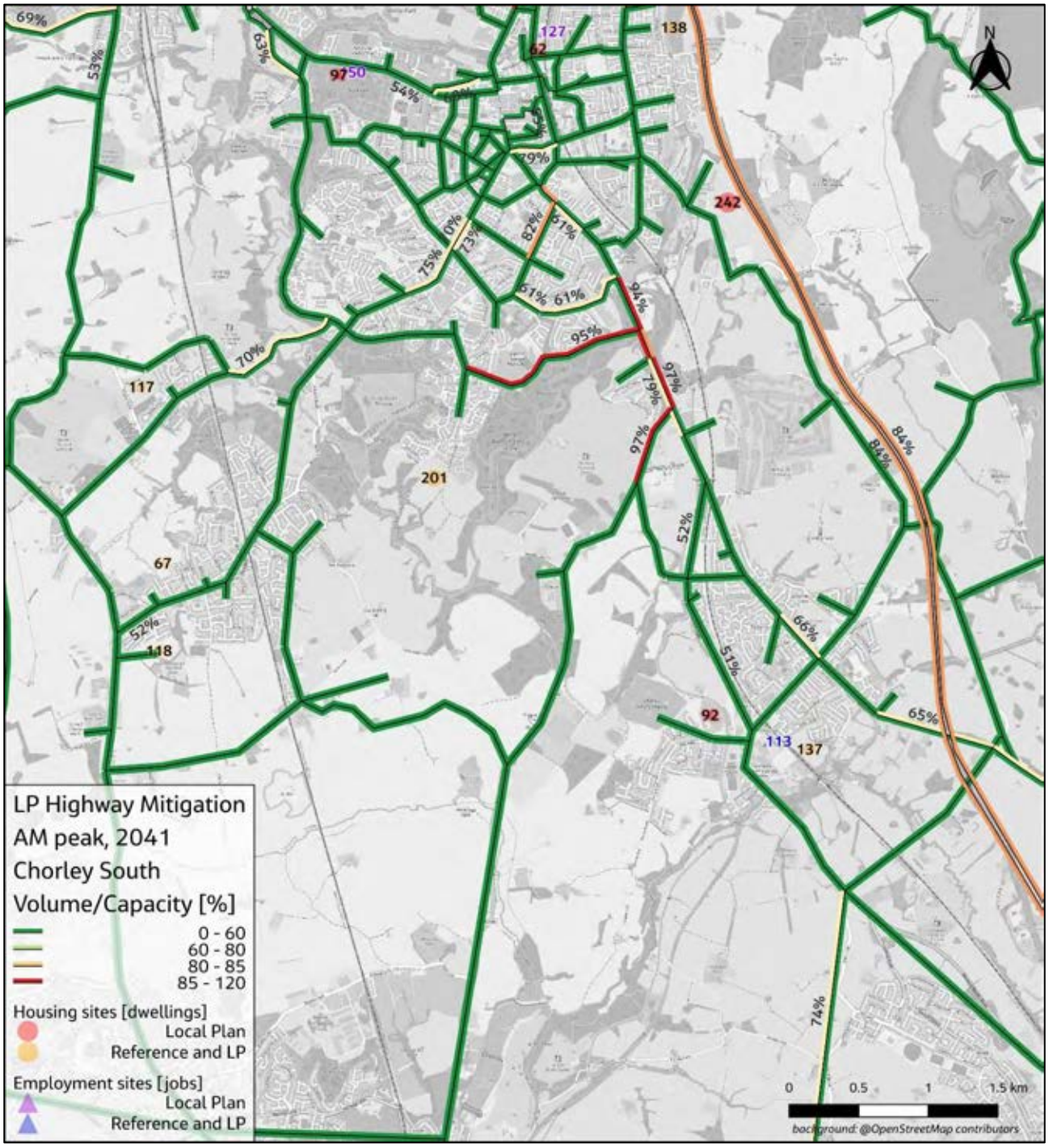


Figure H.2-67. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Chorley S

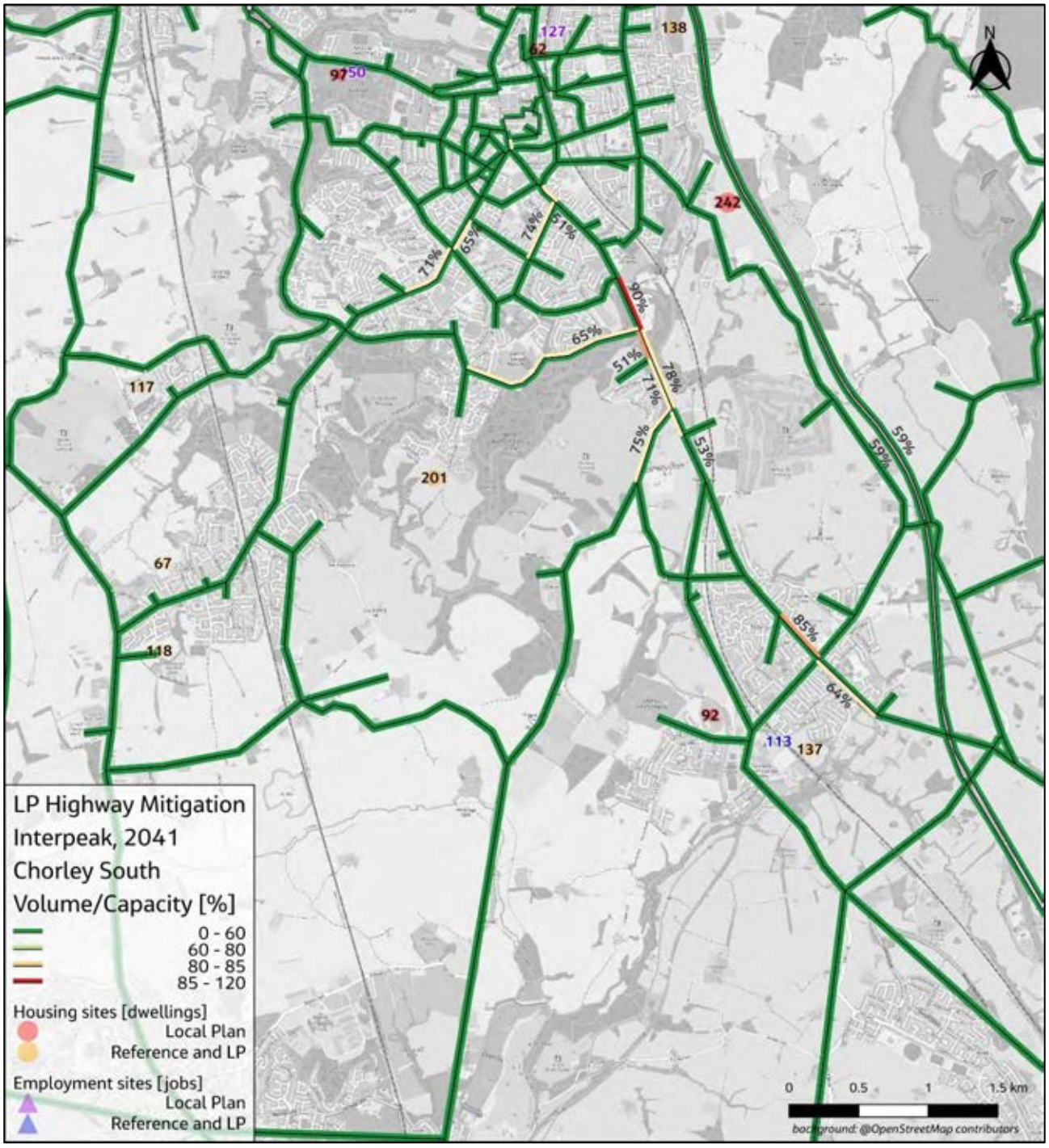


Figure H.2-68. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Chorley S

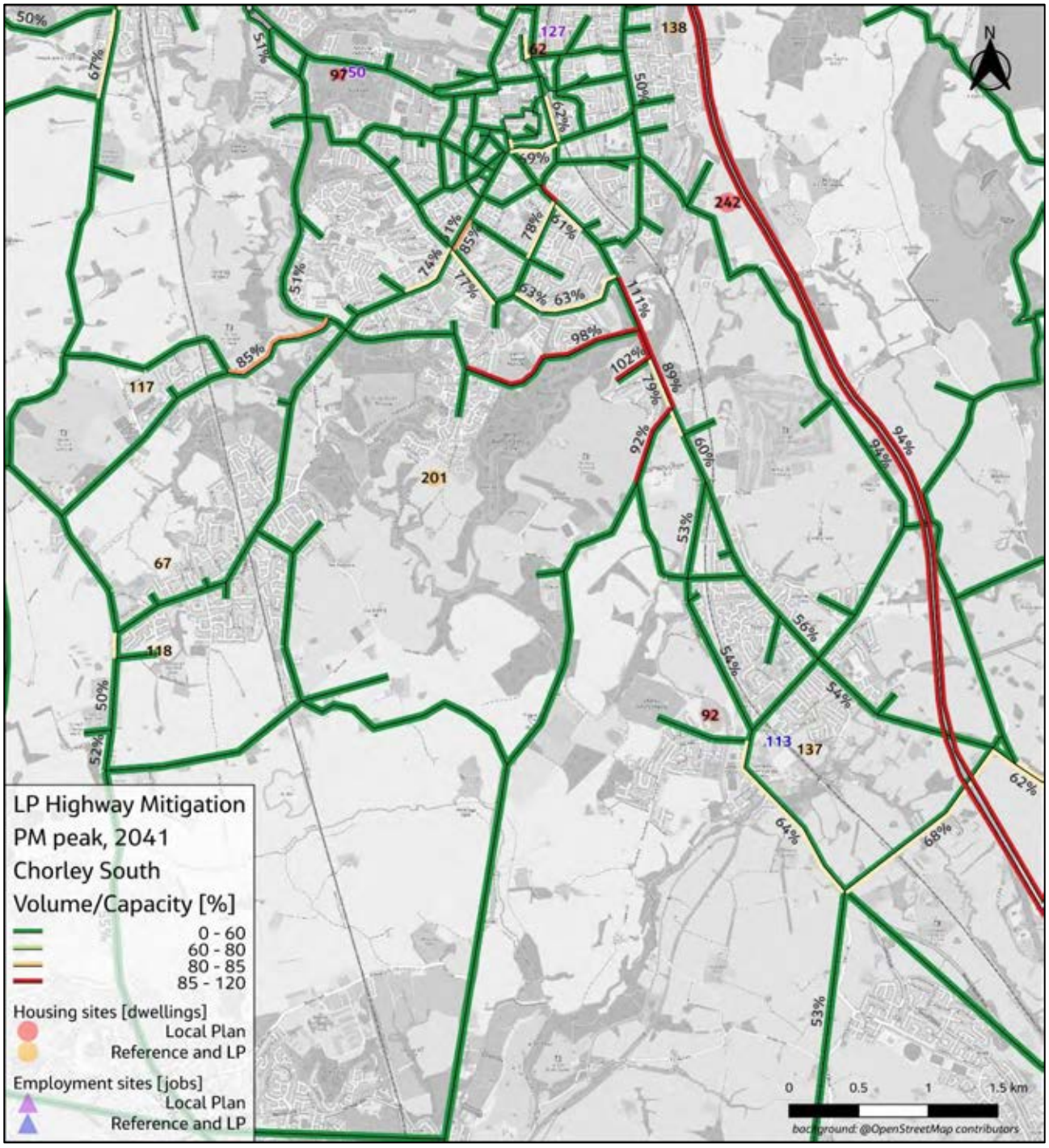


Figure H.2-69. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Chorley S

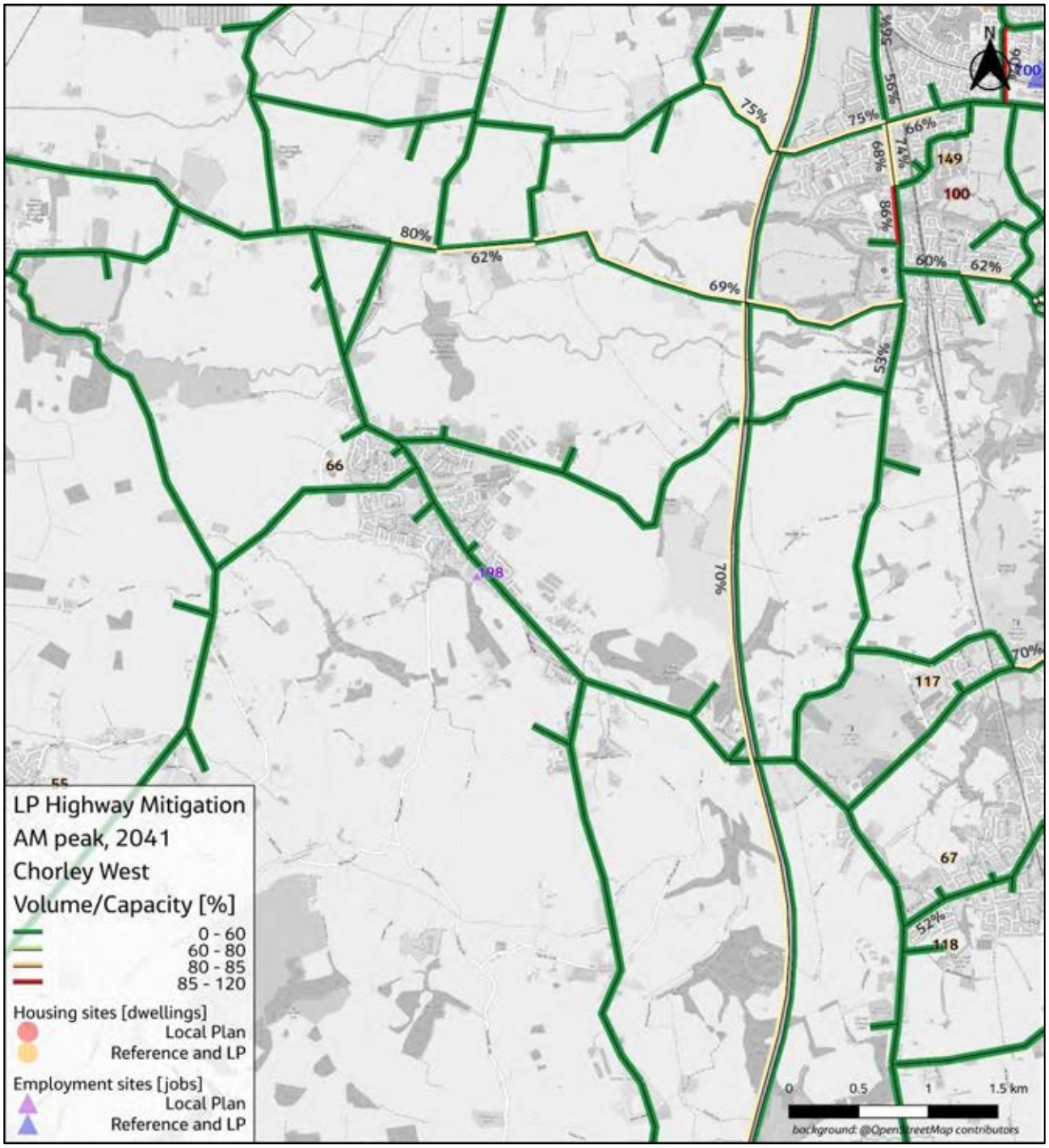


Figure H.2-70. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Chorley W

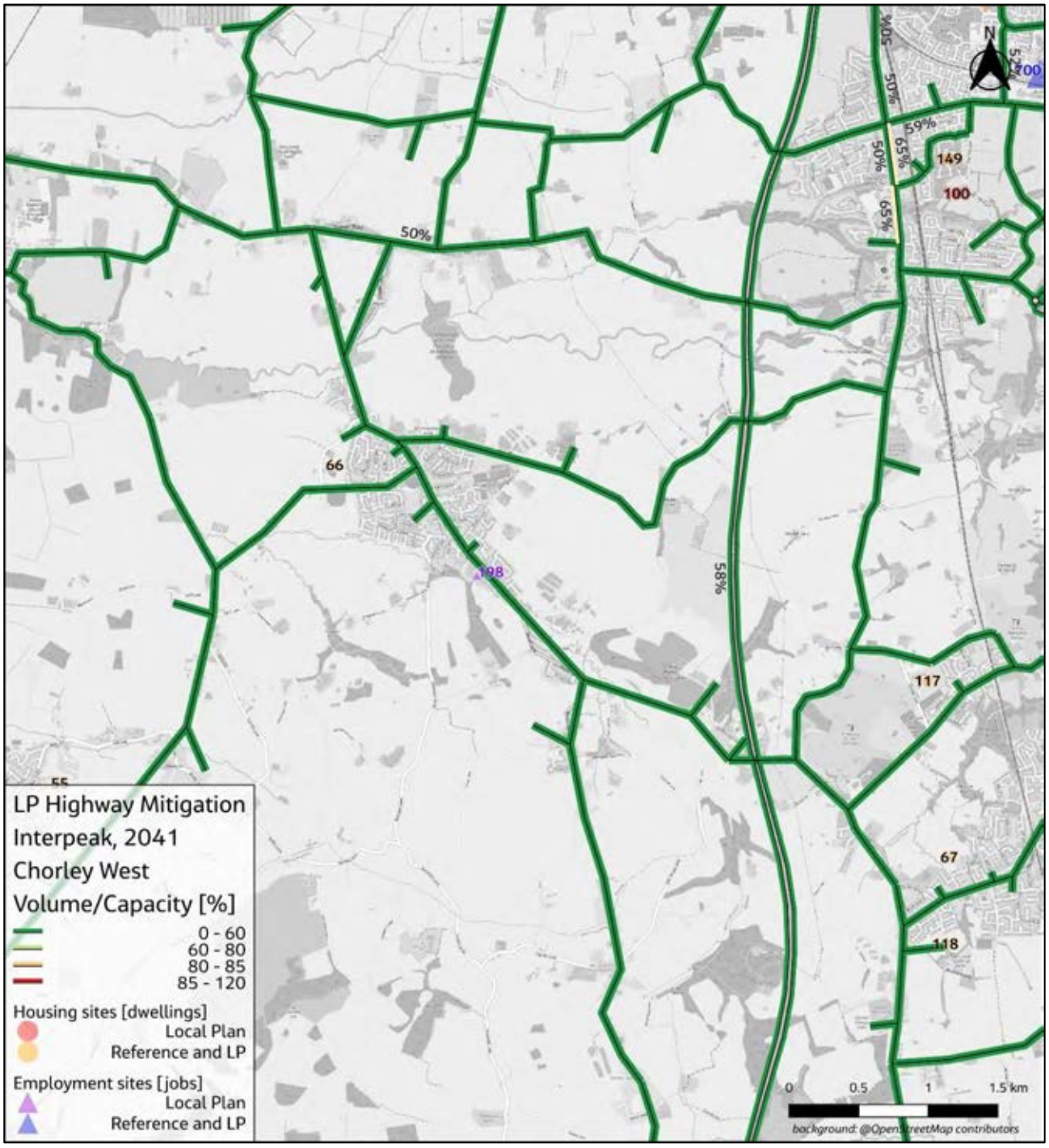


Figure H.2-71. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Chorley W

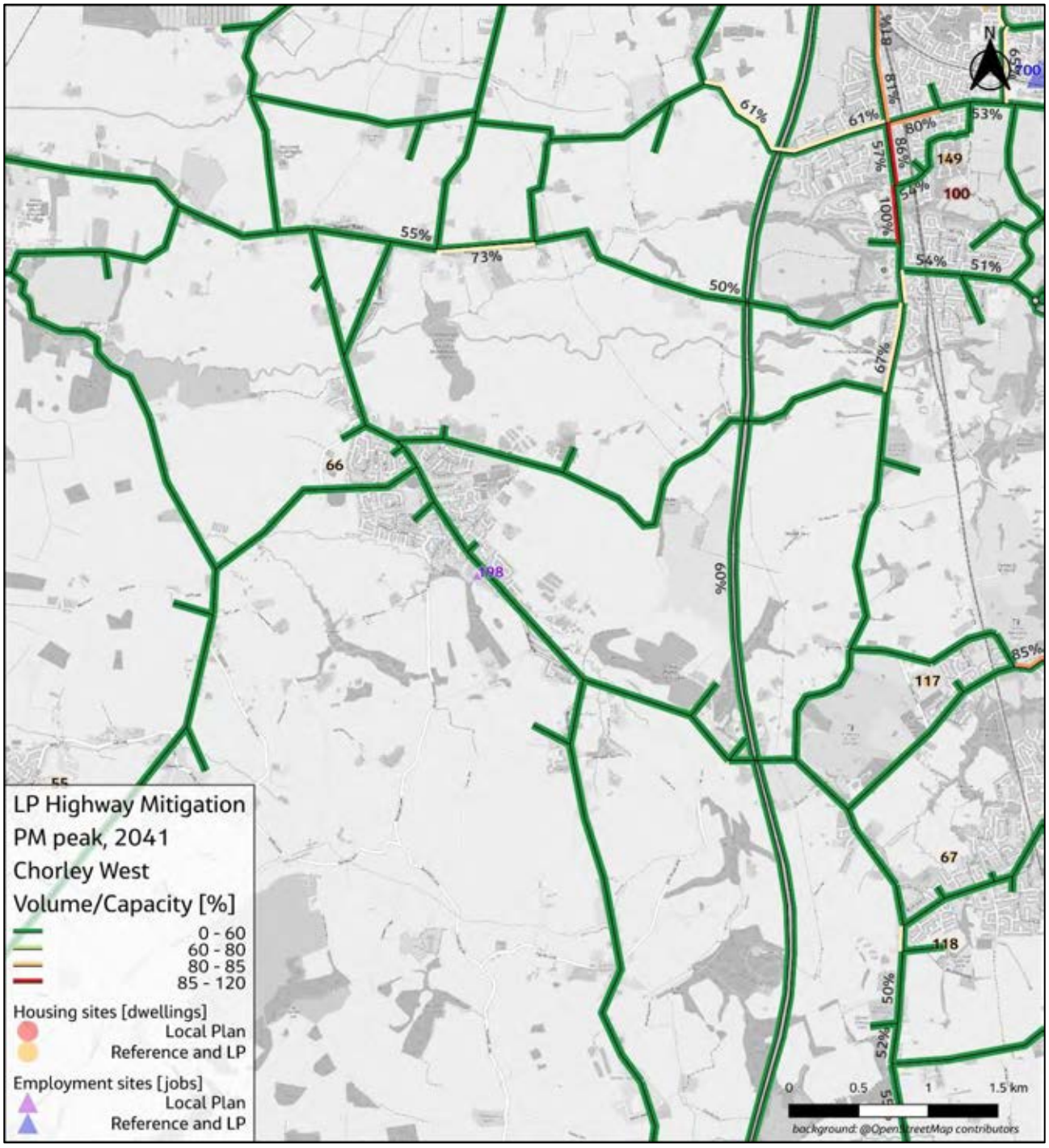


Figure H.2-72. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Chorley W

H.2.1.2 Local Plan Impact with highway mitigation vs Reference Case – Comparison with Scenario 1

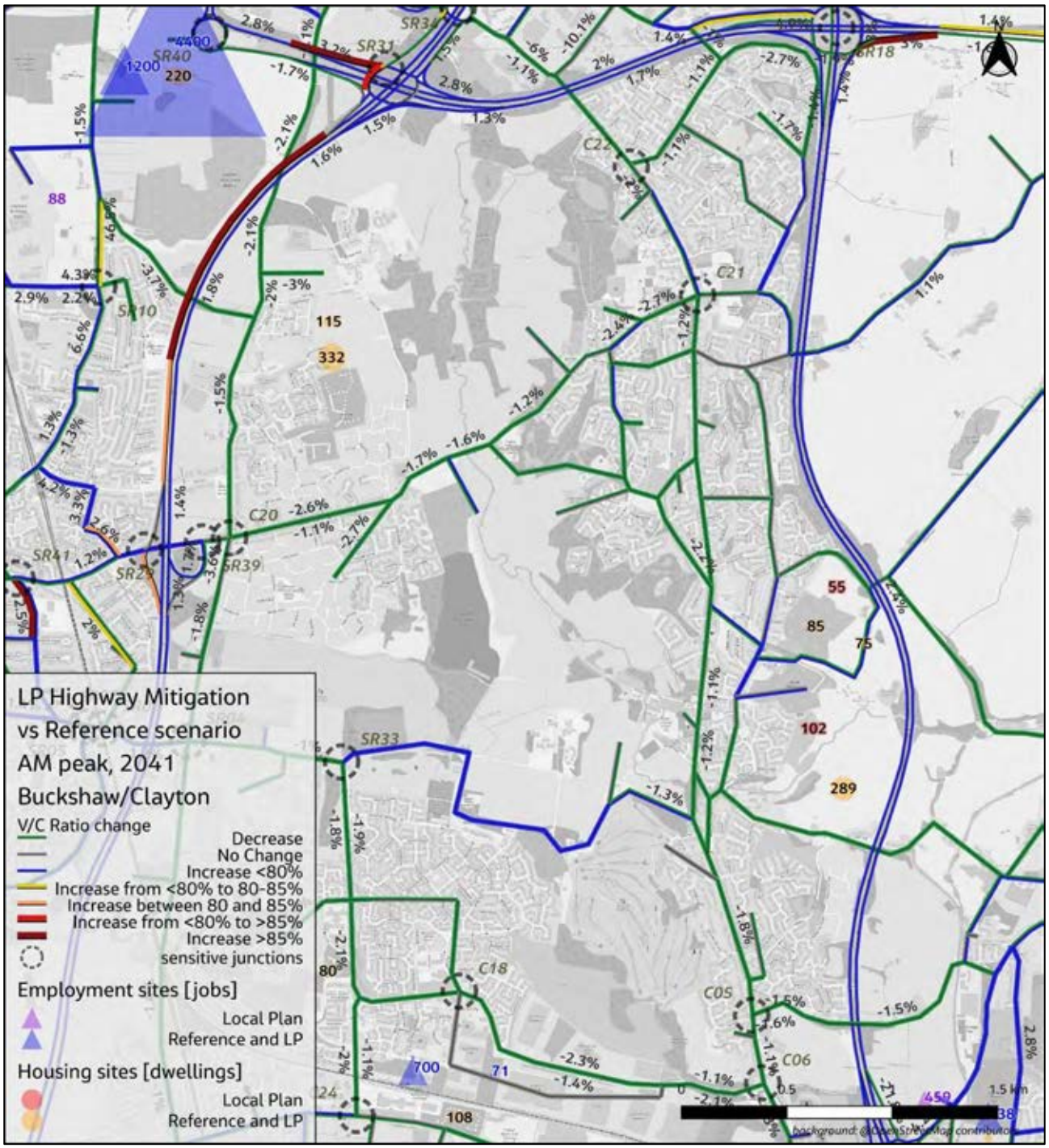


Figure H.2-73. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Buckshaw Village

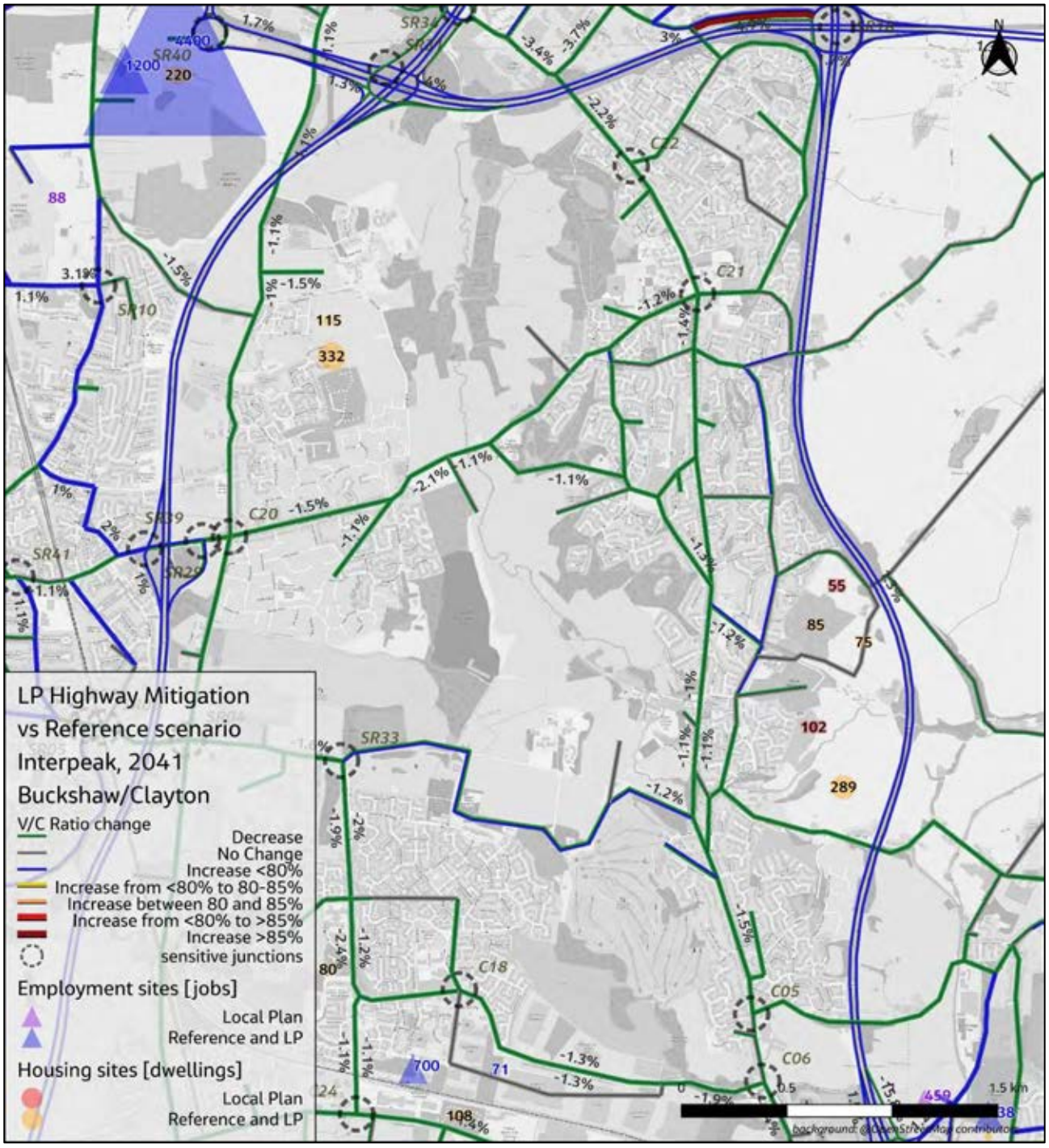


Figure H.2-74. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Buckshaw Village

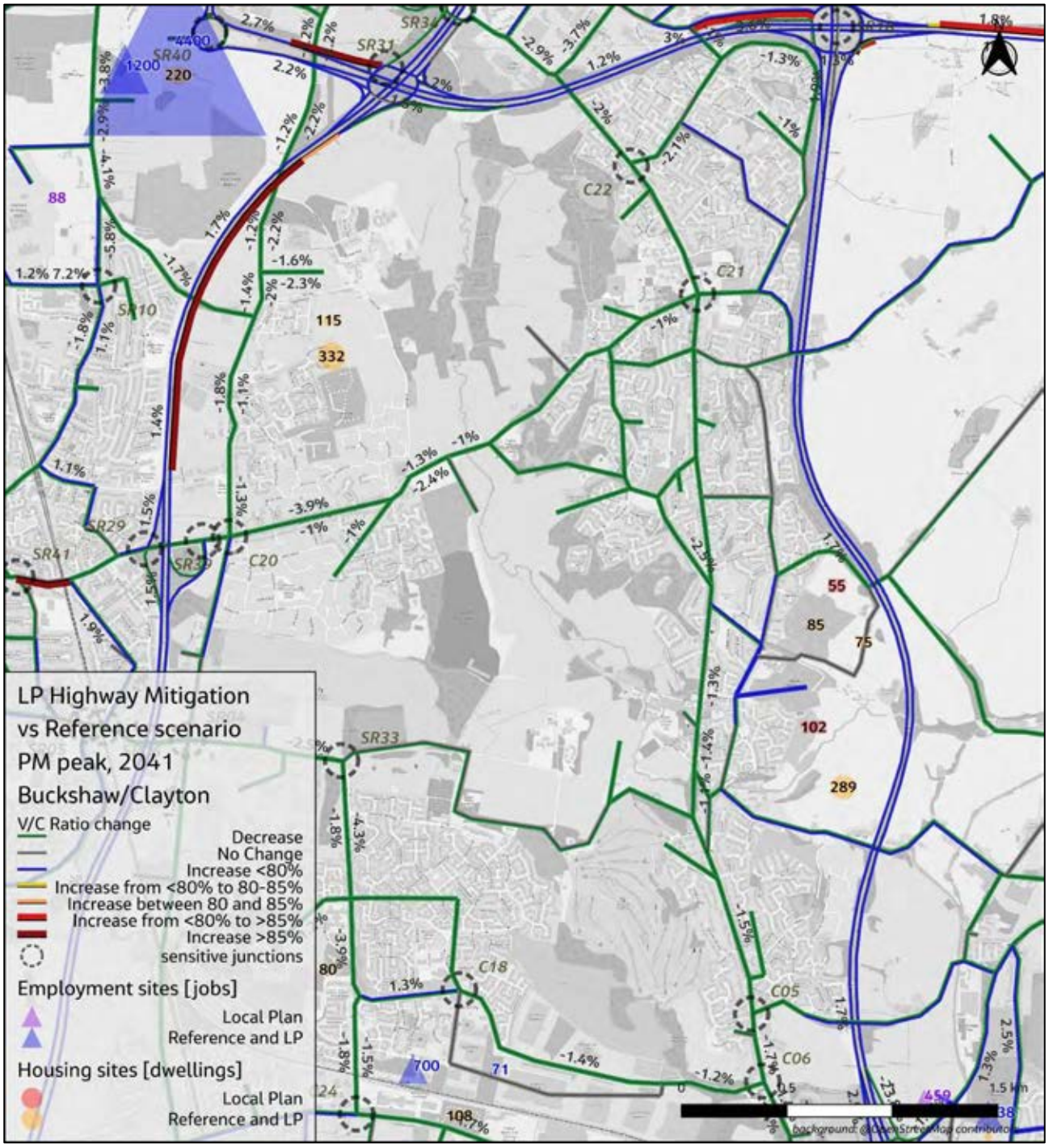


Figure H.2-75. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Buckshaw Village

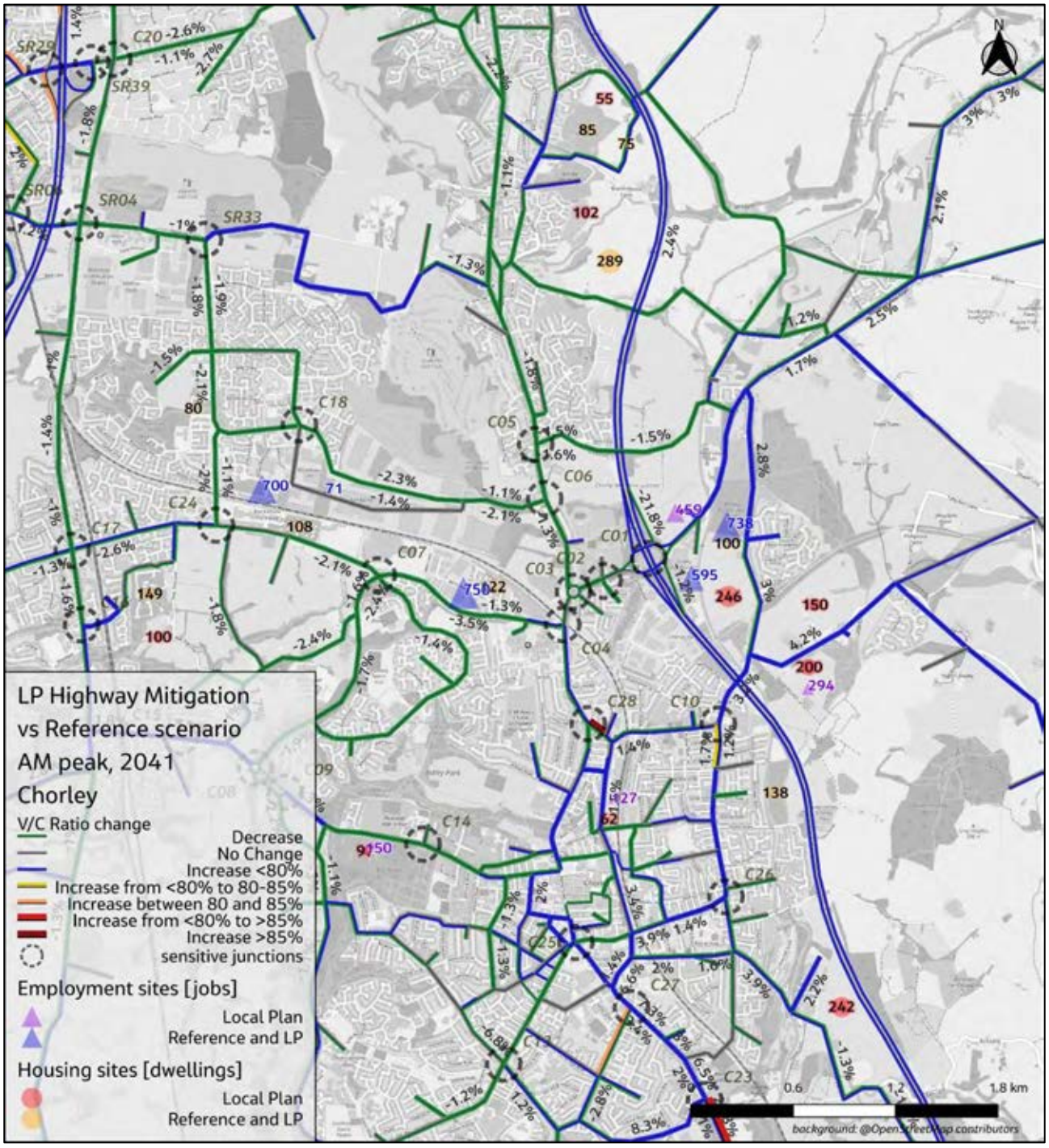


Figure H.2-76. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Chorley

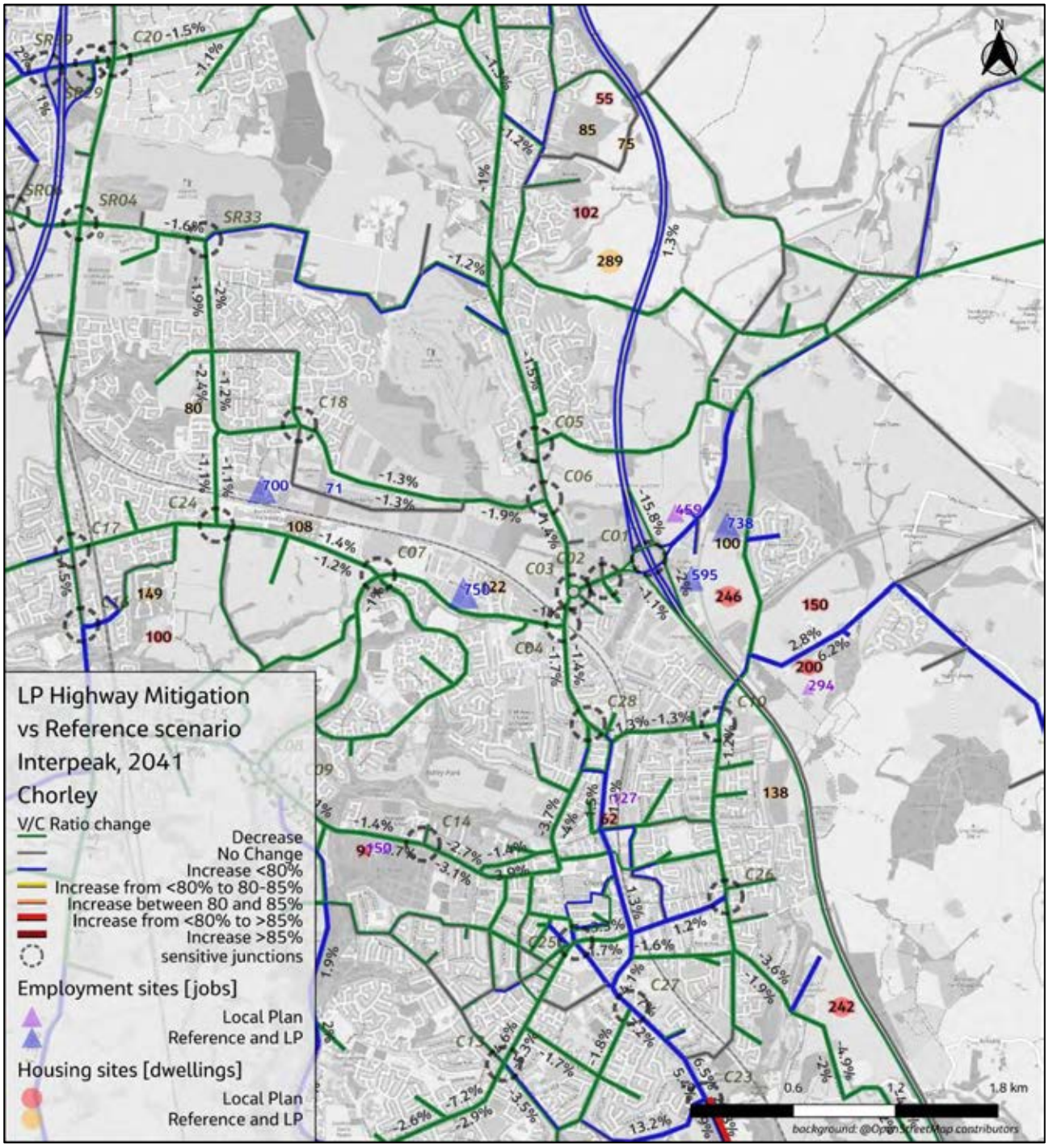


Figure H.2-77. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Chorley

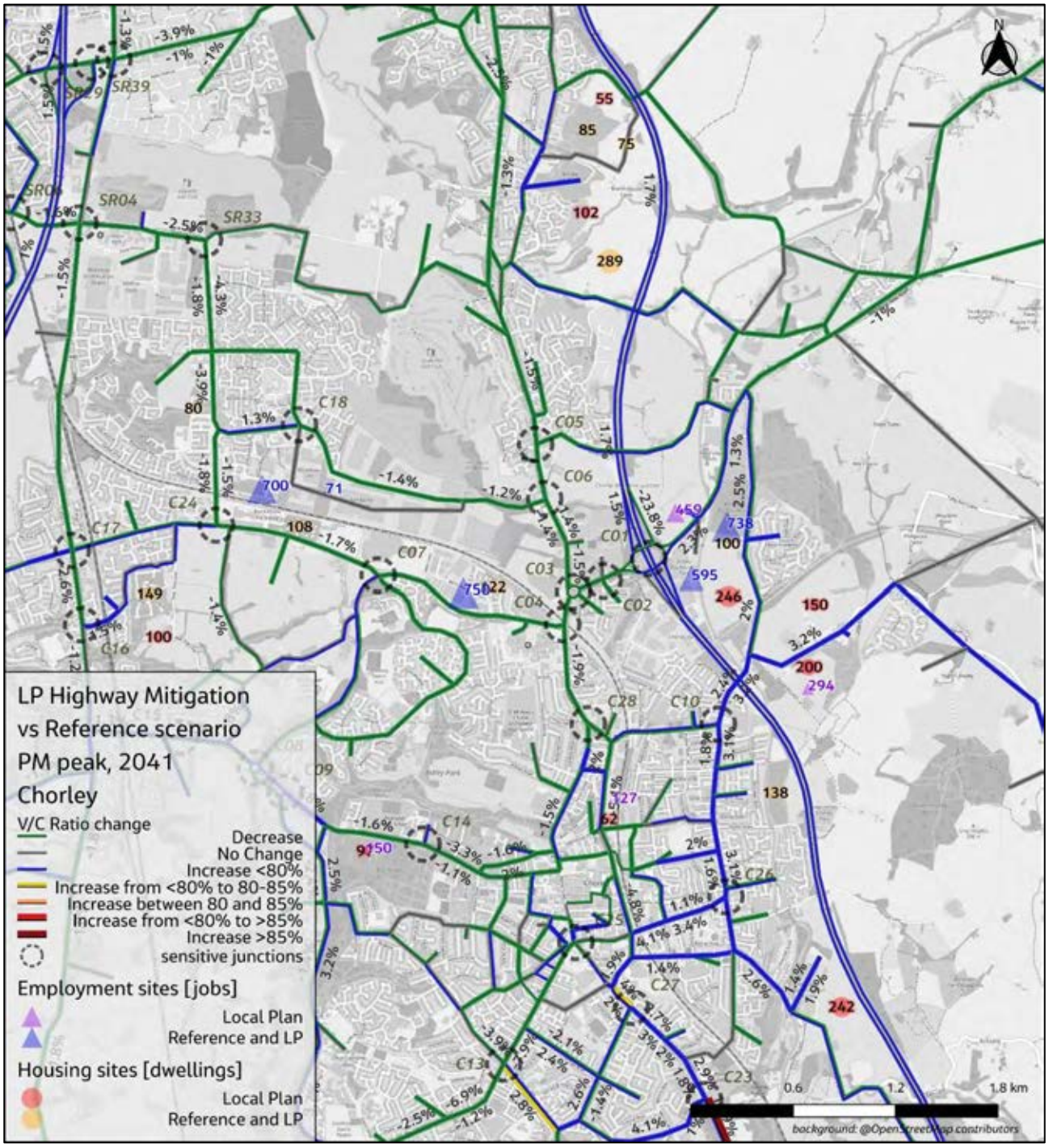


Figure H.2-78. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Chorley

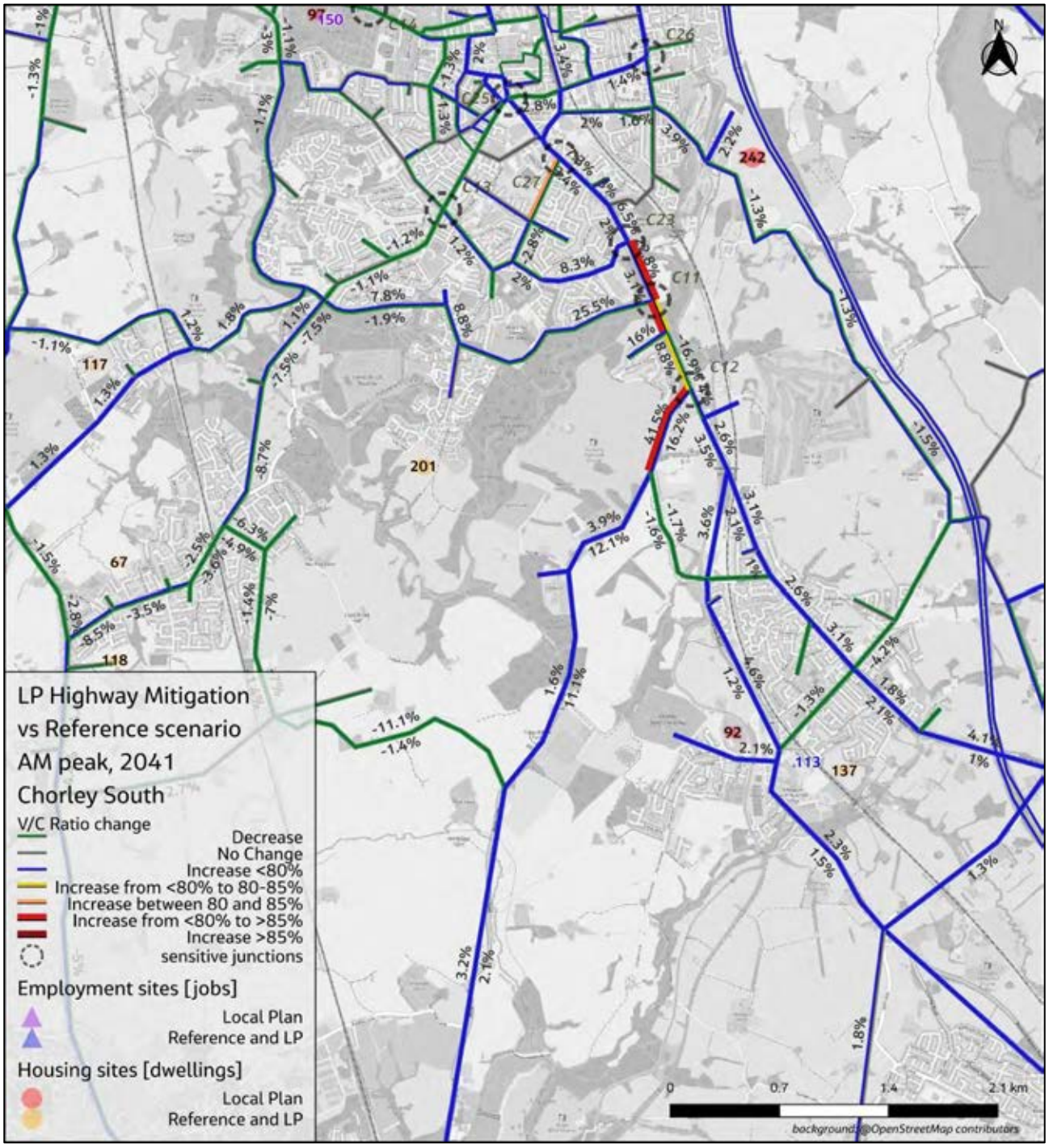


Figure H.2-79. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Chorley S

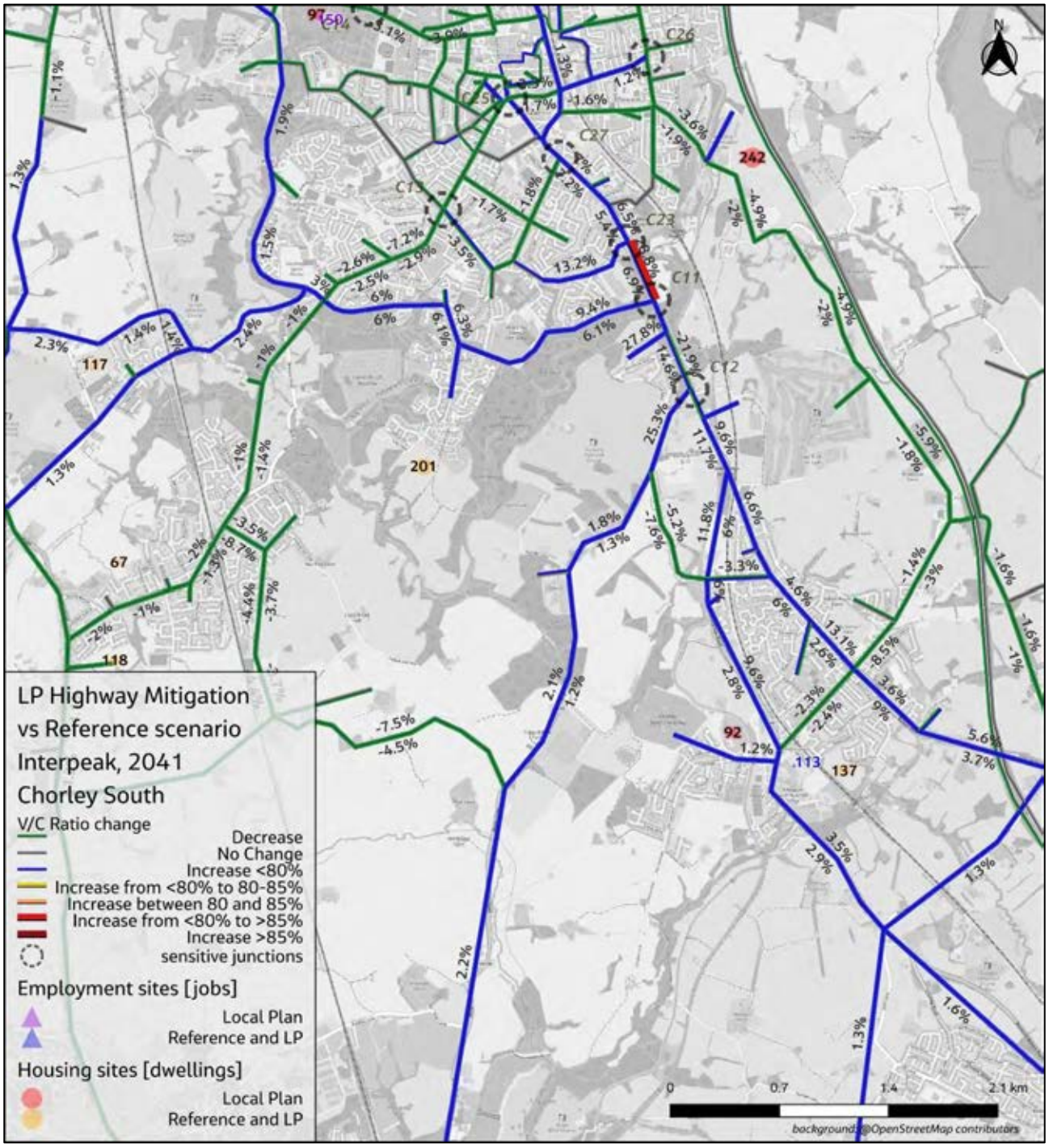


Figure H.2-80. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Chorley S

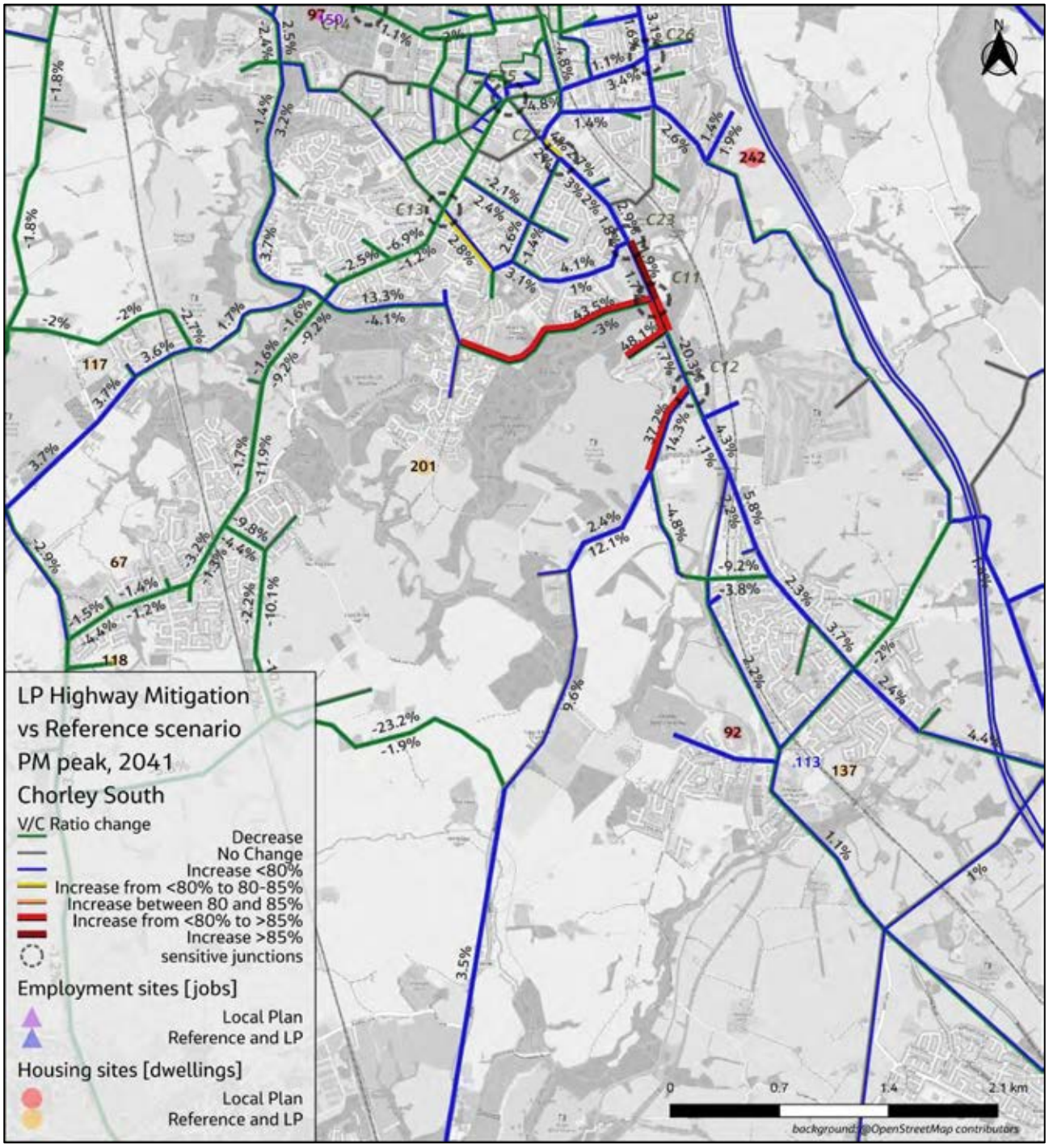


Figure H.2-81. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Chorley S

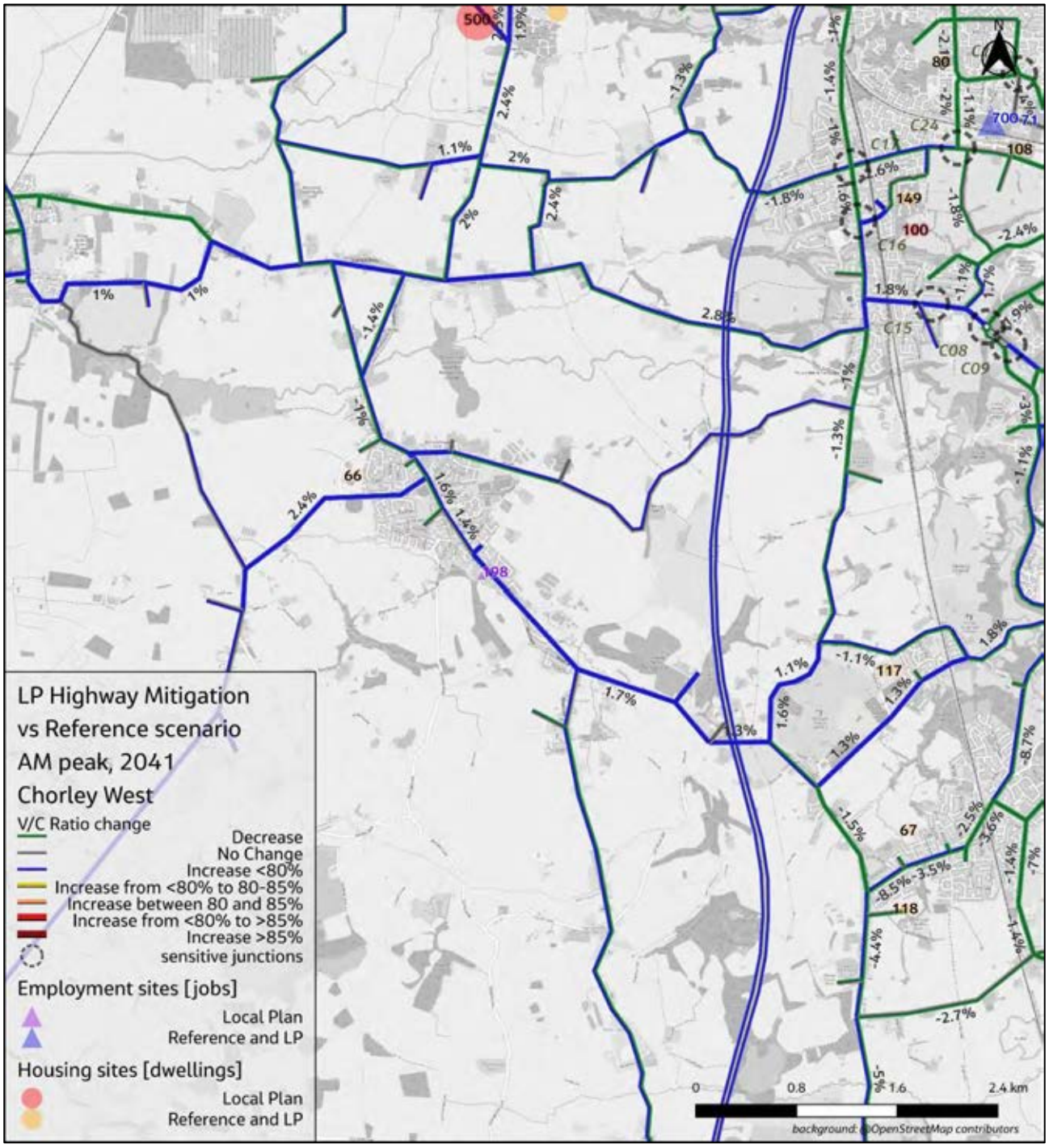


Figure H.2-82. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Chorley W

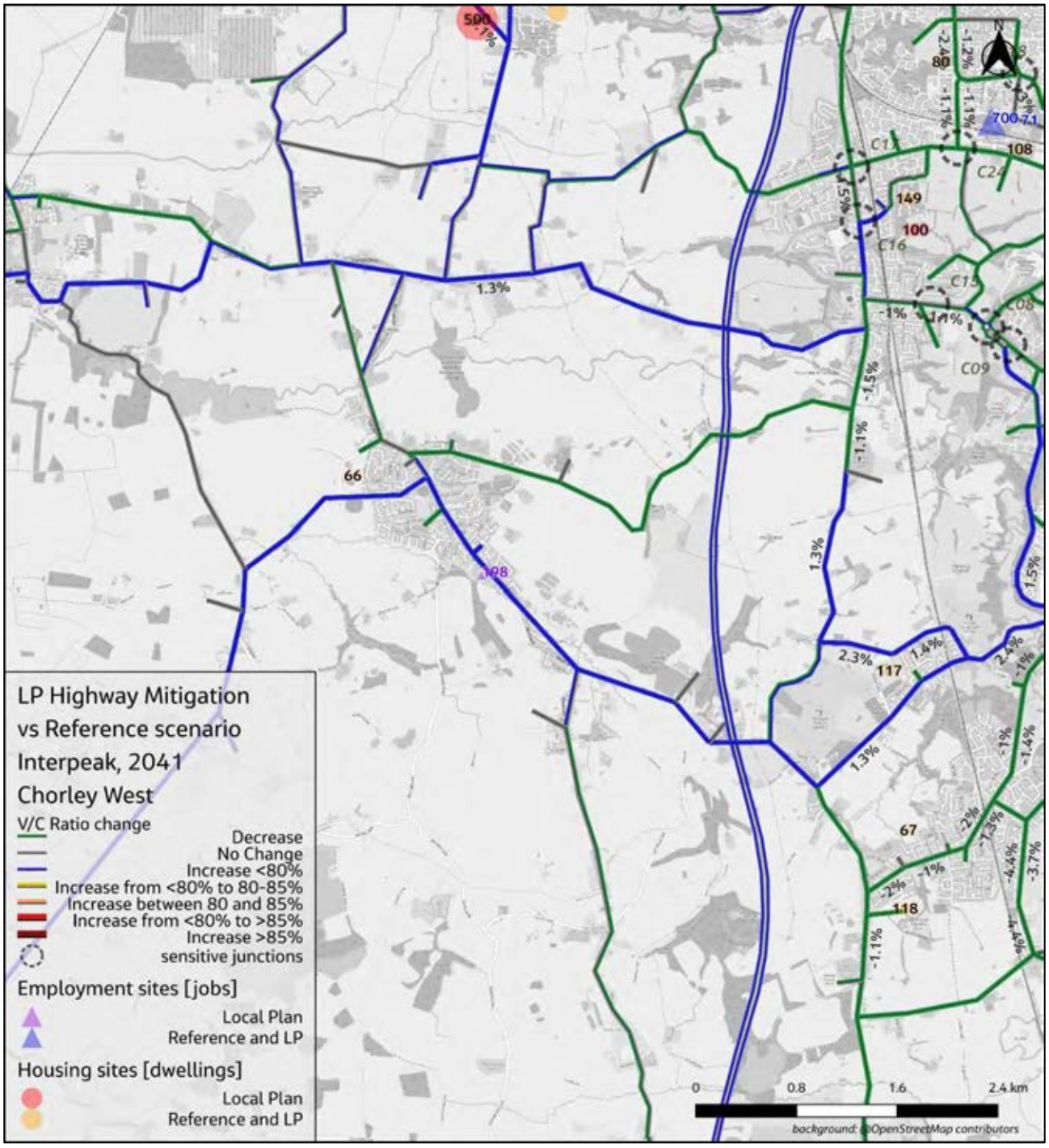


Figure H.2-83. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Chorley W

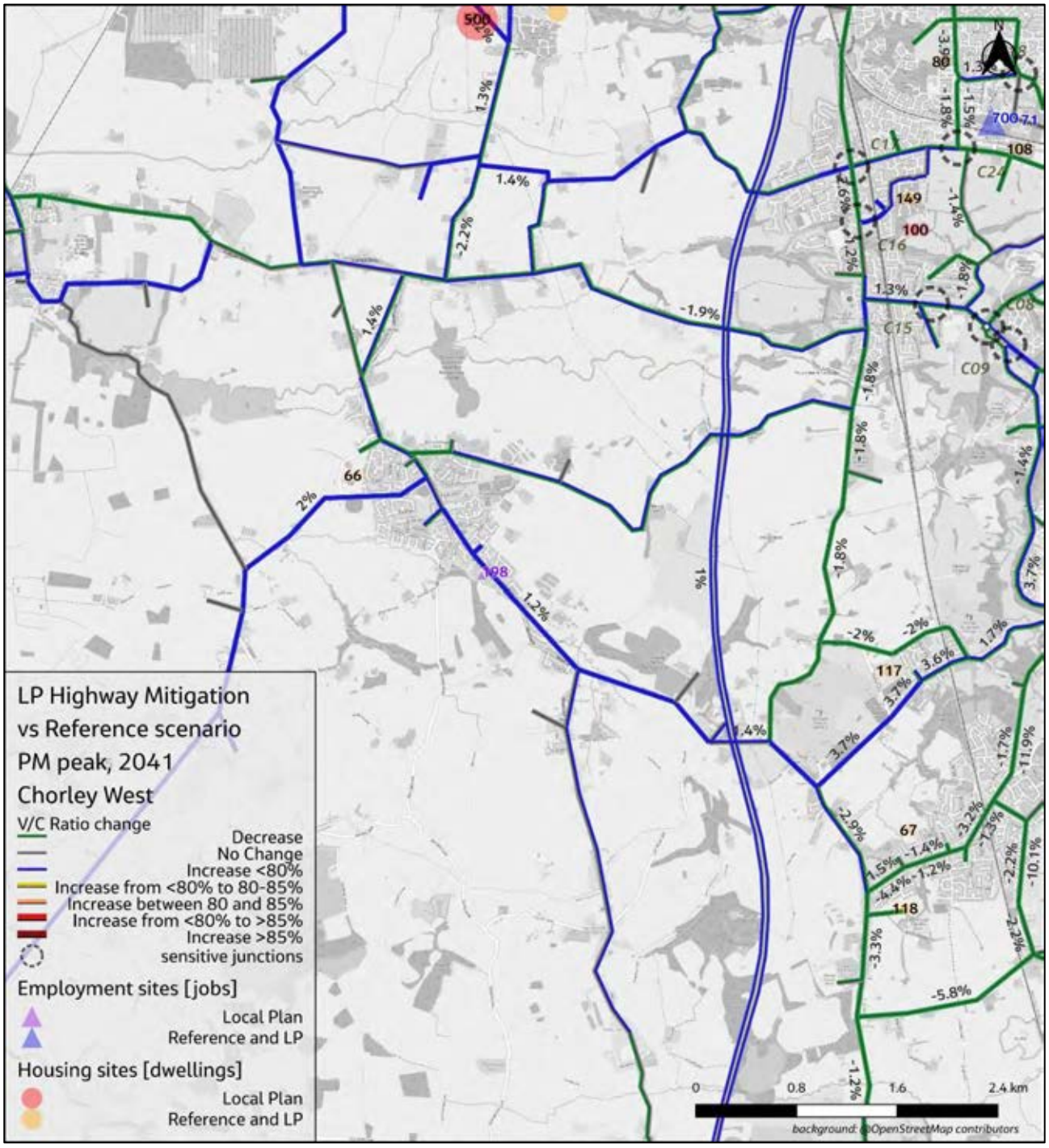


Figure H.2-84. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Chorley W

H.2.2 Preston

H.2.2.1 Scenario 4 V/C

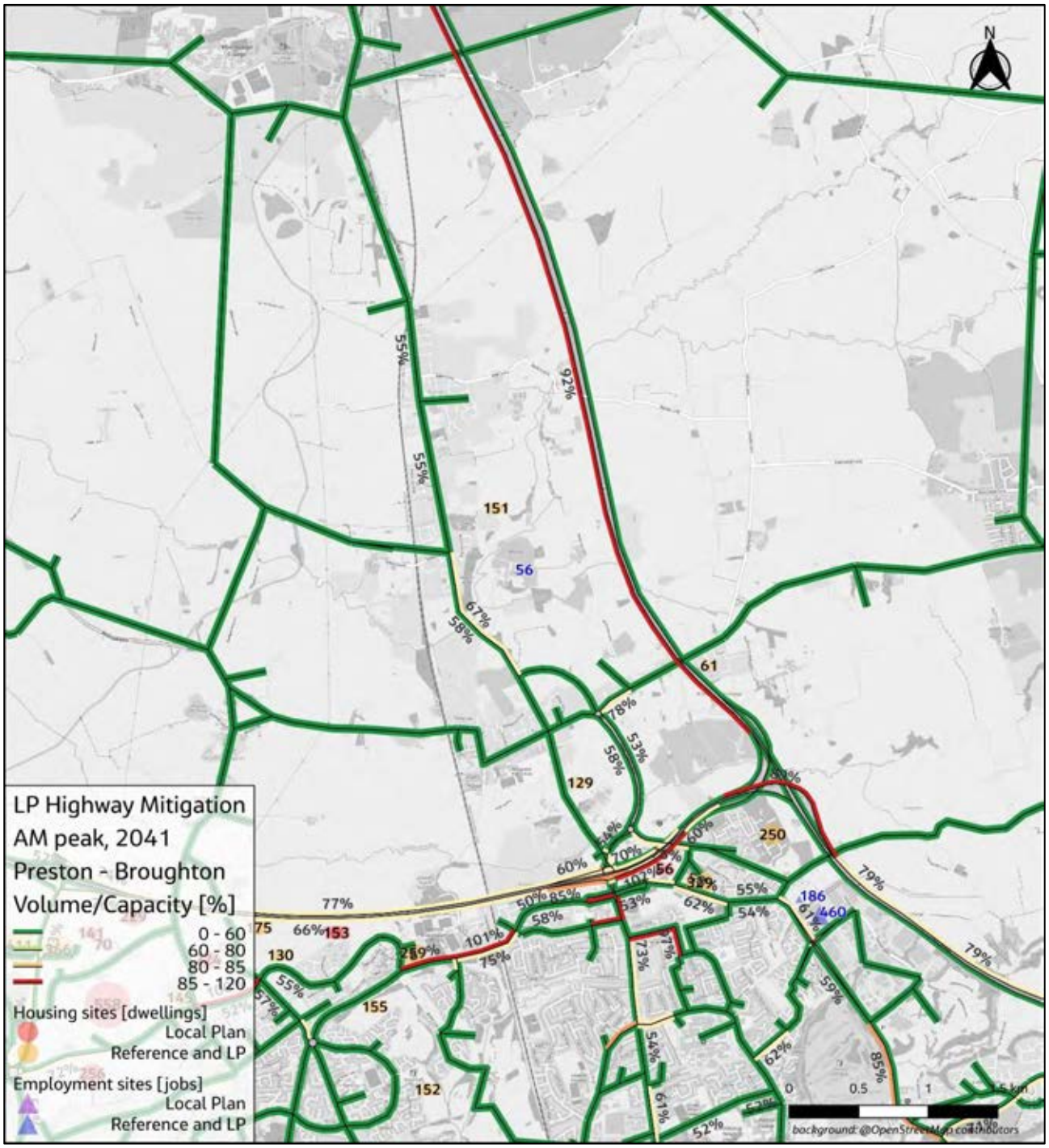


Figure H.2-85. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Preston Broughton

Figure H.2-86. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Preston Broughton

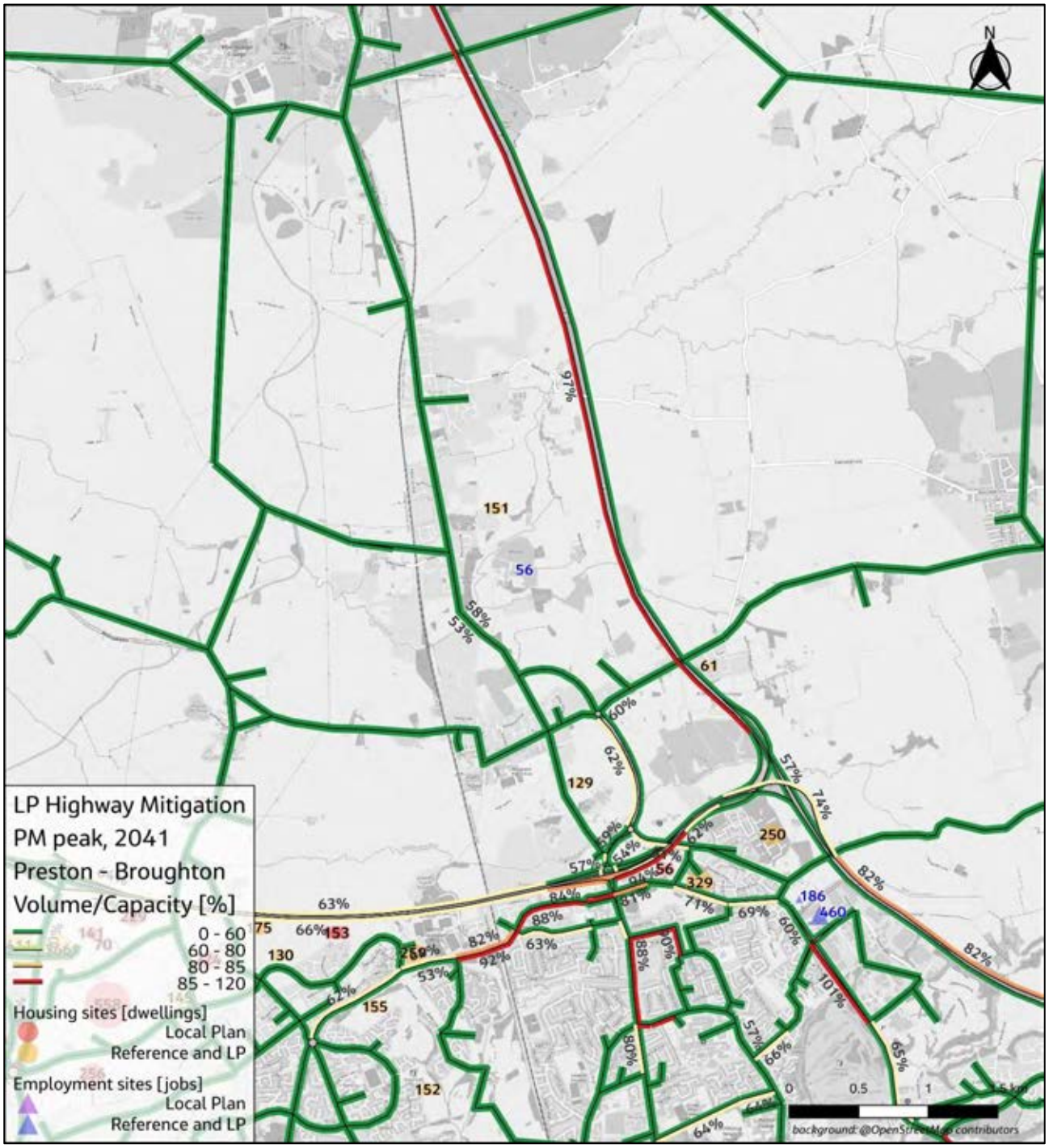


Figure H.2-87. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Preston Broughton

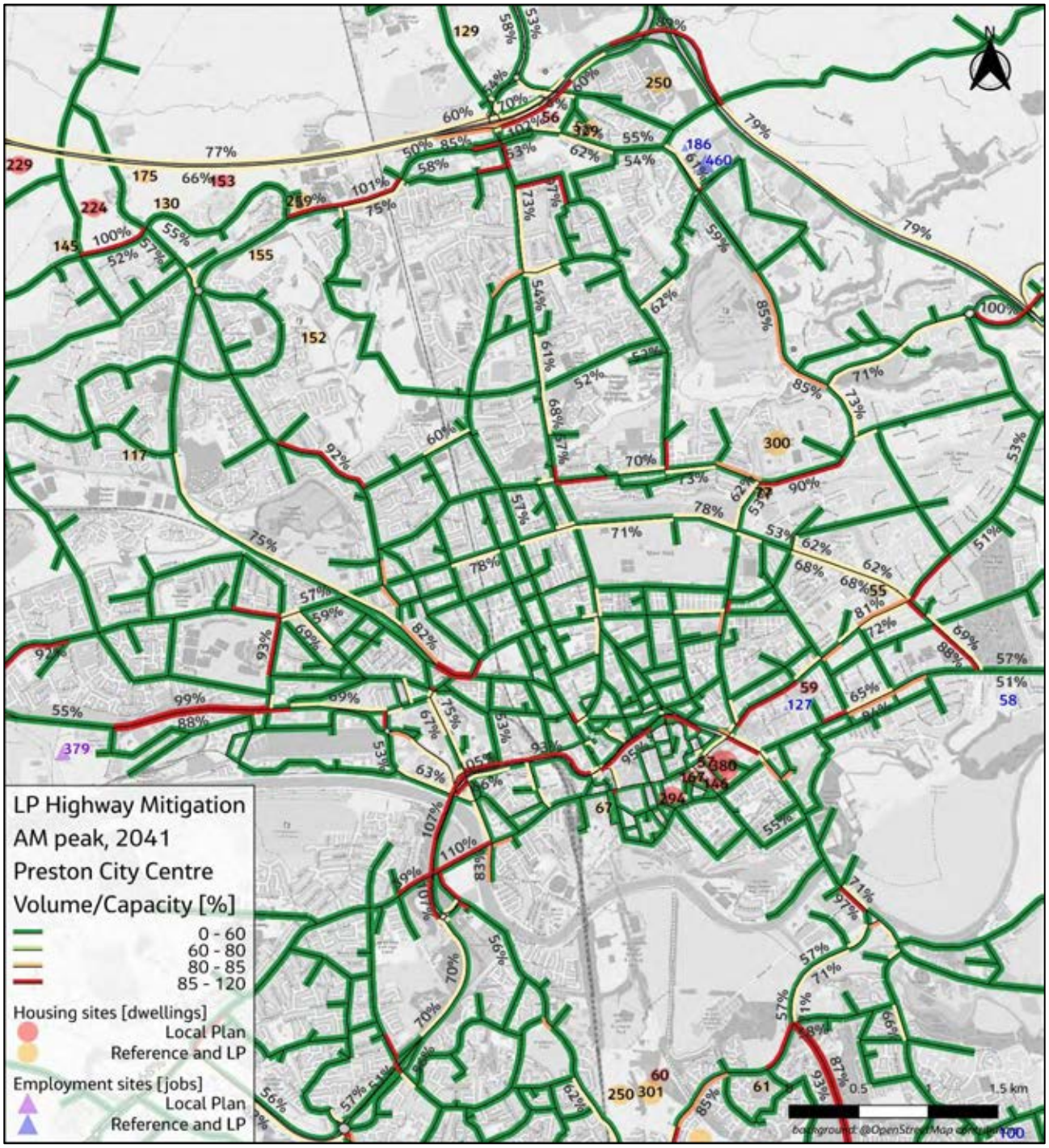


Figure H.2-88. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Preston CC

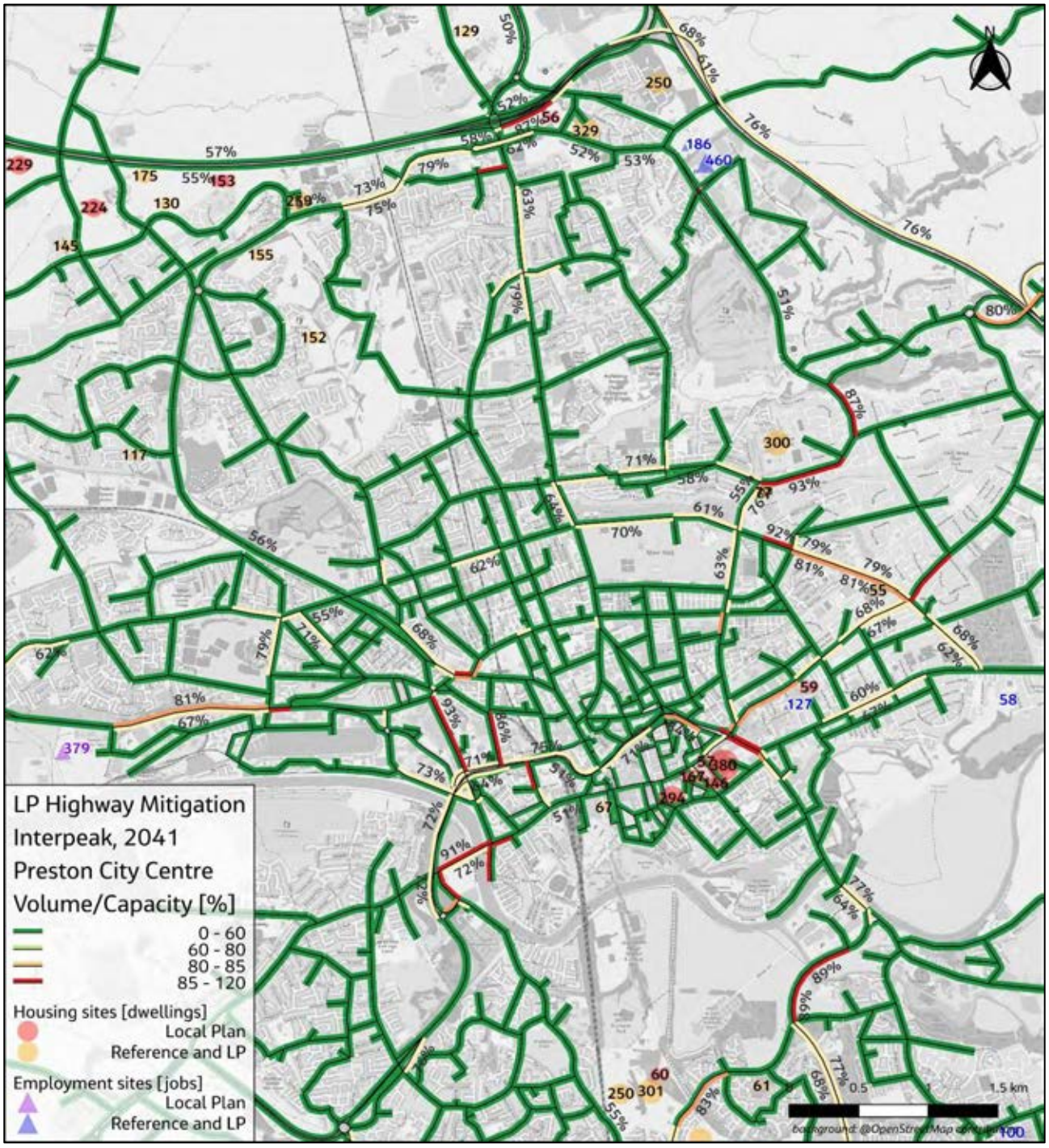


Figure H.2-89. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Preston CC

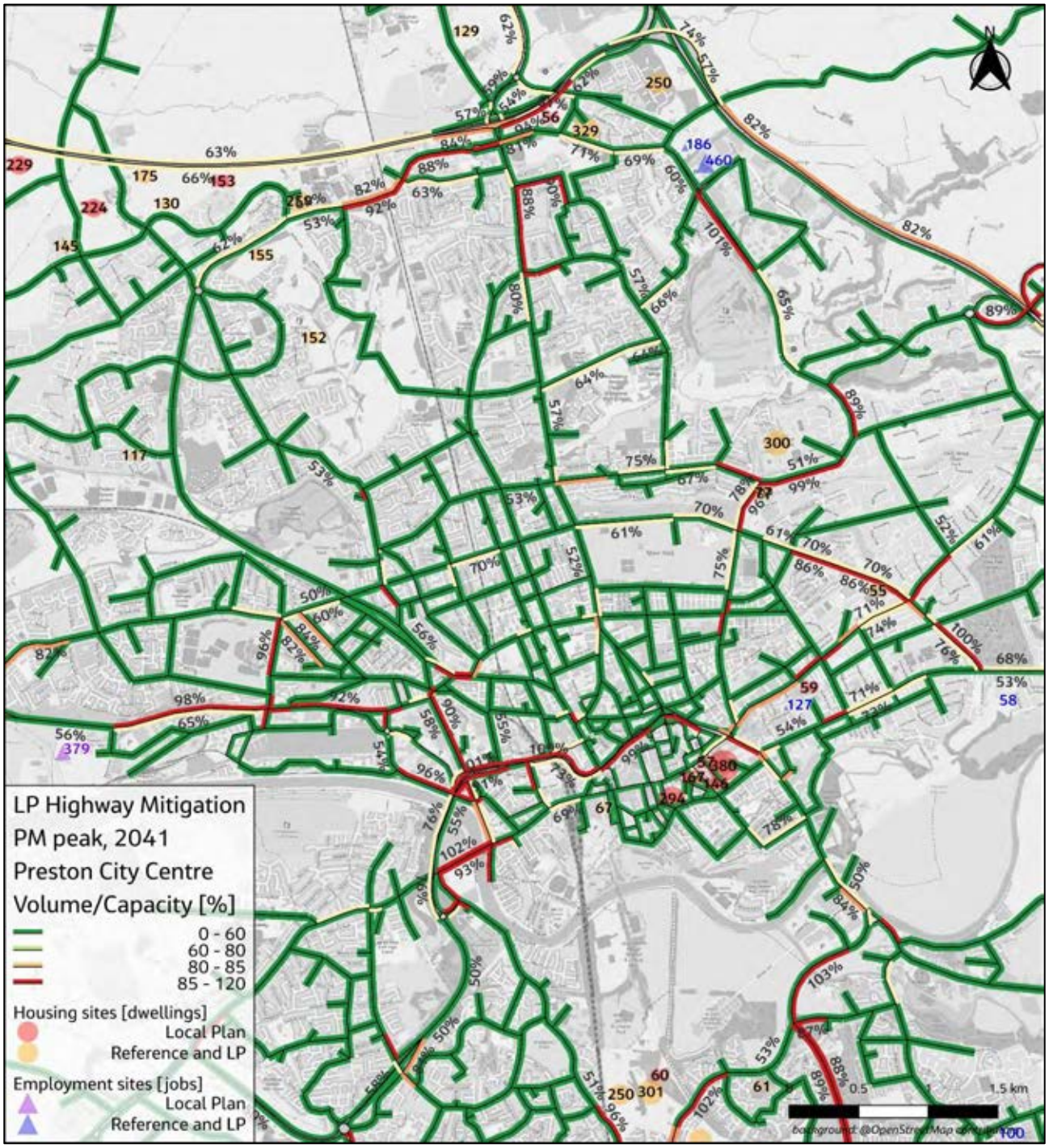


Figure H.2-90. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Preston CC

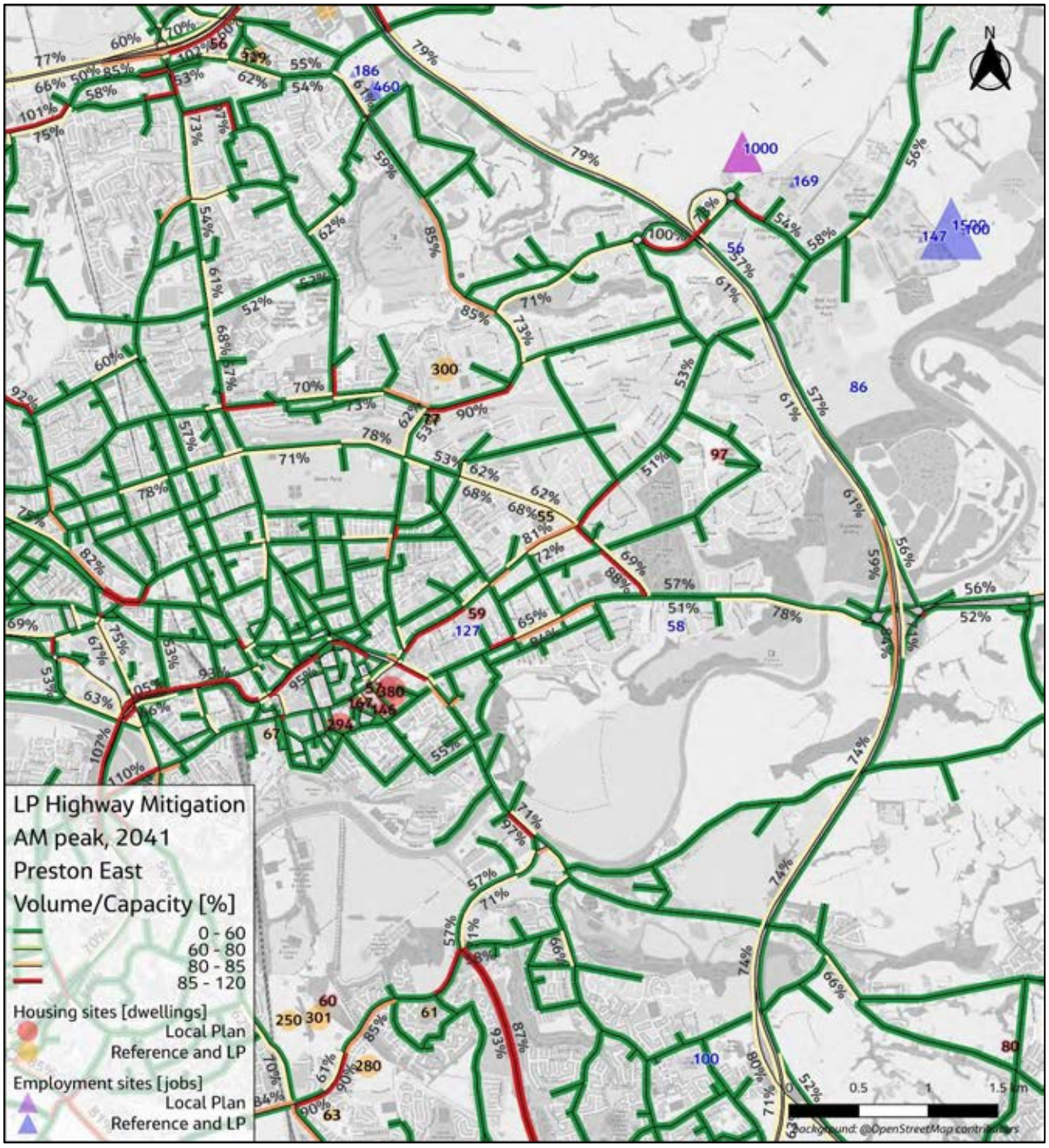


Figure H.2-91. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Preston E

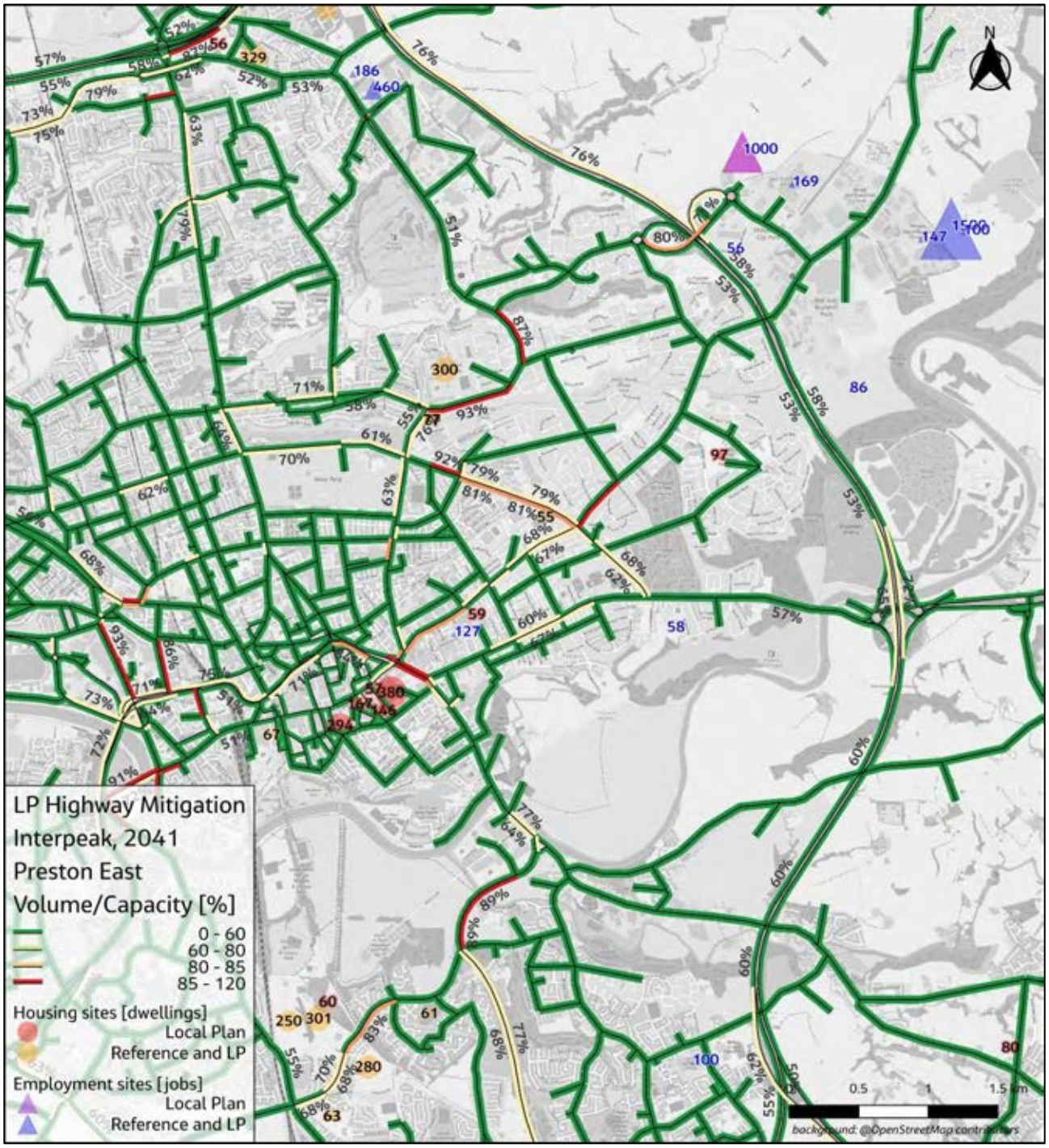


Figure H.2-92. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Preston E

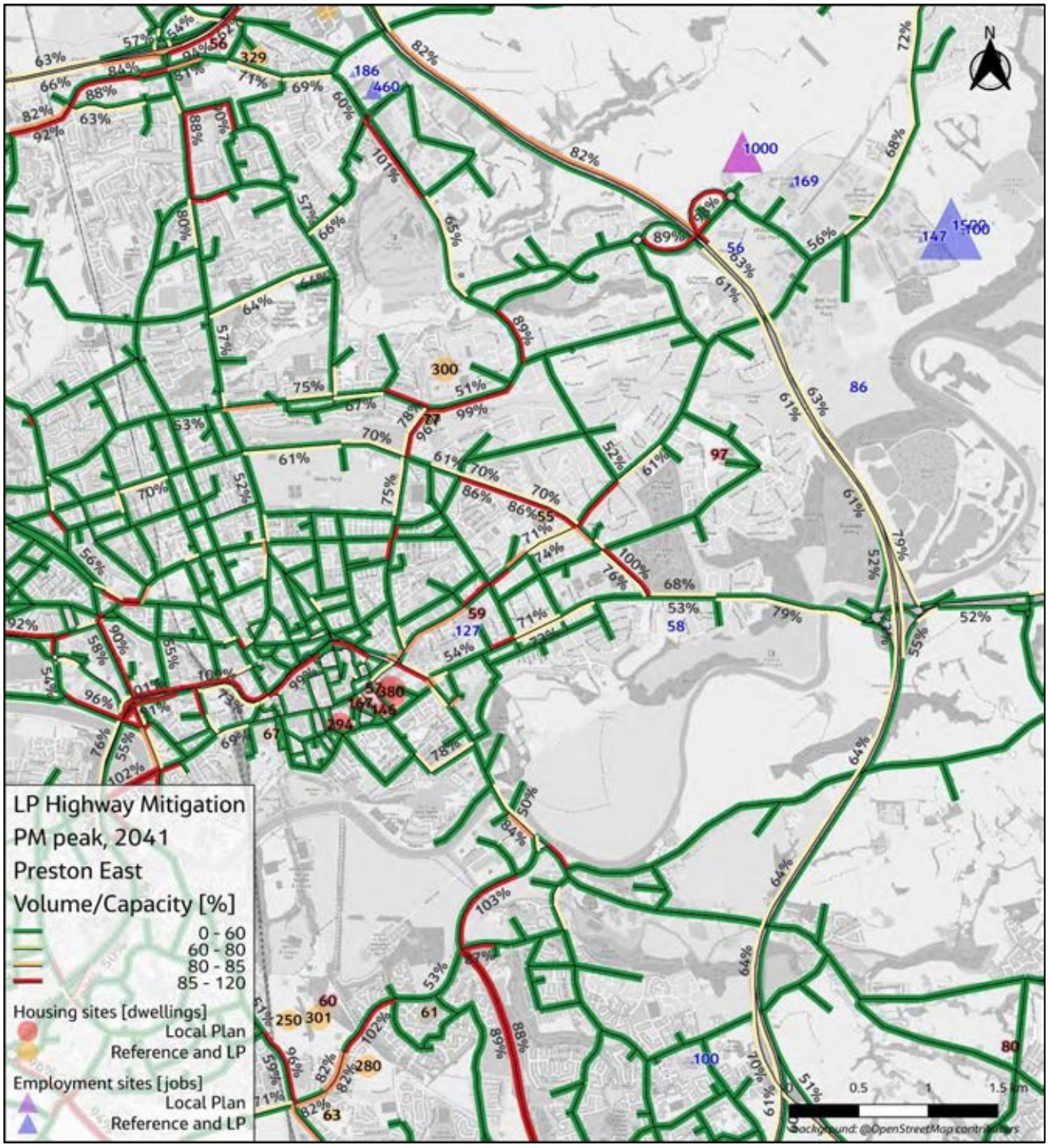


Figure H.2-93. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Preston E

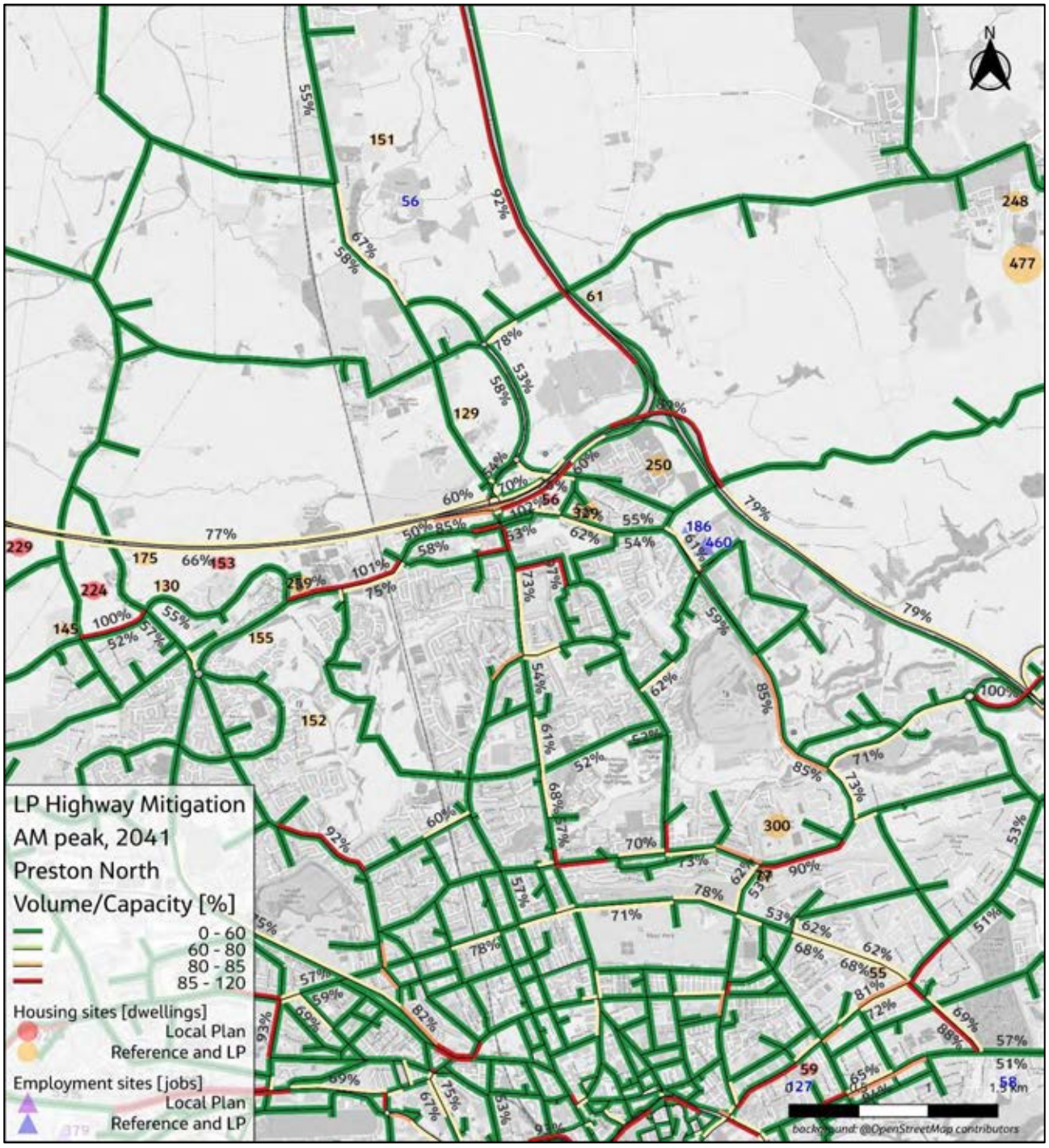


Figure H.2-94. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Preston N

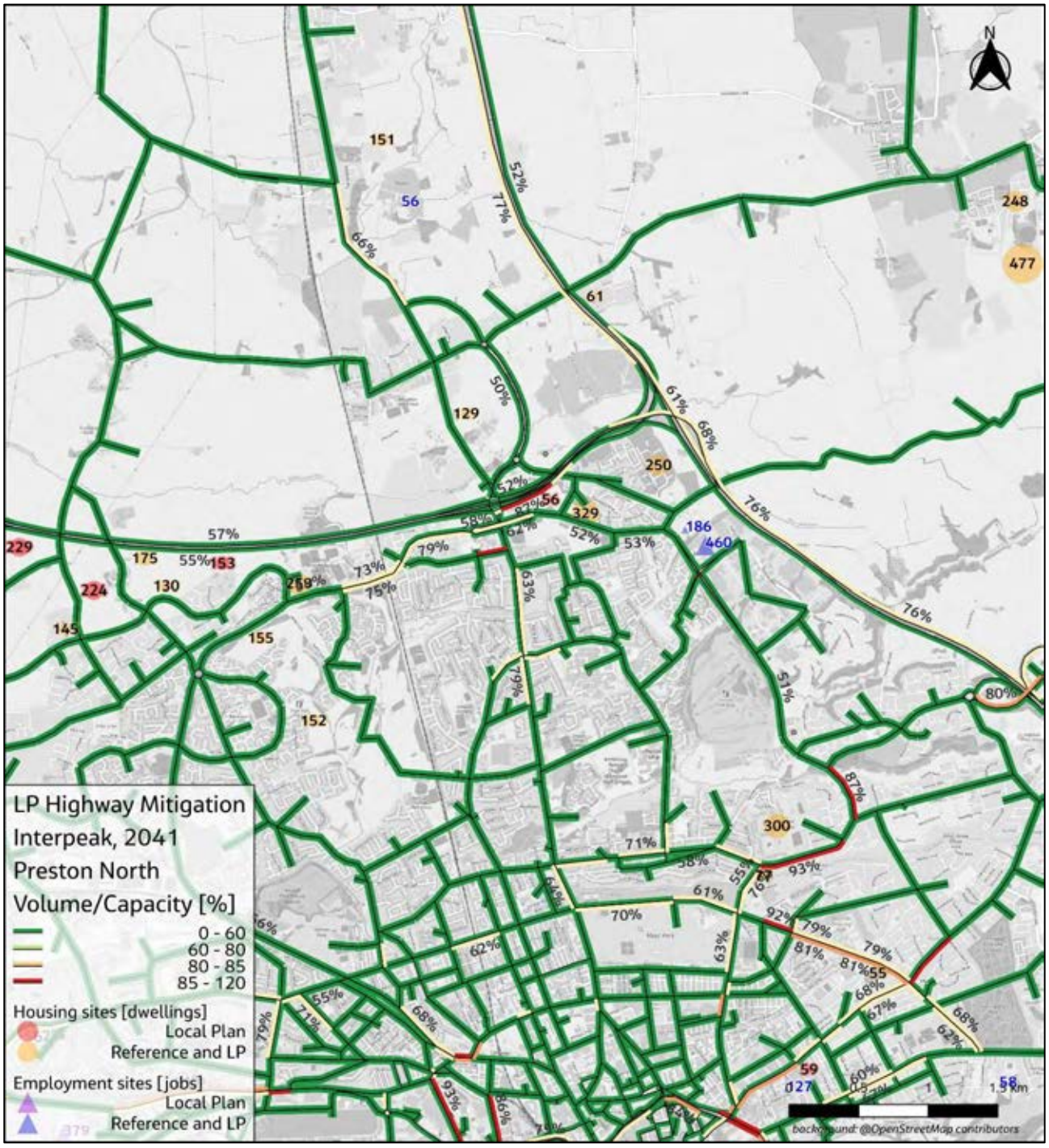


Figure H.2-95. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Preston N

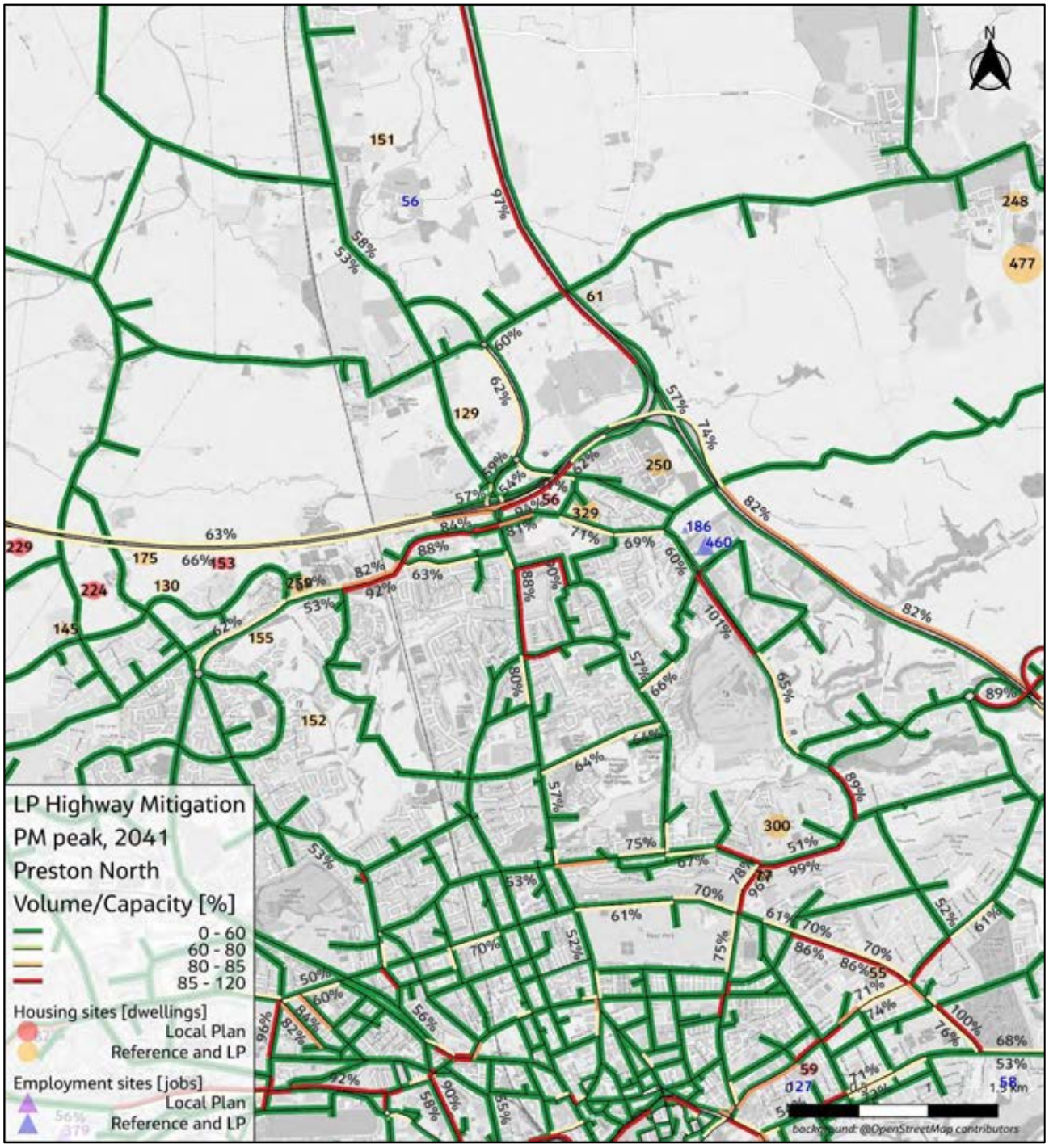


Figure H.2-96. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Preston N

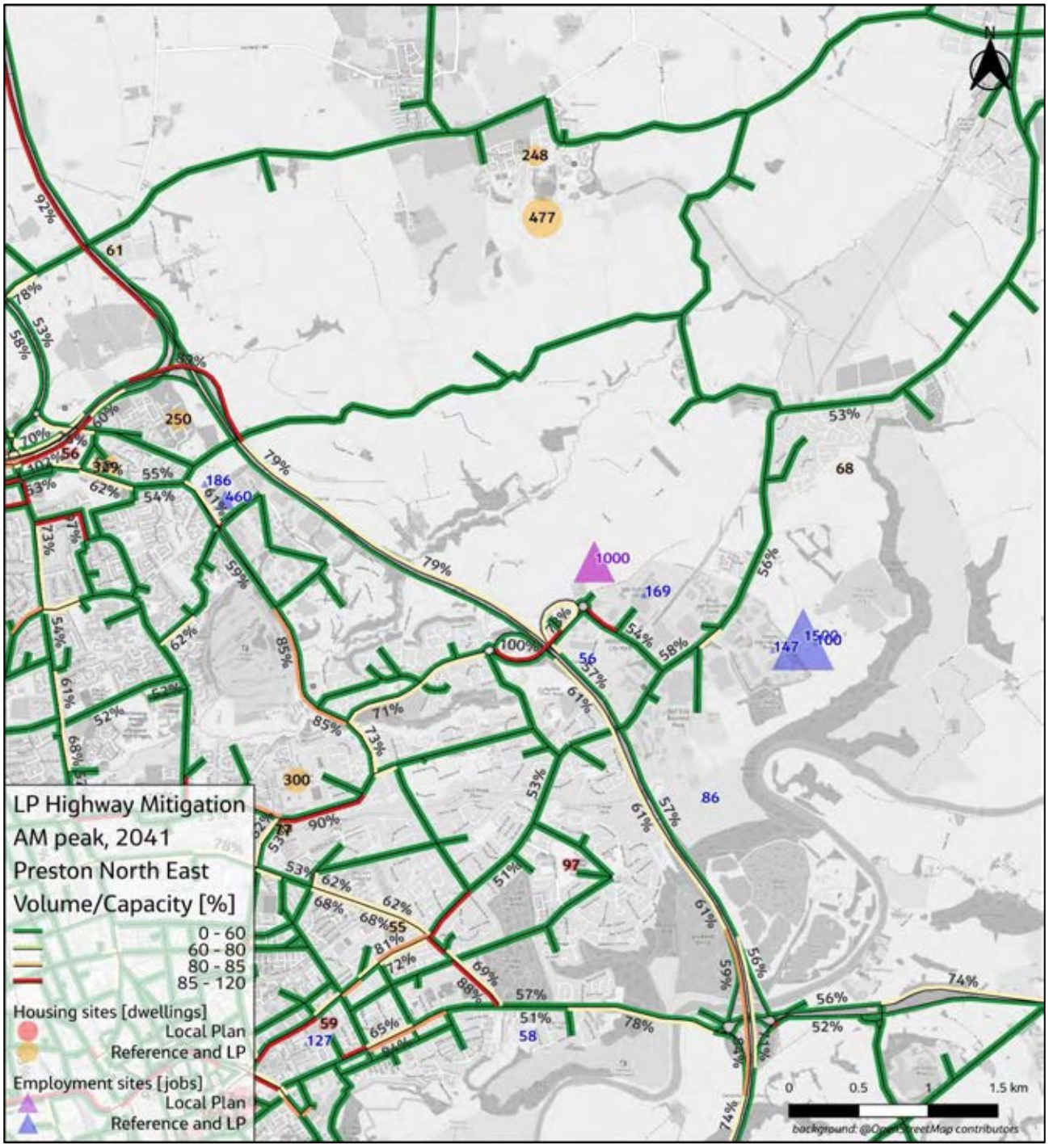


Figure H.2-97. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Preston NE

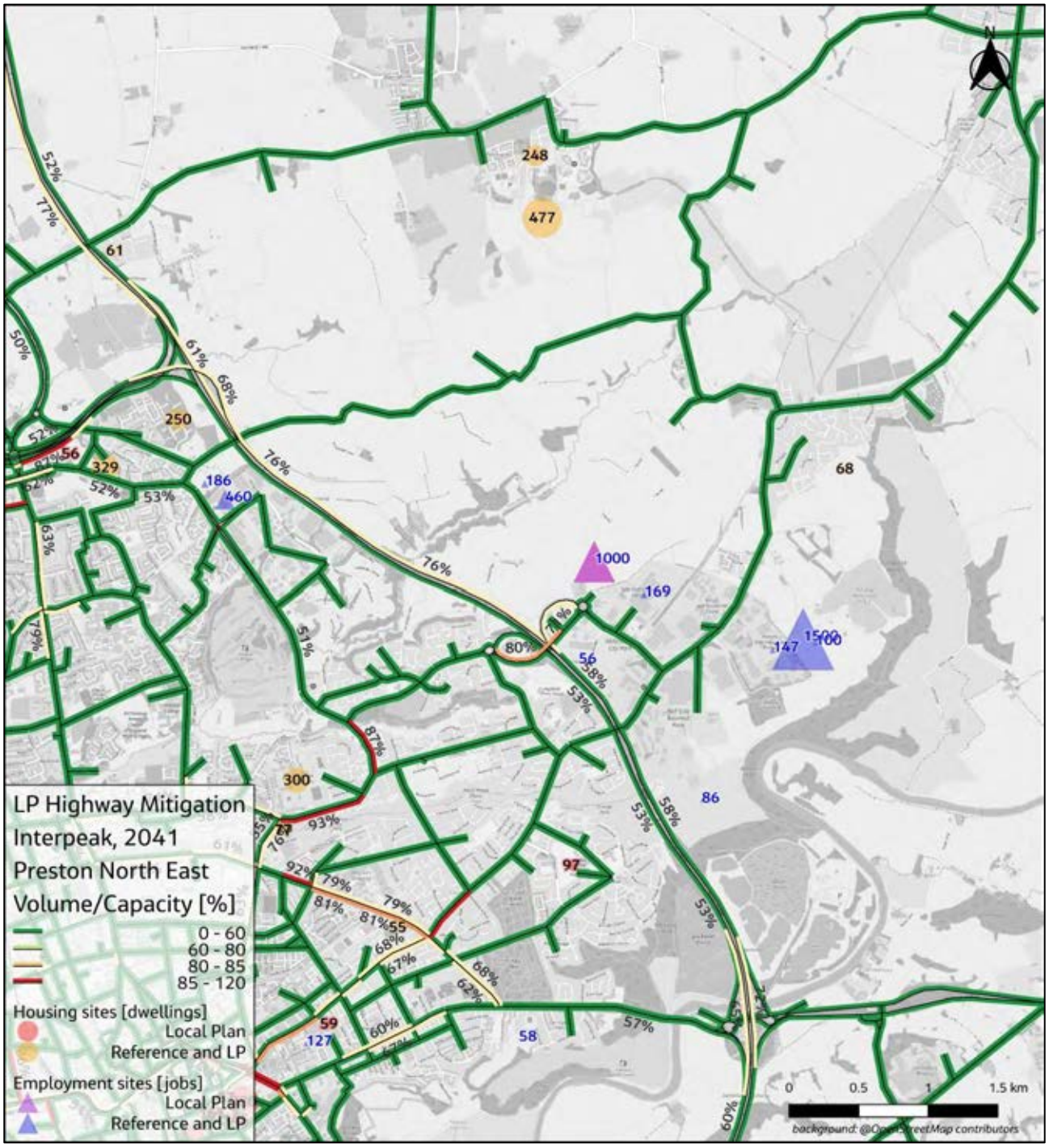


Figure H.2-98. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Preston NE

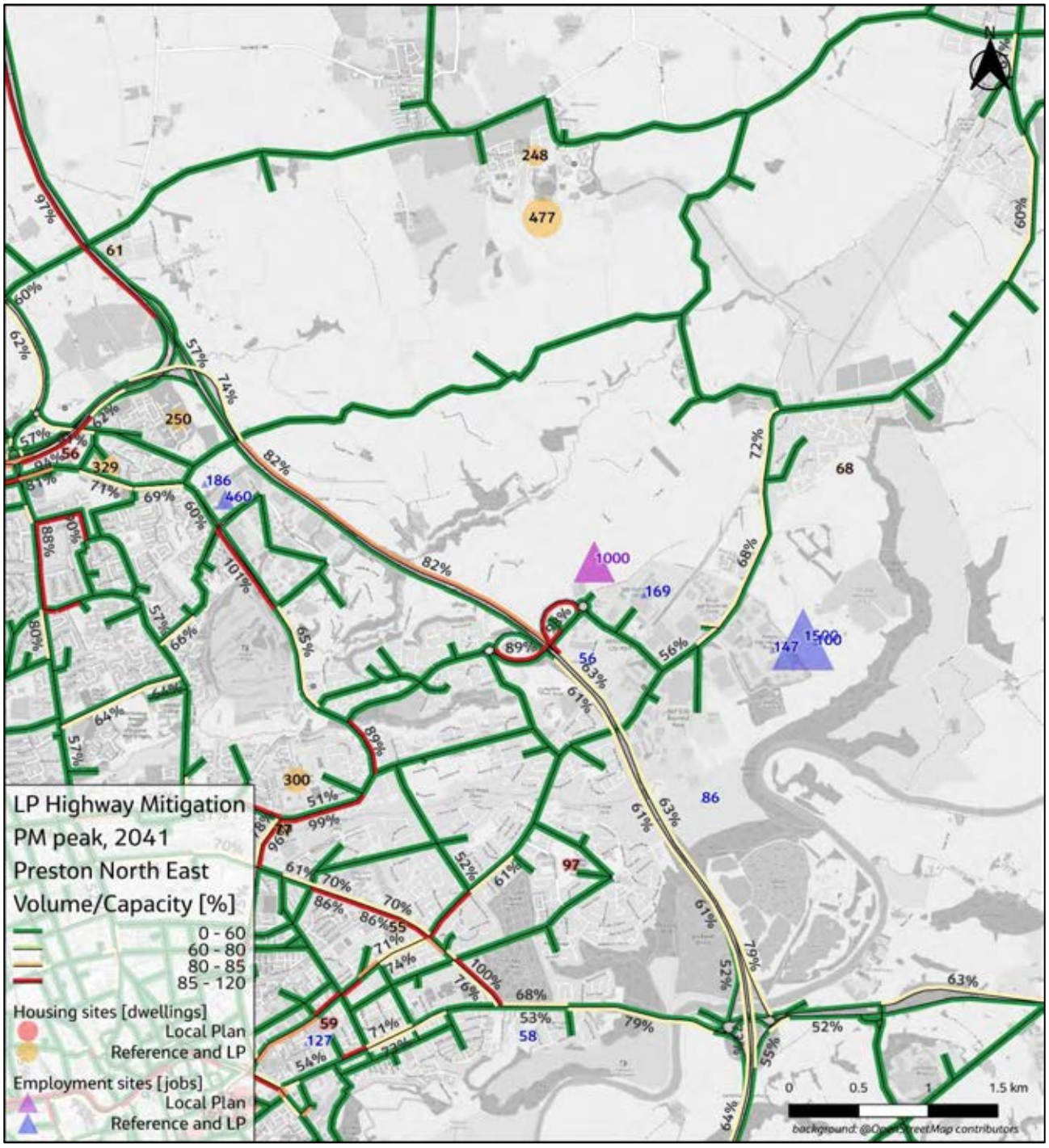


Figure H.2-99. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Preston NE

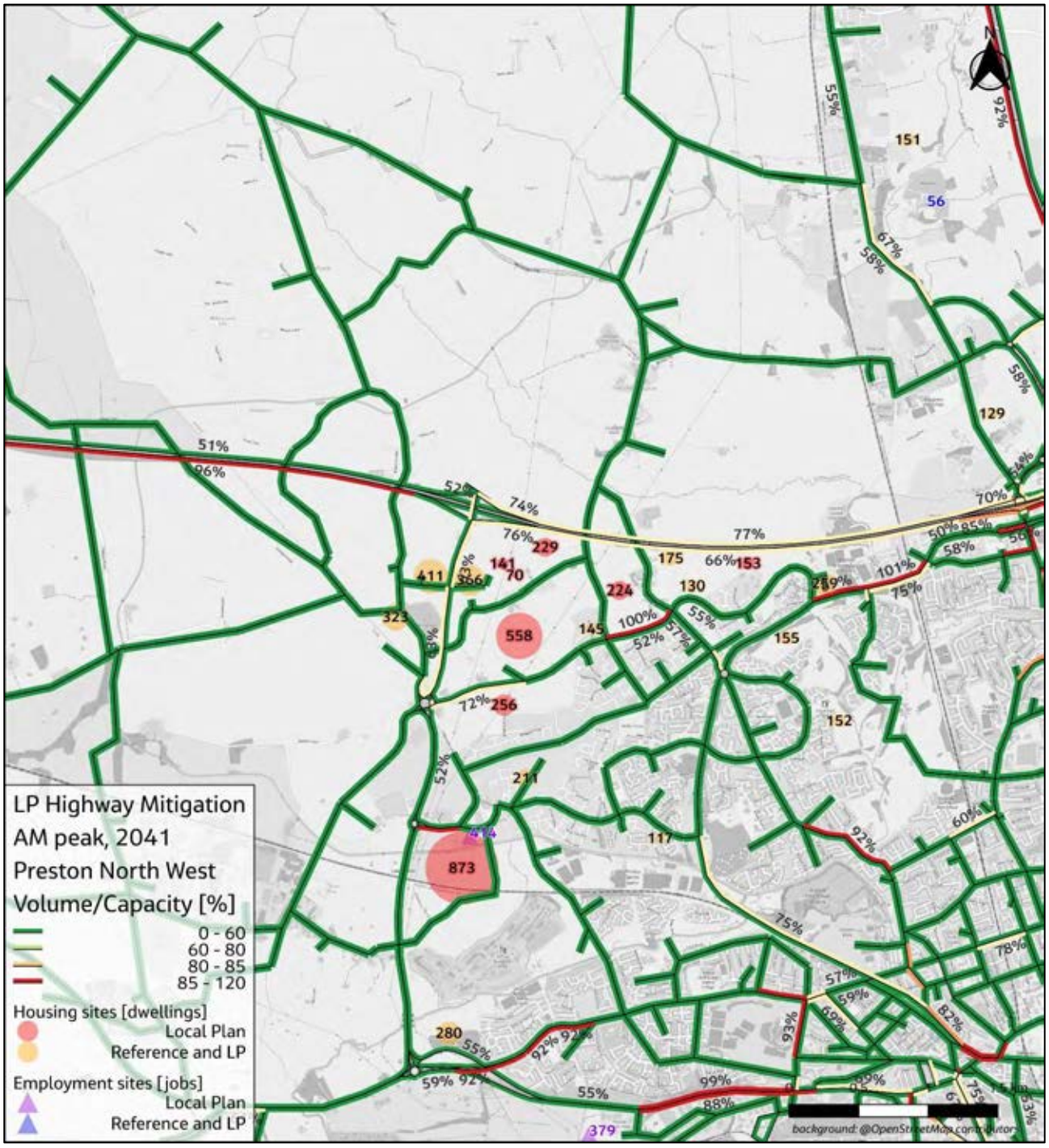


Figure H.2-100. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Preston NW

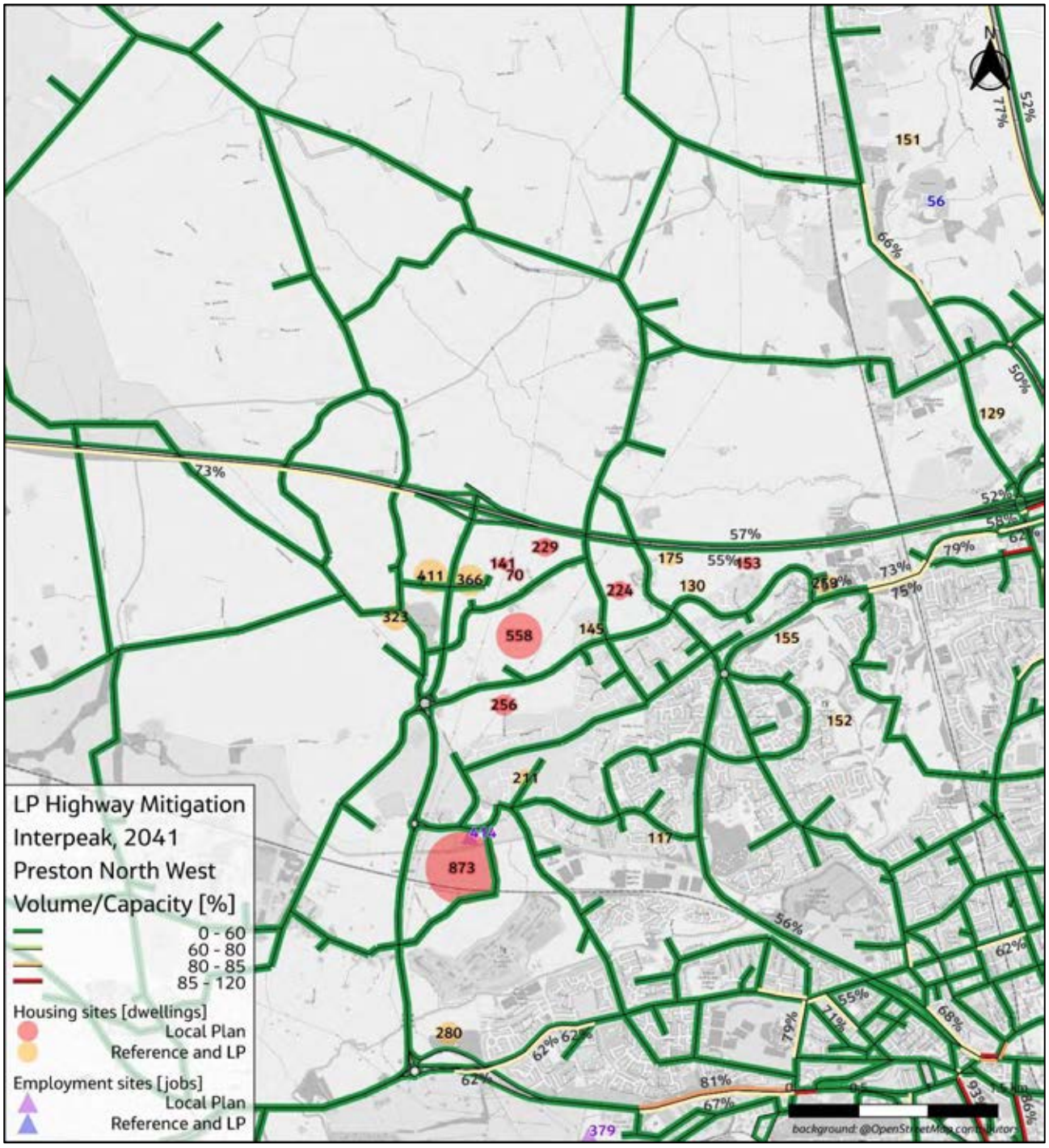


Figure H.2-101. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Preston NW

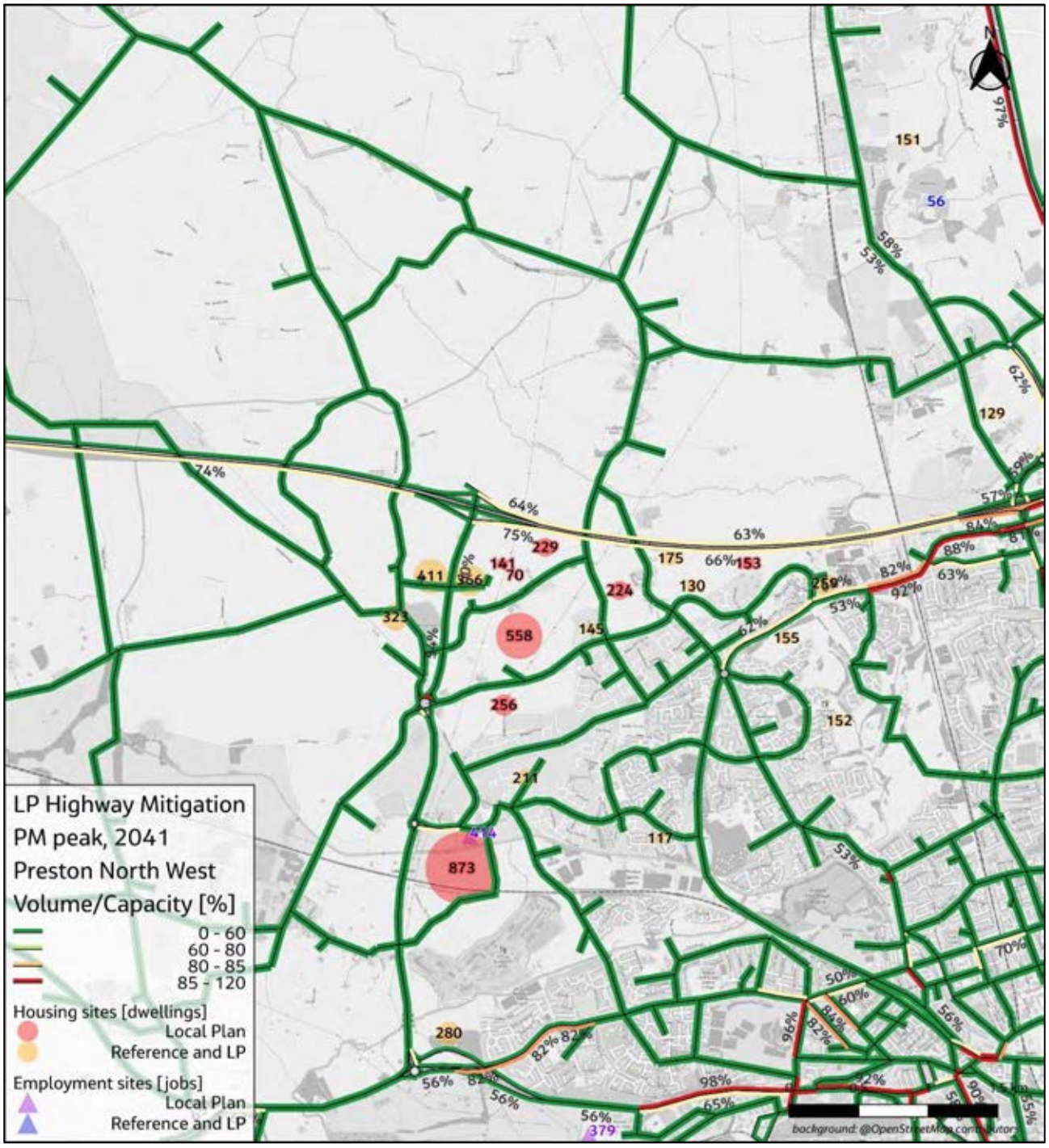


Figure H.2-102. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Preston NW

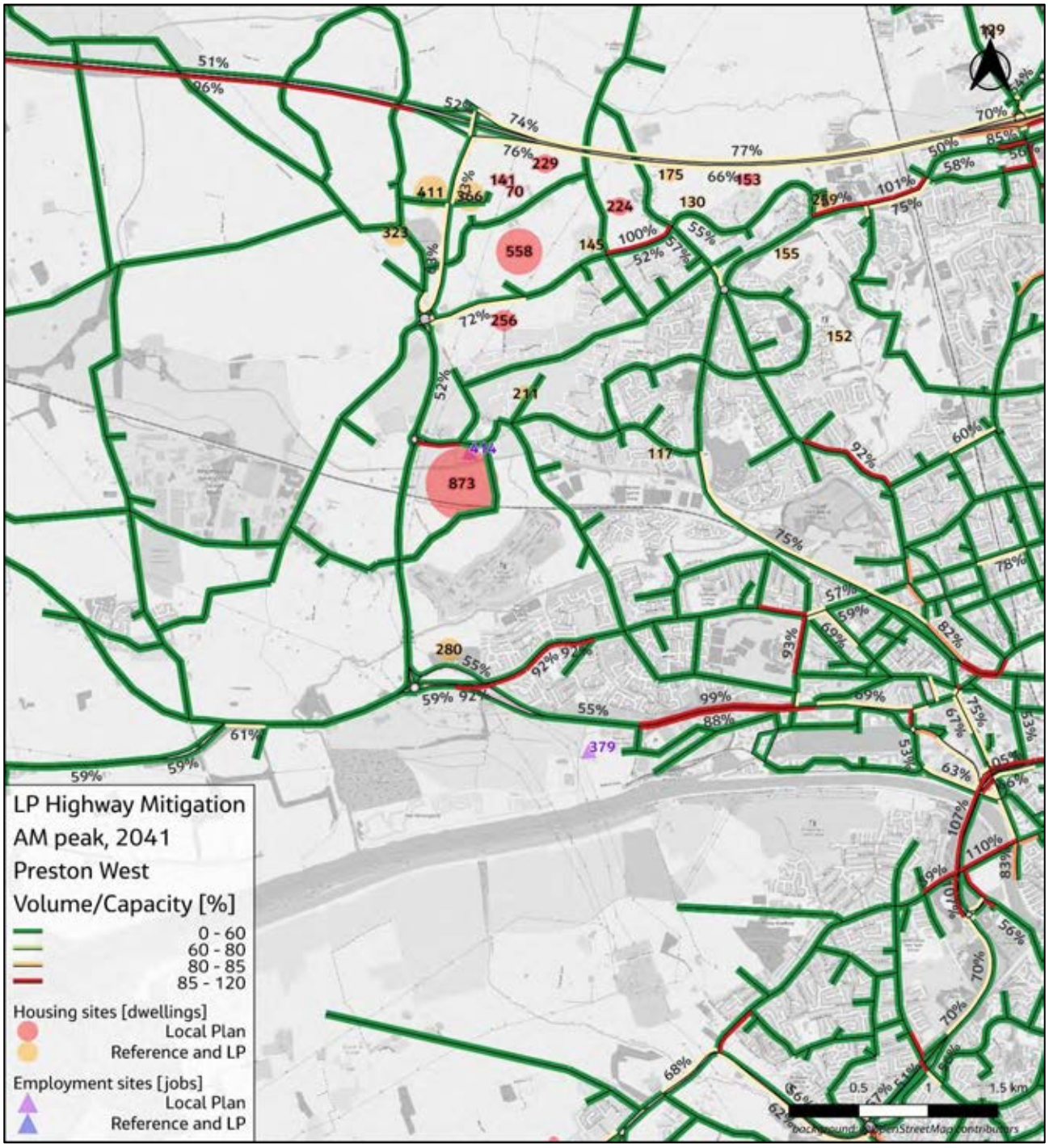


Figure H.2-103. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, Preston W

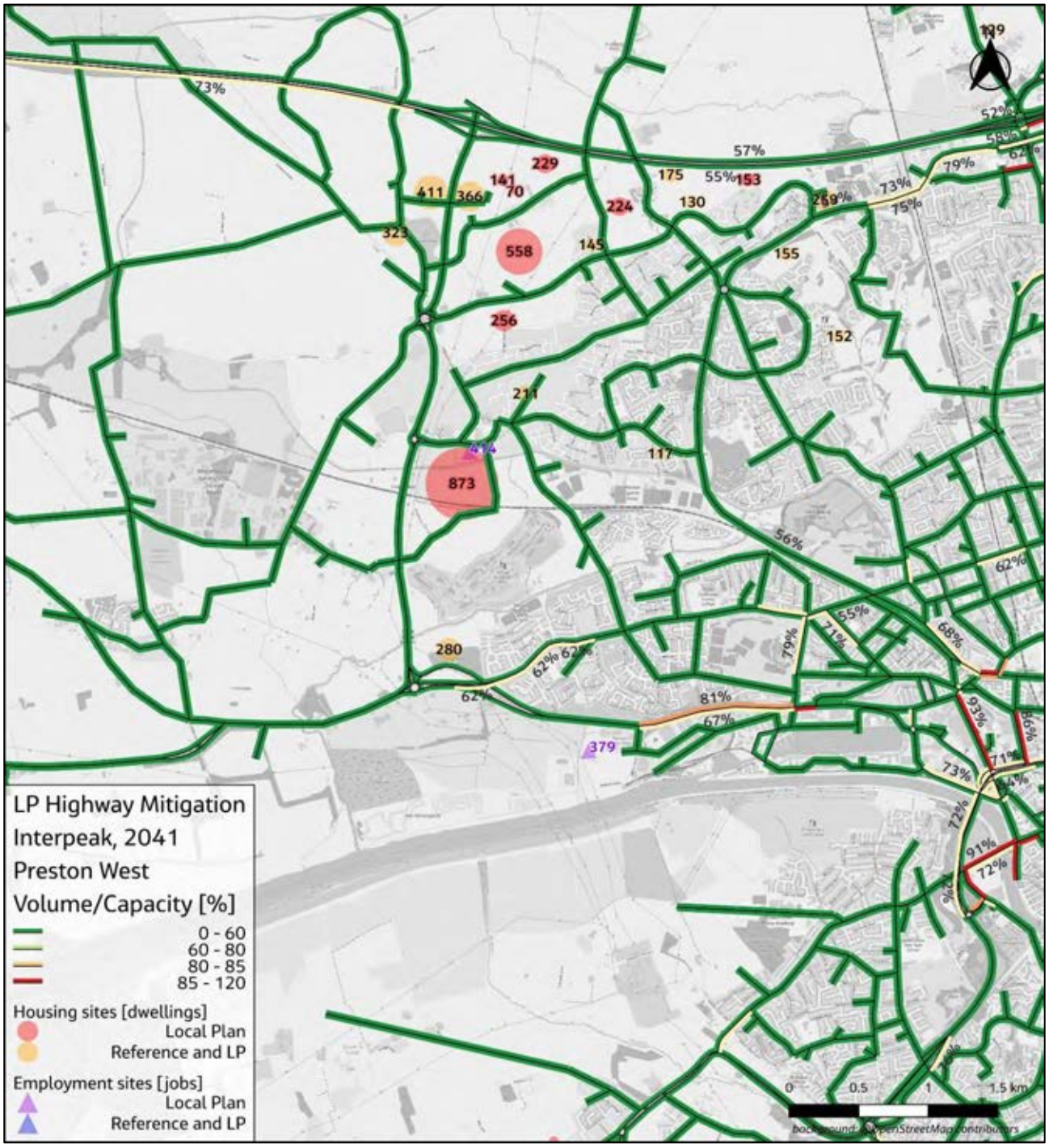


Figure H.2-104. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, Preston W

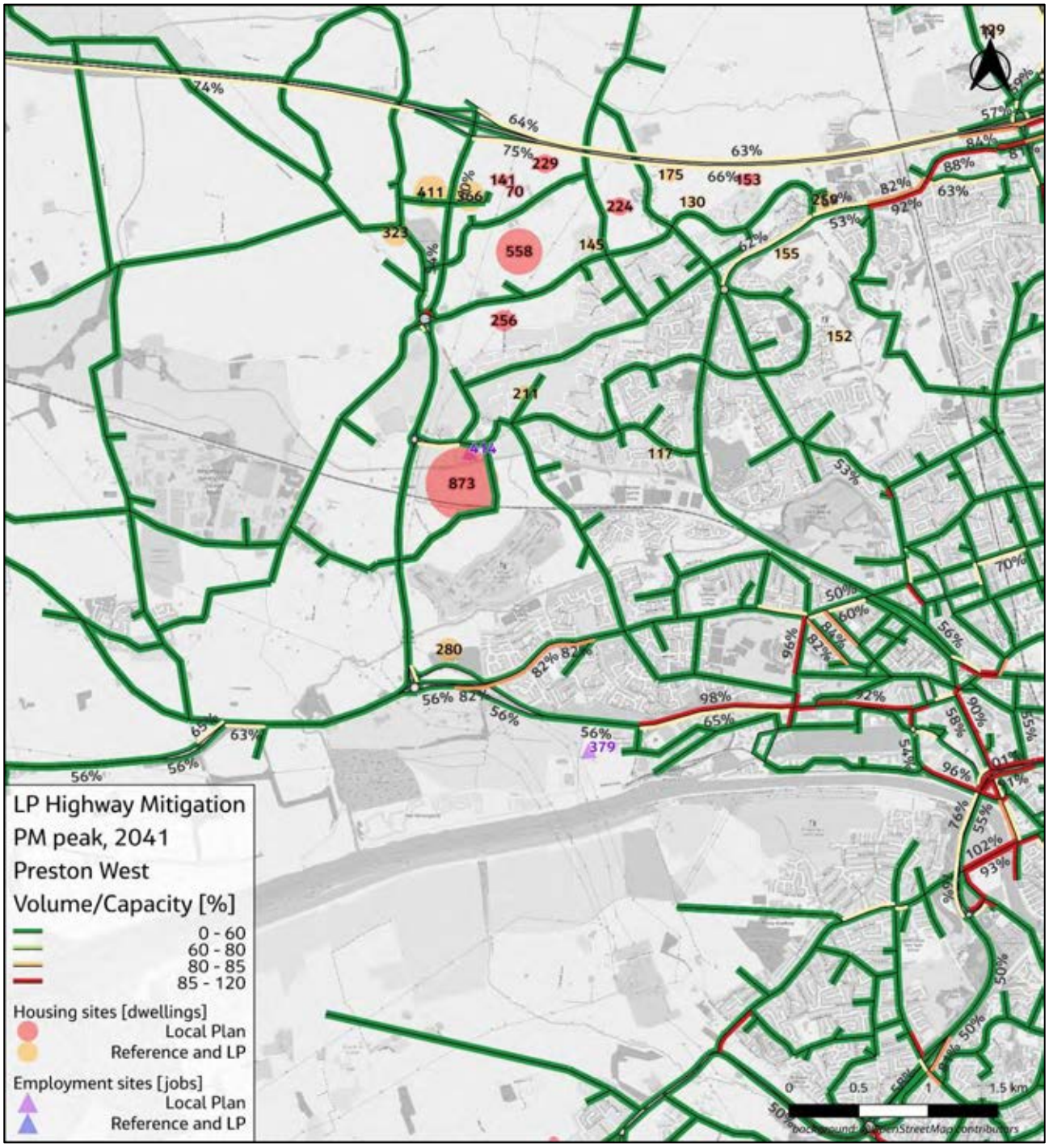


Figure H.2-105. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, Preston W

H.2.2.2 Local Plan Impact with highway mitigation vs Reference Case – Comparison with Scenario 1

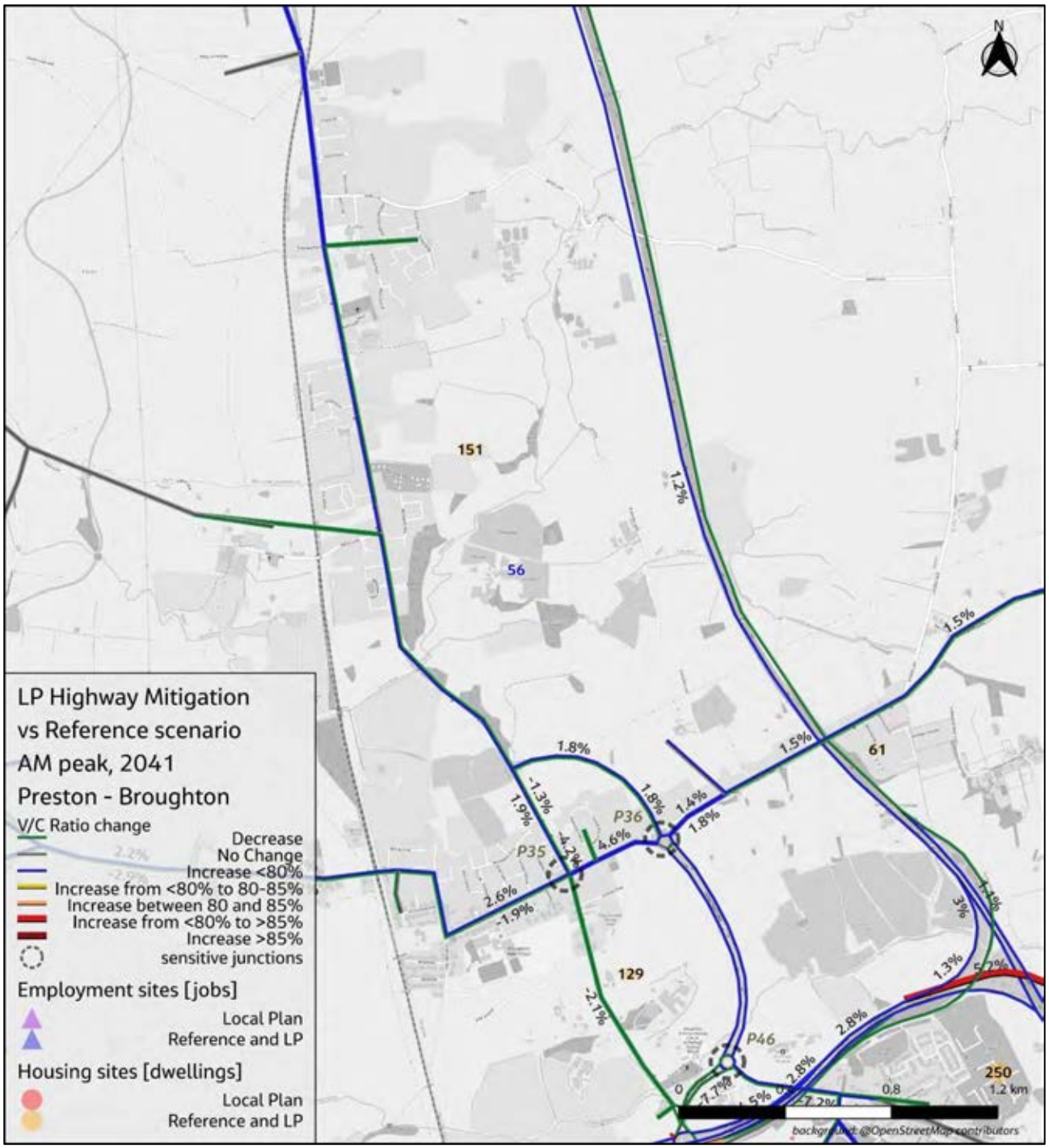


Figure H.2-106. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston Broughton

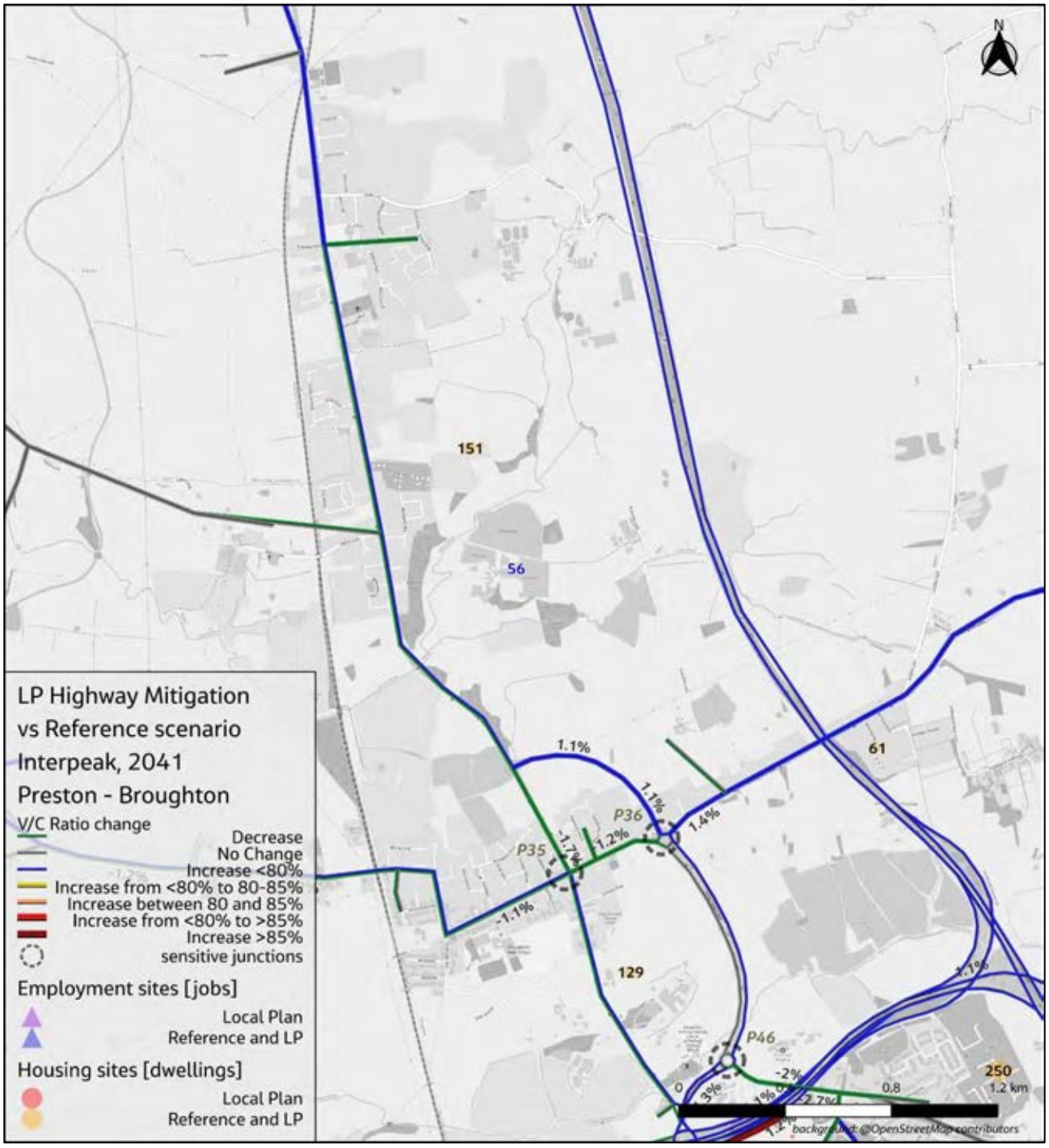


Figure H.2-107. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston Broughton

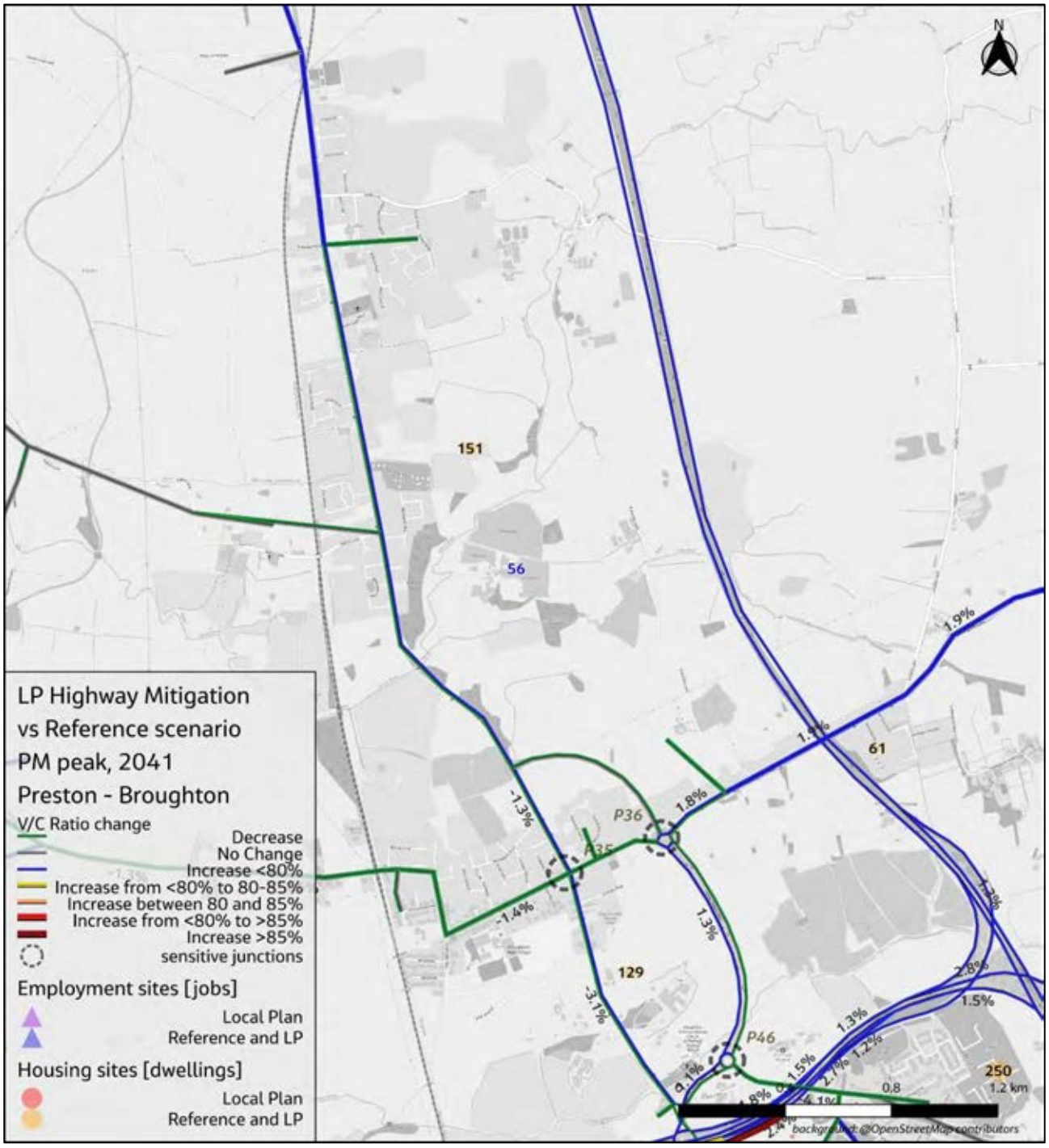


Figure H.2-108. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston Broughton

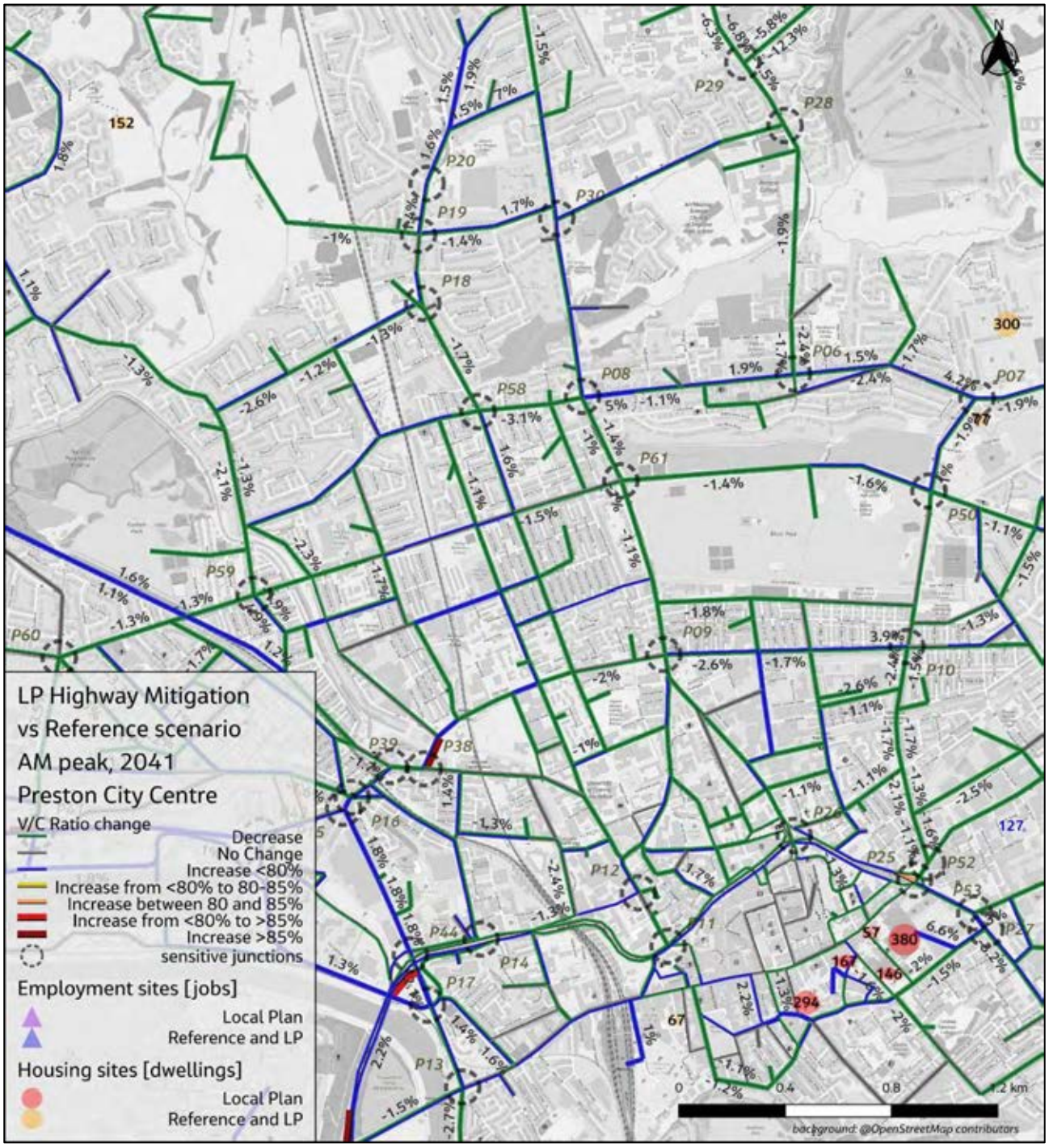


Figure H.2-109. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston CC

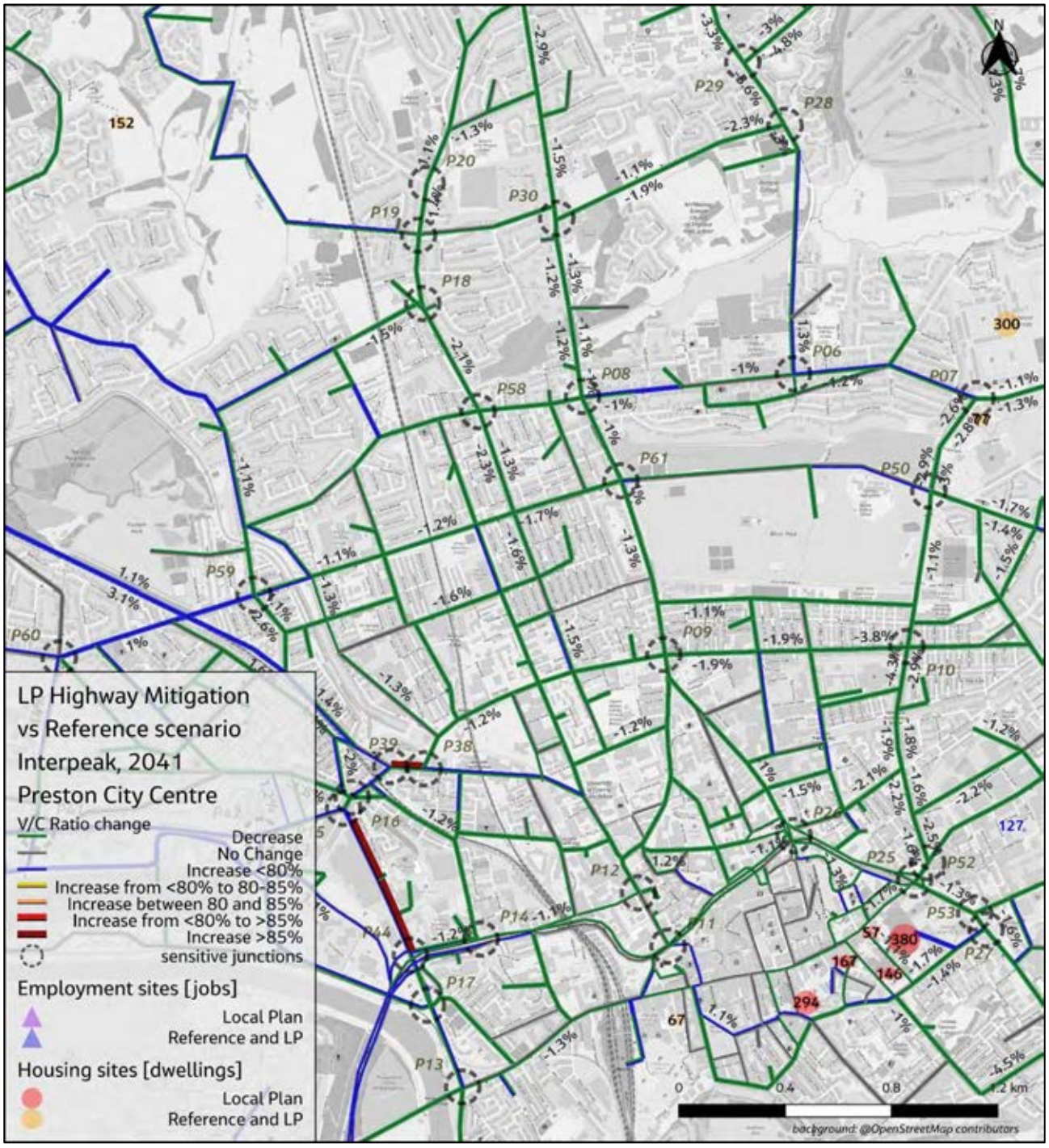


Figure H.2-110. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston CC

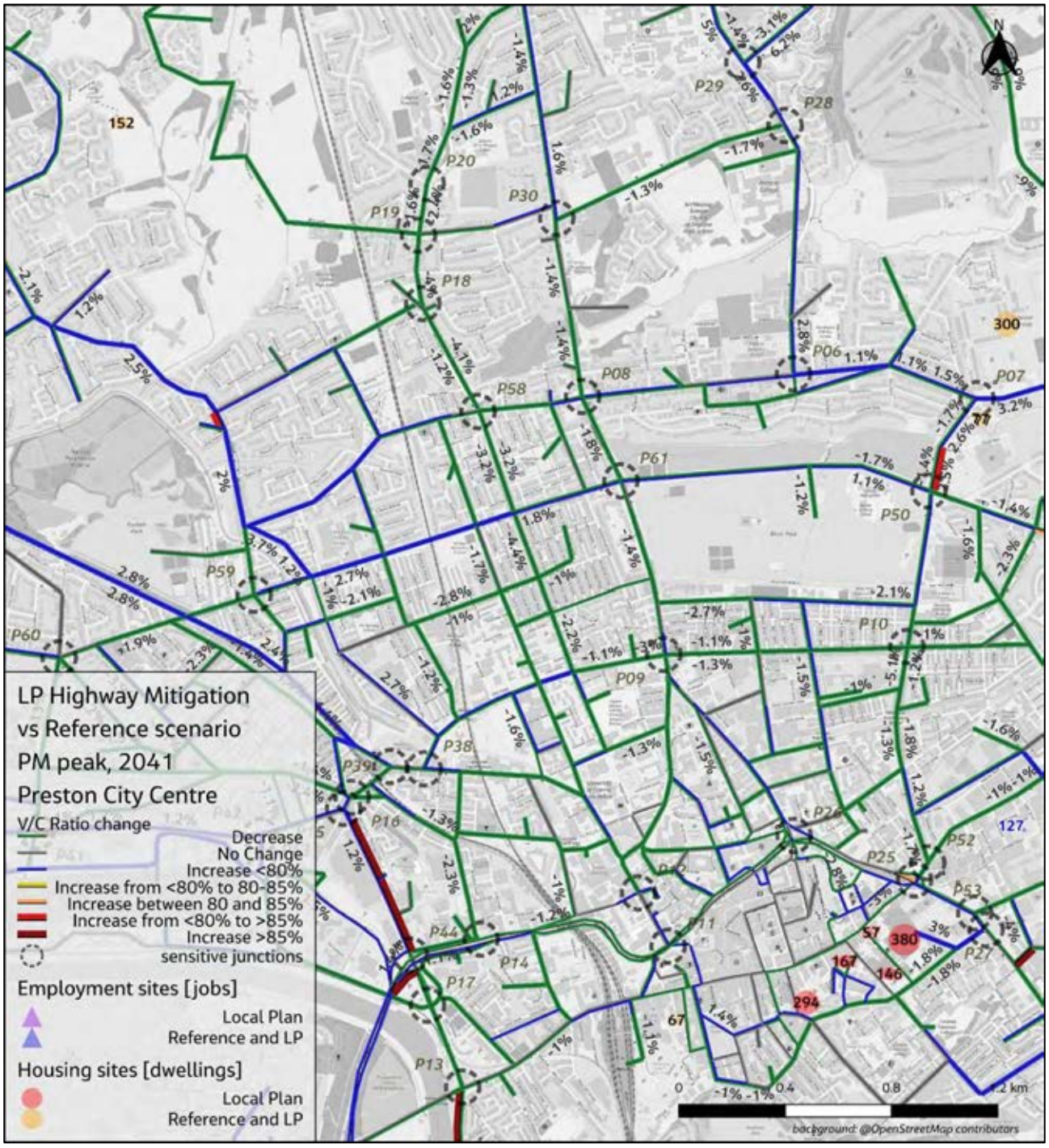


Figure H.2-111. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston CC

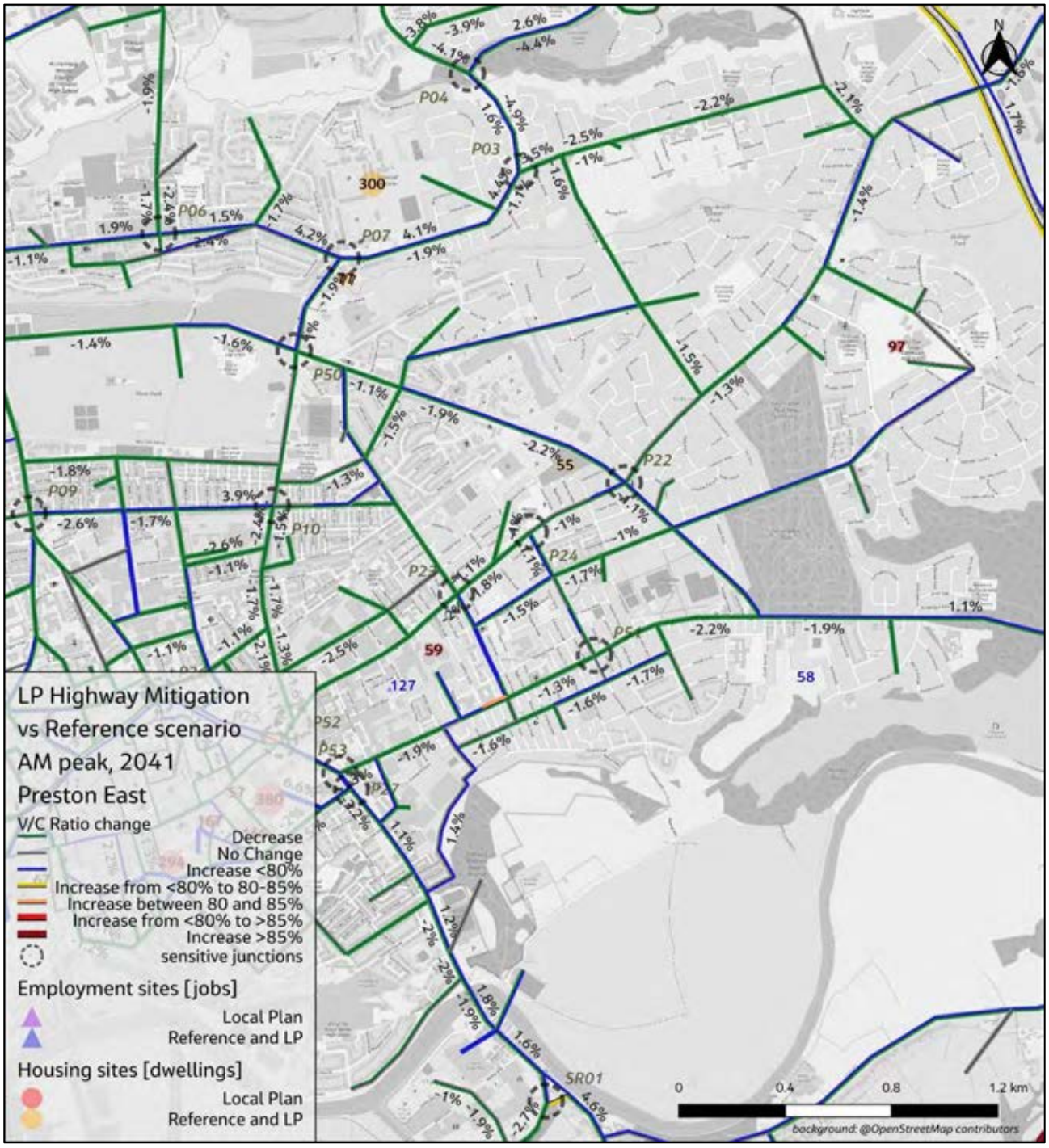


Figure H.2-112. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston E

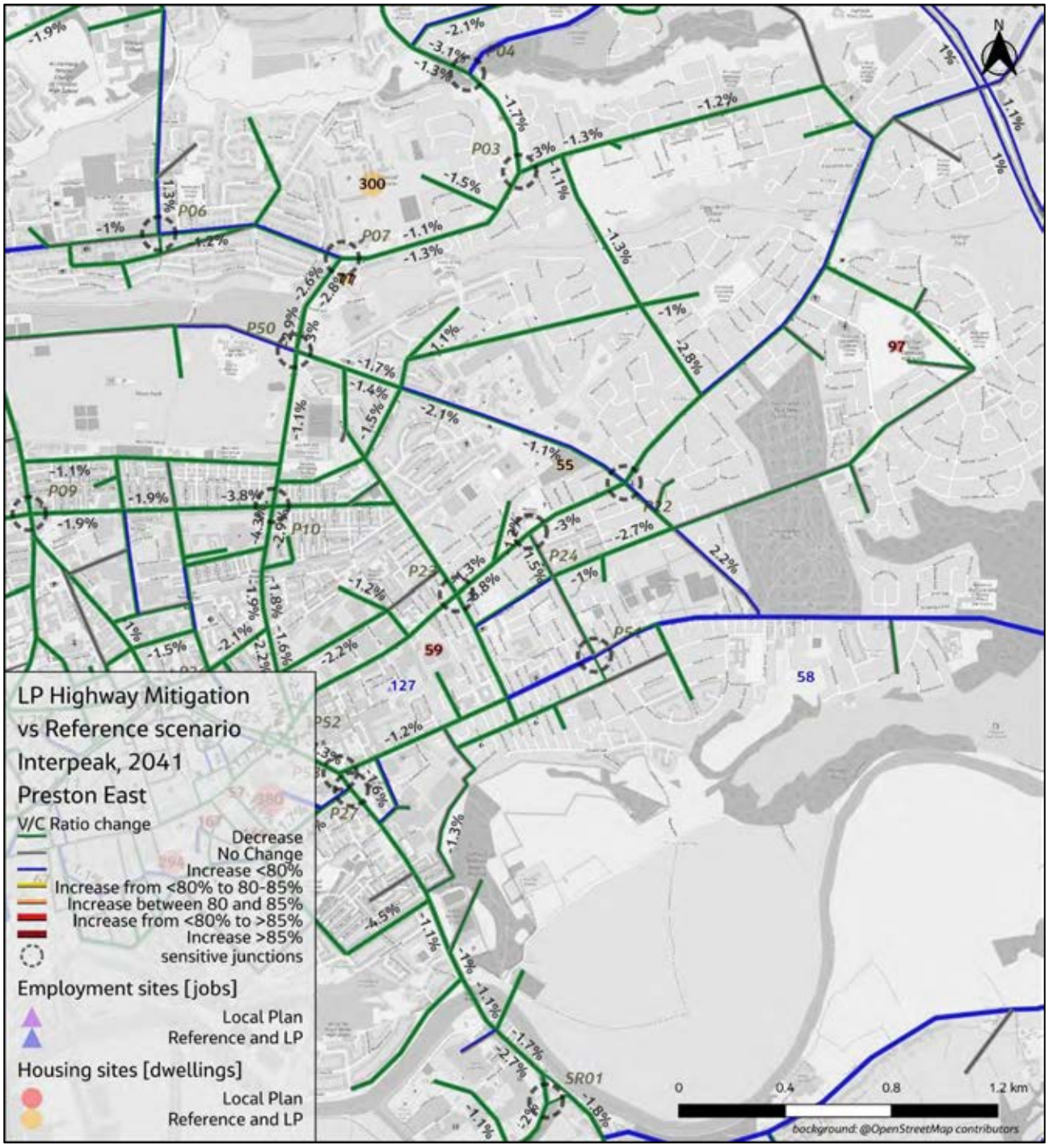


Figure H.2-113. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston E

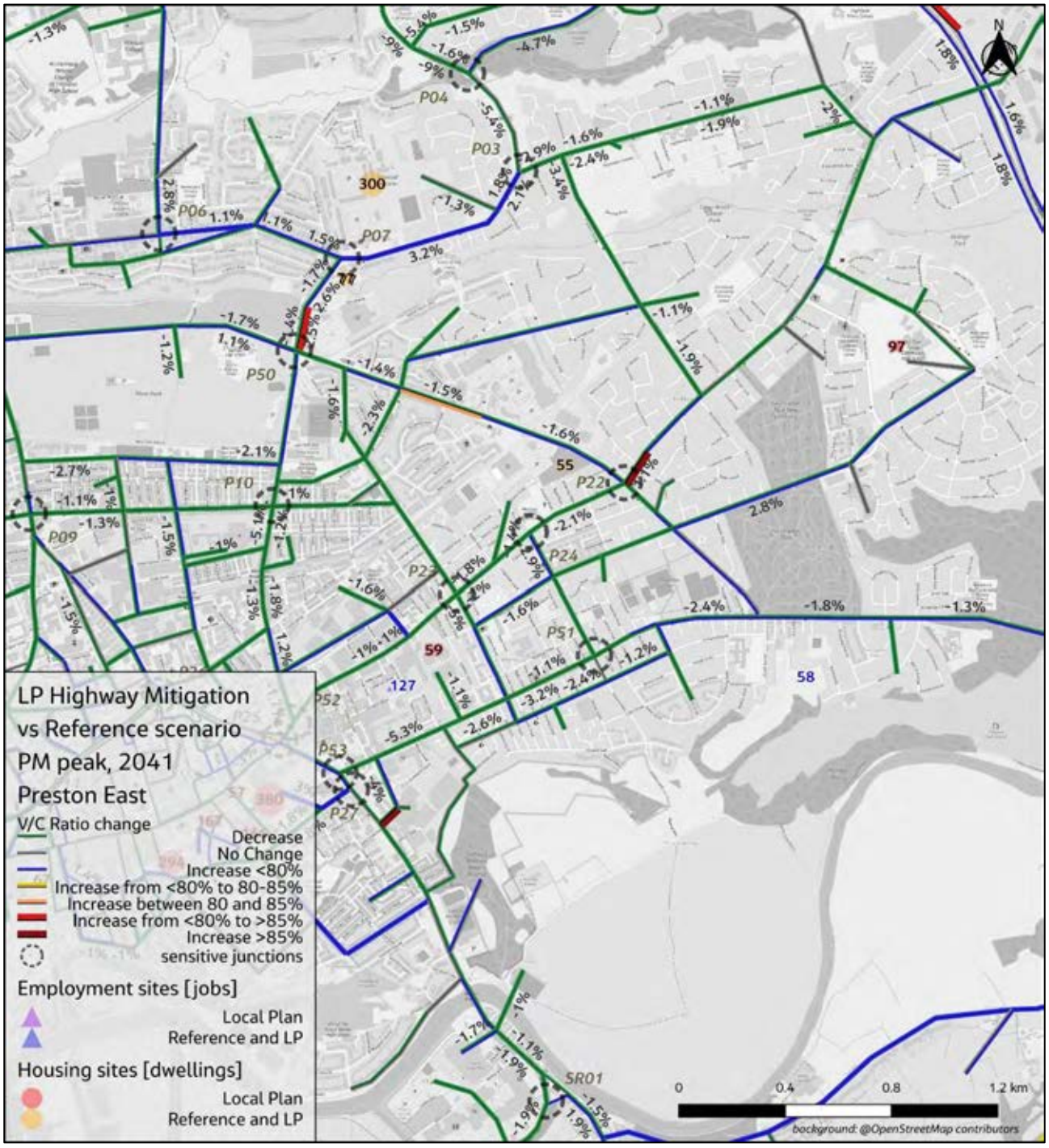


Figure H.2-114. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston E

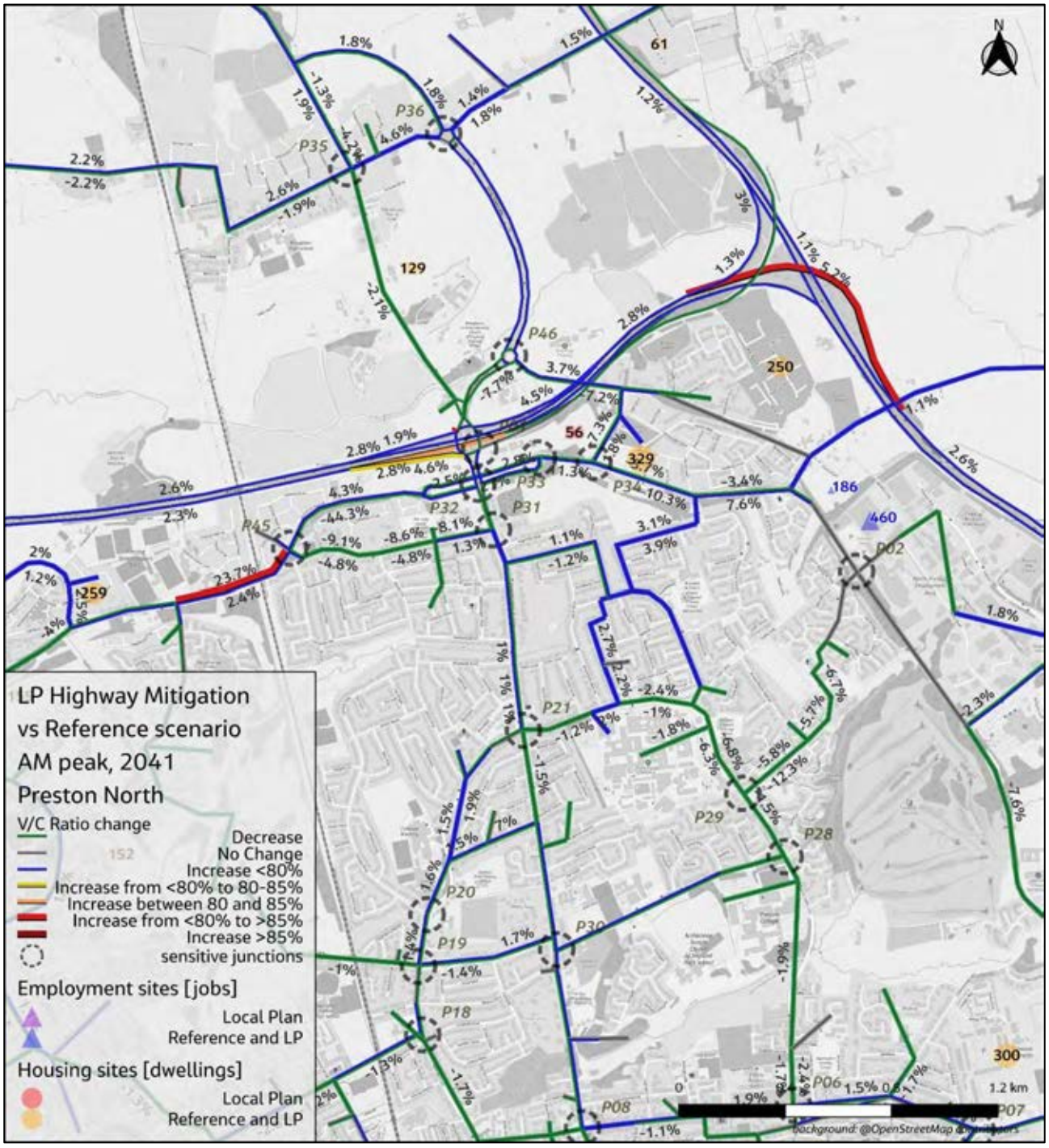


Figure H.2-115. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston N

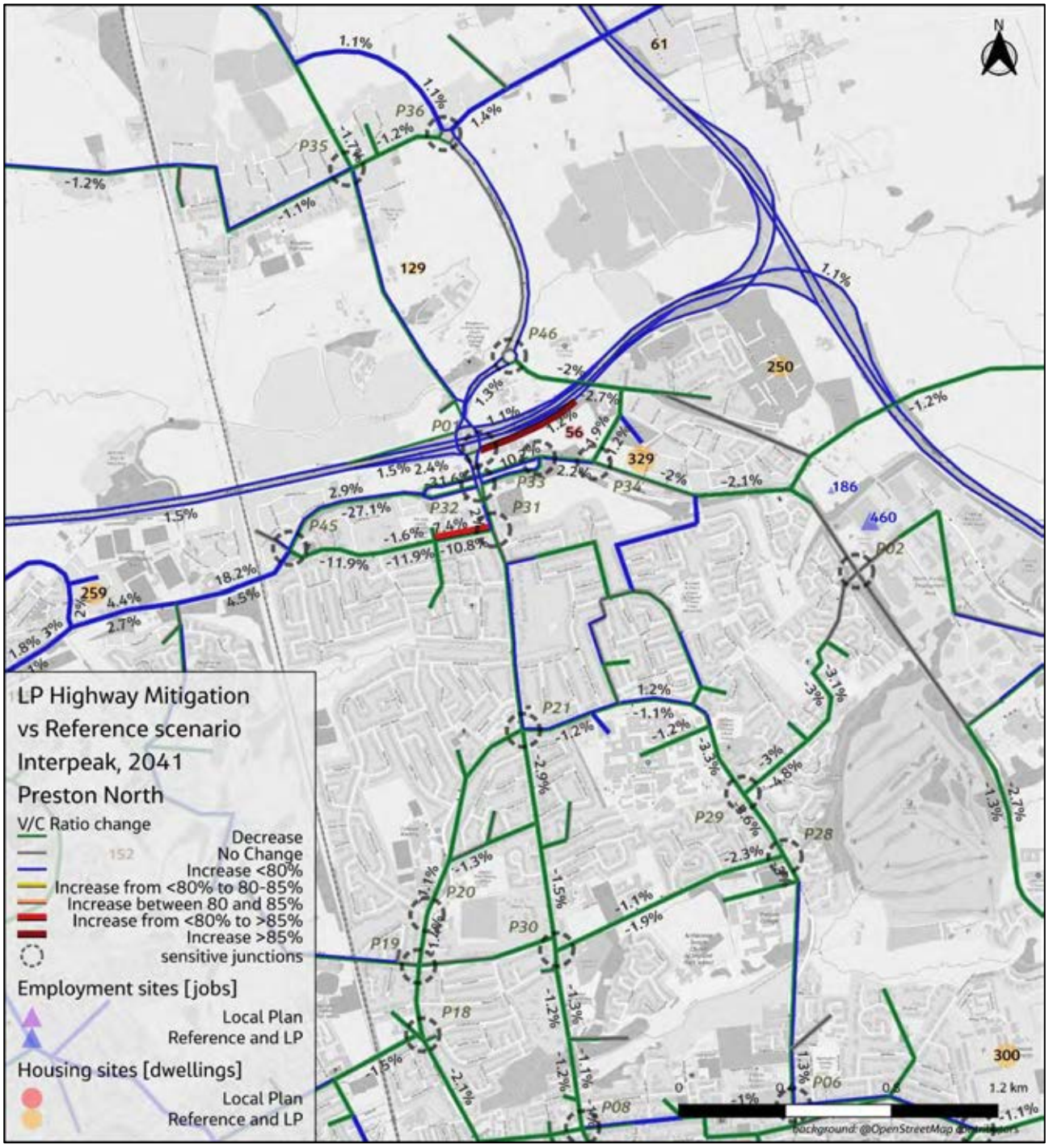


Figure H.2-116. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston N

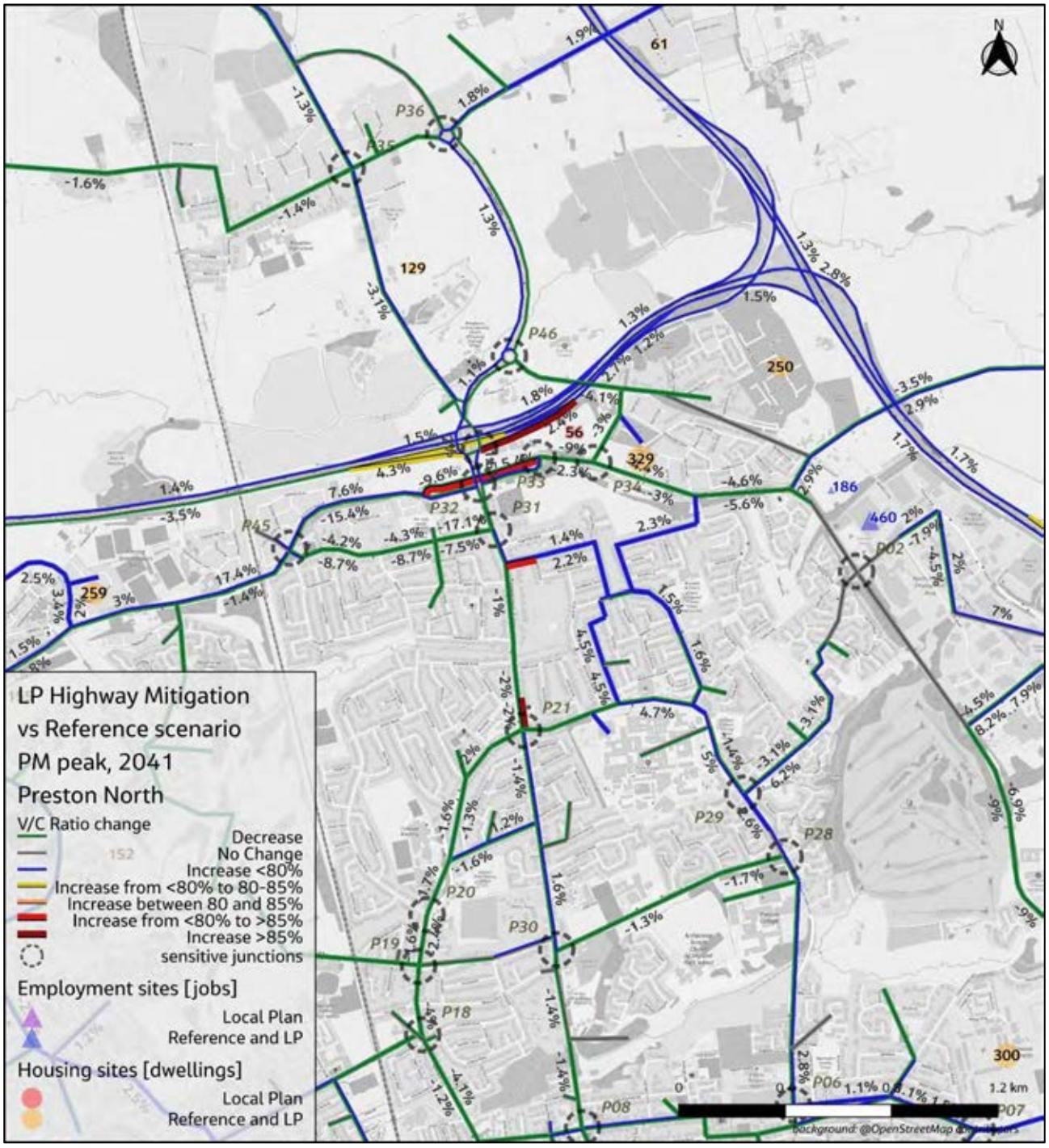


Figure H.2-117. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston N

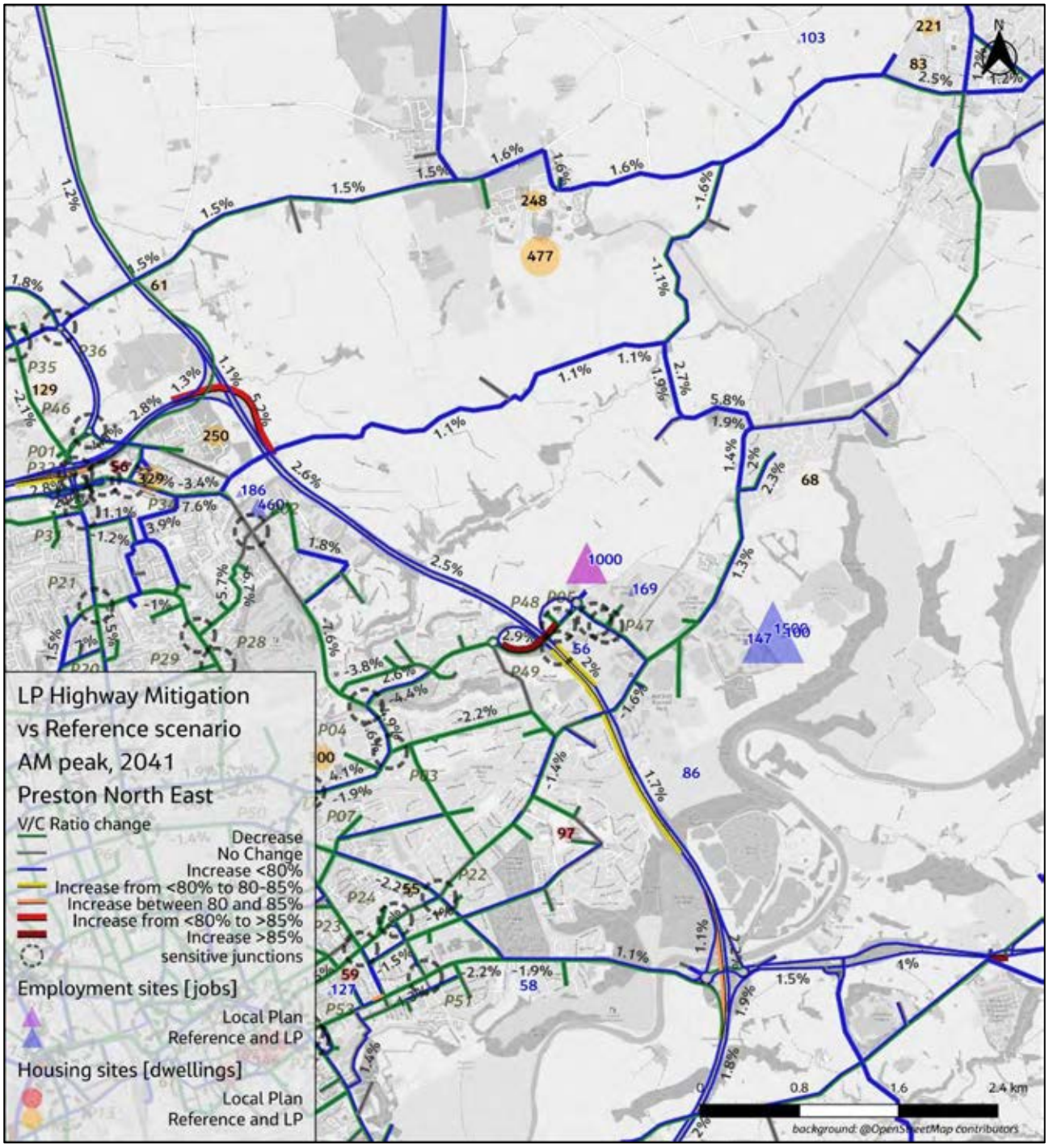


Figure H.2-118. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston NE

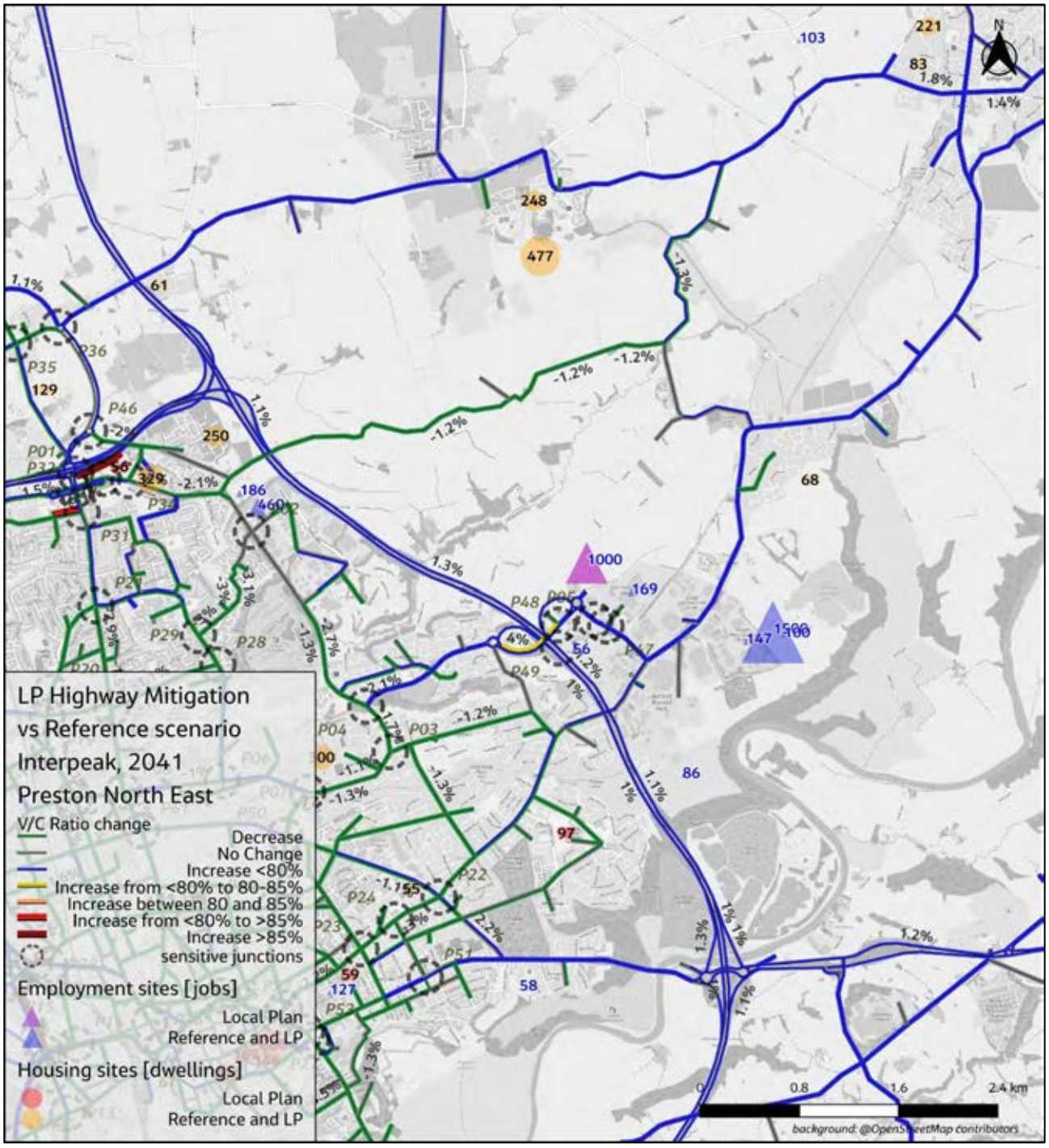


Figure H.2-119. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston NE

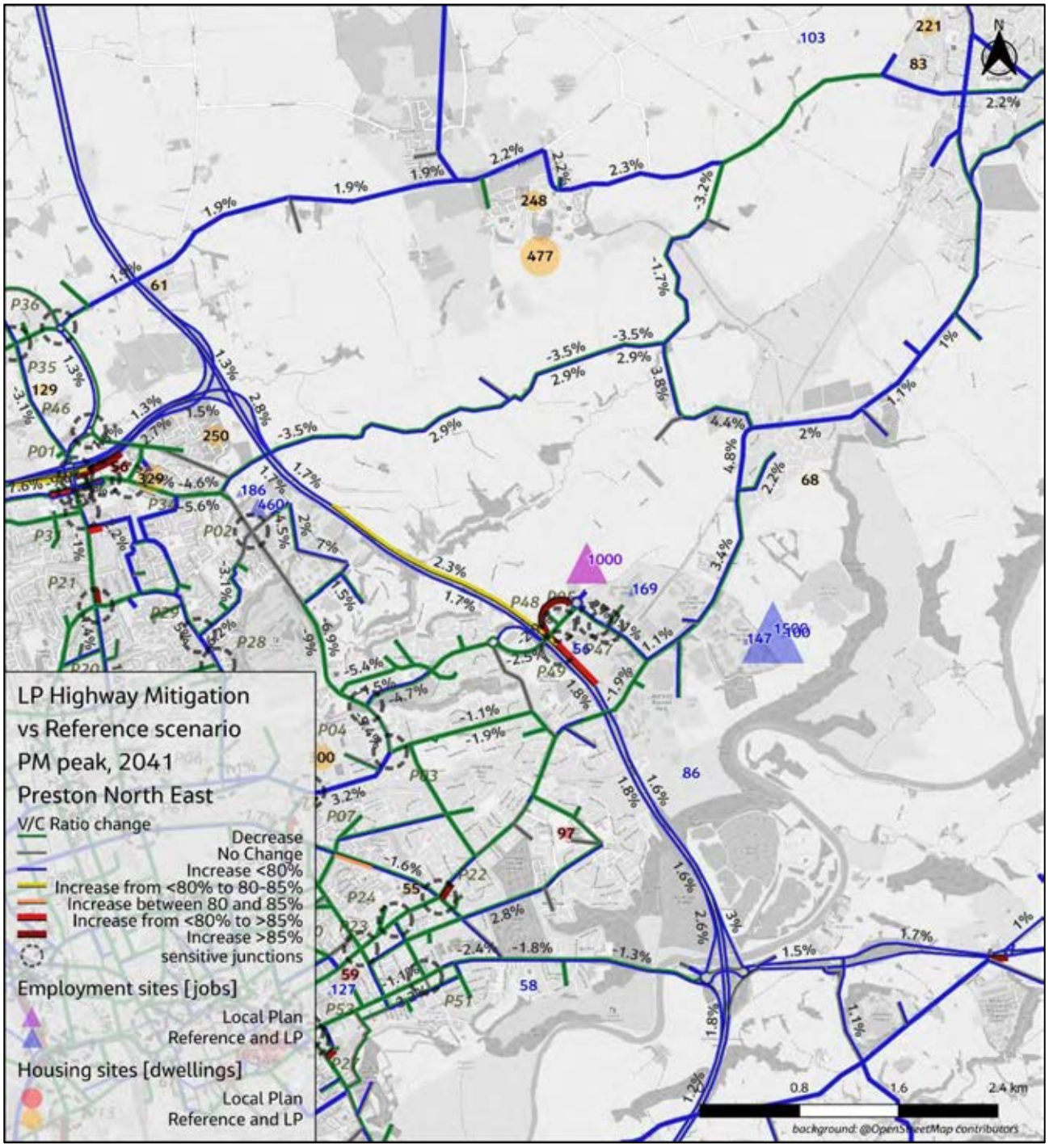


Figure H.2-120. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston NE

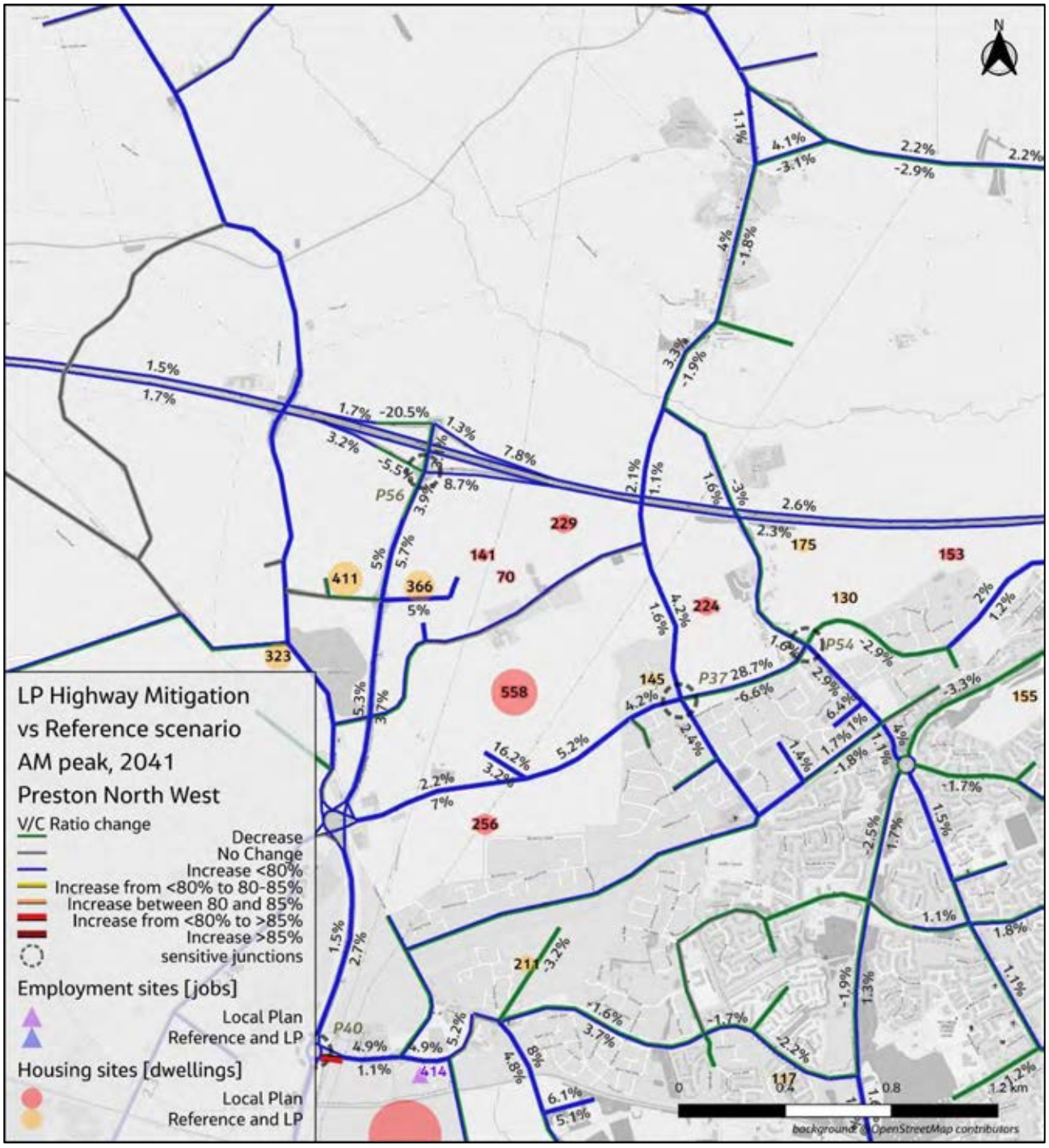


Figure H.2-121. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston NW

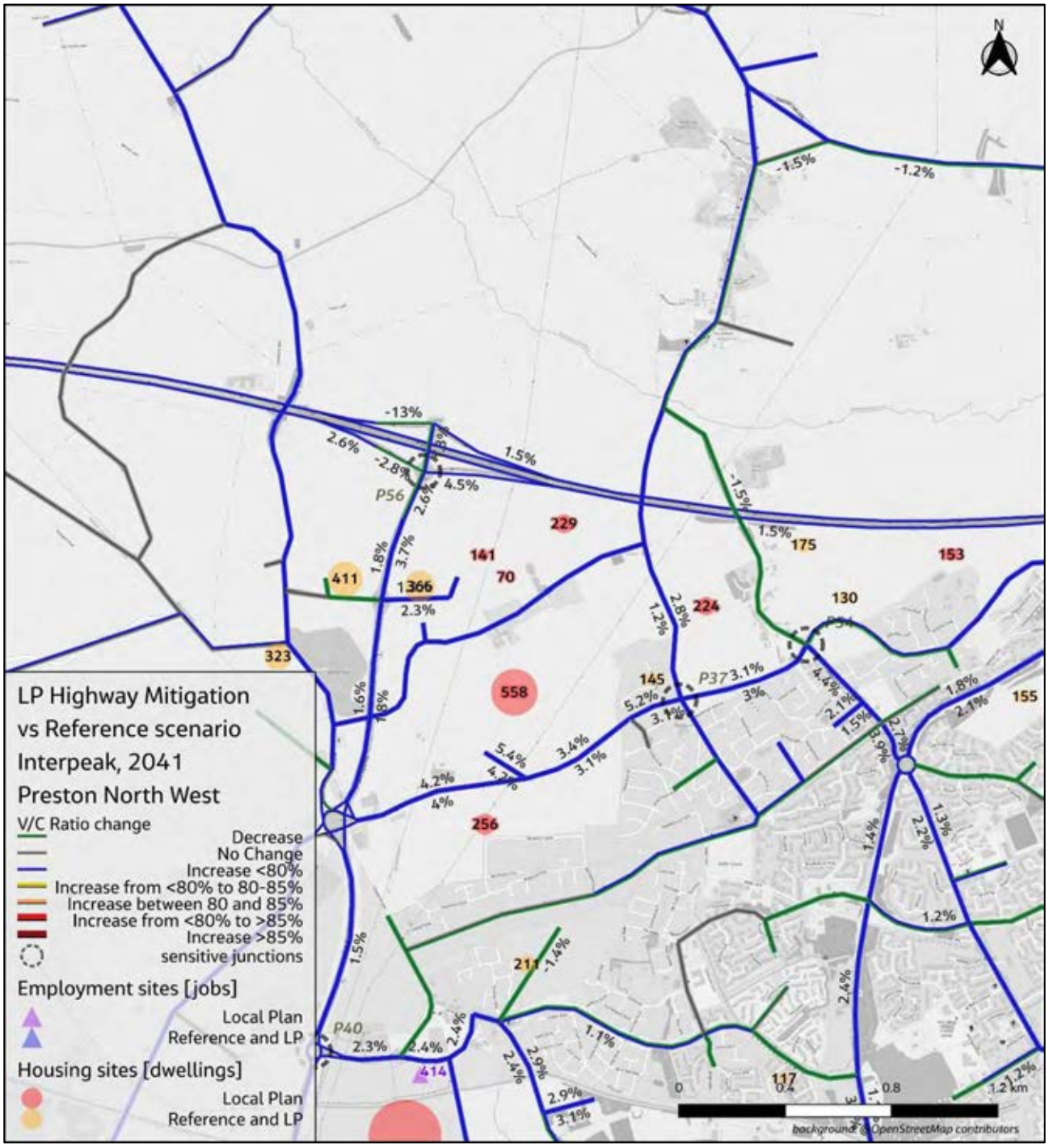


Figure H.2-122. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston NW

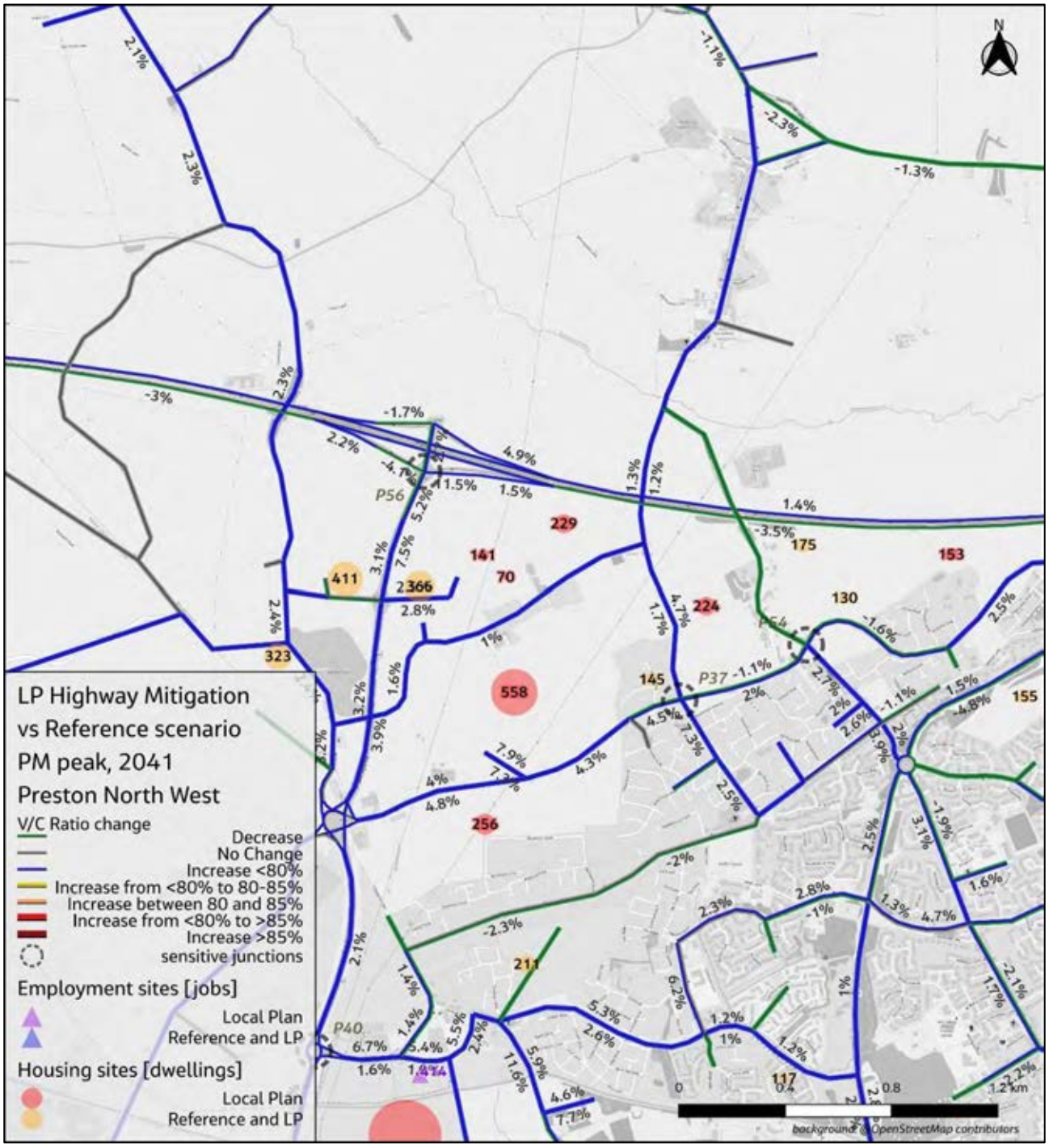


Figure H.2-123. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston NW

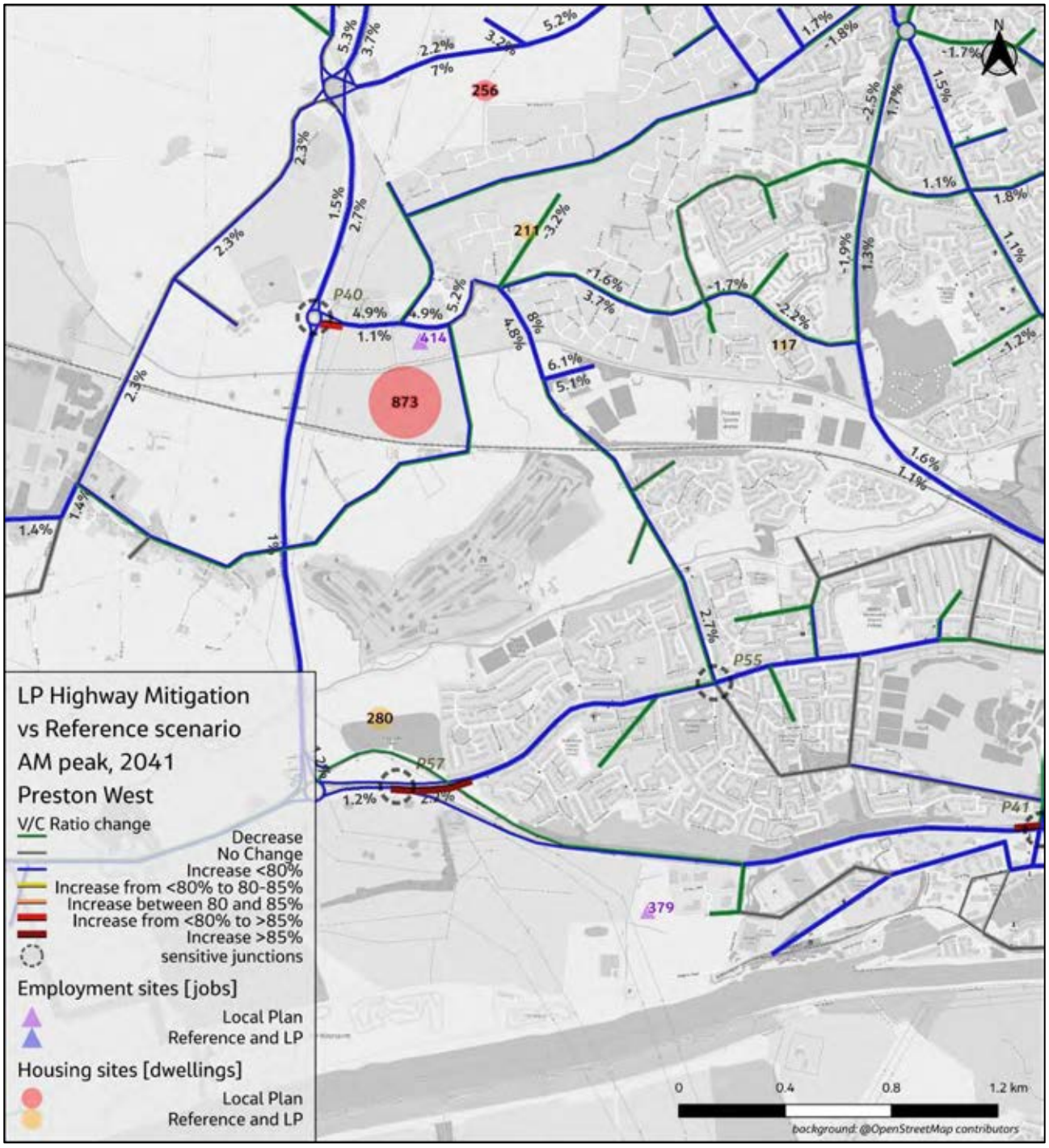


Figure H.2-124. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, Preston W

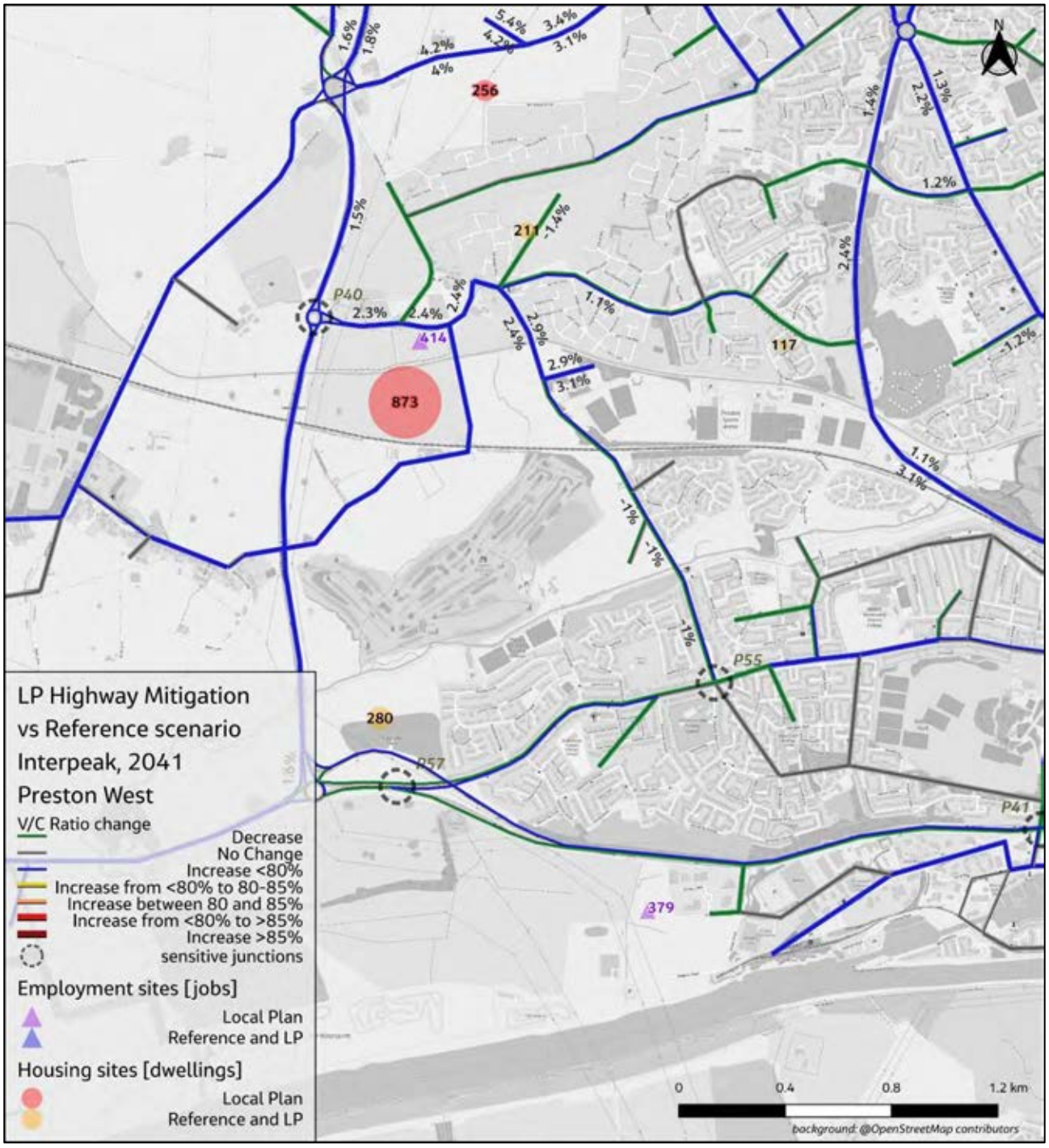


Figure H.2-125. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, Preston W

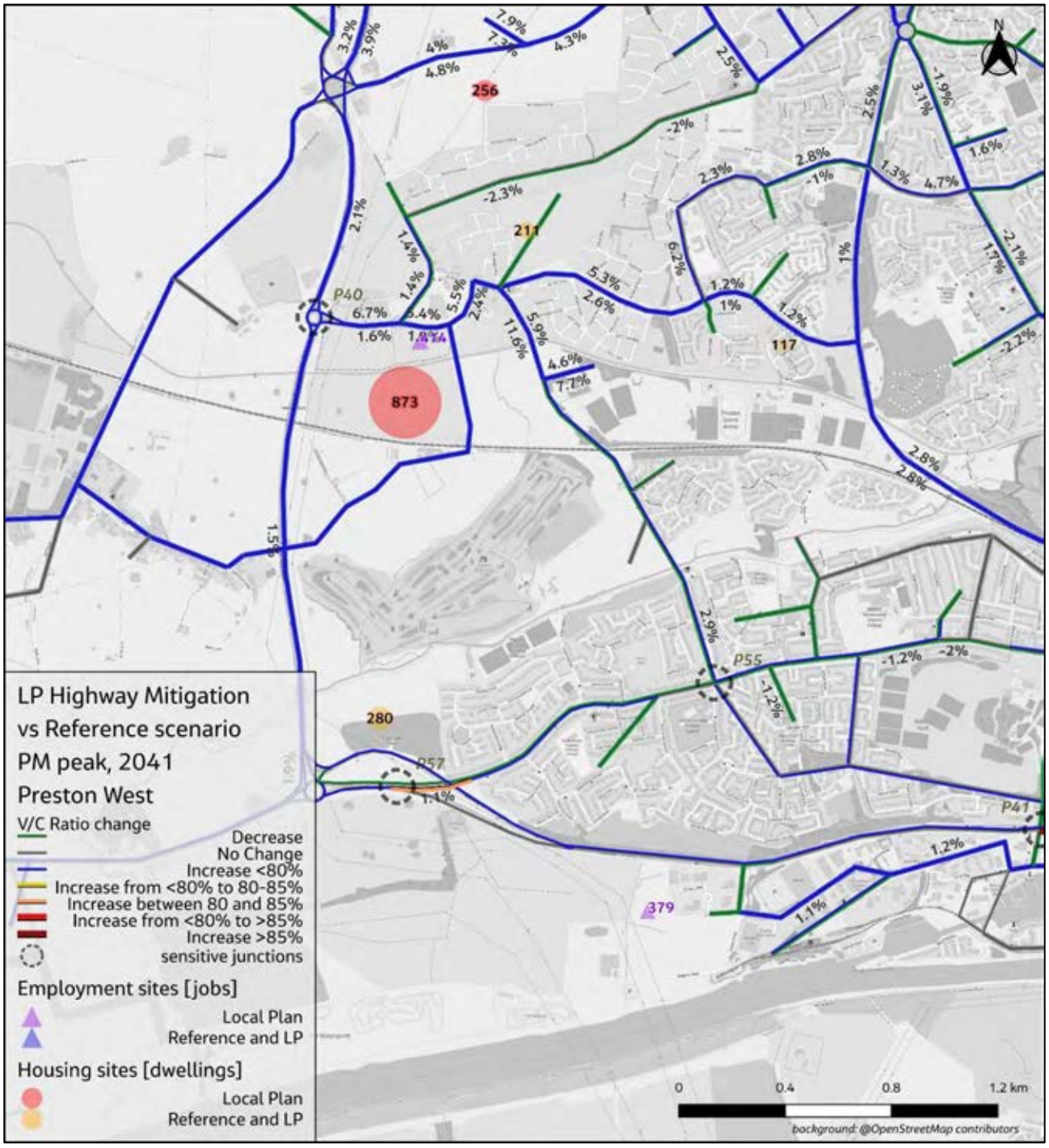


Figure H.2-126. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, Preston W

H.2.3 South Ribble

H.2.3.1 Scenario 4 V/C

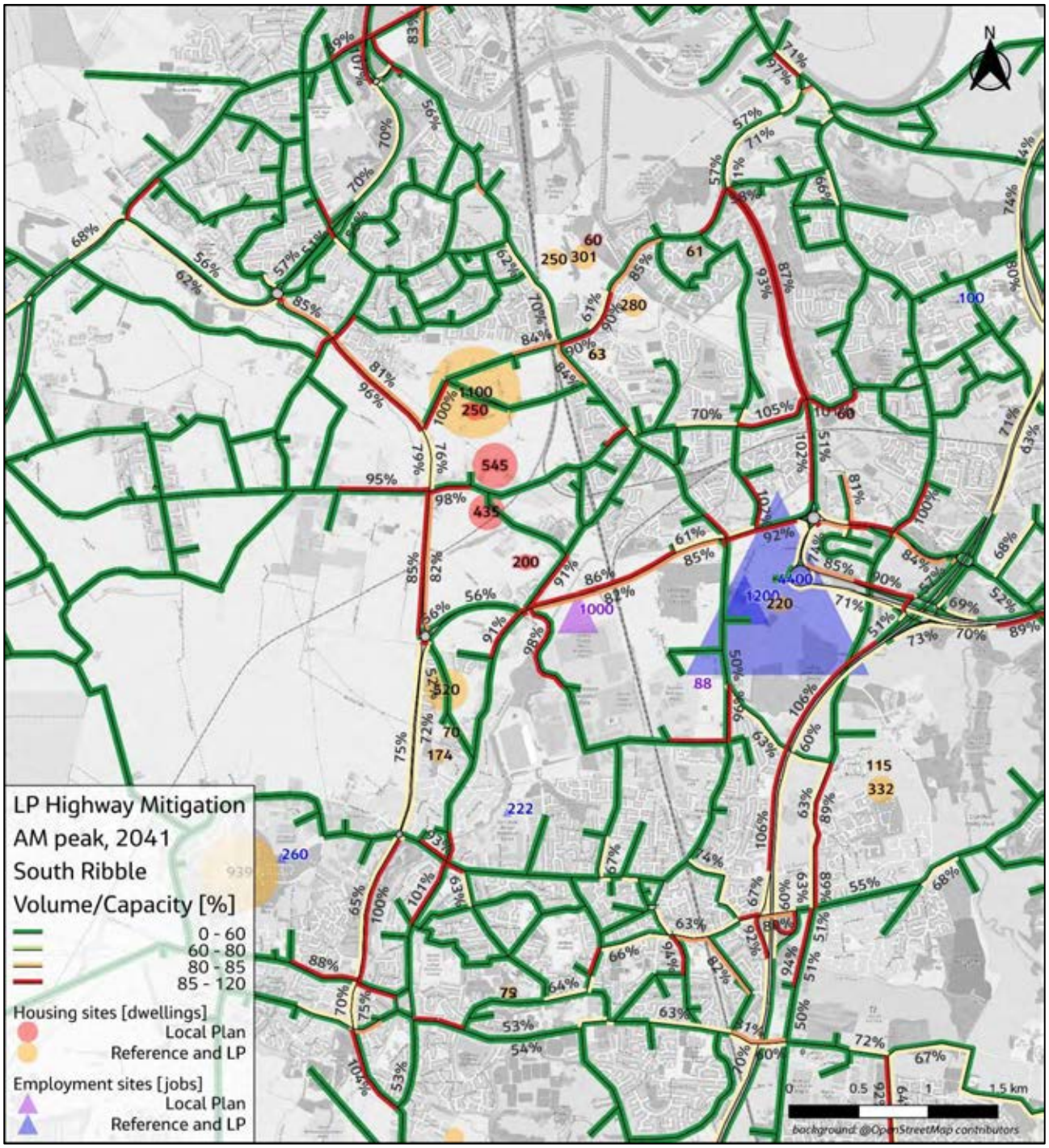


Figure H.2-127. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, South Ribble

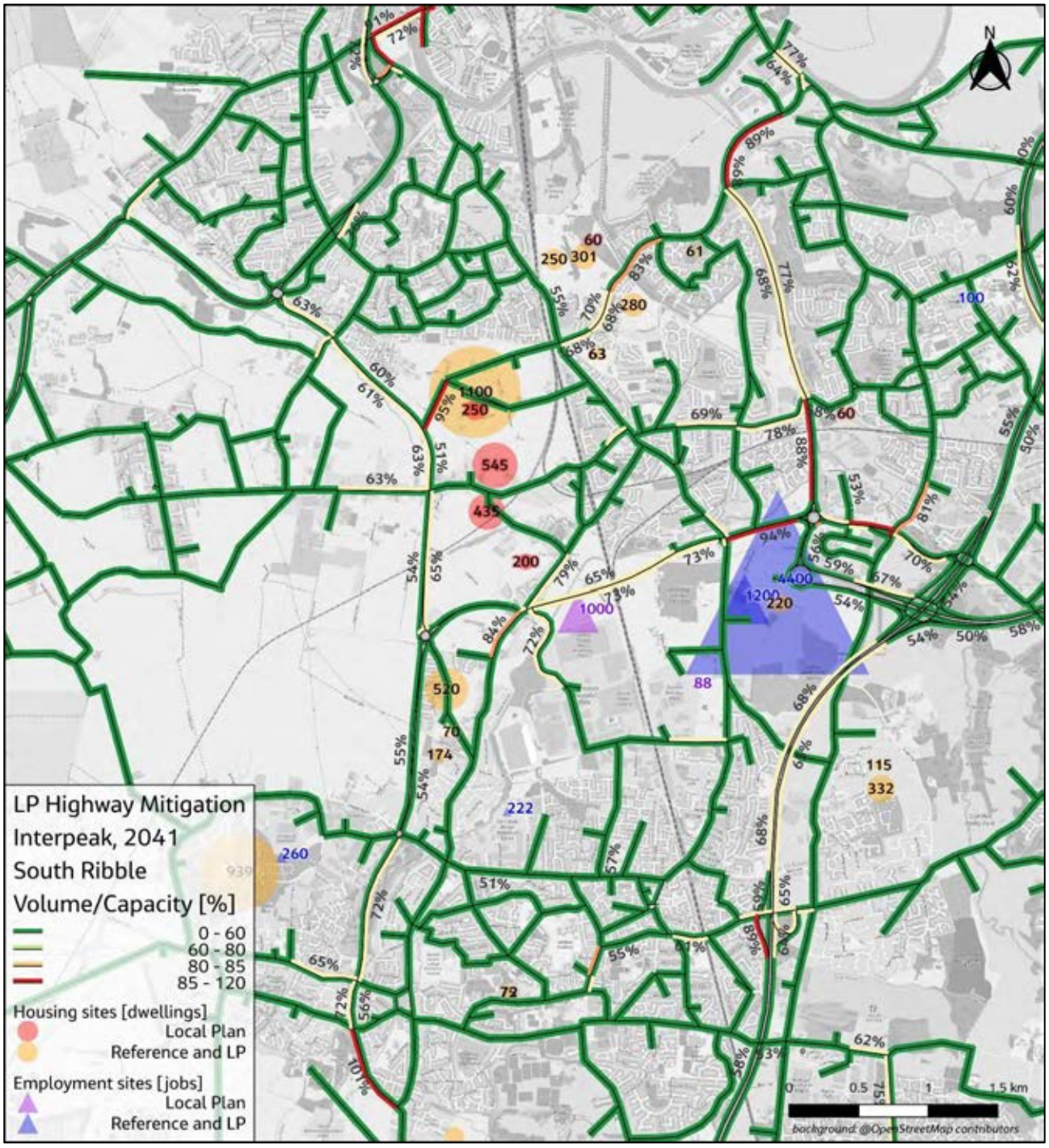


Figure H.2-128. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, South Ribble

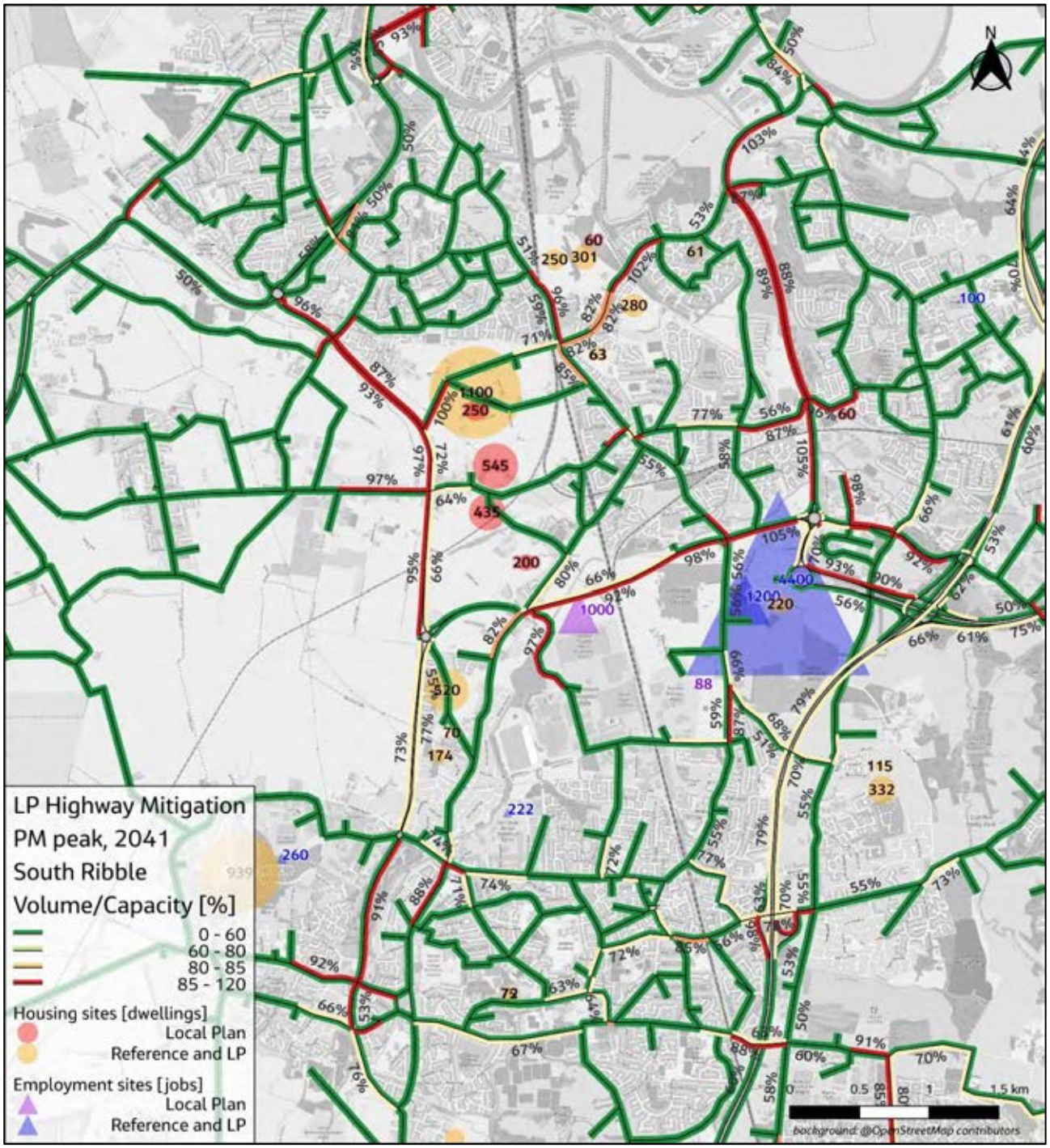


Figure H.2-129. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, South Ribble

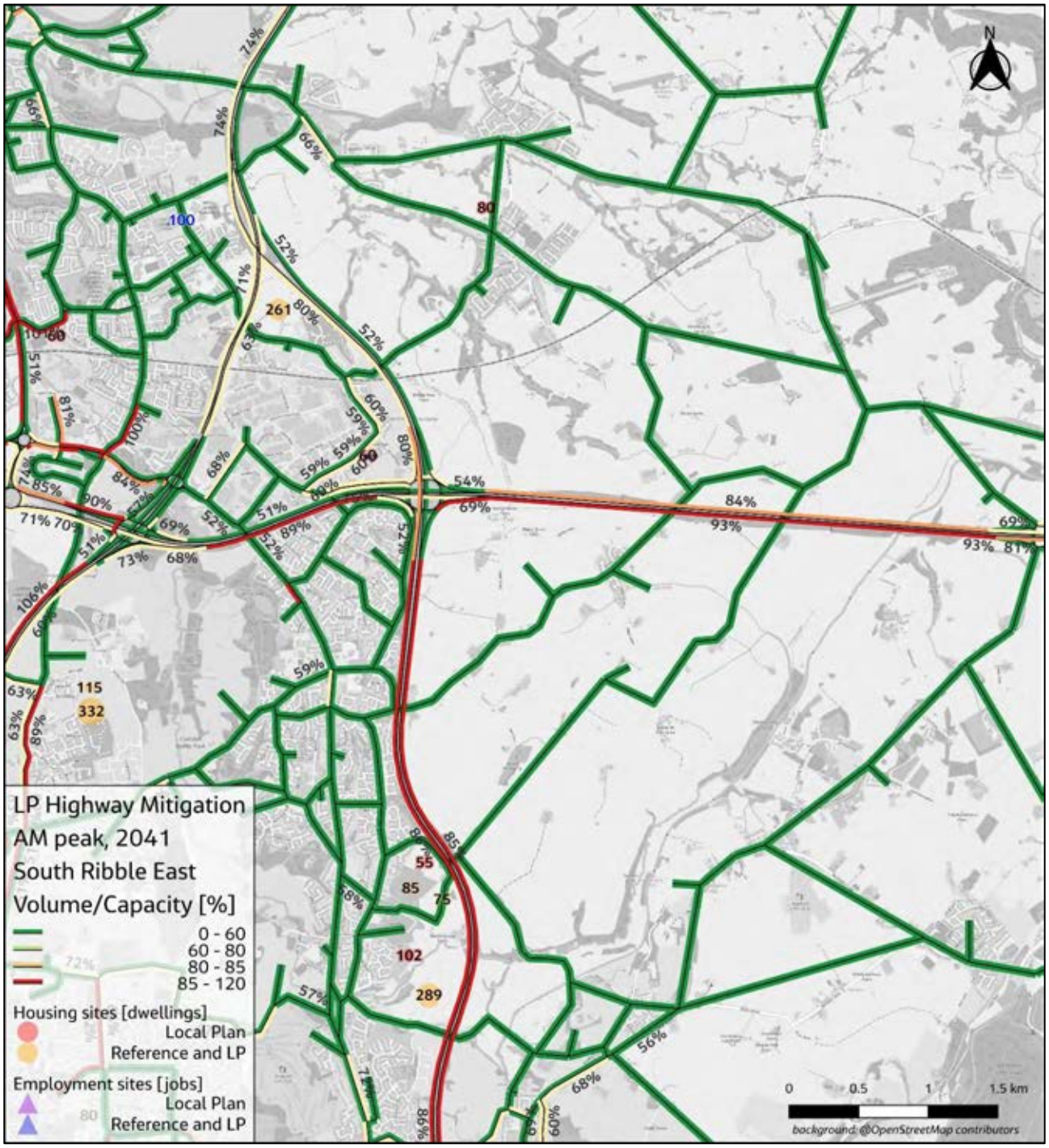


Figure H.2-130. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, South Ribble E

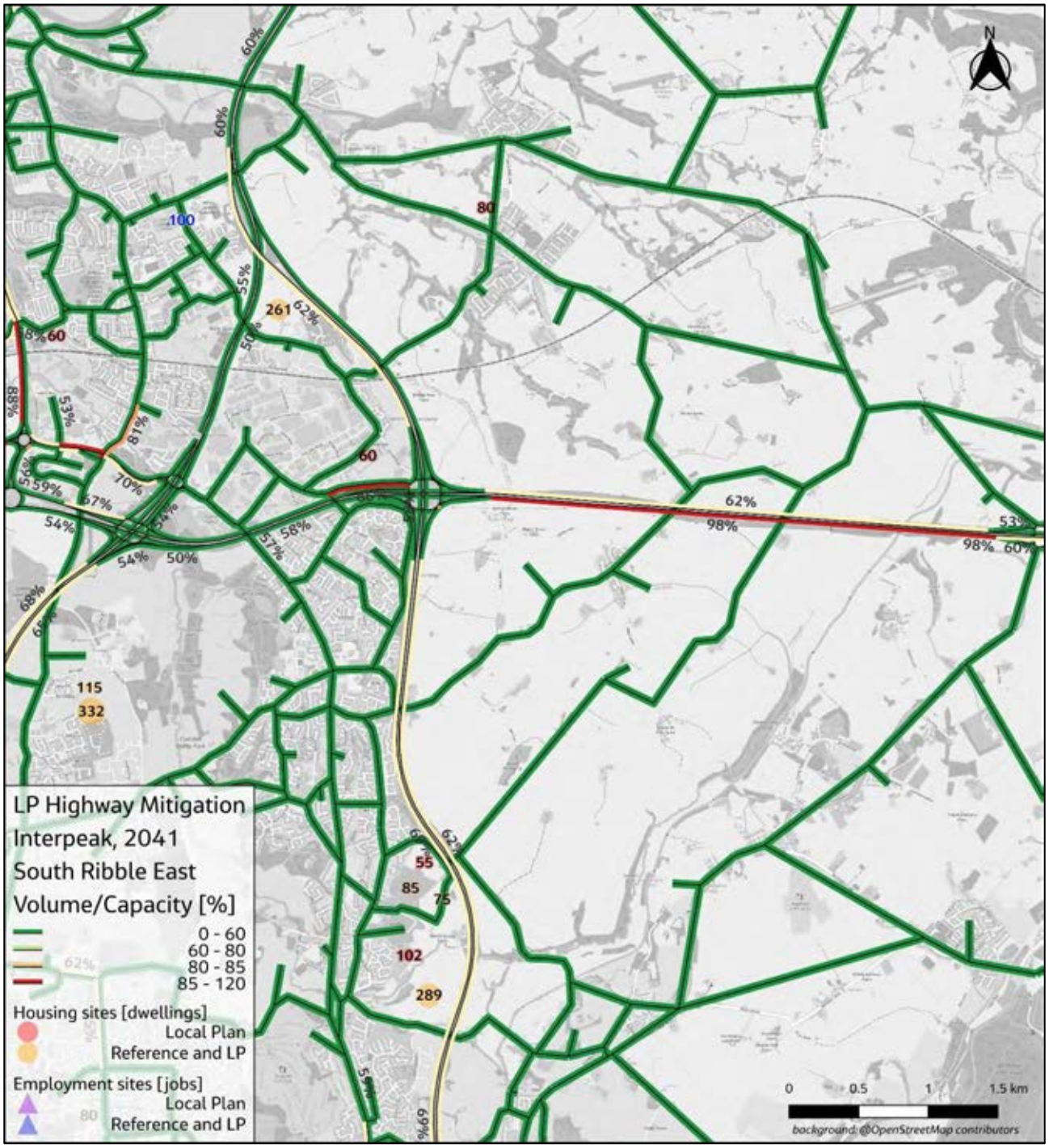


Figure H.2-131. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, South Ribble E

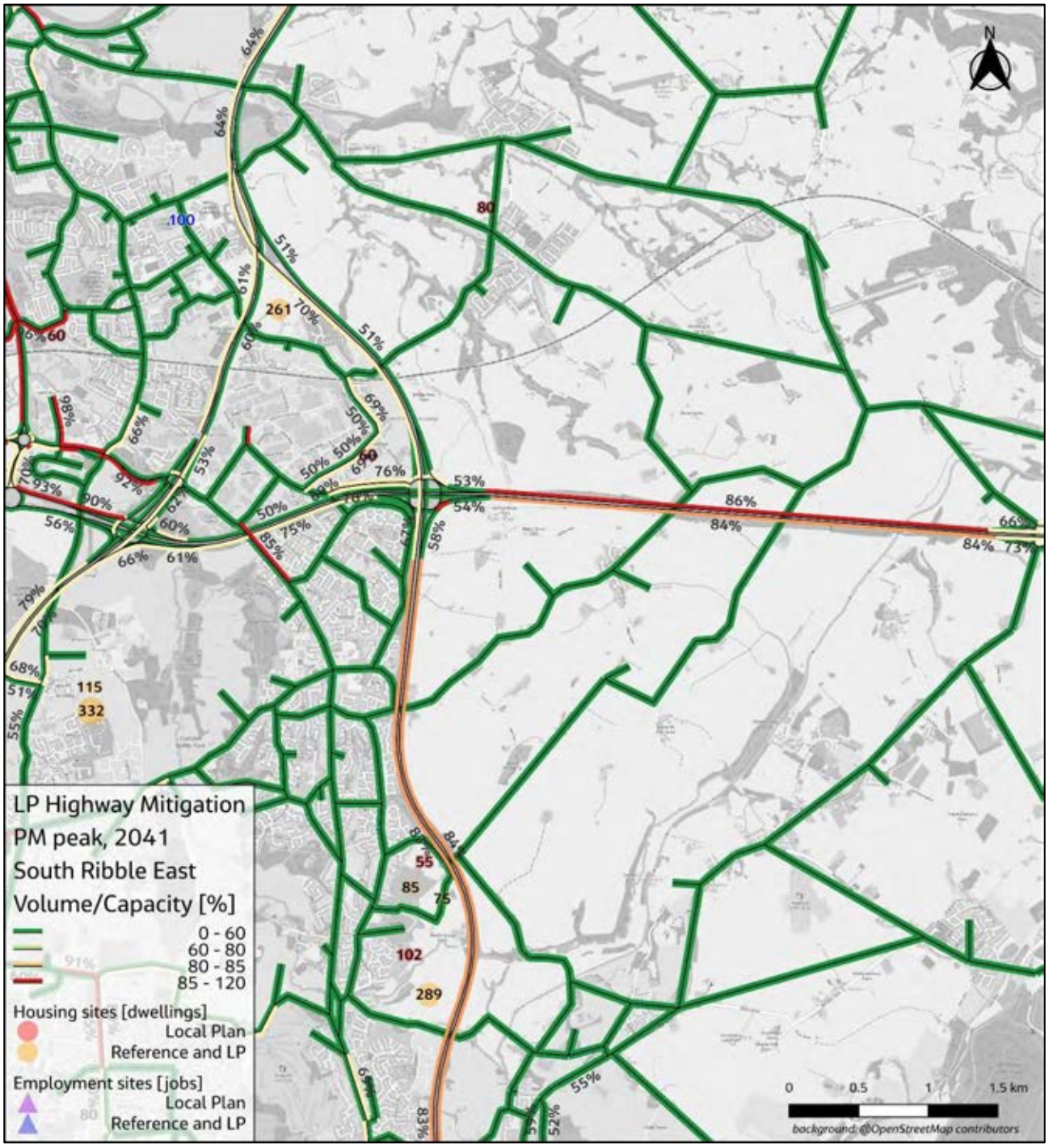


Figure H.2-132. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, South Ribble E

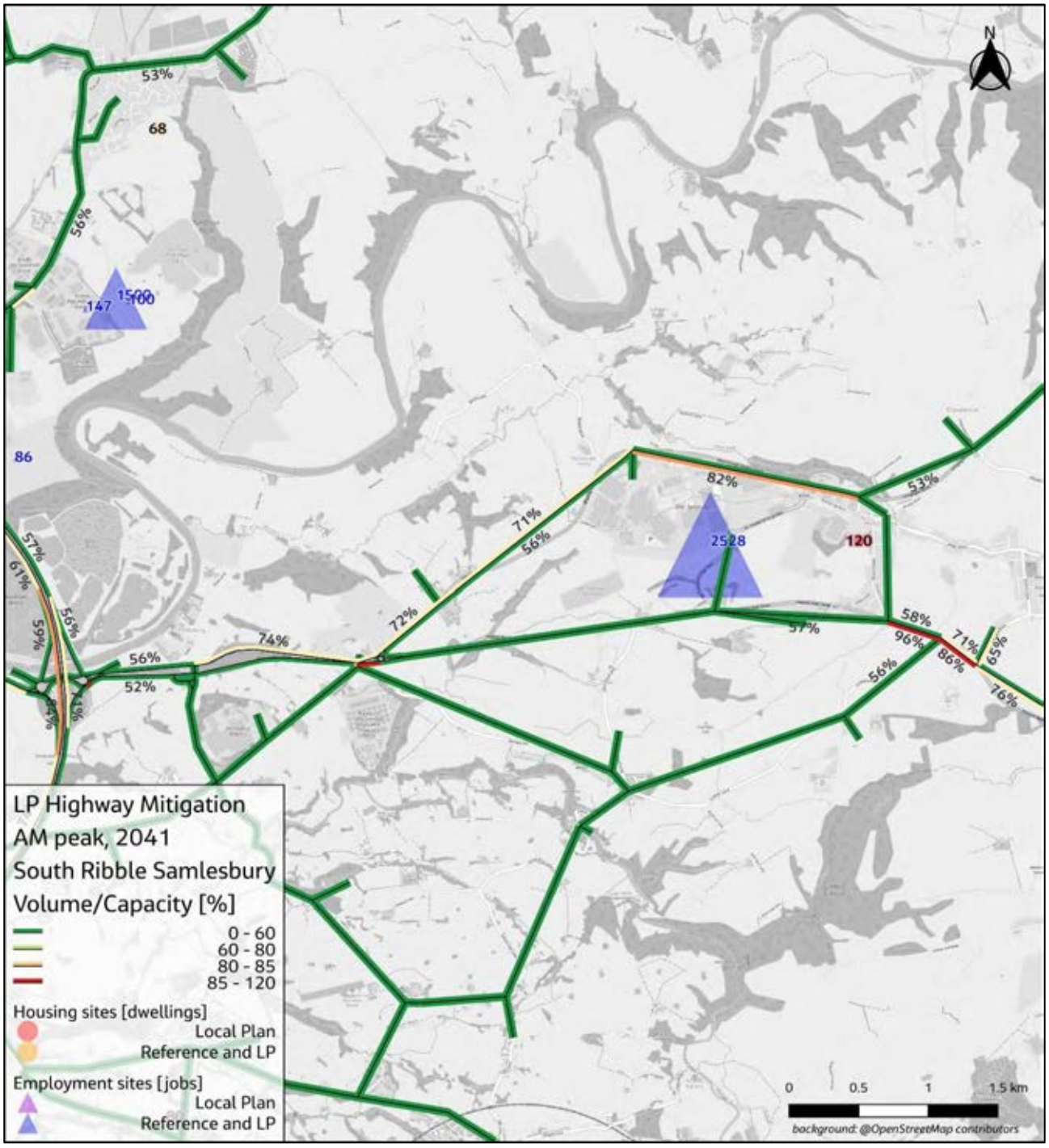


Figure H.2-133. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, South Ribble Samlesbury

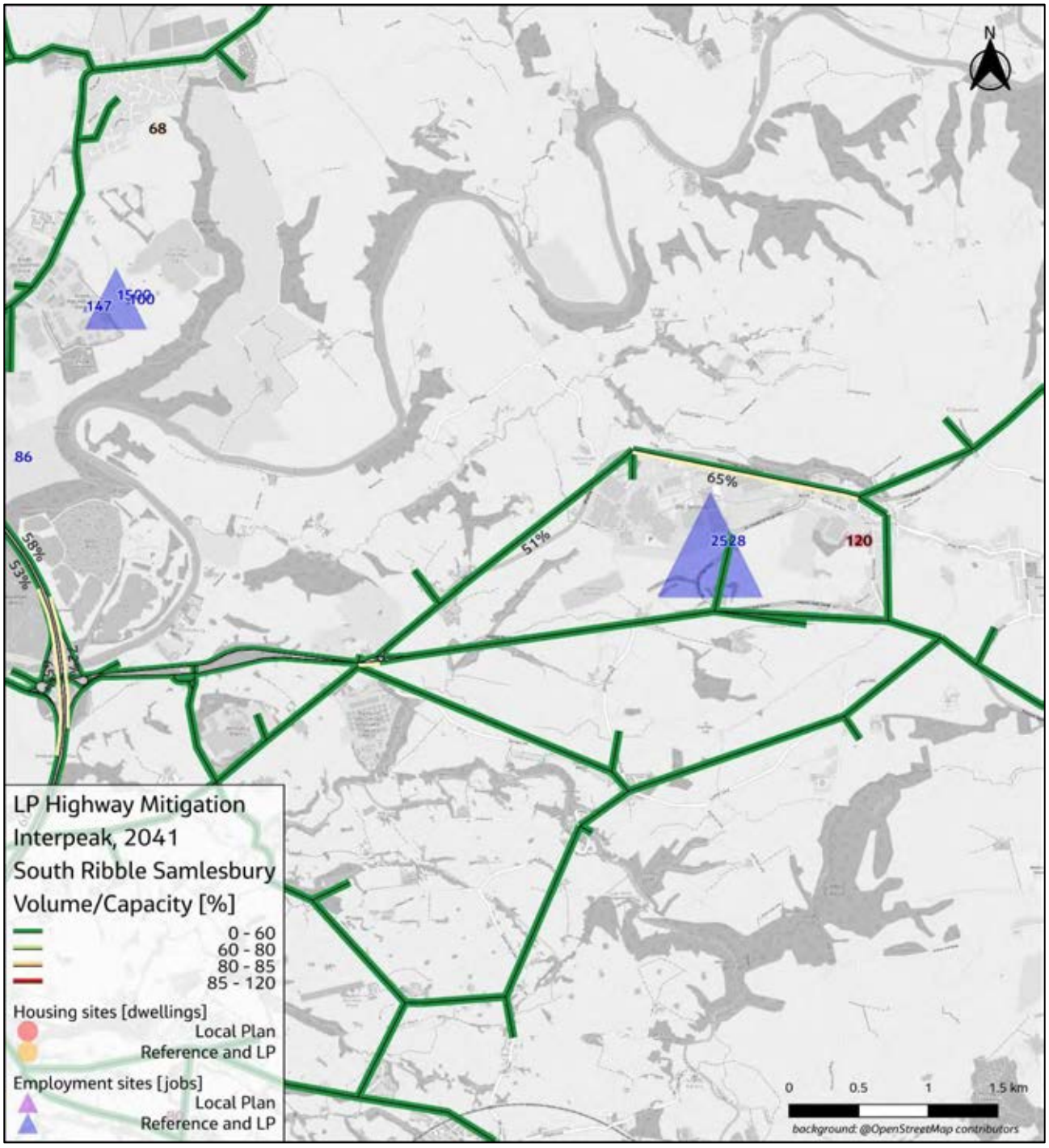


Figure H.2-134. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, South Ribble Samlesbury

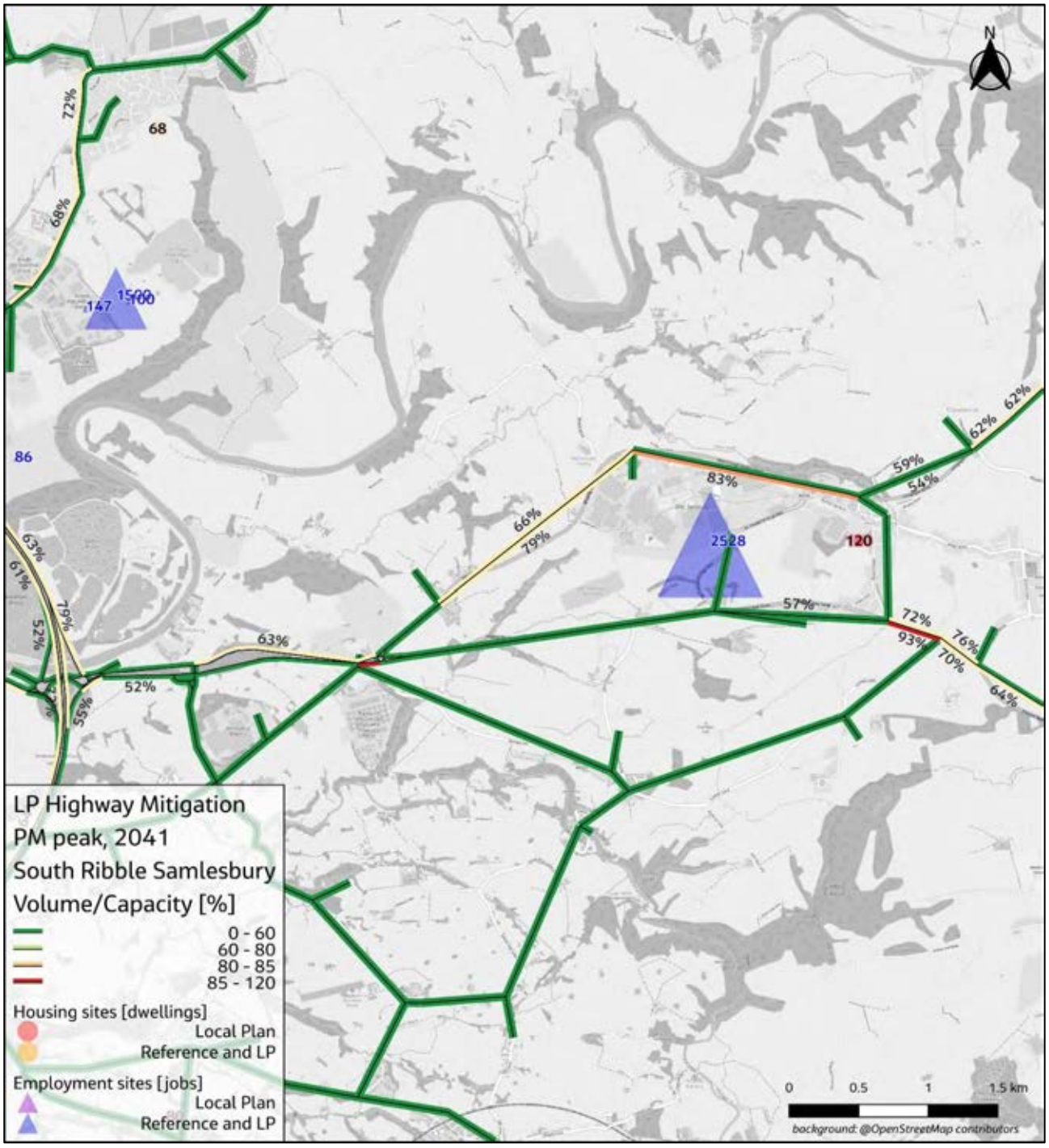


Figure H.2-135. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, South Ribble Samlesbury

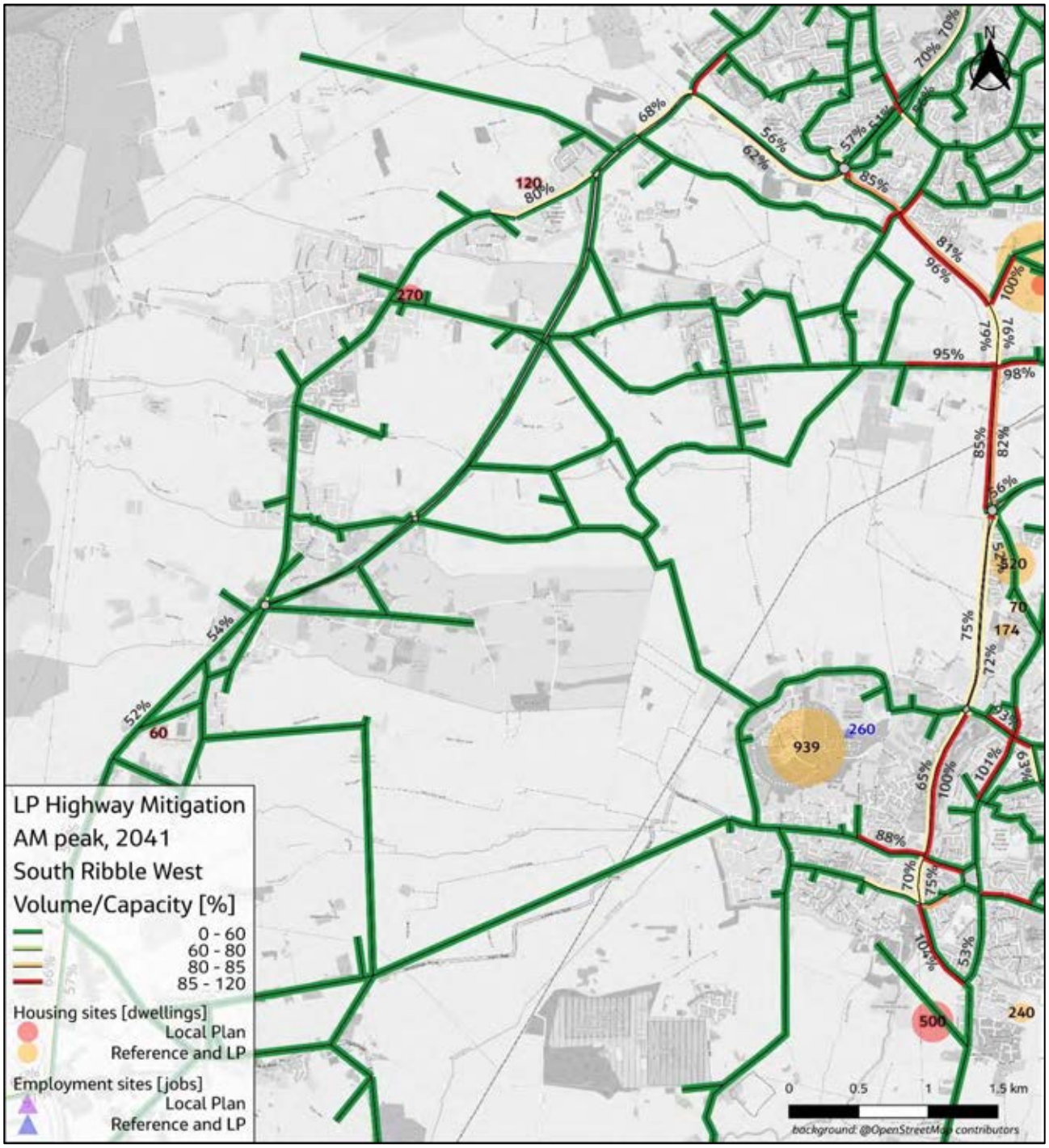


Figure H.2-136. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 AM Peak, South Ribble W

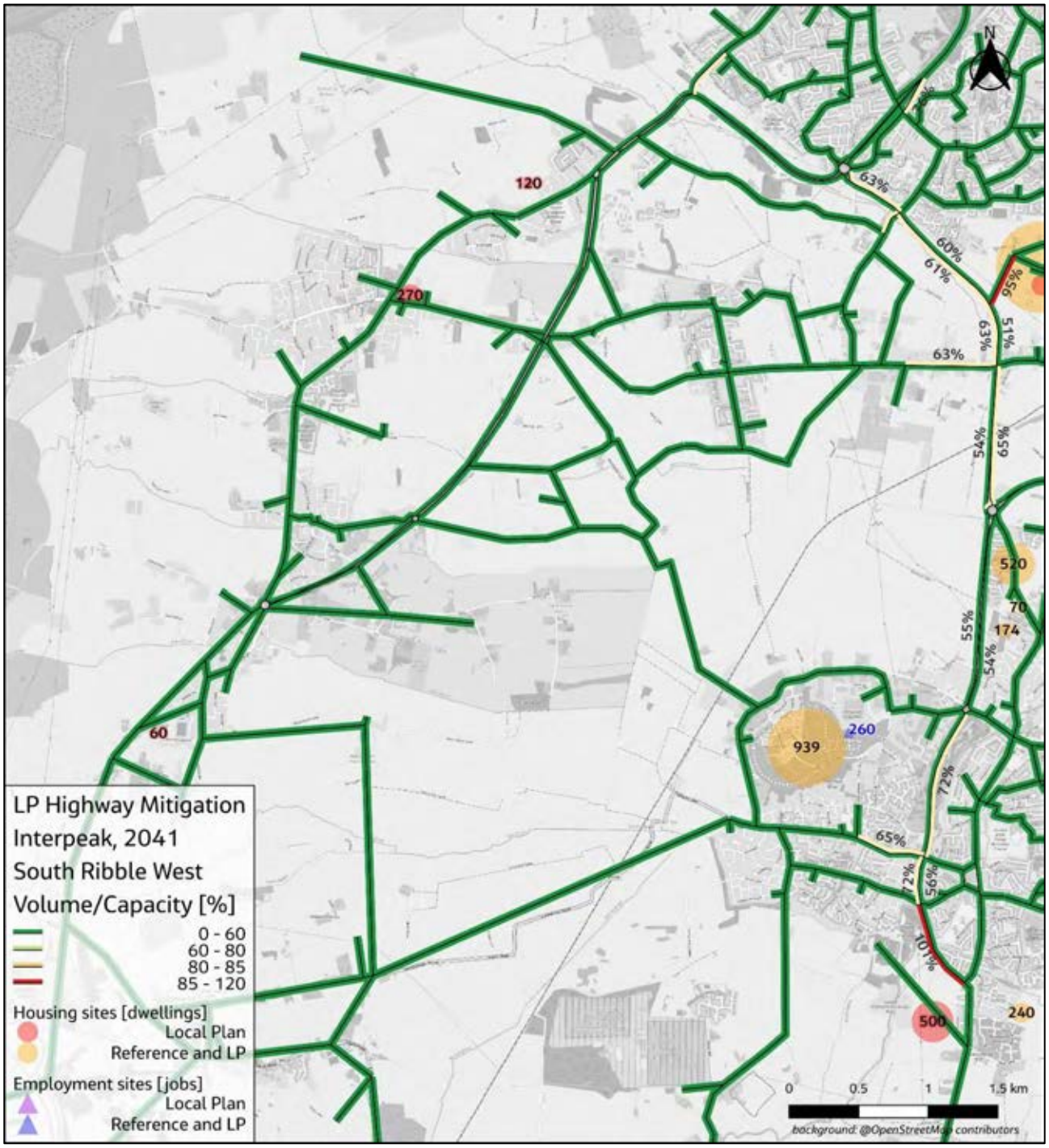


Figure H.2-137. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 Interpeak, South Ribble W

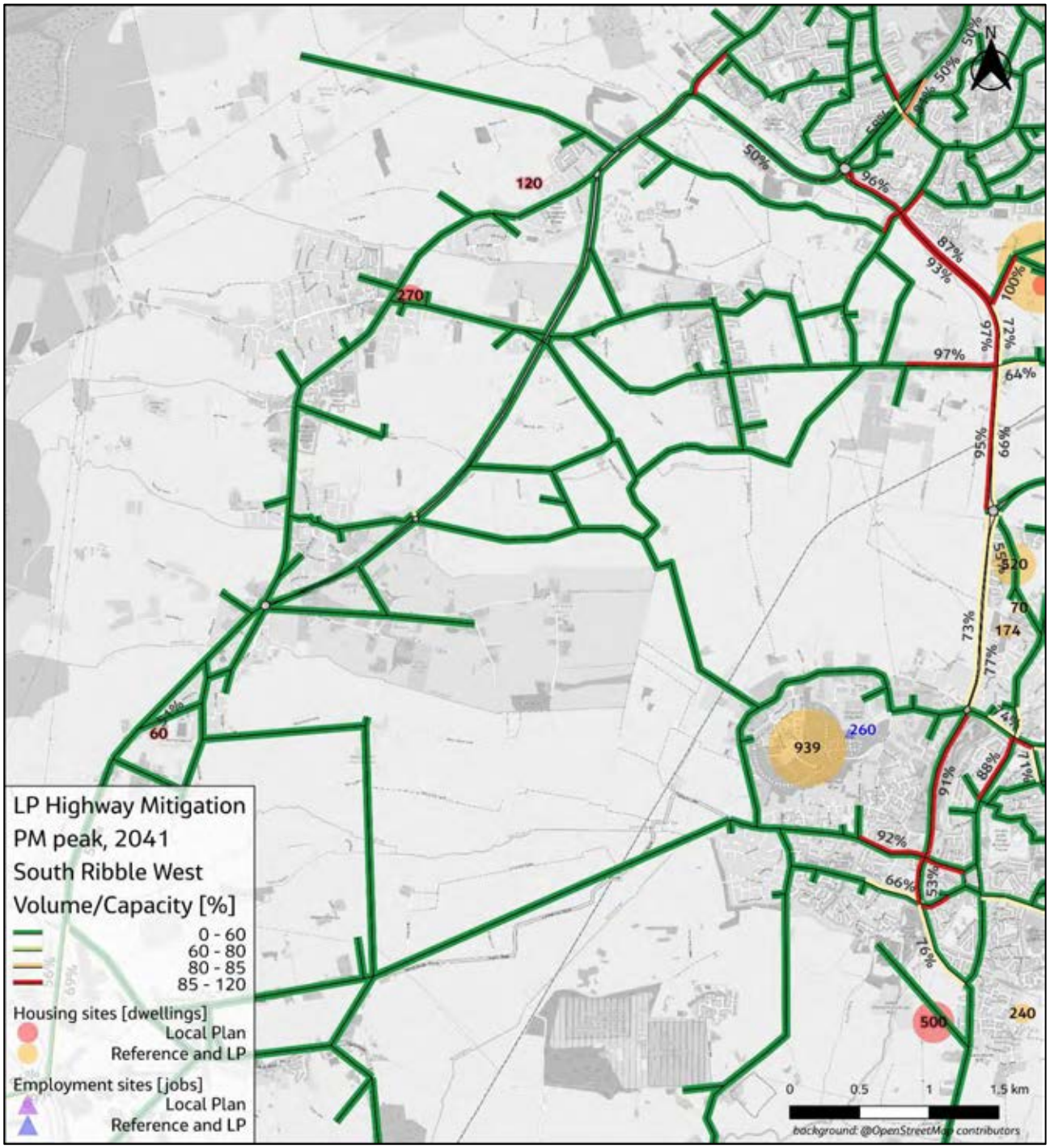


Figure H.2-138. V/C Ratio, Local Plan Sustainable and Highway Mitigation, 2041 PM Peak, South Ribble W

H.2.3.2 Local Plan Impact with highway mitigation vs Reference Case – Comparison with Scenario 1

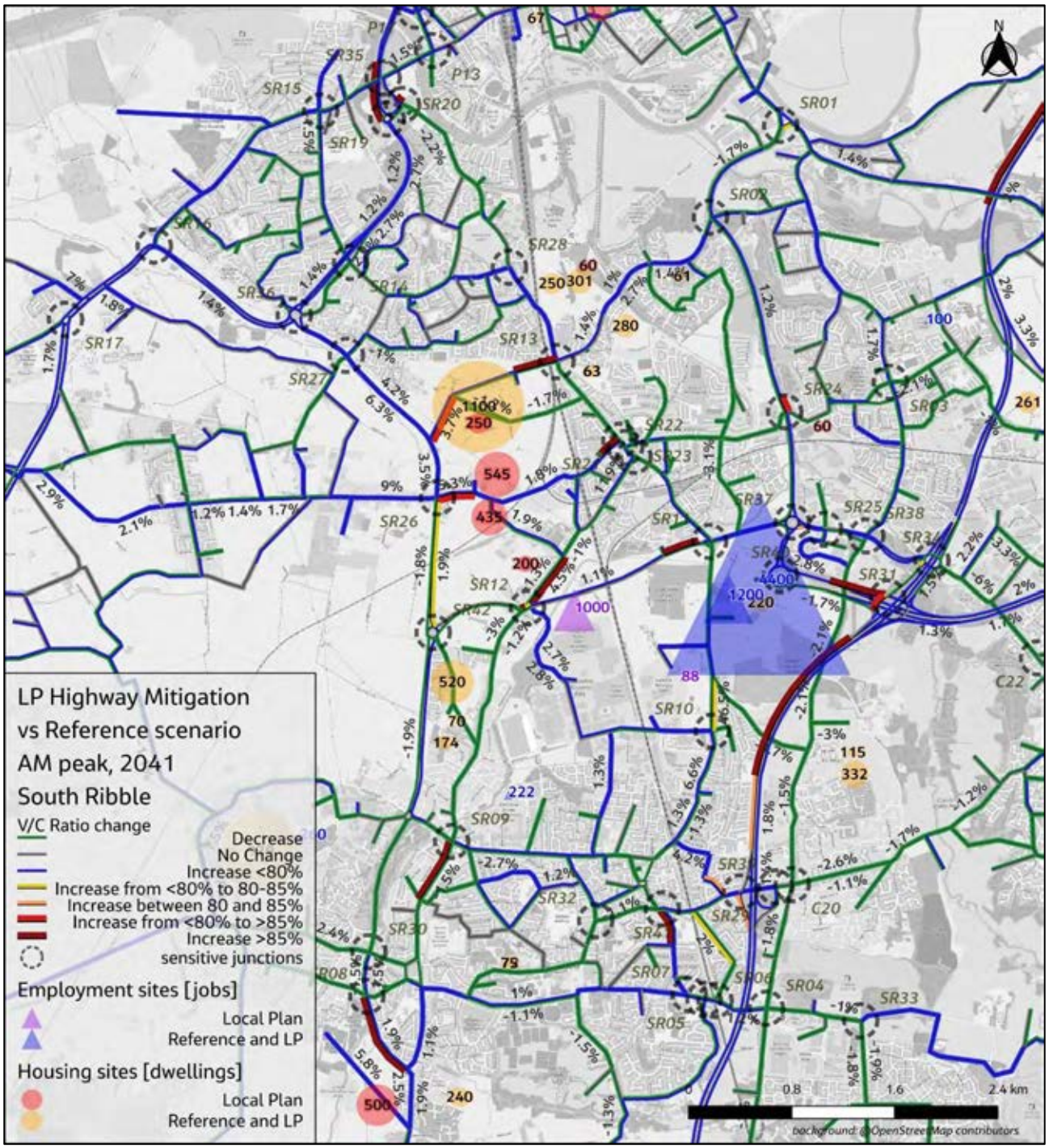


Figure H.2-139. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble

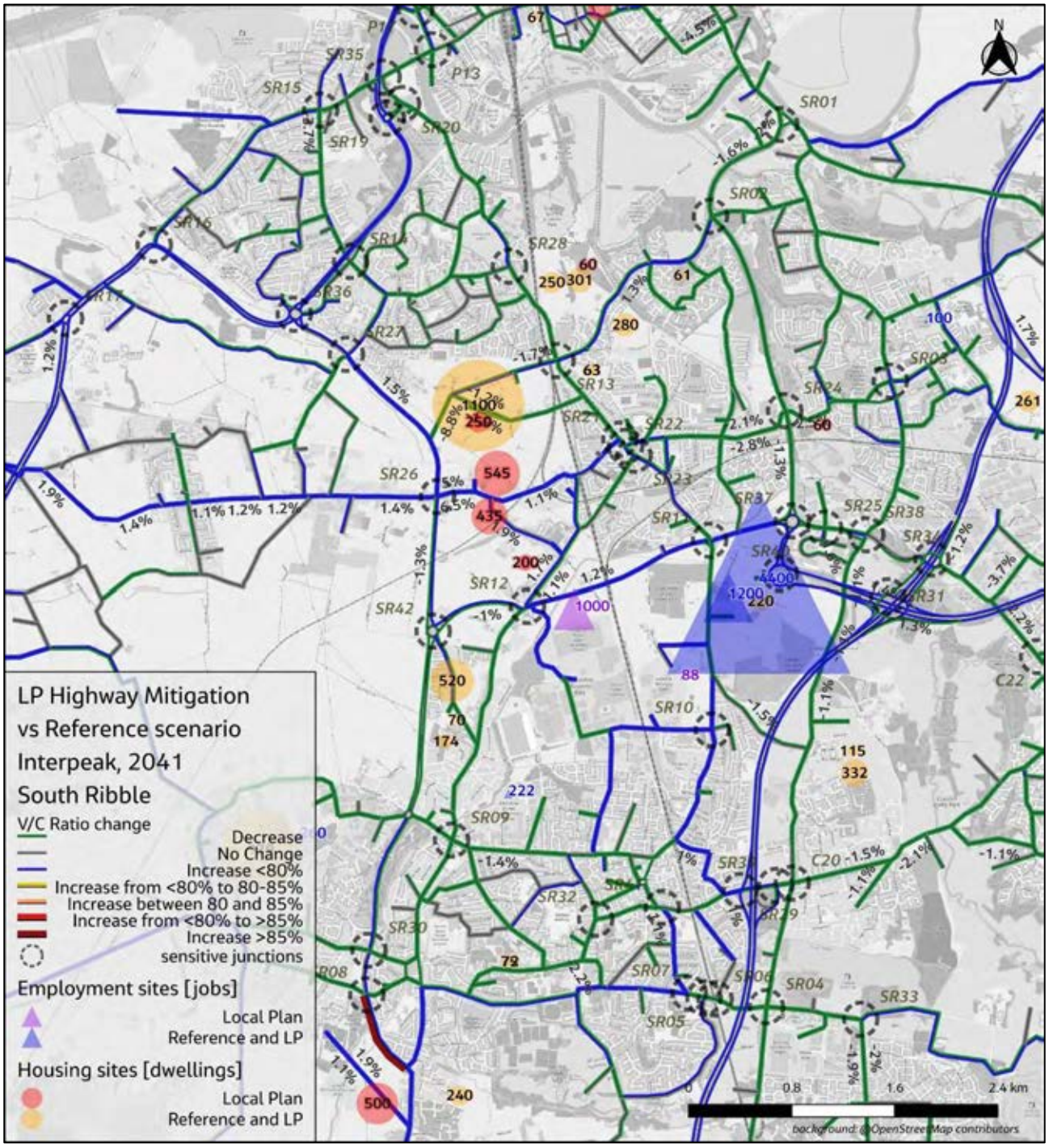


Figure H.2-140. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble

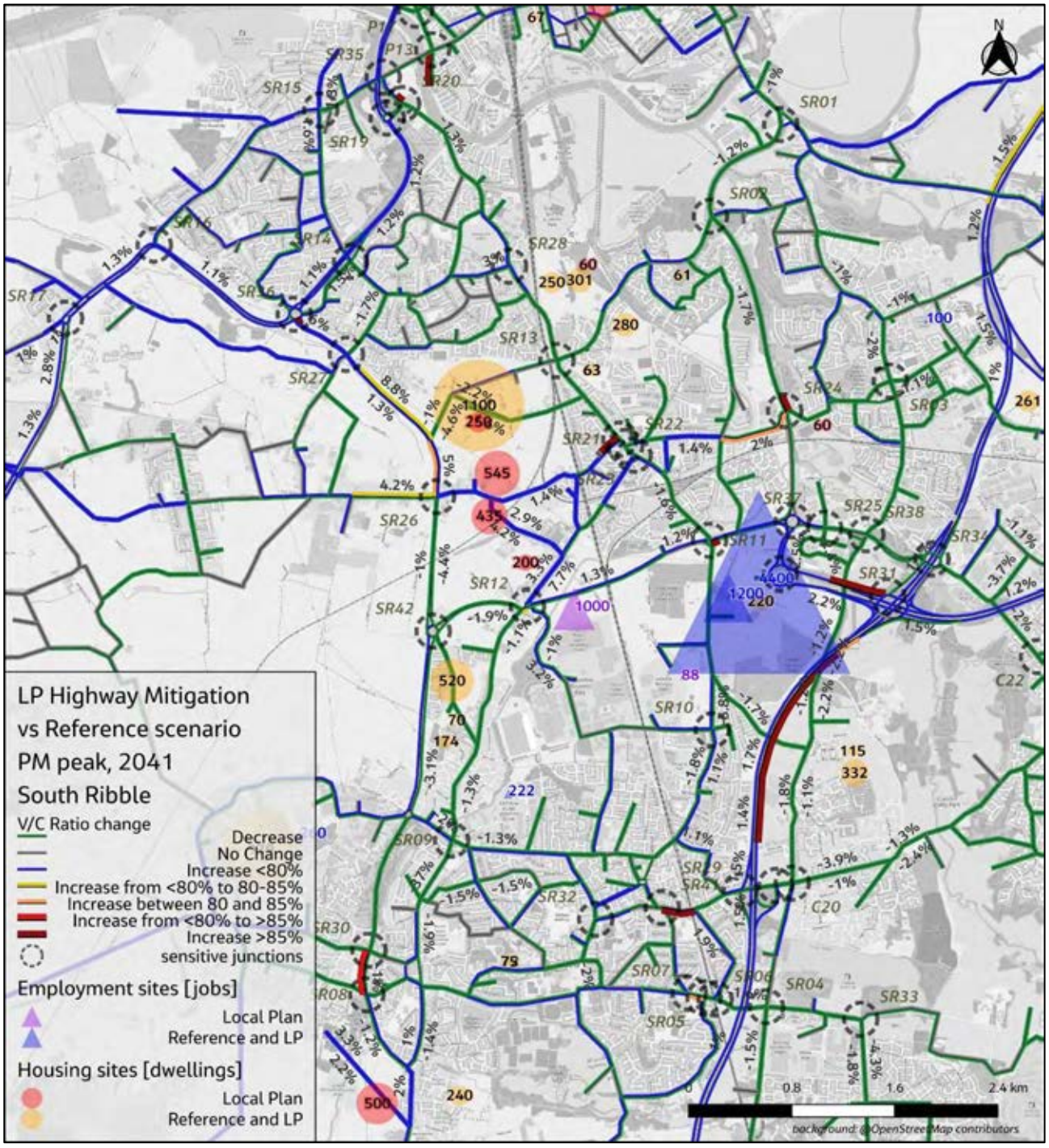


Figure H.2-141. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble

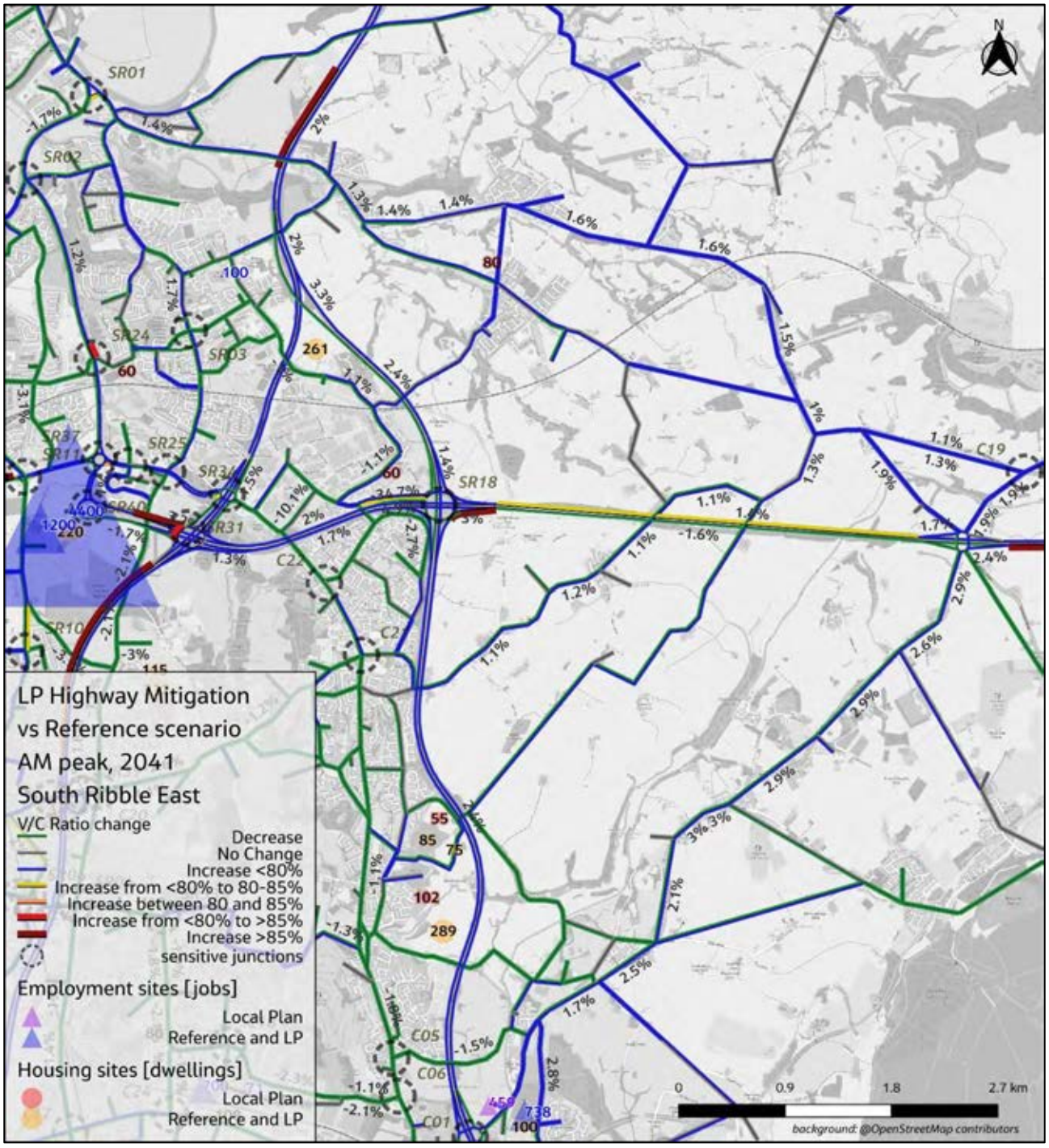


Figure H.2-142. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble E

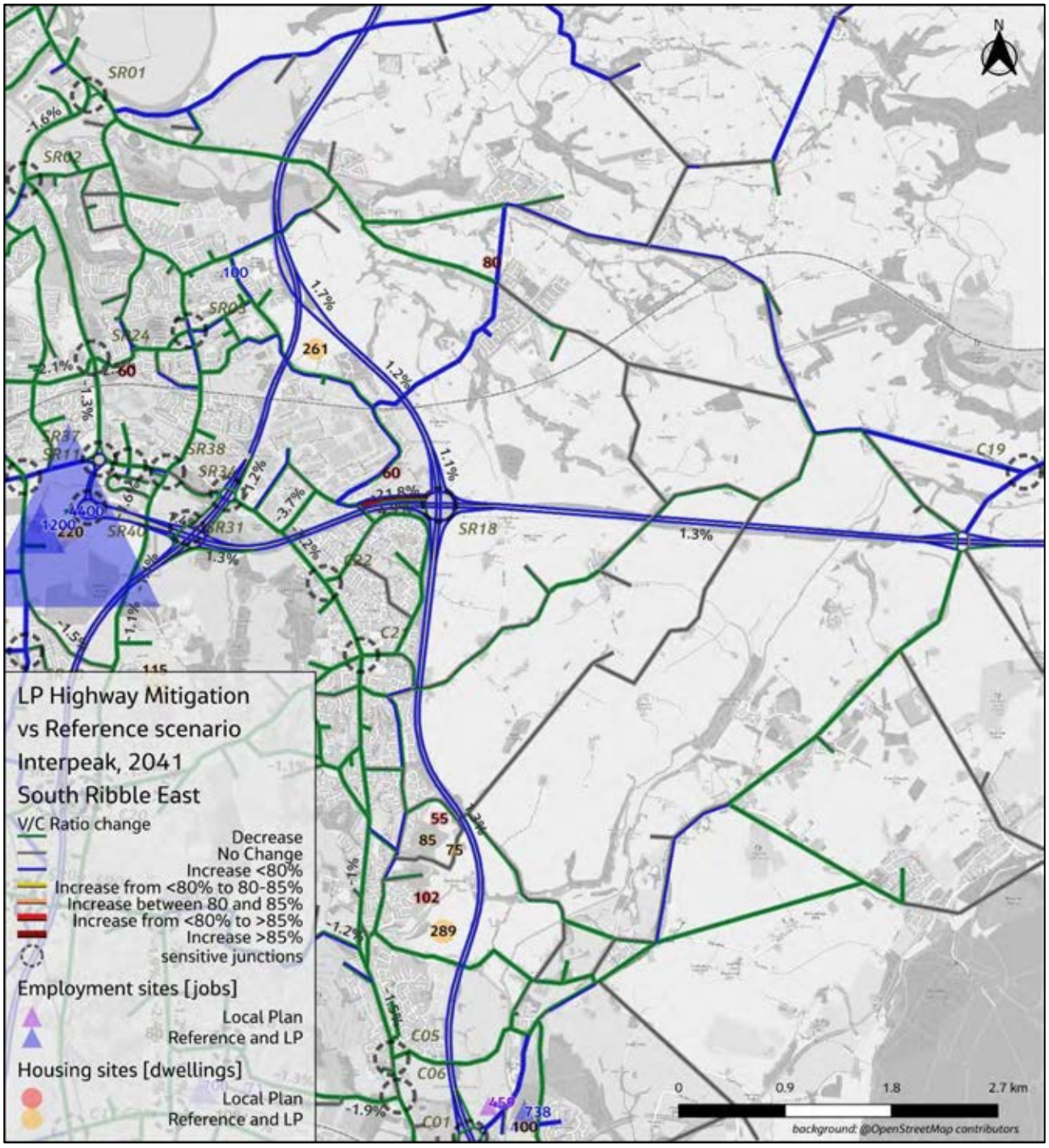


Figure H.2-143. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble E

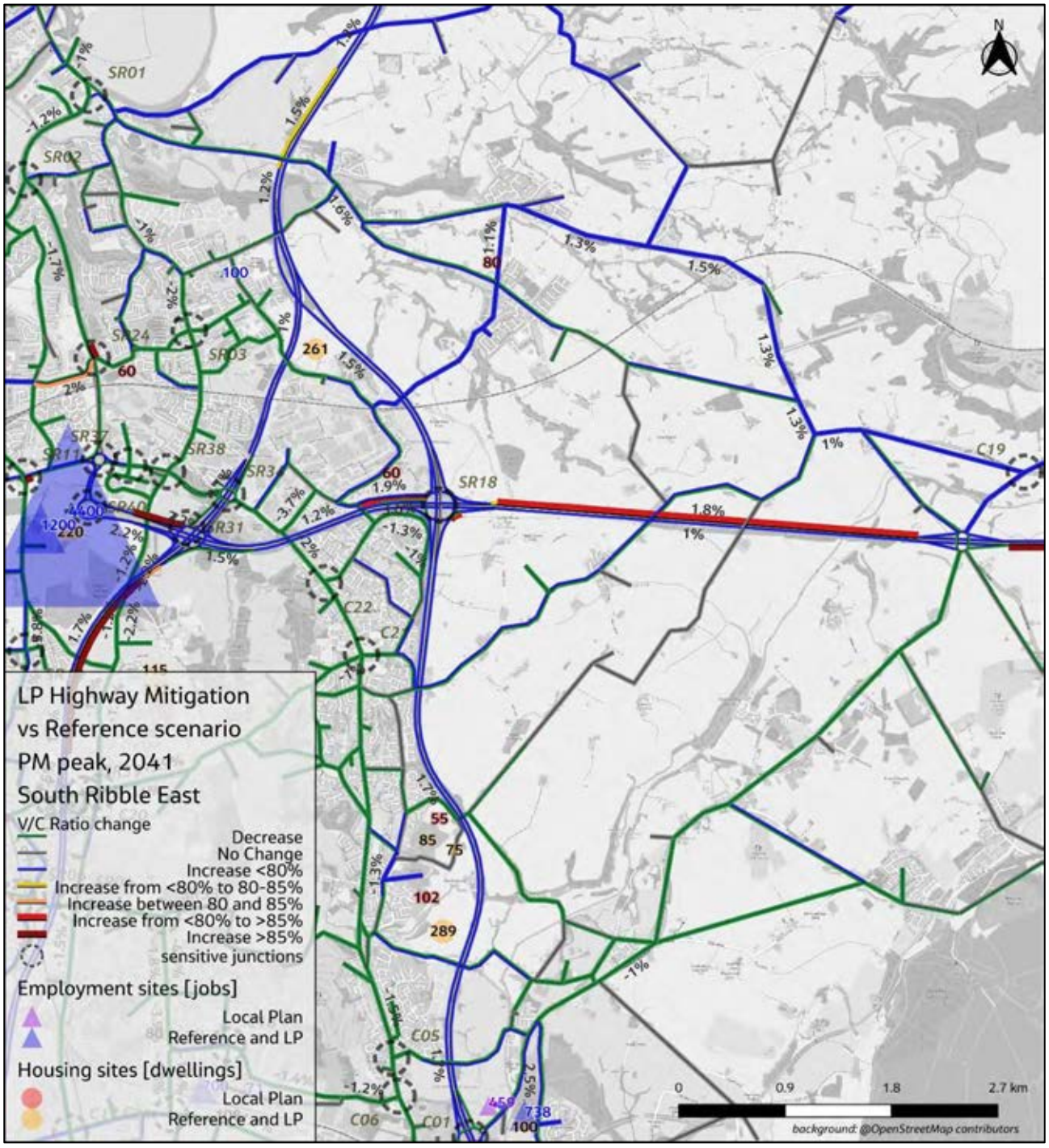


Figure H.2-144. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble E

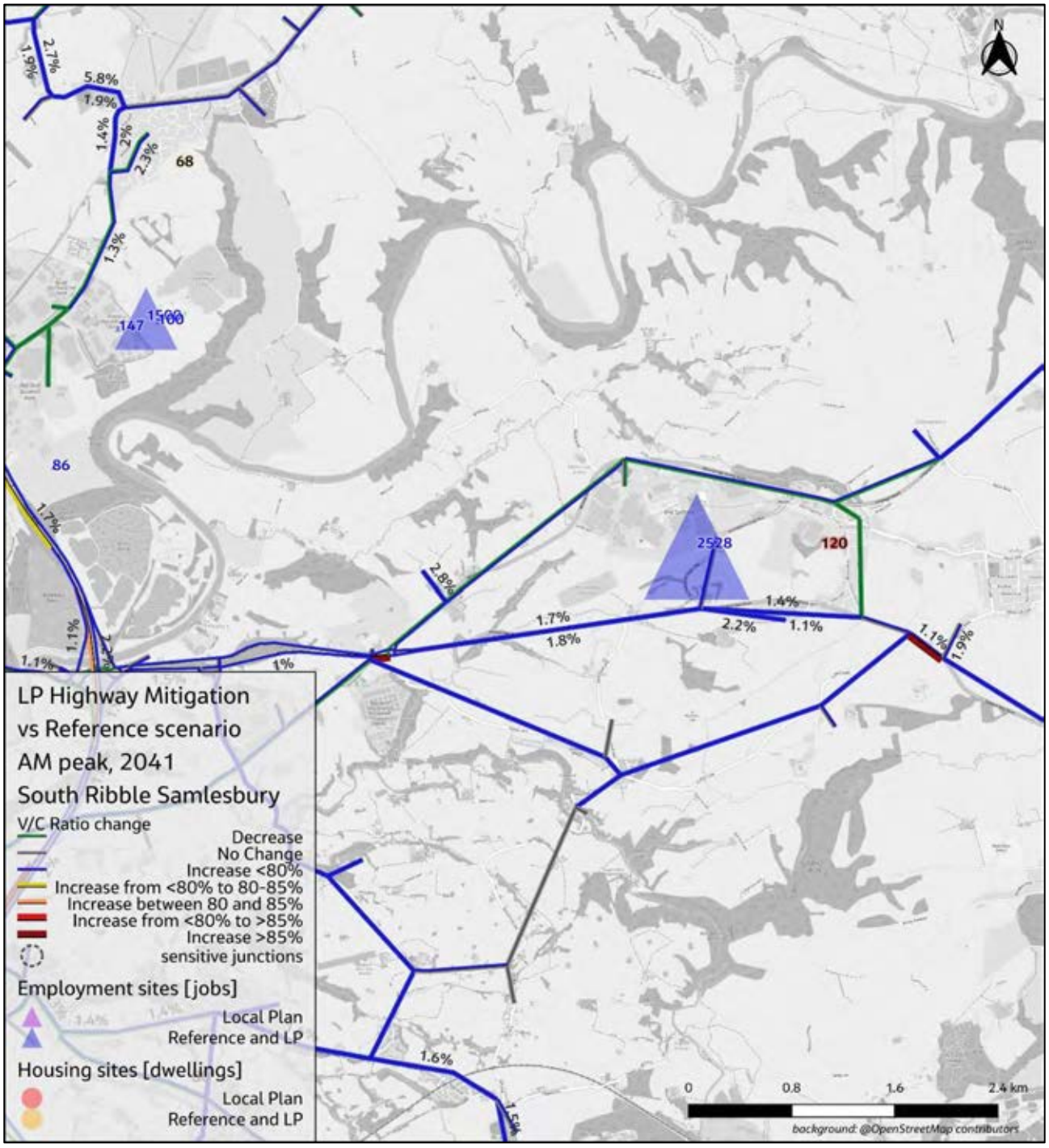


Figure H.2-145. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble Samlesbury

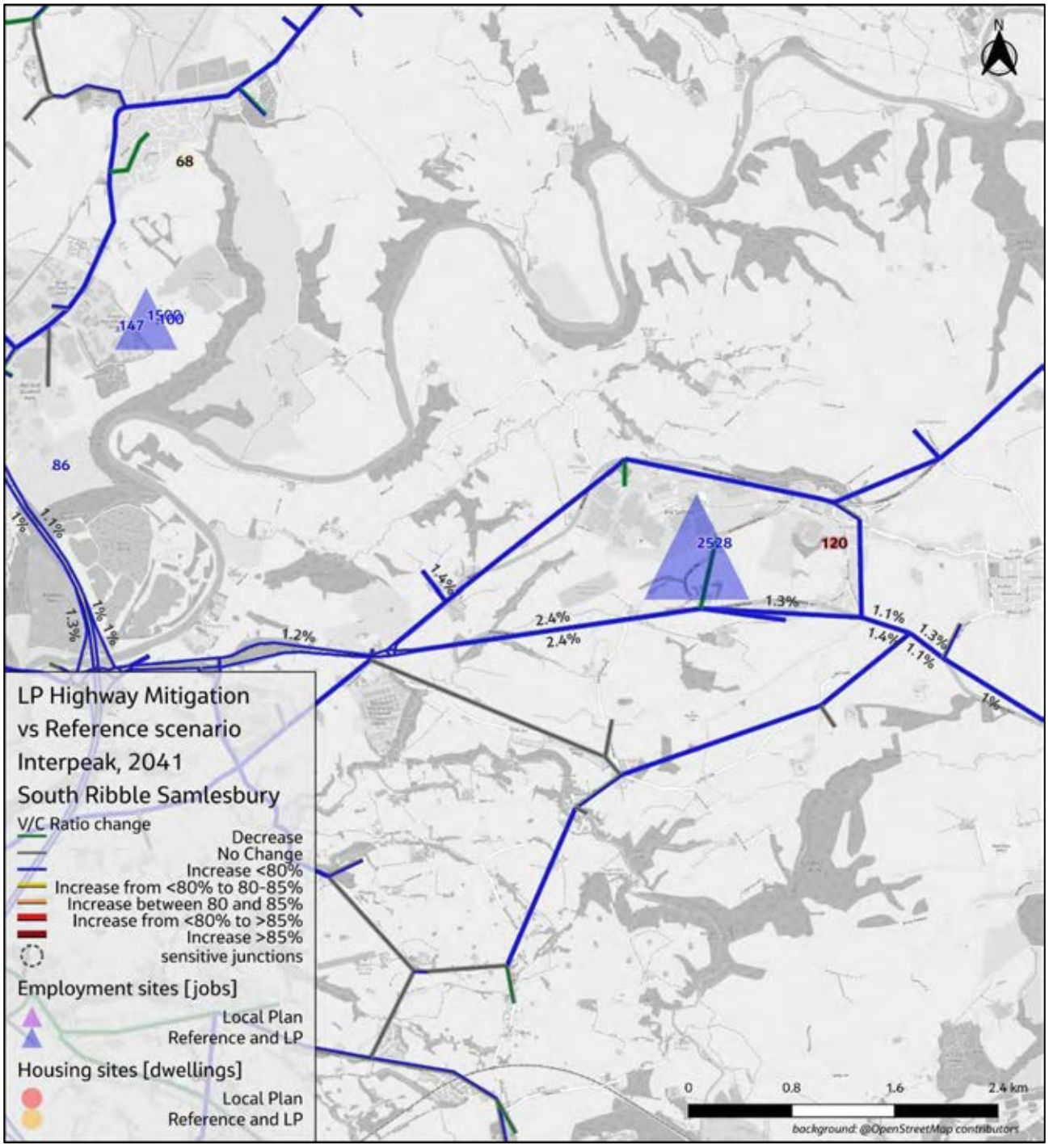


Figure H.2-146. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble Samlesbury

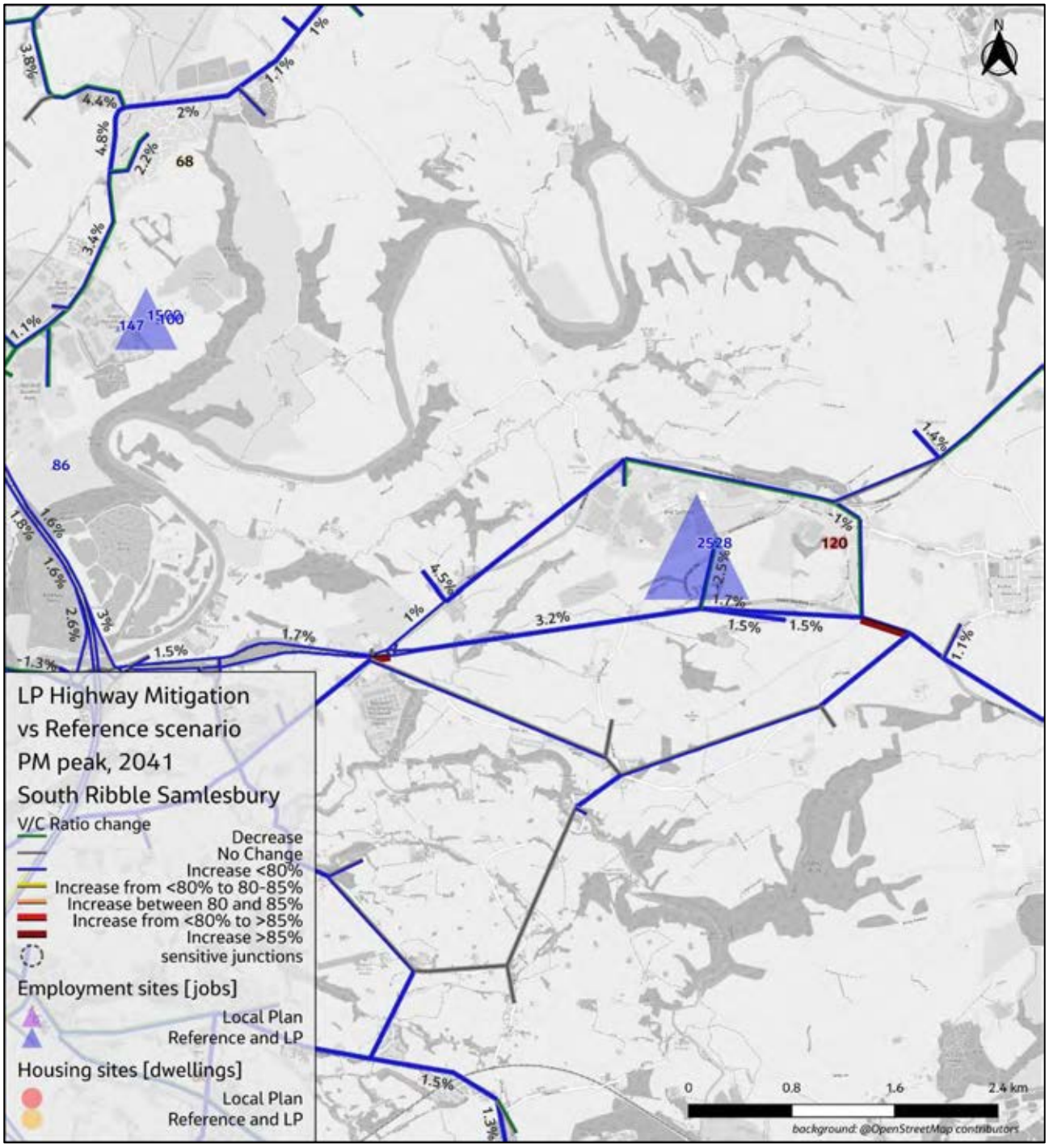


Figure H.2-147. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble Samlesbury

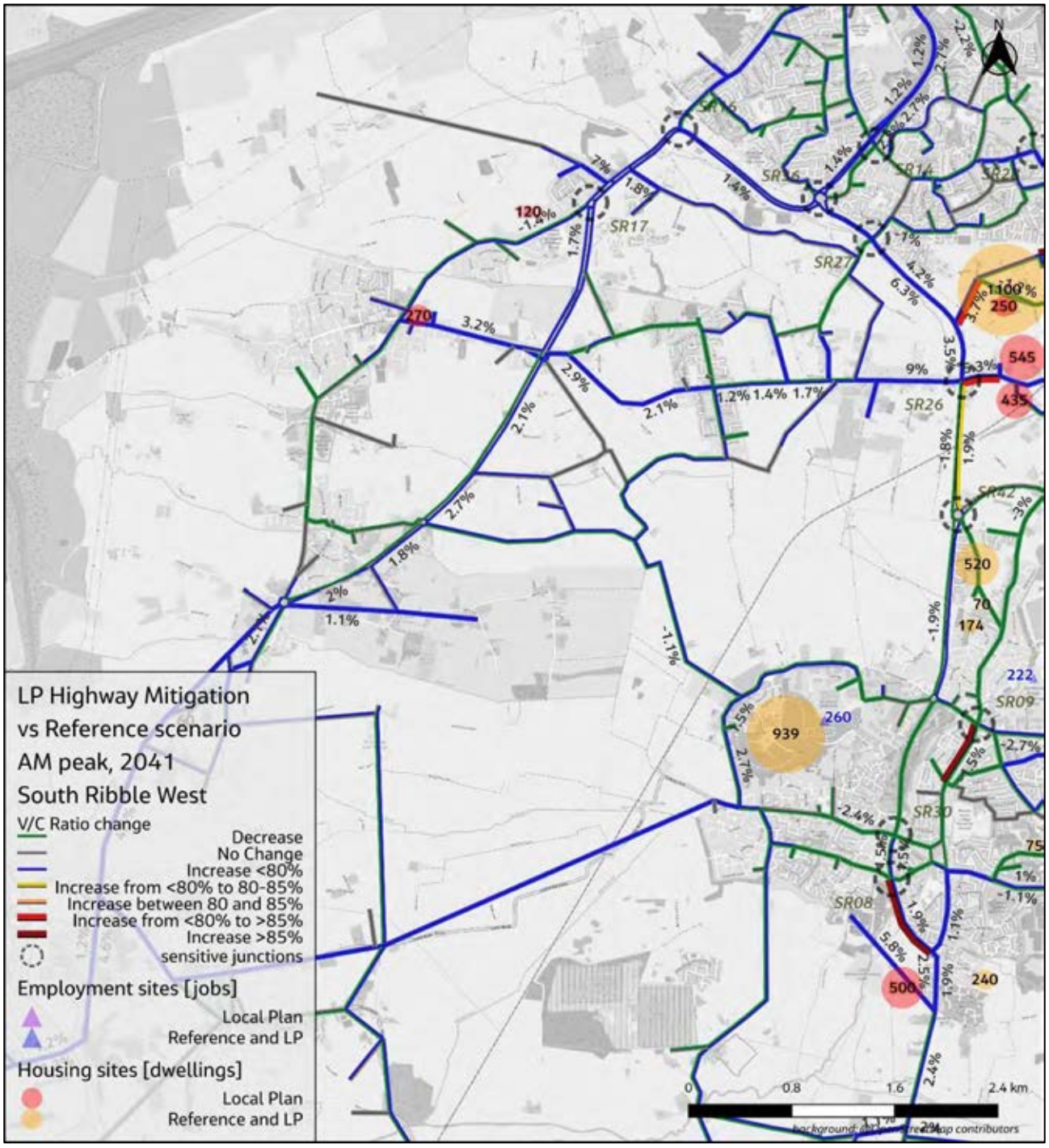


Figure H.2-148. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 AM Peak, South Ribble W

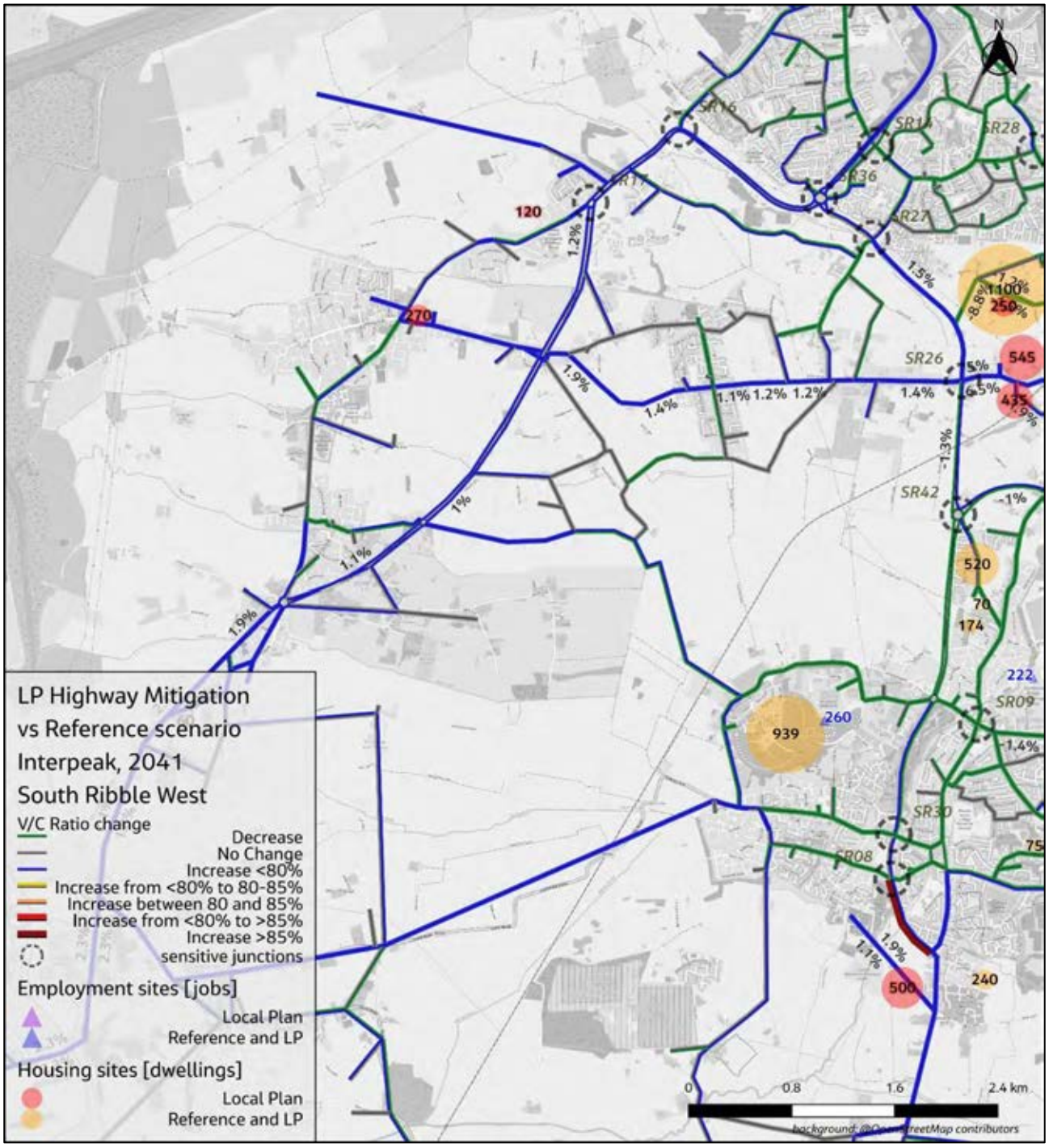


Figure H.2-149. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 Interpeak, South Ribble W

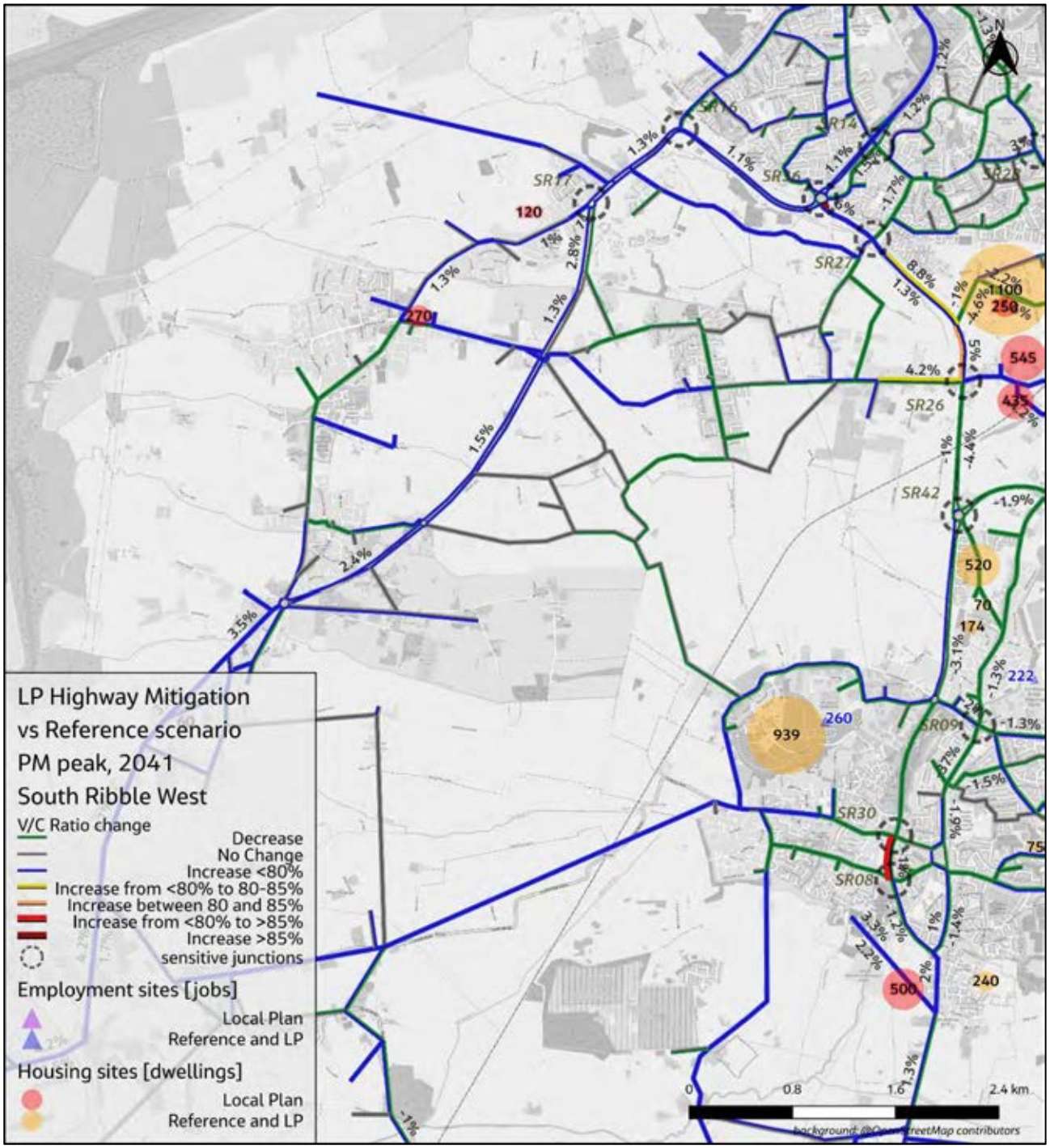


Figure H.2-150. V/C % Difference, Local Plan Sustainable and Highway Mitigation vs Reference, 2041 PM Peak, South Ribble W

H.3 Delay difference - Local Plan with Sustainable and Highway Mitigation vs Reference Case (comparison with scenario 1)

H.3.1 Chorley

Table H.3-1. Average seconds delay/vehicle (weighted across all arms), Interpeak, Chorley

Junction ID	Junction	Base	Reference	Local Plan	Local Plan Mitigation (Low Uptake)	Local Plan Mitigation incl Highway	LP Mitigation incl Highway impact vs Reference	LP Mitigation incl Highway impact vs LP Mitigation	Change from Base
C03	A6 Preston Rd / A674 Millenium Way	17	17	17	17	16	0	0	0
C04	A6 Preston Rd / B5252 Euxton Lane	36	36	36	36	36	0	0	0
C06	A6 Preston Rd / Buckshaw Avenue	47	49	50	49	49	0	0	2
C07	B5252 West Way / Euxton Lane	18	19	19	19	19	0	0	1
C08	A582 Southport Road / B5252 Westway Rbt	6	6	6	6	6	0	0	1
C09	A581 Southport Road / B5252 Foxhole Road	3	3	3	3	3	0	0	0
C10	B6228 Eaves Lane / B6229 Harpers Lane	11	12	12	12	12	0	0	1
C11	A6 Bolton Road / B5252 Myles Standish Way	22	22	22	22	35	13	13	13
C12	A6 Bolton Rd / A5106 Wigan Ln	96	105	108	106	23	-82	-83	-72
C13	B5251 Pall Mall / Weldbank Lane	51	54	54	53	50	-3	-3	0
C16	A49 Wigan Road / Bank Lane (Euxton)	25	26	27	26	27	1	1	2
C17	A49 Wigan Road / Euxton Lane	24	25	25	25	25	0	0	1
C19	A674 Finnington Lane / Moulden Brow A6061	39	38	38	38	38	0	0	-2
C20	A49 Wigan Road / Leyland Way	21	22	22	22	22	0	0	1
C21	A6 Preston Road / B5256 Westwood Road	13	13	13	13	13	0	0	1
C22	A6 Preston Road / Clayton Brook Road	10	11	11	11	11	0	0	1
C25	B5251 / Market Street	29	29	29	30	30	1	1	1
C27	A6 Bolton Road / Pilling Lane	27	28	28	27	28	0	1	1
C28	A6 Preston Street / Park Rd	3	2	2	2	2	0	0	0

H.3.2 Preston

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

Junction ID	Junction	Base	Reference	Local Plan	Local Plan Mitigation (Low Uptake)	Local Plan Mitigation incl Highway	LP Mitigation incl Highway impact vs Reference	LP Mitigation incl Highway impact vs LP Mitigation	Change from Base
-	A59 Ring Way / Bow Lane	47	52	52	52	52	0	0	5
P02	B6241 Eastway / Oliver's Place	14	16	16	16	19	3	3	5
P03	B6241 Eastway / Watling Street Rd	31	33	35	33	33	-1	0	1
P04	B6241 Eastway / Andertons Way	15	17	18	17	17	0	0	2
P06	B6242 Watling Street Road / Sharoe Green Lane	41	43	43	42	43	1	1	2
P07	B6241 Watling Street Road / Sir Tom Finneys Way	37	36	36	36	35	-1	0	-2
P09	A6 Garstang Road / St. George's Rd	53	53	53	52	52	-1	0	-1
P10	A6063 Deepdale Rd/ St George's Road	40	43	44	43	42	-1	-1	2
P11	A59 Ring Way / Corporation Street	30	32	33	32	32	1	0	2
P12	A5071 Corporation Street / Marsh Lane	27	27	27	27	27	-1	0	0
P13	B5254 Strand Rd / A59 Guild Way Junction North	53	60	63	61	61	1	0	8
P13	B5254 Strand Rd / A59 Guild Way Junction South	33	16	16	16	16	0	0	-17
P13	B5254 Strand Rd / Fishergate Hill	103	70	78	73	73	3	1	-29
P15	A583 Watery Lane / A5072 West Strand	30	29	29	28	28	0	0	-2
P16	B6241/ Tulketh Brow	17	17	17	17	17	0	0	0
P16	A583 Watery Lane / Tulketh Brow	20	24	24	23	23	0	0	3
P17	B5254 Strand Rd / Port Way	46	48	49	48	48	0	0	3
P21	A6 Garstang Rd / Sharoe Green Ln	57	61	61	61	61	0	0	4
P22	A5085 Blackpool Rd / B6243	50	58	60	56	56	-2	0	5
P23	B6243 Ribbleton Lane / Skeffington Rd	31	24	24	23	23	-1	0	-8
P24	B6243 Ribbleton Lane / Acregate Lane	26	27	27	27	26	-1	-1	1
P25	A59 Ring Way / Church Street / Ribbleton Lane	47	48	49	48	48	-1	0	1
P26	A59 Ring Way / A6 North Road	54	53	54	53	53	0	0	-1

Junction ID	Junction	Base	Reference	Local Plan	Local Plan Mitigation (Low Uptake)	Local Plan Mitigation incl Highway	LP Mitigation incl Highway impact vs Reference	LP Mitigation incl Highway impact vs LP Mitigation	Change from Base
P27	A59 London Road / Queens Street	32	30	30	29	29	-1	0	-3
P28	Sharoe Green Lane / St. Vincents Road	8	8	8	8	8	0	0	0
P29	Sharoe Green Lane / Sherwood Way	9	9	9	9	9	0	0	0
P30	A6 Garstang Rd / St Vincents Rd	3	3	3	3	3	0	0	0
P31	A6 / Parklands Drive	18	21	22	22	24	3	2	5
P32	A6 / Eastway	13	19	20	20	9	-10	-11	-4
P34	B6241 Eastway / Mericourt Road	13	16	16	16	15	0	0	3
P36	A59 Broughton Bypass / Whittingham Lane	8	10	10	10	10	0	0	1
P38	A583 Fylde Rd / Aqueduct St.	36	48	49	48	48	0	0	12
P39	B6241 / A583 Watery Ln	38	44	45	44	44	-1	0	6
P40	A582 PWD / B5468 Avice Pimblett Way	12	13	13	13	13	0	0	1
P42	A583 Riversway / Pedders Road	36	36	37	37	37	0	0	1
P42	A583 Riversway / Port Way	32	32	32	31	32	0	0	0
P45	B6241 Lightfoot Lane / Eastway	29	39	40	51	28	-11	-23	0
P47	B6242 Bluebell Way / Lancashire Way	22	24	24	24	24	0	0	1
P48	B6242 Bluebell Way M6 J31a / Premier Inn Car Park	27	31	34	33	33	2	0	6
P50	A5085 Blackpool Rd / B6241	45	46	46	46	46	0	0	1
P51	A59 New Hall Lane / Skeffington Road	27	29	29	28	29	0	0	2
P53	A59 London Road / New Hall Lane	35	46	46	46	46	0	0	10
P54	B5467 William Young Way / B5411 Tabley Lane	23	24	25	25	25	1	0	2
P55	A5085 Blackpool Road / Lea Road	18	19	19	19	19	0	0	0
P57	A583 Blackpool Rd / A582 PWD	13	14	14	14	13	0	0	0
P59	Blackpool Road / Tulketh Brow	53	52	52	52	52	0	0	-1
P60	A5085 / Pedders Lane / Cottam Lane	46	47	49	49	50	2	0	3
P61	A5085 Blackpool Rd / A6 Garstang Rd	40	41	41	41	41	0	0	1

H.3.3 South Ribble

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

Junction ID	Junction	Base	Reference	Local Plan	Local Plan Mitigation (Low Uptake)	Local Plan Mitigation incl Highway	LP Mitigation incl Highway impact vs Reference	LP Mitigation incl Highway impact vs LP Mitigation	Change from Base
-	A582 Bee Lane	0	18	17	17	17	-1	0	17
SR01	A6 London Way / Victoria Road (S)	17	18	18	18	18	0	0	0
SR01	A6 London Way / Victoria Road (N)	13	14	14	14	14	0	0	1
SR02	A6 / Carwood Rd Roundabout	15	19	20	19	19	0	0	3
SR04	A49 Wigan Road / B5248 Dawson Lane	31	32	32	32	32	0	0	1
SR06	B5248 Church Road / Bent Lane	11	11	11	11	11	0	0	0
SR08	B5253 / Slater Lane Signals	31	36	38	37	38	1	0	7
SR09	B5256 Longmeanygate/ Leyland Lane	24	31	31	31	31	0	0	7
SR10	B5254 Stanifield Lane / Centurion Way	33	35	35	35	35	1	0	2
SR11	A582 Stanifield Lane	15	45	46	45	45	0	0	30
SR12	A582 Croston Junction	12	24	25	25	24	1	0	12
SR14	A59 Golden Way / Cop Lane Junction	31	32	32	32	32	0	0	1
SR16	A59 John Horrocks Way / Liverpool Road	21	21	22	22	22	0	0	1
SR17	A59 Liverpool Road / Longton Bypass	6	6	6	6	6	0	0	0
SR19	A582 Golden Way / Guild Way	20	15	15	15	15	0	0	-6
SR20	Golden Way / B5254 Leyland Road	5	43	48	42	42	-1	0	37
SR21	B5254 Liverpool Road / Coote Lane	17	24	25	24	24	0	0	7
SR22	B5254 Liverpool Road / B5257 Brownedge Road	21	22	23	22	22	0	0	1
SR23	B5254 Liverpool Road / Jubilee Road	32	11	11	12	12	1	0	-21
SR24	A6 / Brownedge Rd Roundabout	14	19	20	19	19	-1	0	4
SR25	A6 Lostock Lane / Cuerden Way	34	36	36	36	36	0	0	2

Junction ID	Junction	Base	Reference	Local Plan	Local Plan Mitigation (Low Uptake)	Local Plan Mitigation incl Highway	LP Mitigation incl Highway impact vs Reference	LP Mitigation incl Highway impact vs LP Mitigation	Change from Base
SR26	A582 Chain House Lane	33	33	34	34	34	1	0	1
SR27	A582 Pope Lane	37	37	38	37	37	0	0	0
SR30	B5253 / Dunkirk Lane Roundabout	36	39	40	39	39	0	0	3
SR32	B5254 King Street / Towngate	58	59	59	59	59	1	0	1
SR33	Central Ave / B5248 Dawson Ln	34	34	34	34	34	0	0	1
SR35	B5254 Leyland Road / Bee Lane	14	16	16	16	16	0	0	1
SR35	B5254 Leyland Road / Liverpool Road	21	25	27	27	27	2	0	6
SR36	A582 Golden Way	11	14	14	14	14	0	0	3
SR37	A582 / A6 Roundabout	14	14	14	14	14	0	0	0
SR38	A6 / Wigan Rd Roundabout	39	39	40	38	38	-1	0	-1
SR41	Turpin Green / Canberra Rd Rbt	9	9	10	10	9	0	0	1
SR42	A582 Flensburg Way	28	16	17	16	16	0	0	-12

Appendix I. Merge/Diverge Analysis

I.1 M6

I.1.1 Northbound

I.1.1.1 J27 to J28

Insufficient quality/quantity of TRIS data for this section for analysis

I.1.1.2 J30 to J31

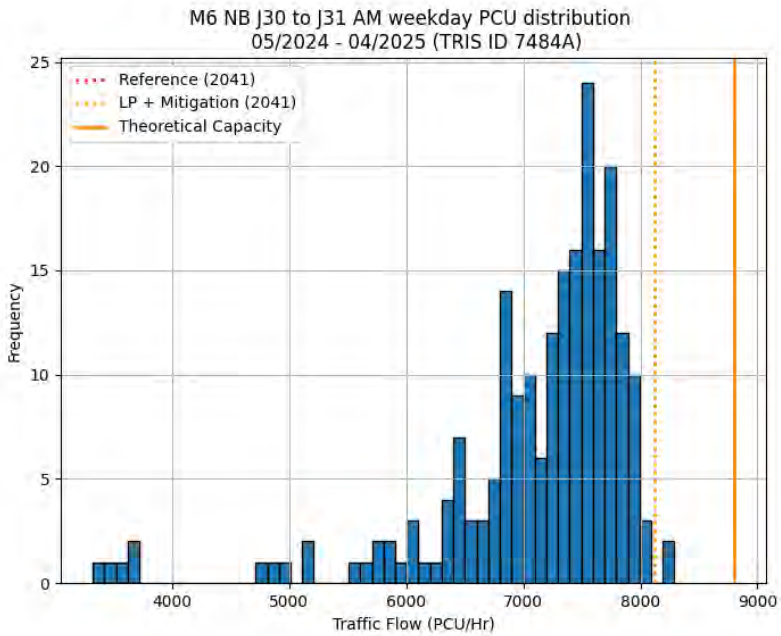


Figure I.1-1. Traffic flow histogram, M6 Northbound J30 to J31, AM peak

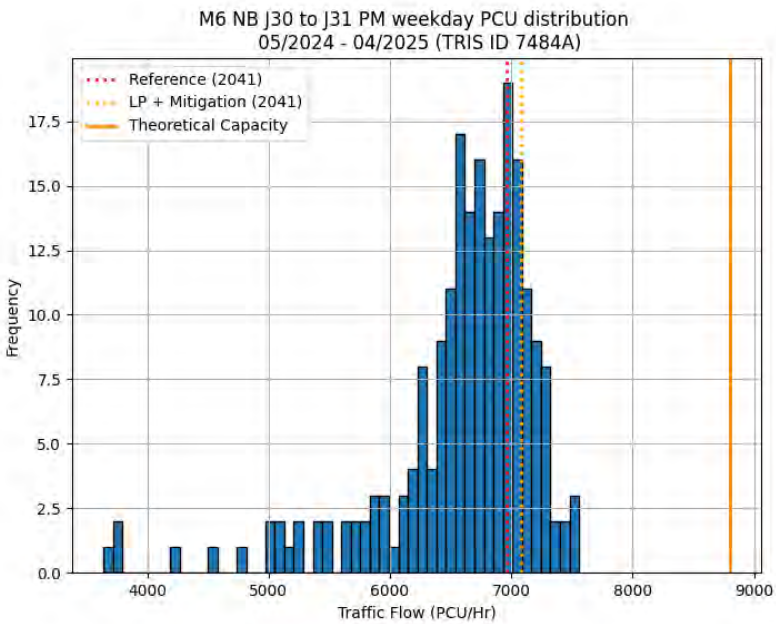


Figure I.1-2. Traffic flow histogram, M6 Northbound J30 to J31, PM peak

I.1.1.3 J31 to J31A

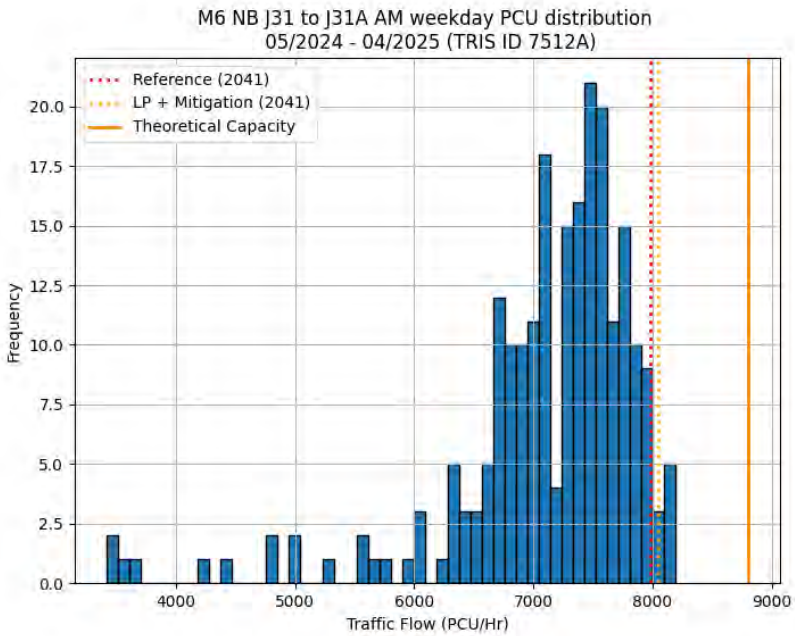


Figure I.1-3. Traffic flow histogram, M6 Northbound J31 to J31A, AM peak

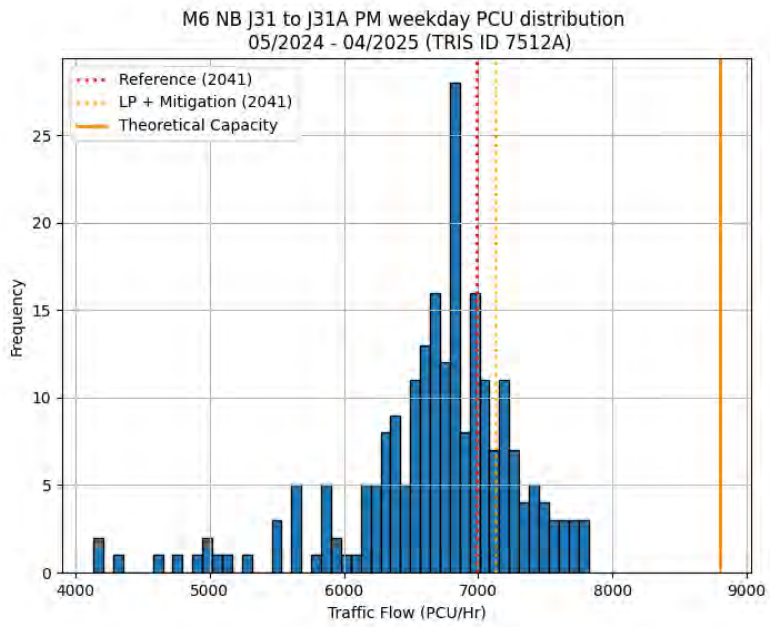


Figure I.1-4. Traffic flow histogram, M6 Northbound J31 to J31A, PM peak

I.1.1.4 J31A to J32

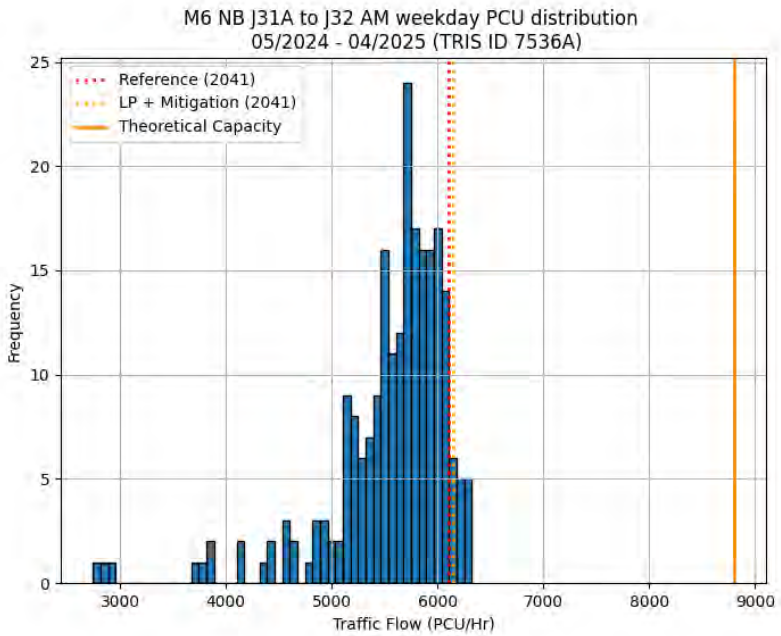


Figure I.1-5. Traffic flow histogram, M6 Northbound J31A to J32, AM peak

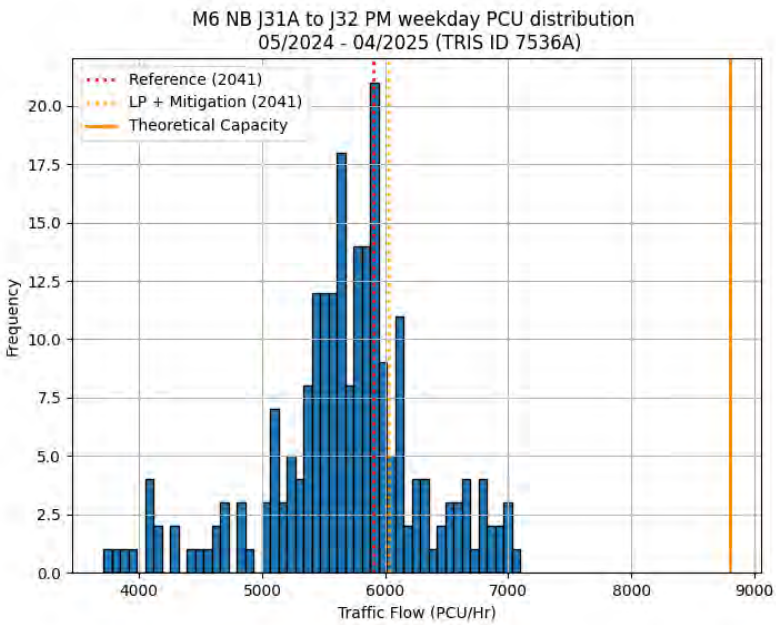


Figure I.1-6. Traffic flow histogram, M6 Northbound J31A to J32, PM peak

I.1.2 Southbound

I.1.2.1 J28 to J27

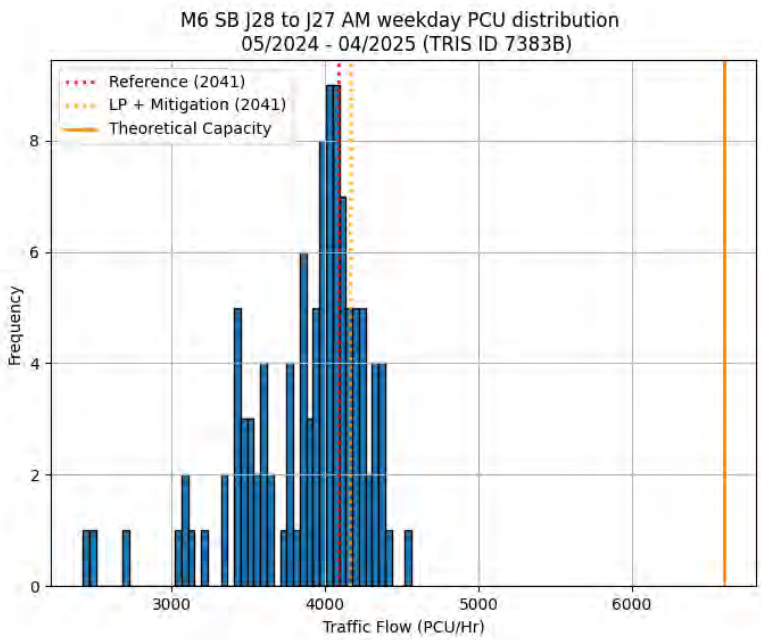


Figure I.1-7. Traffic flow histogram, M6 Southbound J28 to J27, AM peak

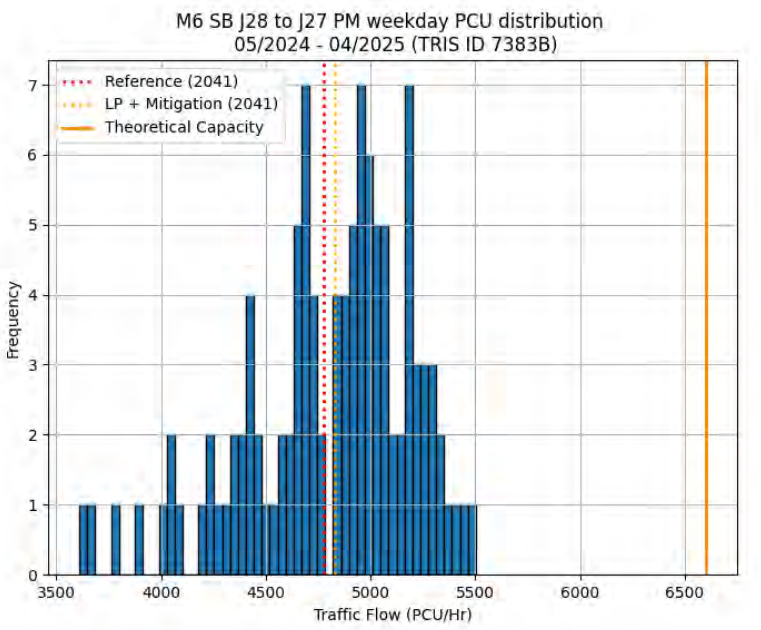


Figure I.1-8. Traffic flow histogram, M6 Southbound J28 to J27, PM peak

I.1.2.2 J31 to J30

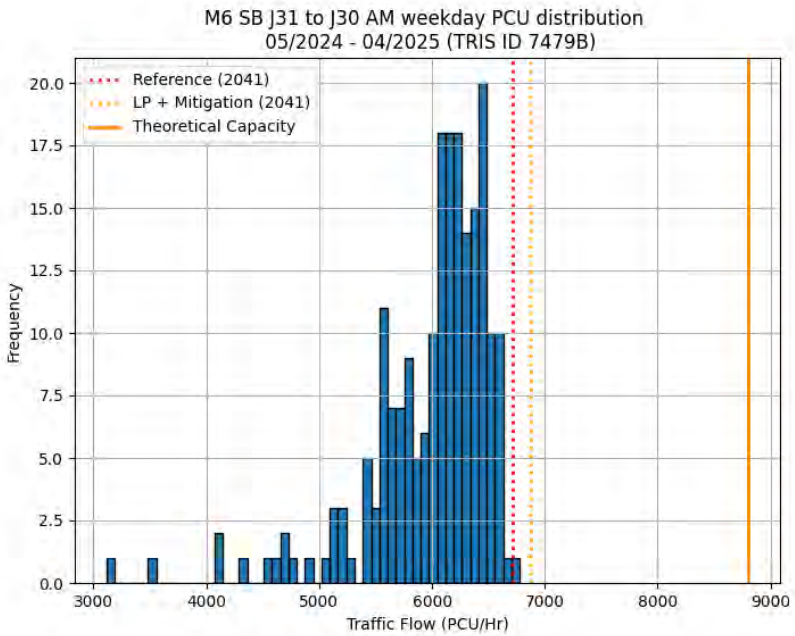


Figure I.1-9. Traffic flow histogram, M6 Southbound J31 to J30, AM peak

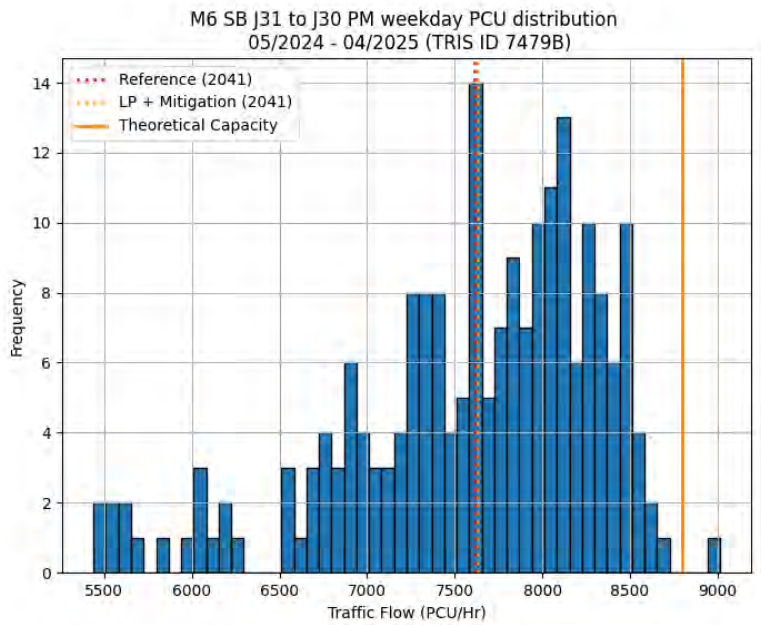


Figure I.1-10. Traffic flow histogram, M6 Southbound J31 to J30, PM peak

I.1.2.3 J31A to J31

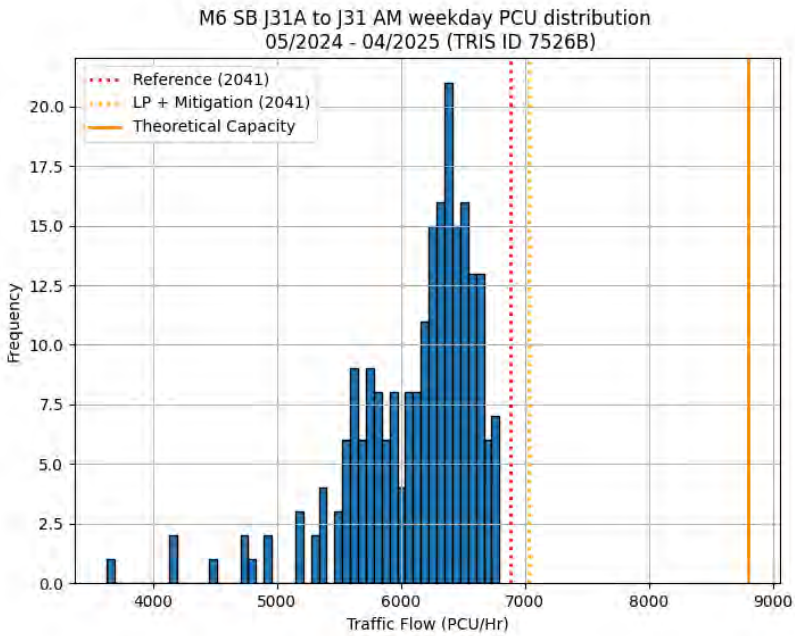


Figure I.1-11. Traffic flow histogram, M6 Southbound J31A to J31, AM peak

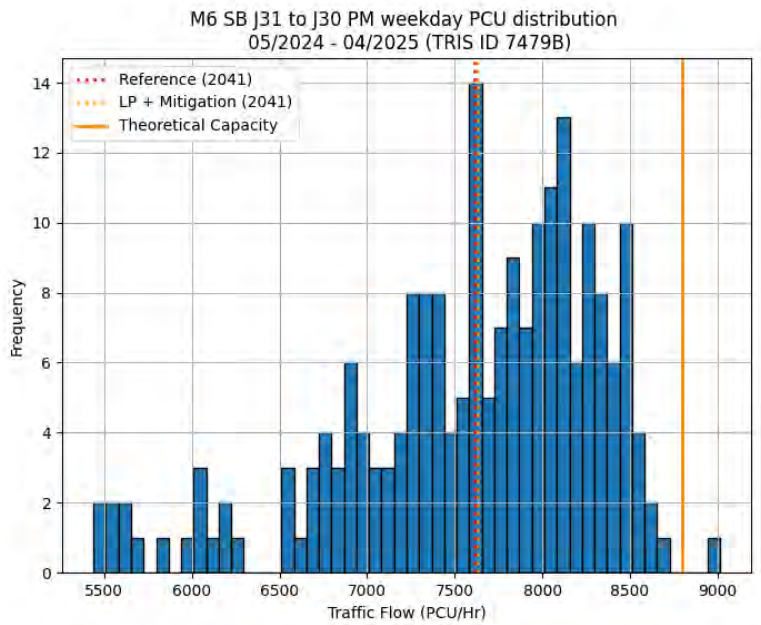


Figure I.1-12. Traffic flow histogram, M6 Southbound J31A to J31, PM peak

I.2 M55

I.2.1 Eastbound

I.2.1.1 J2 to J1

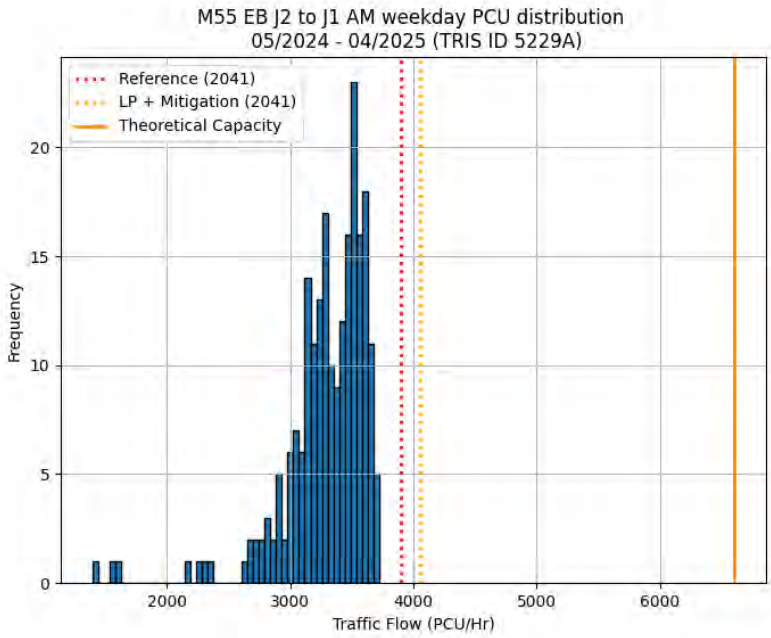


Figure I.2-13. Traffic flow histogram, M55 Eastbound J2 to J1, AM peak

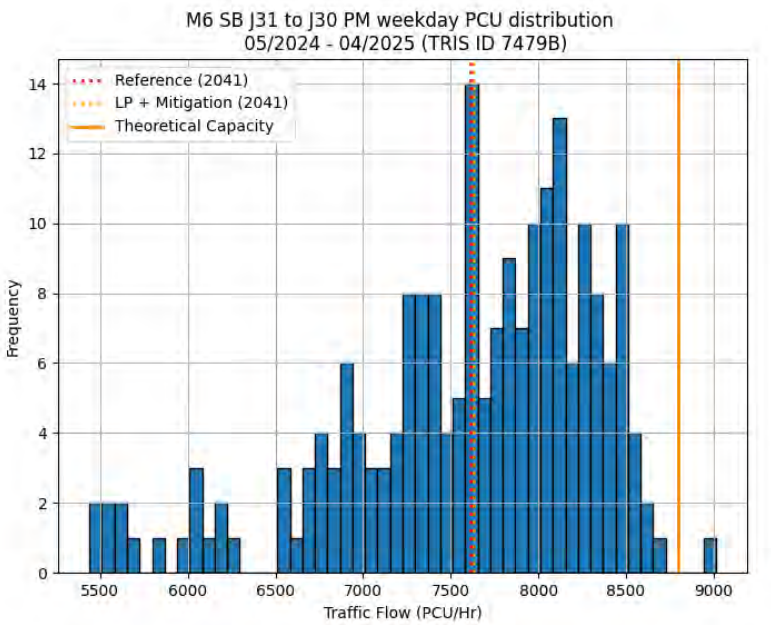


Figure I.2-14. Traffic flow histogram, M55 Eastbound J2 to J1, PM peak

I.2.1.2 J1 to M6 J32

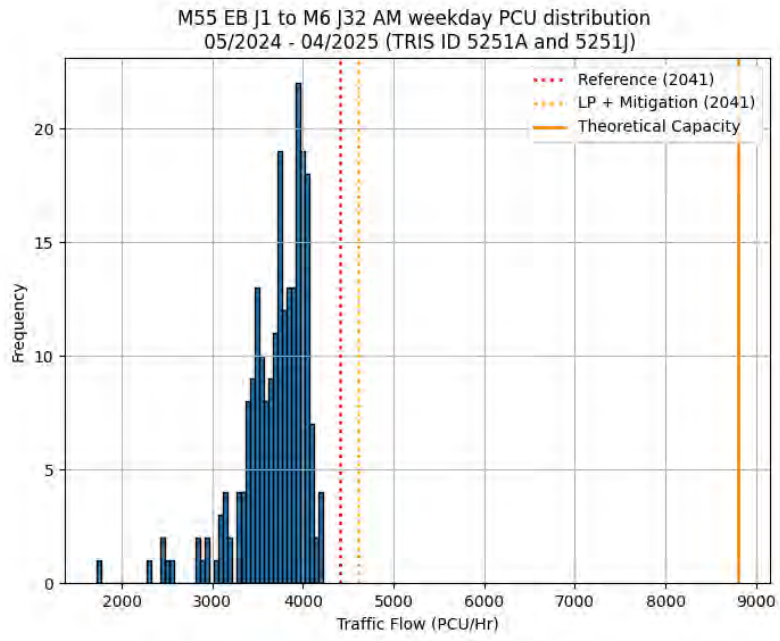


Figure I.2-15. Traffic flow histogram, M55 Eastbound J1 to M6 J32, AM peak

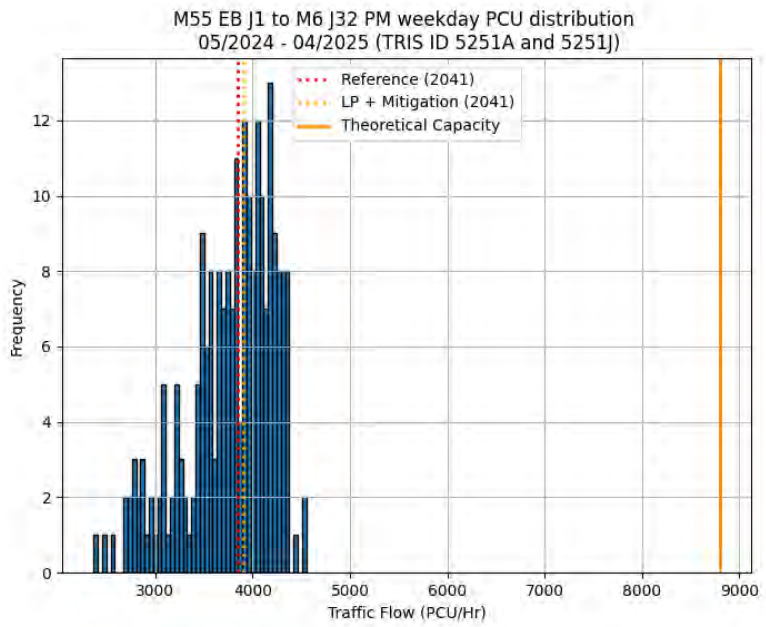


Figure I.2-16. Traffic flow histogram, M55 Eastbound J1 to M6 J32, PM peak

I.2.2 Westbound

I.2.2.1 M6 J32 to J1

Insufficient quality/quantity of TRIS data for this section for analysis

I.3 M61

I.3.1 Northbound

I.3.1.1 J6 to J8

Insufficient quality/quantity of TRIS data for this section for analysis

I.3.1.2 J8 to J9

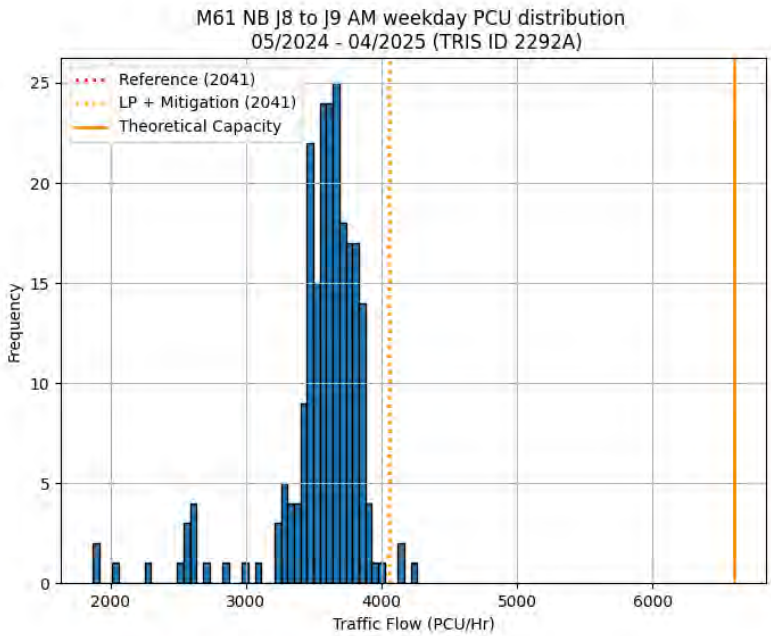


Figure I.3-17. Traffic flow histogram, M61 Northbound J8 to J9, AM peak

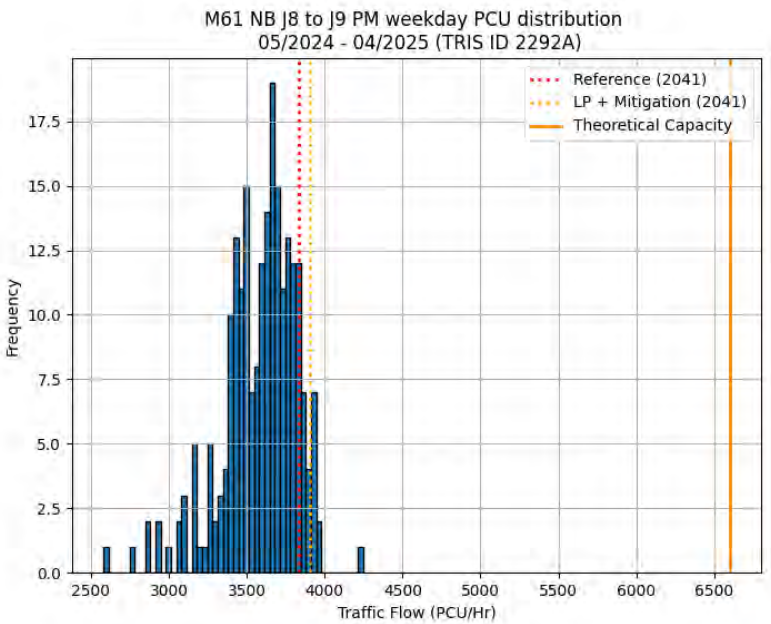


Figure I.3-18. Traffic flow histogram, M61 Northbound J8 to J9, PM peak

I.3.2 Southbound

I.3.2.1 J9 to J8

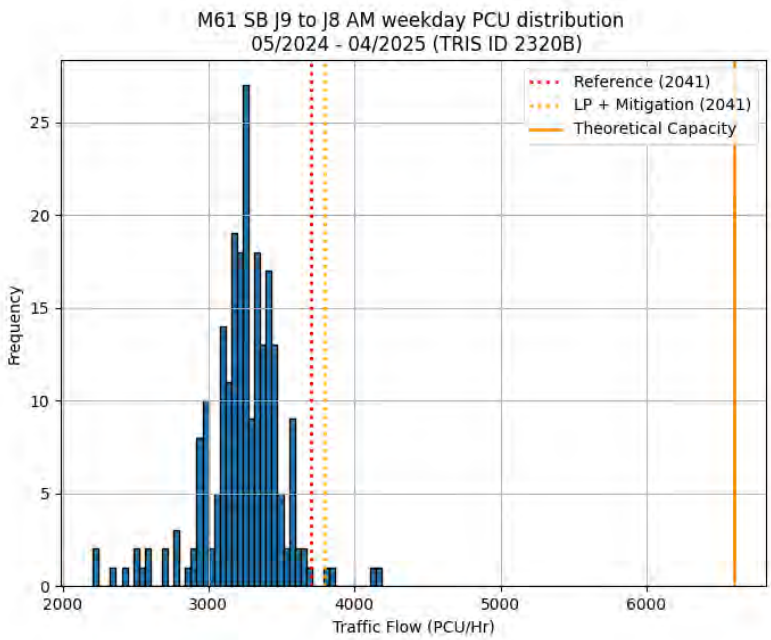


Figure I.3-19. Traffic flow histogram, M61 Southbound J9 to J8, AM peak

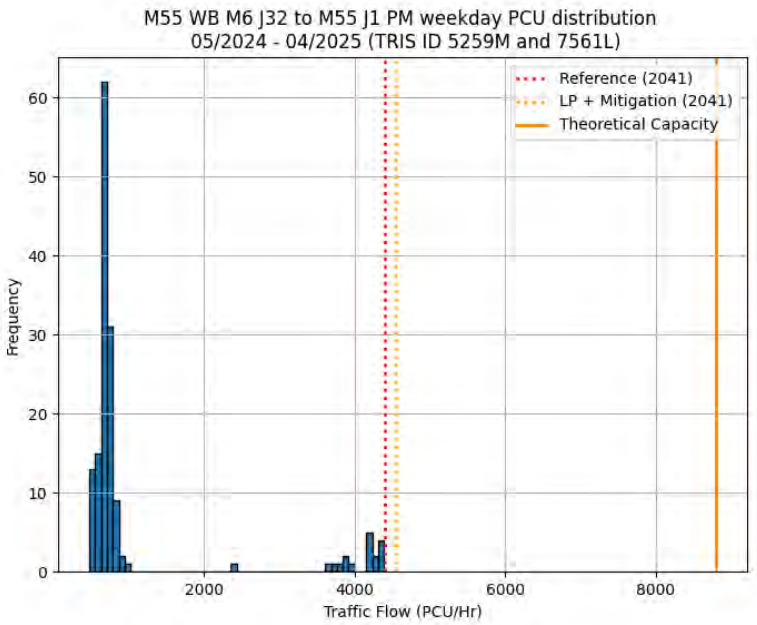


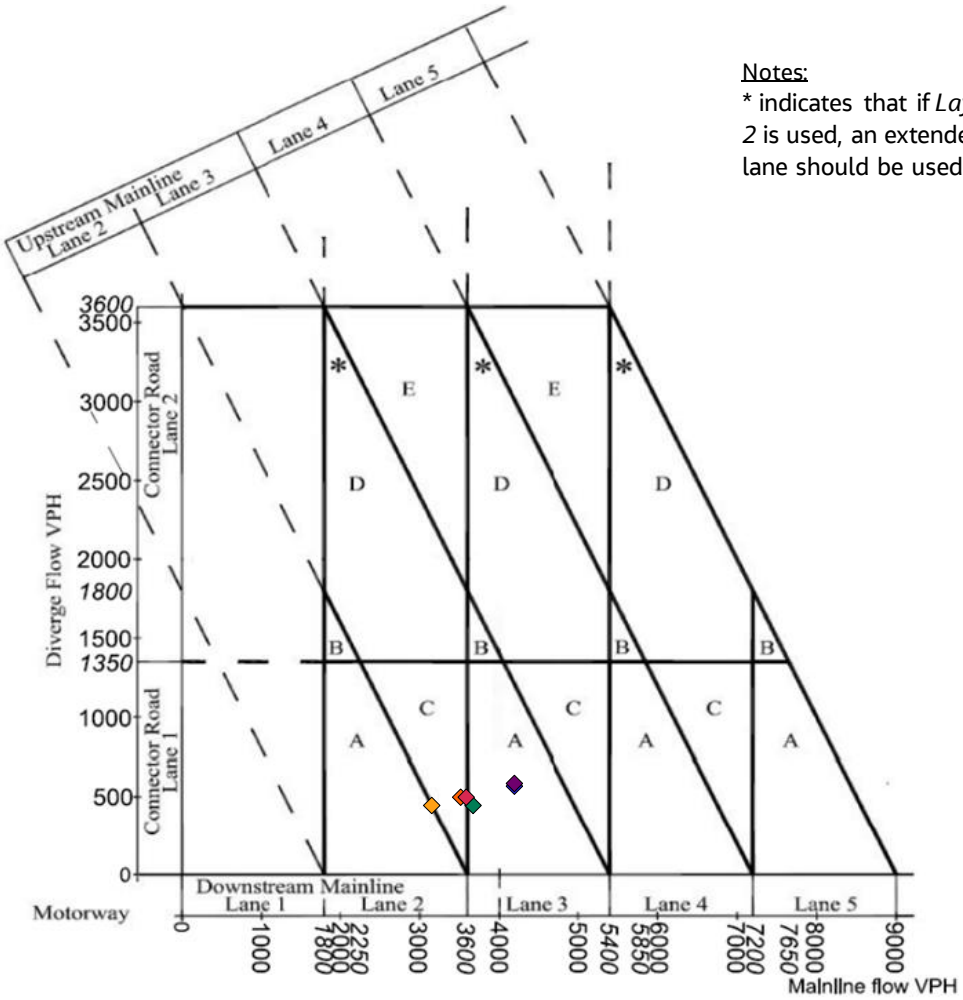
Figure I.3-20. Traffic flow histogram, M61 Southbound J9 to J8, PM peak

Appendix J. SRN Merge/Diverge Analysis

J.1 M6

J.1.1 M6 J28

DIVERGE CHART

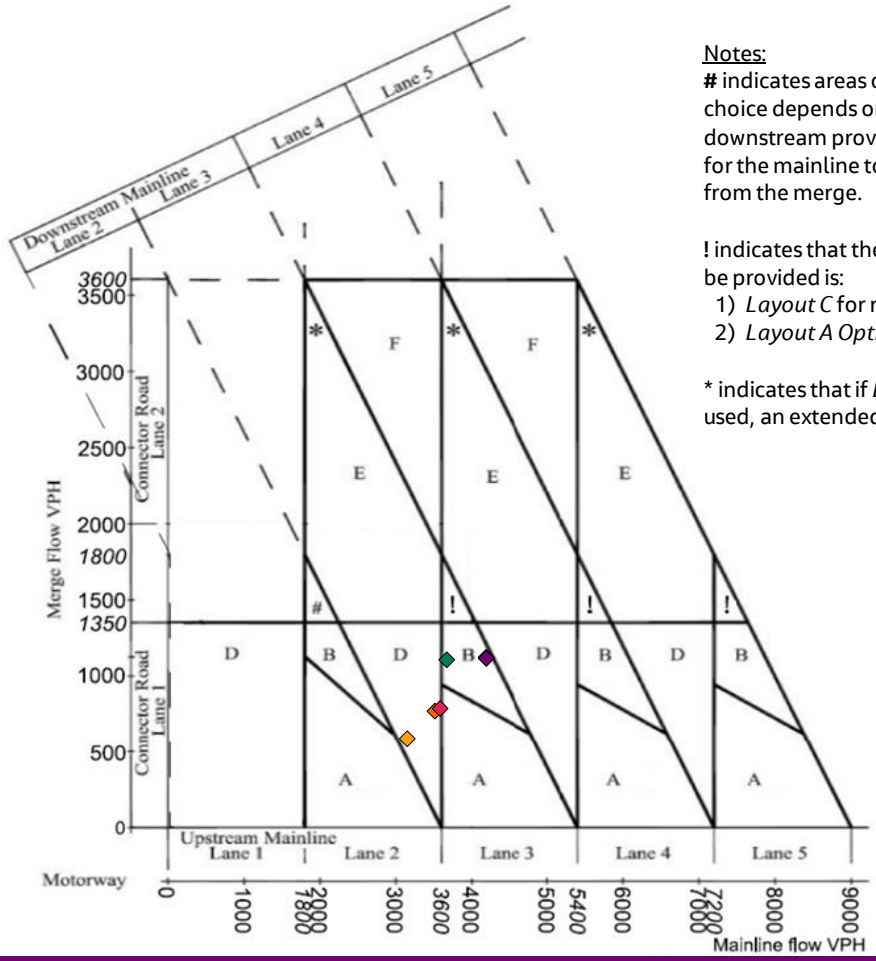


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	3692	445
2041 Scenario 1 Reference AM	4207	570
2041 Scenario 3a Local Plan Mitigation AM	4218	585
2024 Base PM	3170	453
2041 Scenario 1 Reference PM	3534	503
2041 Scenario 3a Local Plan Mitigation PM	3604	506

Figure J.1-1. M6 J28 Northbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

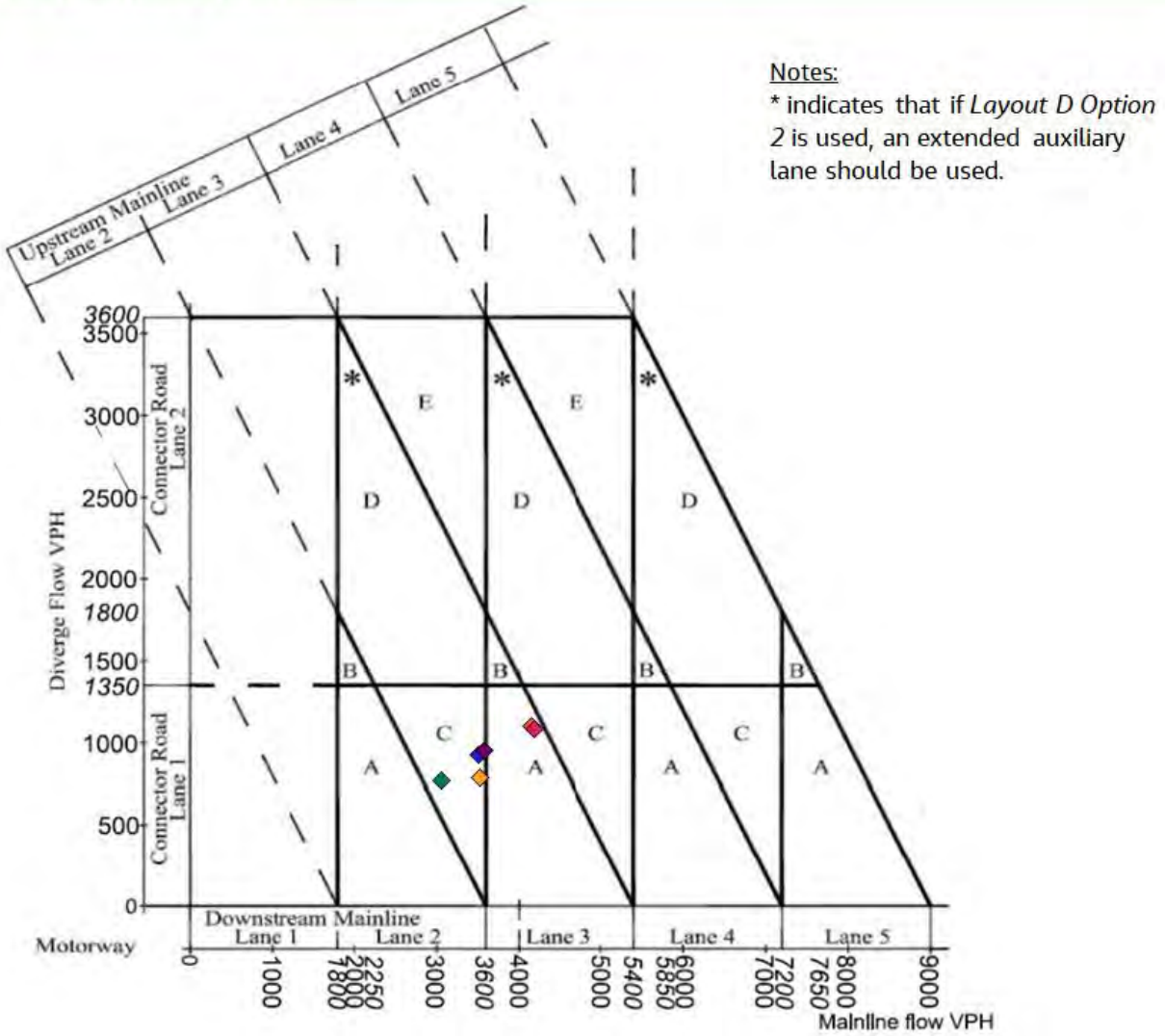
* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	3692	1087
2041 Scenario 1 Reference AM	4207	1105
2041 Scenario 3a Local Plan Mitigation AM	4218	1099
2024 Base PM	3170	565
2041 Scenario 1 Reference PM	3534	747
2041 Scenario 3a Local Plan Mitigation PM	3604	762

Figure J.1-2. M6 J28 Northbound Onslip Merge Analysis

DIVERGE CHART

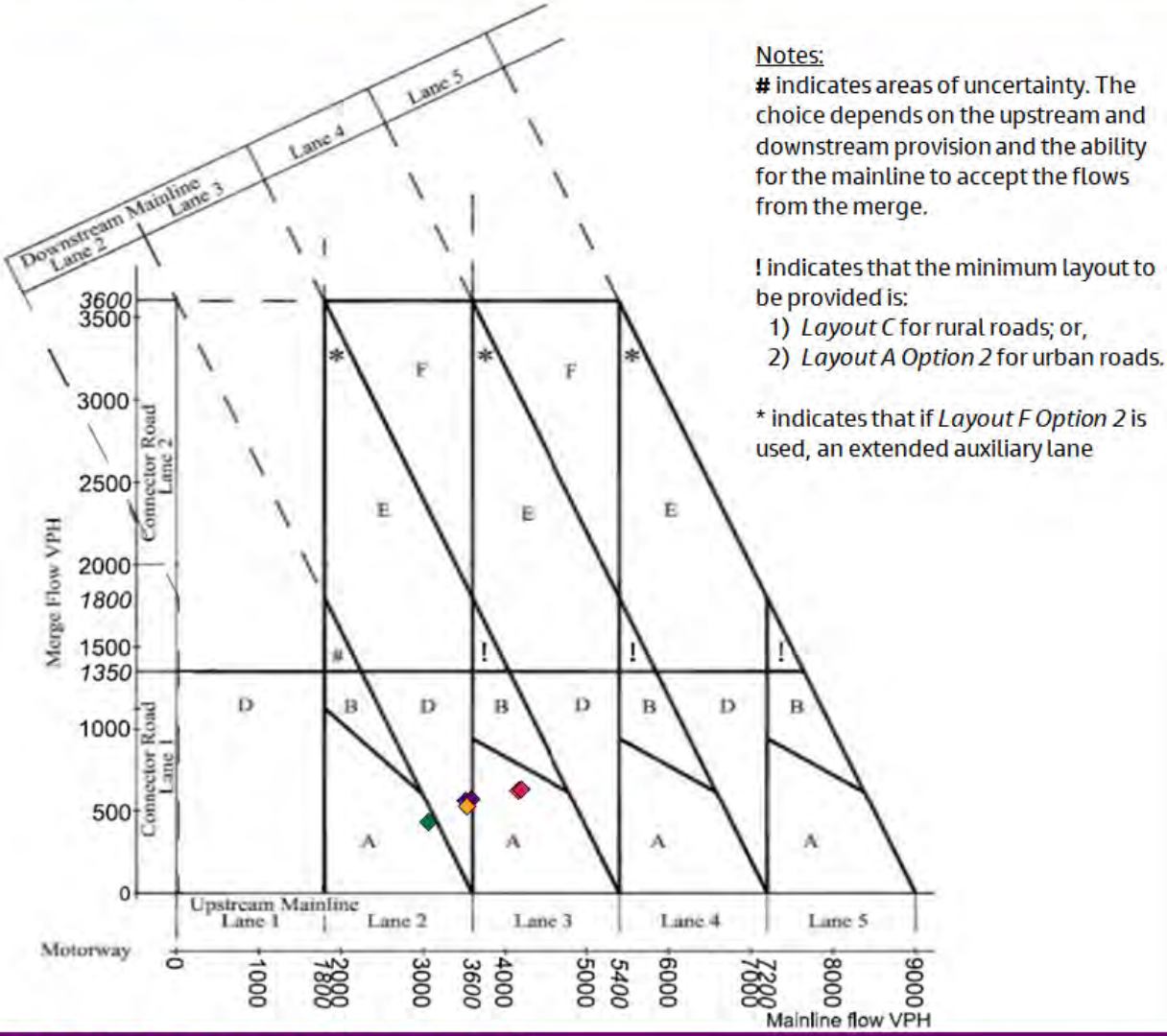


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	3093	783
2041 Scenario 1 Reference AM	3537	943
2041 Scenario 3a Local Plan Mitigation AM	3609	969
2024 Base PM	3558	799
2041 Scenario 1 Reference PM	4169	1118
2041 Scenario 3a Local Plan Mitigation PM	4207	1093

Figure J.1-3. M6 J28 Southbound Offslip Diverge Analysis

MERGE CHART

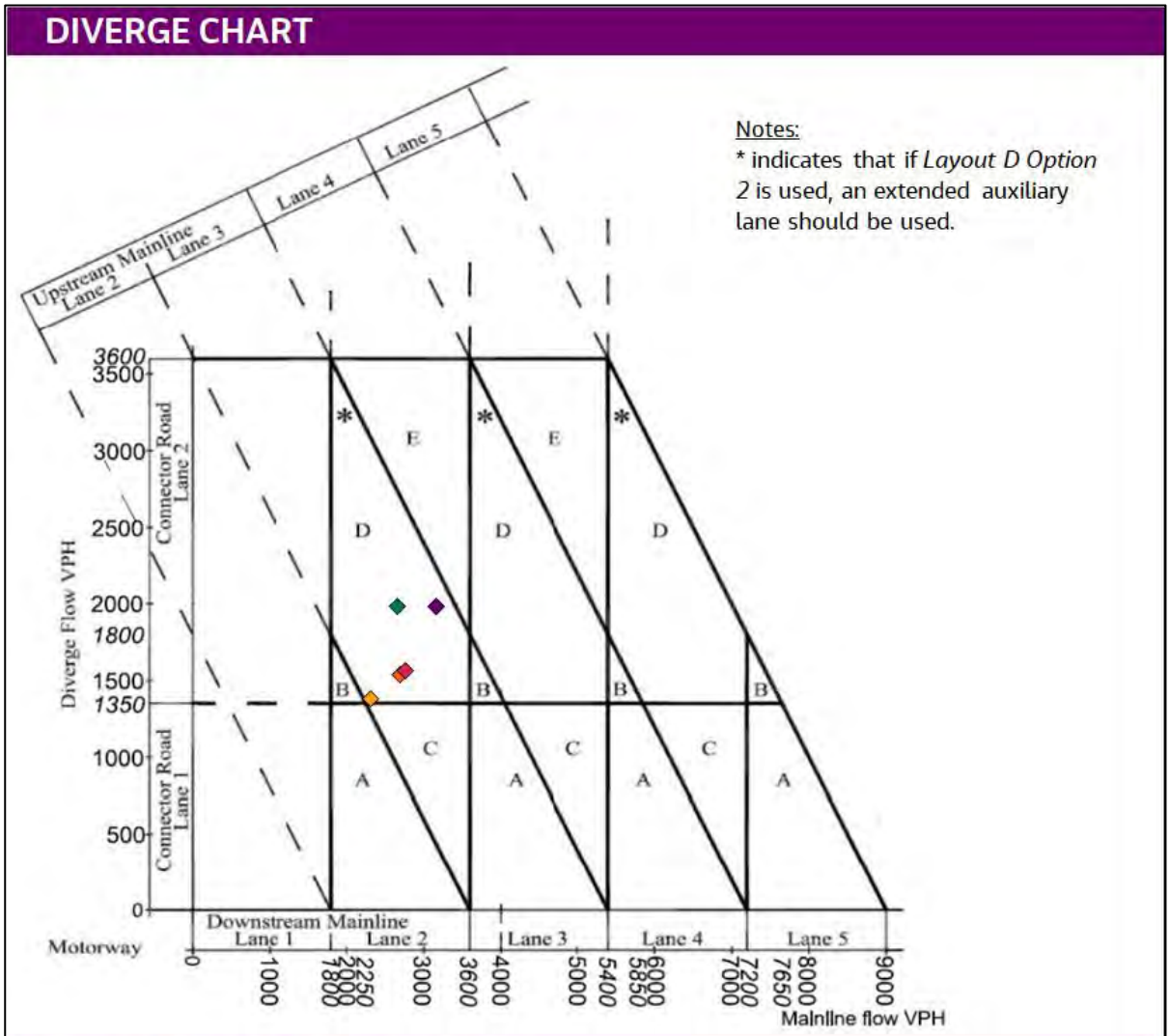


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	3093	415
2041 Scenario 1 Reference AM	3537	550
2041 Scenario 3a Local Plan Mitigation AM	3609	556
2024 Base PM	3558	512
2041 Scenario 1 Reference PM	4169	609
2041 Scenario 3a Local Plan Mitigation PM	4207	622

Figure J.1-4. M6 J28 Southbound Onslip Merge Analysis

J.1.2 M6 J29

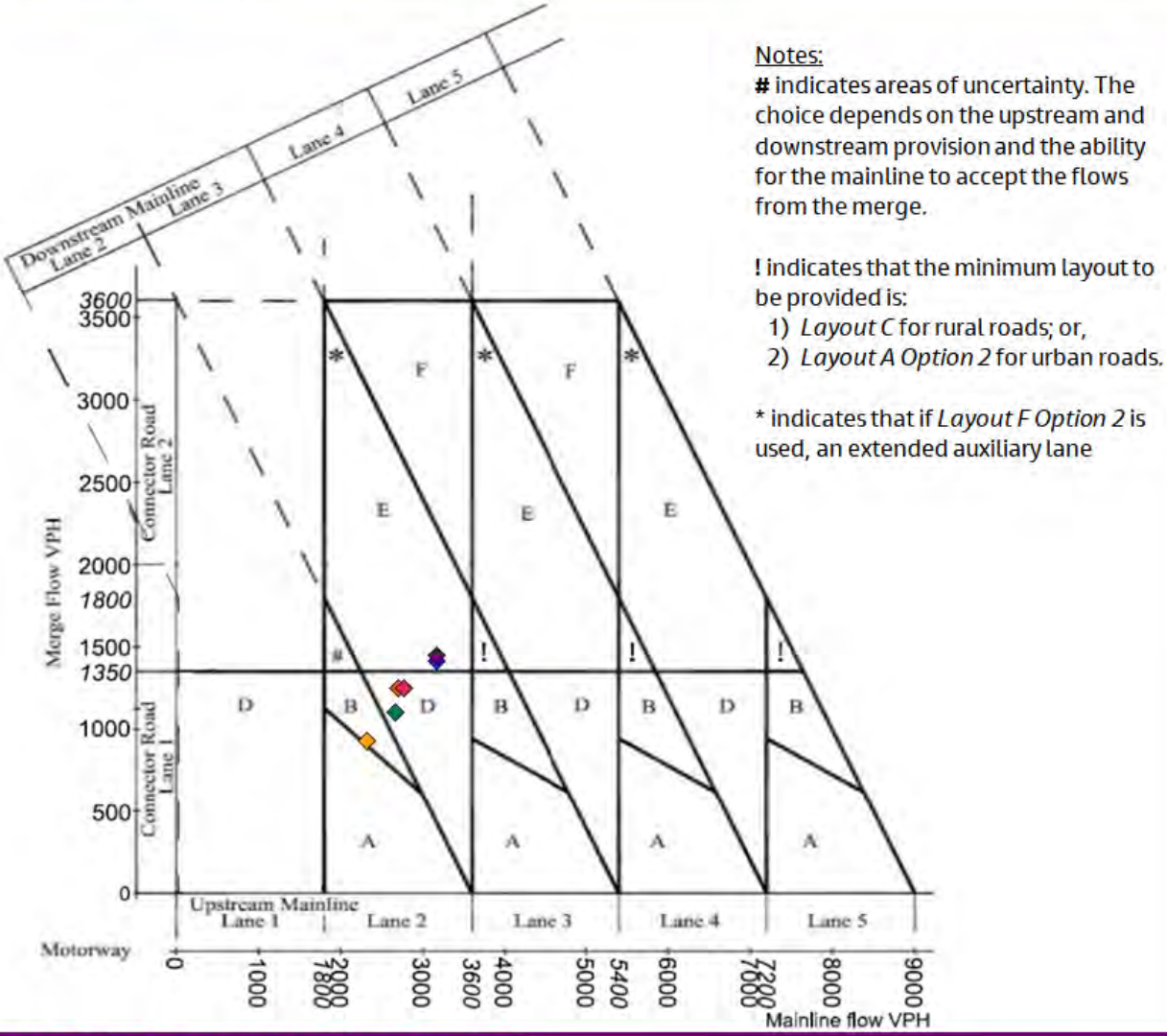


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2690	2000
2041 Scenario 1 Reference AM	3195	2000
2041 Scenario 3a Local Plan Mitigation AM	3200	2000
2024 Base PM	2338	1396
2041 Scenario 1 Reference PM	2728	1553
2041 Scenario 3a Local Plan Mitigation PM	2787	1579

Figure J.1-5. M6 J29 Northbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

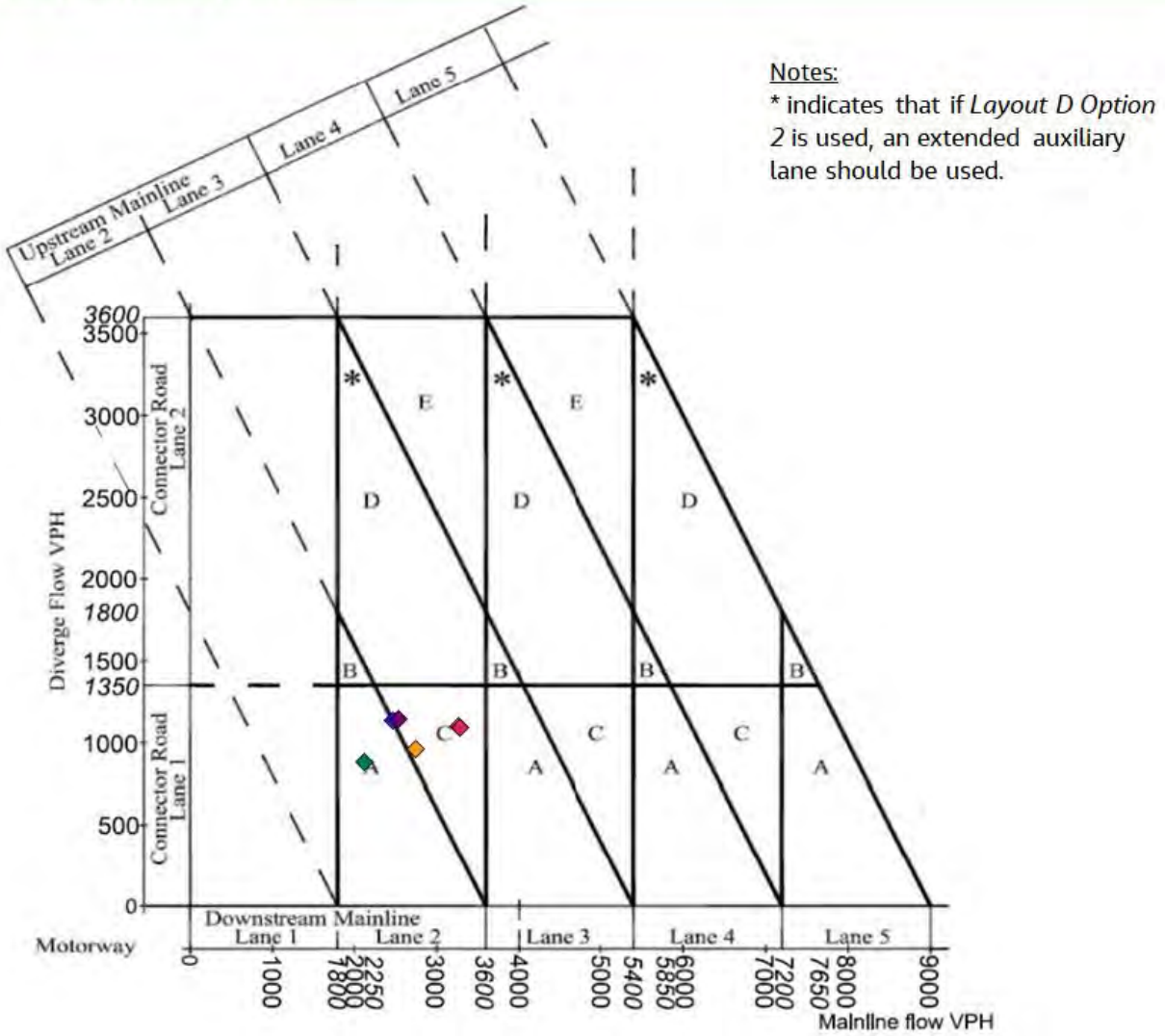
* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2690	1083
2041 Scenario 1 Reference AM	3195	1399
2041 Scenario 3a Local Plan Mitigation AM	3200	1433
2024 Base PM	2338	916
2041 Scenario 1 Reference PM	2728	1230
2041 Scenario 3a Local Plan Mitigation PM	2787	1235

Figure J.1-6. M6 J29 Northbound Onslip Merge Analysis

DIVERGE CHART

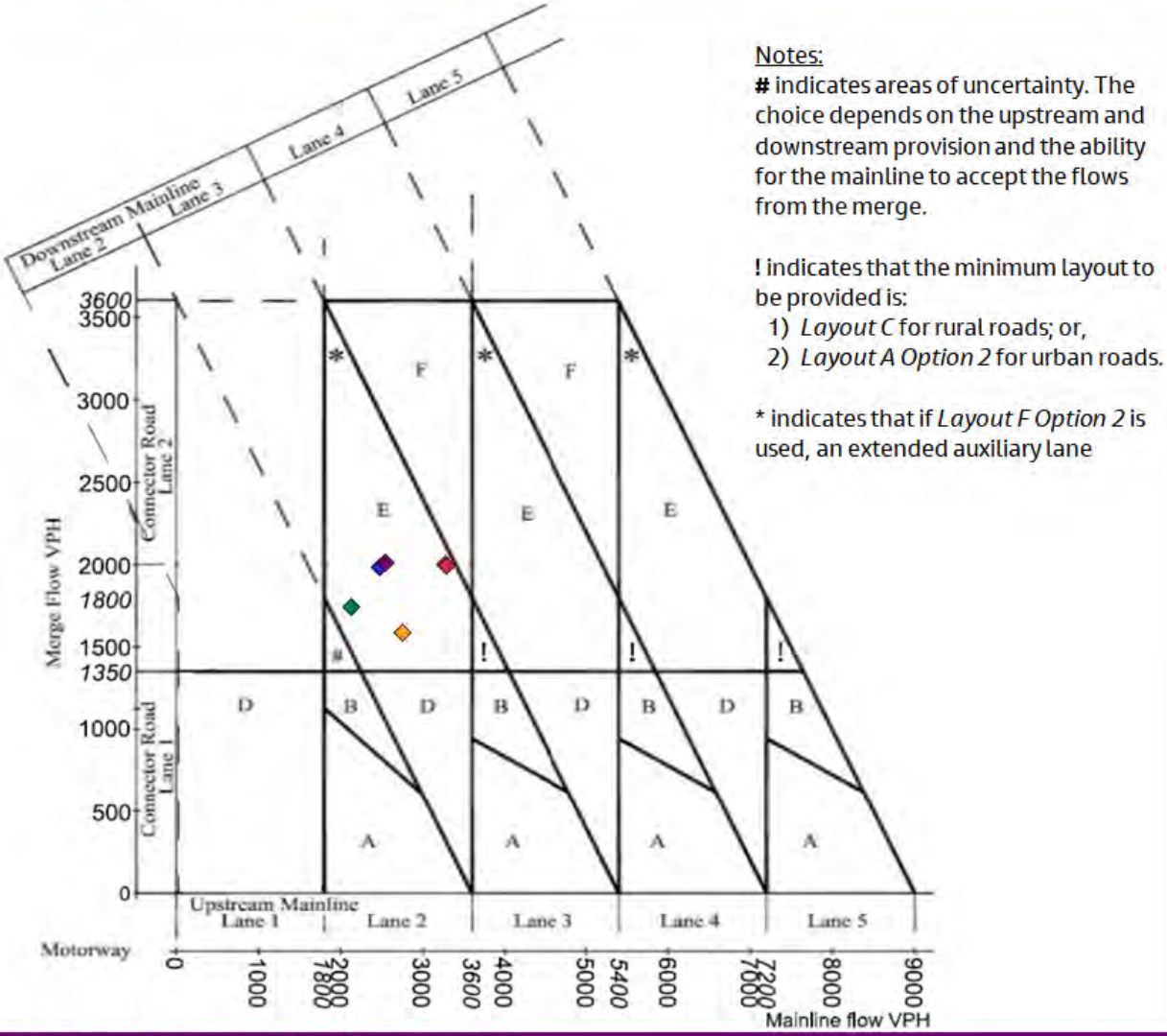


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2148	898
2041 Scenario 1 Reference AM	2506	1149
2041 Scenario 3a Local Plan Mitigation AM	2576	1161
2024 Base PM	2782	977
2041 Scenario 1 Reference PM	3299	1114
2041 Scenario 3a Local Plan Mitigation PM	3319	1106

Figure J.1-7. M6 J29 Southbound Offslip Diverge Analysis

MERGE CHART



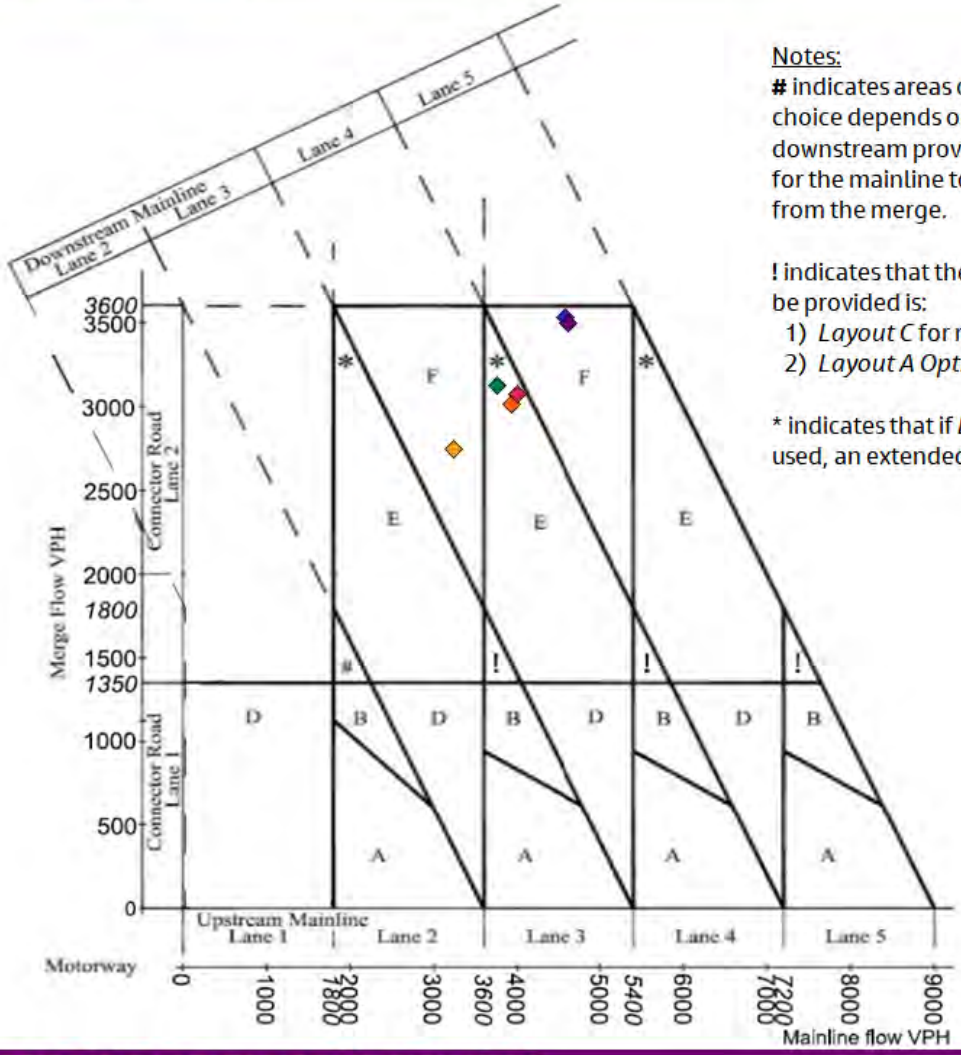
MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2148	1728
2041 Scenario 1 Reference AM	2506	1973
2041 Scenario 3a Local Plan Mitigation AM	2576	2002
2024 Base PM	2782	1575
2041 Scenario 1 Reference PM	3299	1988
2041 Scenario 3a Local Plan Mitigation PM	3319	1980

Figure J.1-8. M6 J29 Southbound Onslip Merge Analysis

J.1.3 M6 J30

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

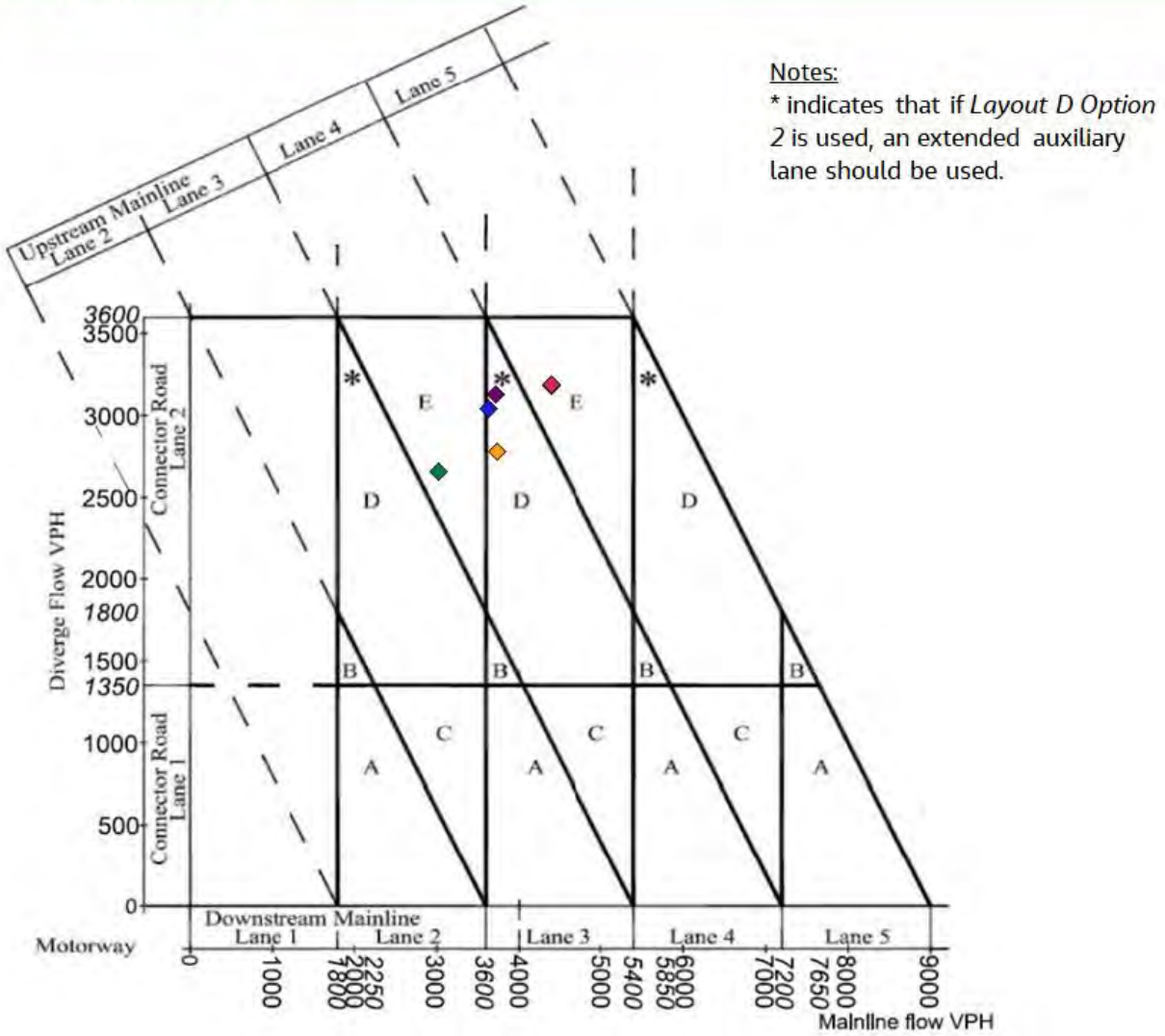
* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	3773	3114
2041 Scenario 1 Reference AM	4594	3524
2041 Scenario 3a Local Plan Mitigation AM	4633	3488
2024 Base PM	3254	2738
2041 Scenario 1 Reference PM	3958	3001
2041 Scenario 3a Local Plan Mitigation PM	4022	3062

Figure J.1-9. M6 J30 Northbound Onslip Merge Analysis

DIVERGE CHART



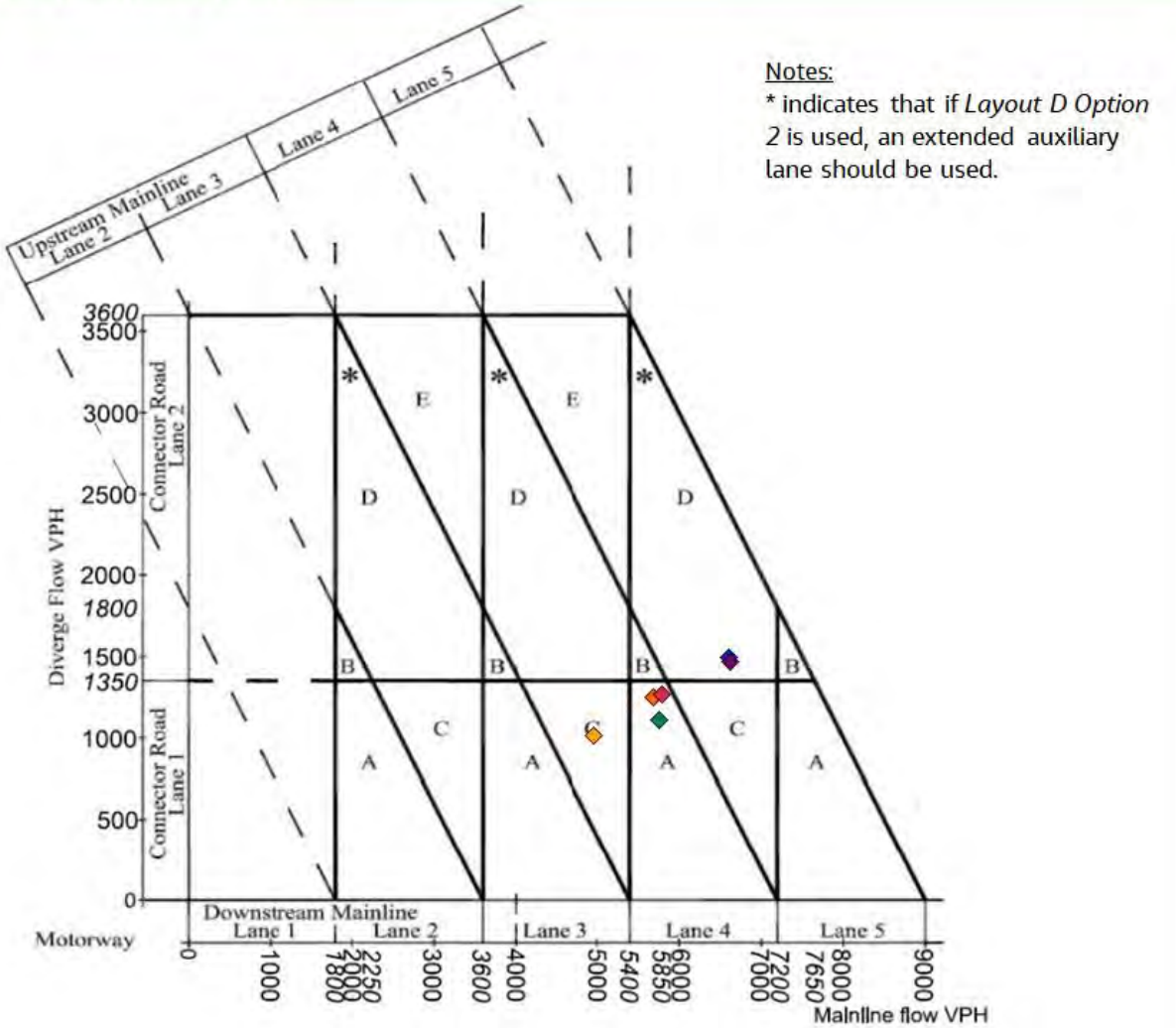
MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	3046	2676
2041 Scenario 1 Reference AM	3655	3061
2041 Scenario 3a Local Plan Mitigation AM	3737	3144
2024 Base PM	3759	2793
2041 Scenario 1 Reference PM	4413	3198
2041 Scenario 3a Local Plan Mitigation PM	4425	3206

Figure J.1-10. M6 J30 Southbound Offslip Diverge Analysis

J.1.4 M6 J31

DIVERGE CHART

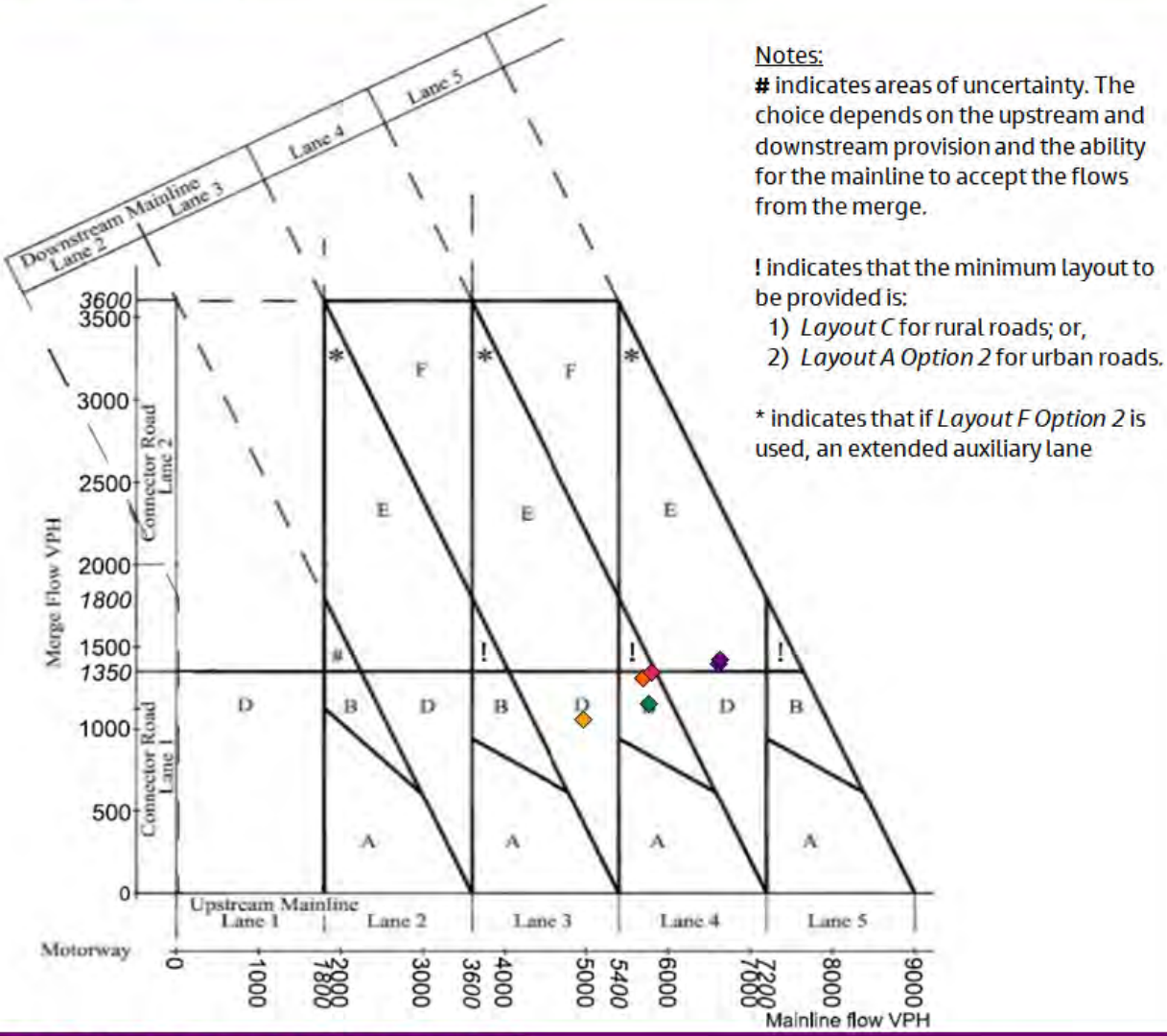


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	5767	1121
2041 Scenario 1 Reference AM	6607	1511
2041 Scenario 3a Local Plan Mitigation AM	6633	1487
2024 Base PM	4965	1027
2041 Scenario 1 Reference PM	5698	1261
2041 Scenario 3a Local Plan Mitigation PM	5805	1279

Figure J.1-11. M6 J31 Northbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

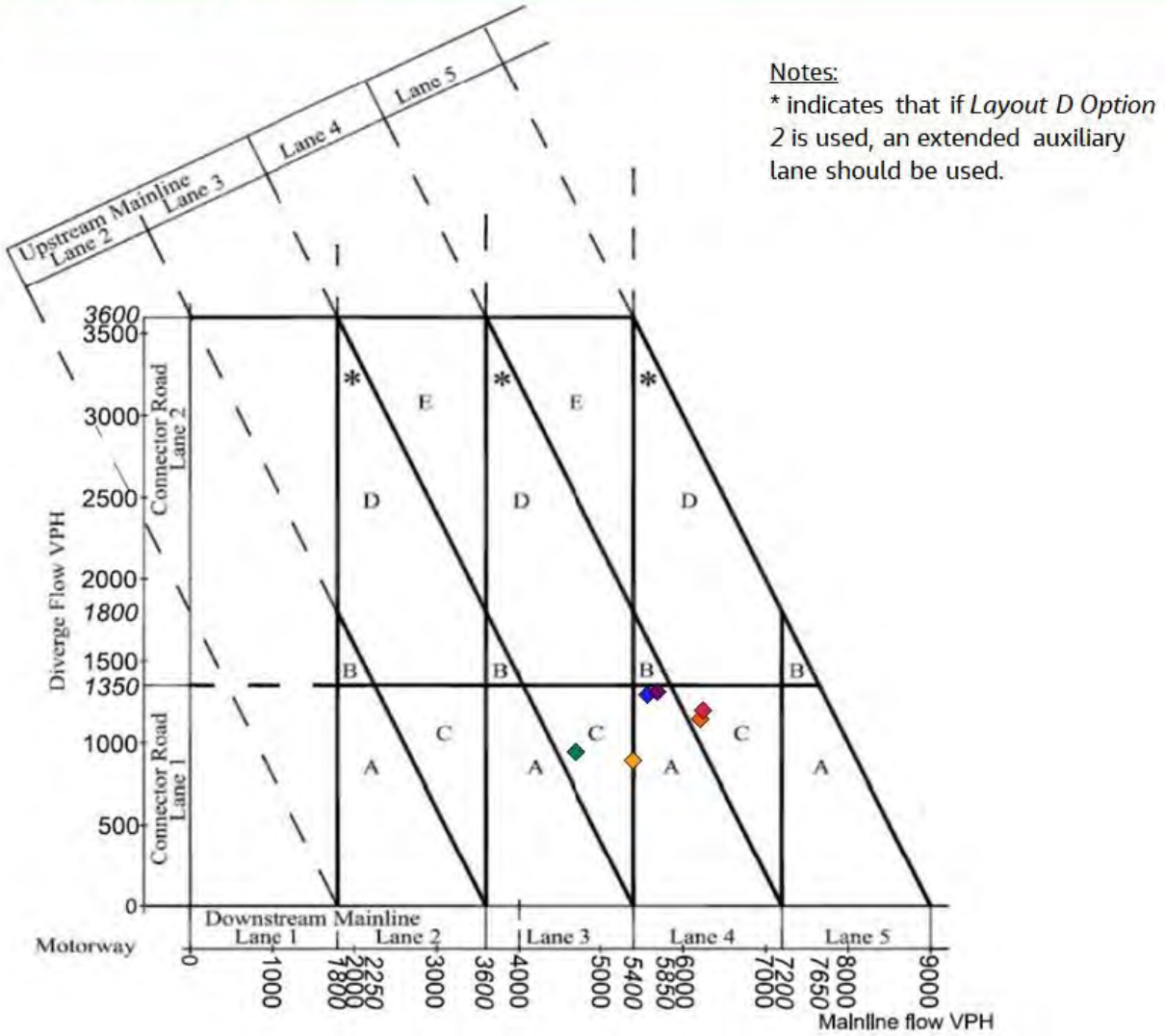
* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	5767	1142
2041 Scenario 1 Reference AM	6607	1378
2041 Scenario 3a Local Plan Mitigation AM	6633	1411
2024 Base PM	4965	1047
2041 Scenario 1 Reference PM	5698	1293
2041 Scenario 3a Local Plan Mitigation PM	5805	1328

Figure J.1-12. M6 J31 Northbound Onslip Merge Analysis

DIVERGE CHART

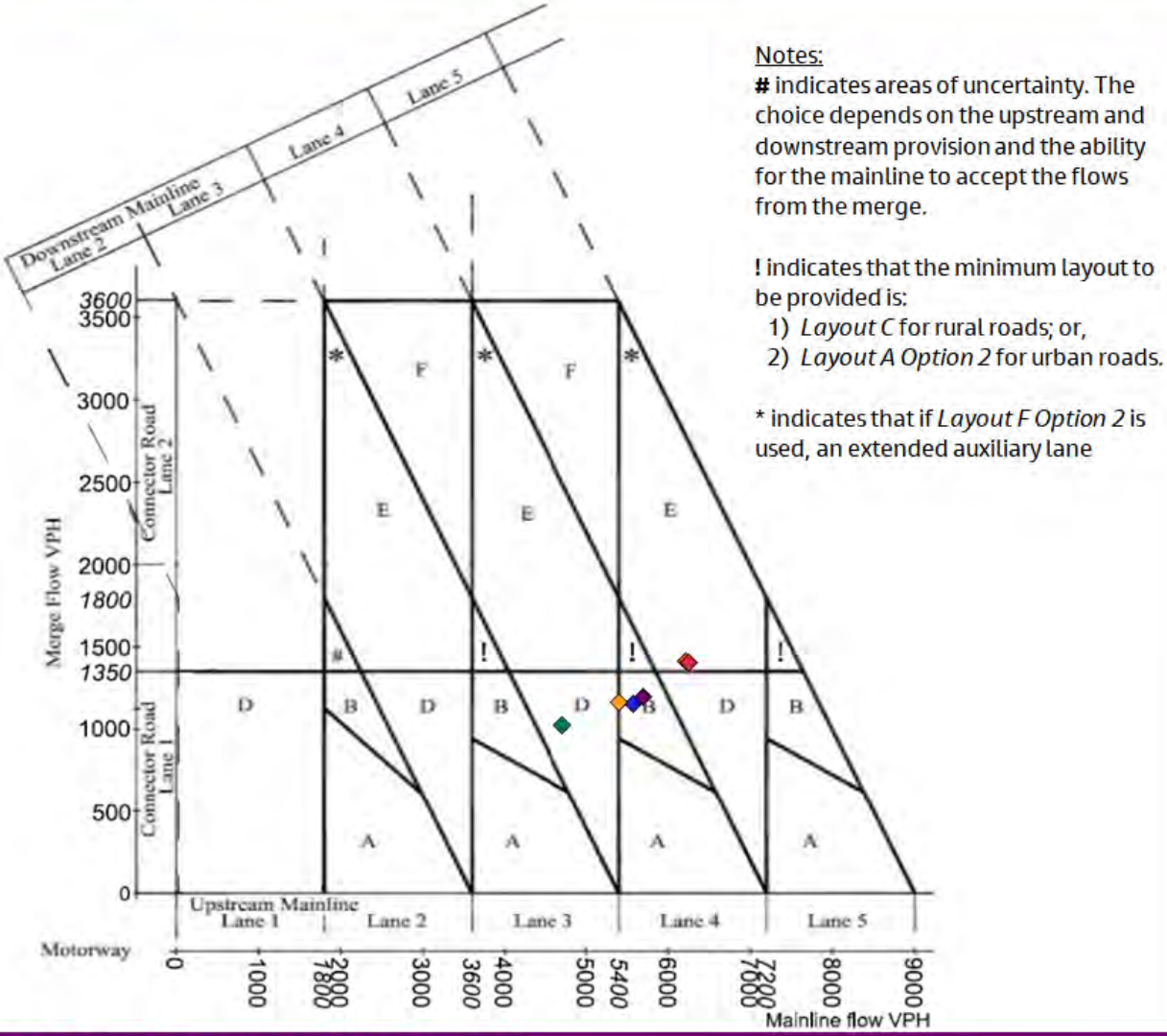


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	4711	959
2041 Scenario 1 Reference AM	5574	1311
2041 Scenario 3a Local Plan Mitigation AM	5703	1326
2024 Base PM	5402	907
2041 Scenario 1 Reference PM	6215	1162
2041 Scenario 3a Local Plan Mitigation PM	6241	1208

Figure J.1-13. M6 J31 Southbound Offslip Diverge Analysis

MERGE CHART



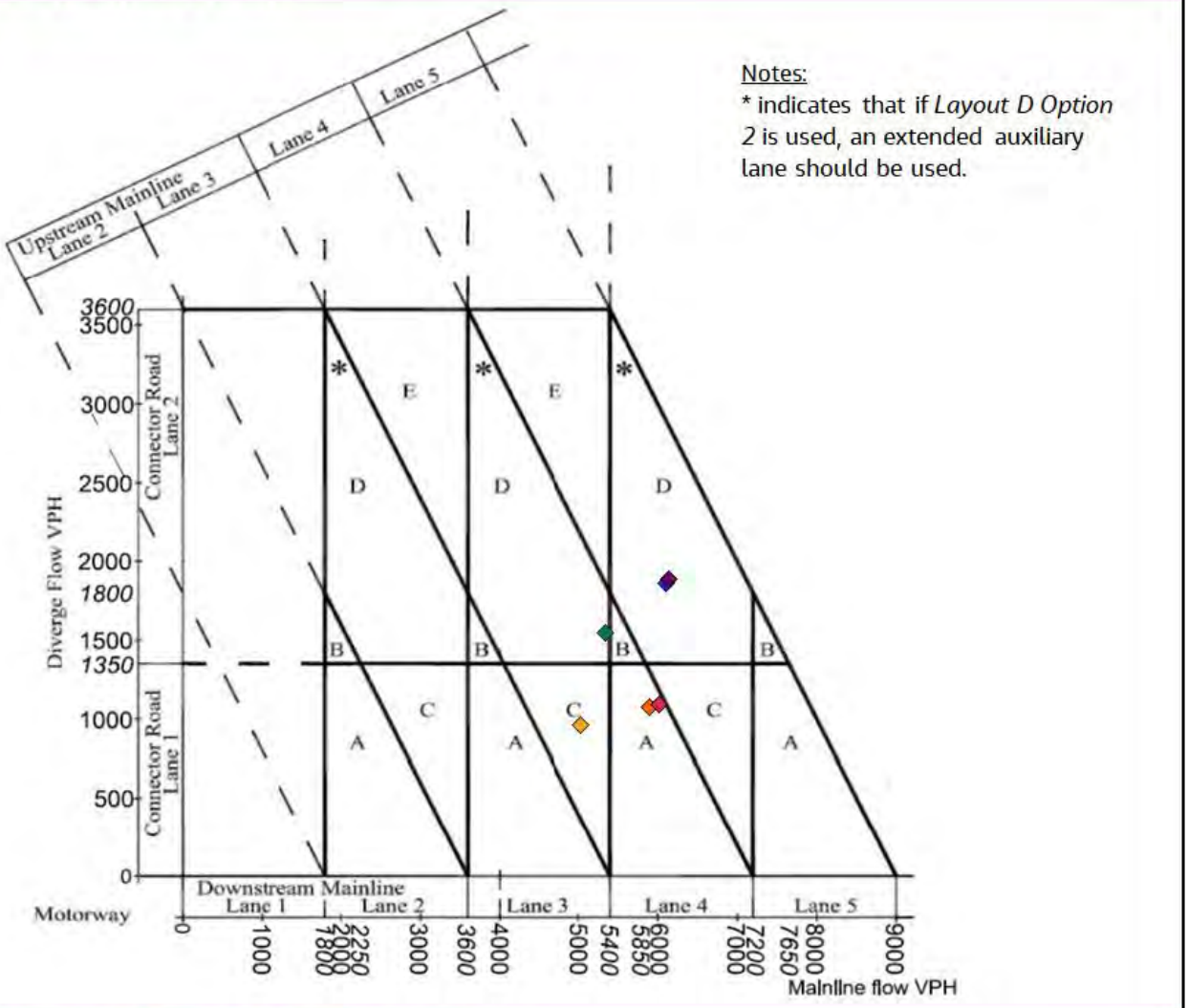
MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	4711	1011
2041 Scenario 1 Reference AM	5574	1142
2041 Scenario 3a Local Plan Mitigation AM	5703	1178
2024 Base PM	5402	1149
2041 Scenario 1 Reference PM	6215	1396
2041 Scenario 3a Local Plan Mitigation PM	6241	1390

Figure J.1-14. M6 J31 Southbound Onslip Merge Analysis

J.1.5 M6 J31A

DIVERGE CHART

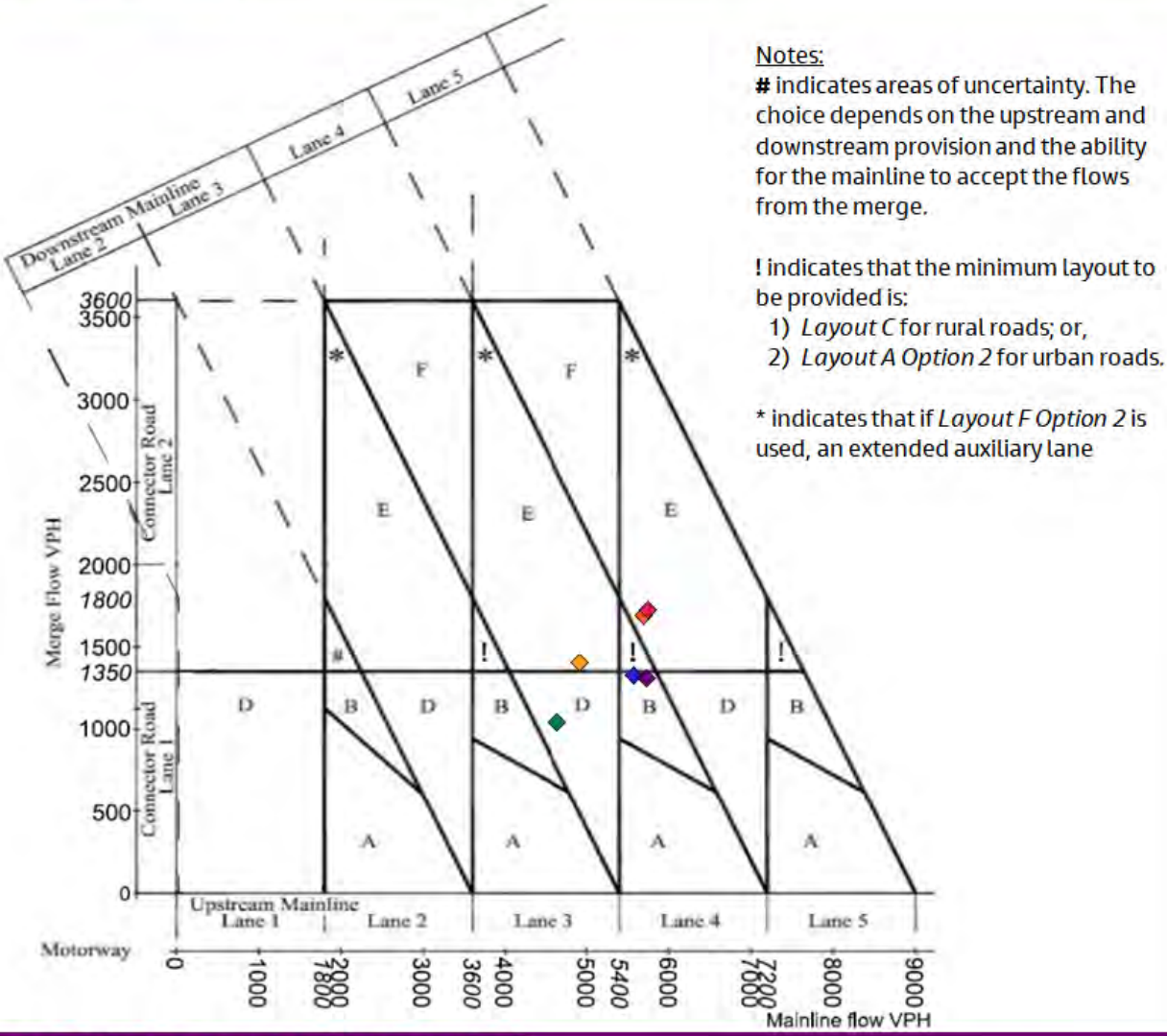


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	5344	1565
2041 Scenario 1 Reference AM	6108	1876
2041 Scenario 3a Local Plan Mitigation AM	6144	1900
2024 Base PM	5041	971
2041 Scenario 1 Reference PM	5900	1091
2041 Scenario 3a Local Plan Mitigation PM	6028	1105

Figure J.1-15. M6 J31A Northbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

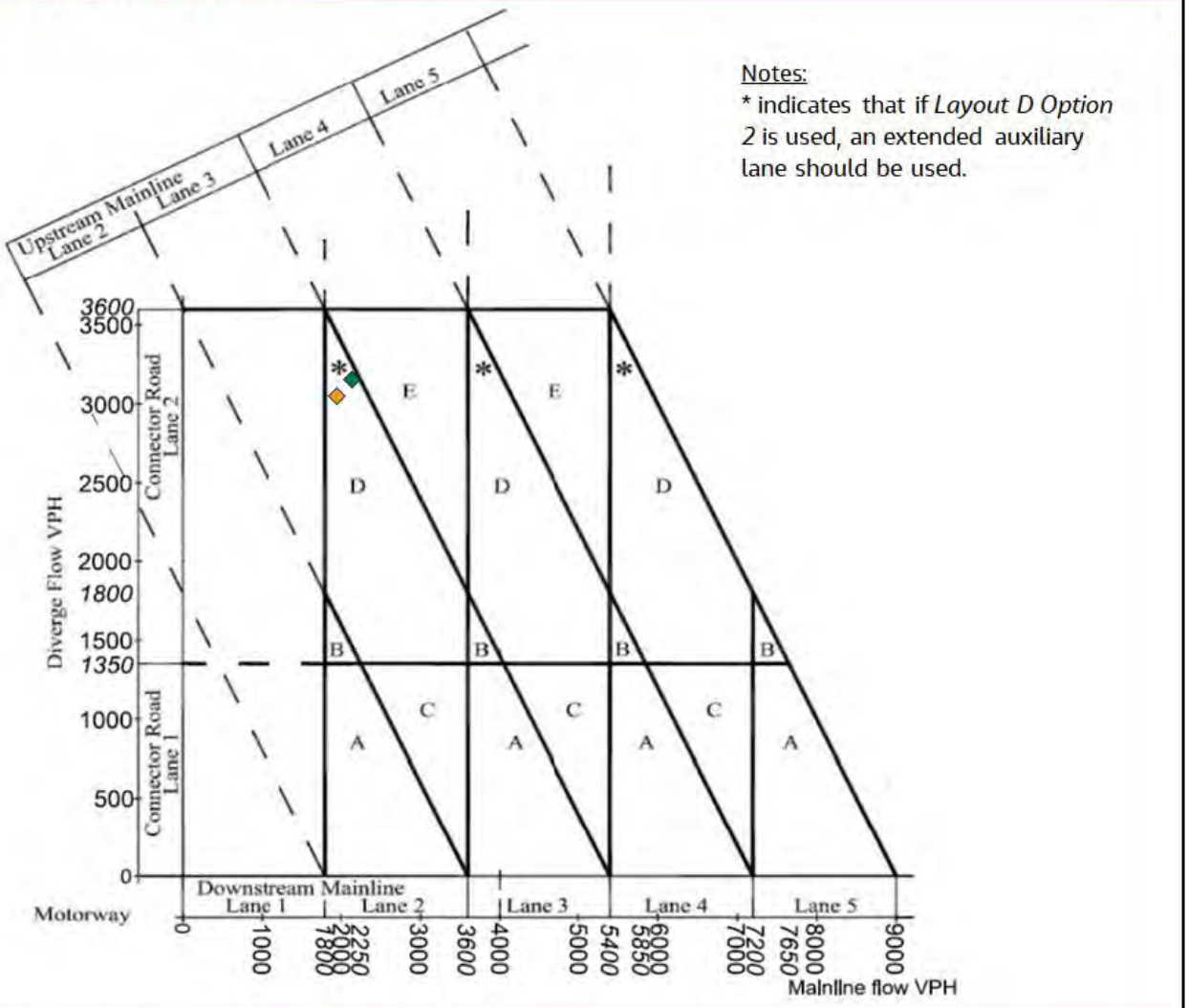
MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	4645	1025
2041 Scenario 1 Reference AM	5574	1311
2041 Scenario 3a Local Plan Mitigation AM	5731	1298
2024 Base PM	4922	1387
2041 Scenario 1 Reference PM	5696	1680
2041 Scenario 3a Local Plan Mitigation PM	5740	1709

Figure J.1-16. M6 J31A Southbound Onslip Merge Analysis

J.1.6 M6 J32

DIVERGE CHART

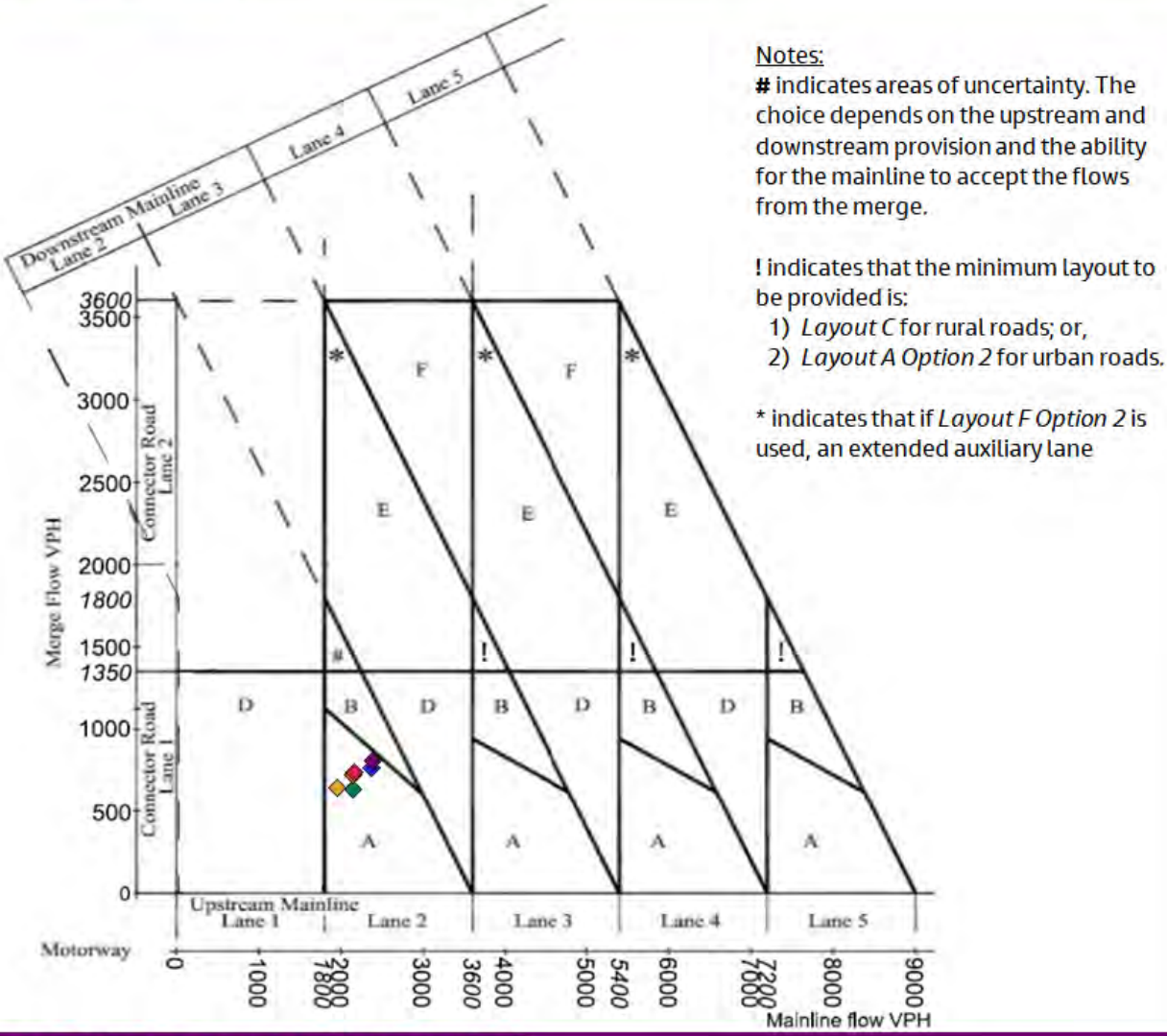


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2171	3174
2041 Scenario 1 Reference AM	2399	3709
2041 Scenario 3a Local Plan Mitigation AM	2407	3737
2024 Base PM	1975	3065
2041 Scenario 1 Reference PM	2168	3732
2041 Scenario 3a Local Plan Mitigation PM	2183	3844

Figure J.1-17. M6 J32 Northbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

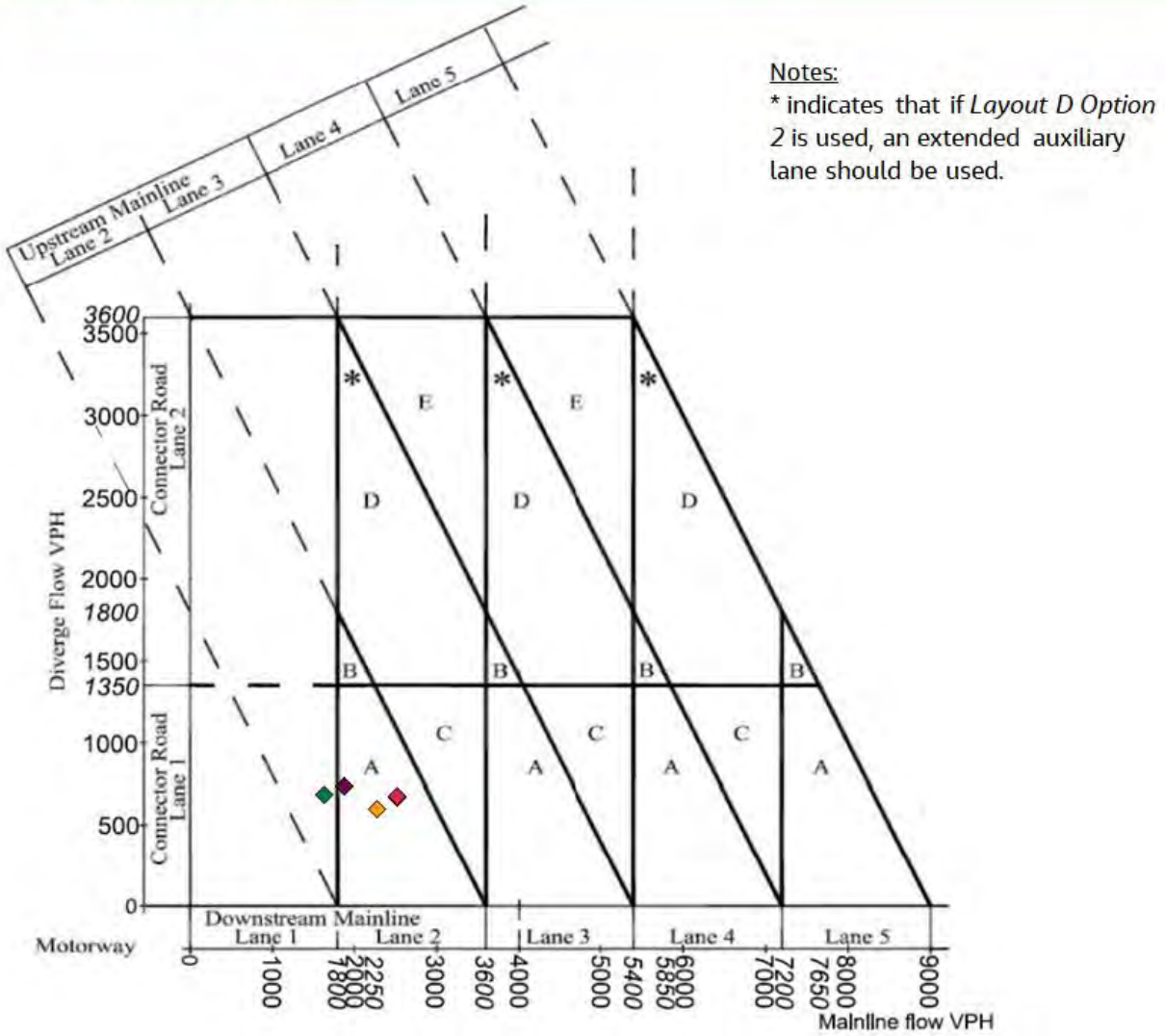
* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2171	614
2041 Scenario 1 Reference AM	2399	745
2041 Scenario 3a Local Plan Mitigation AM	2407	790
2024 Base PM	1975	623
2041 Scenario 1 Reference PM	2168	706
2041 Scenario 3a Local Plan Mitigation PM	2183	718

Figure J.1-18. M6 J32 Northbound Onslip Merge Analysis

DIVERGE CHART

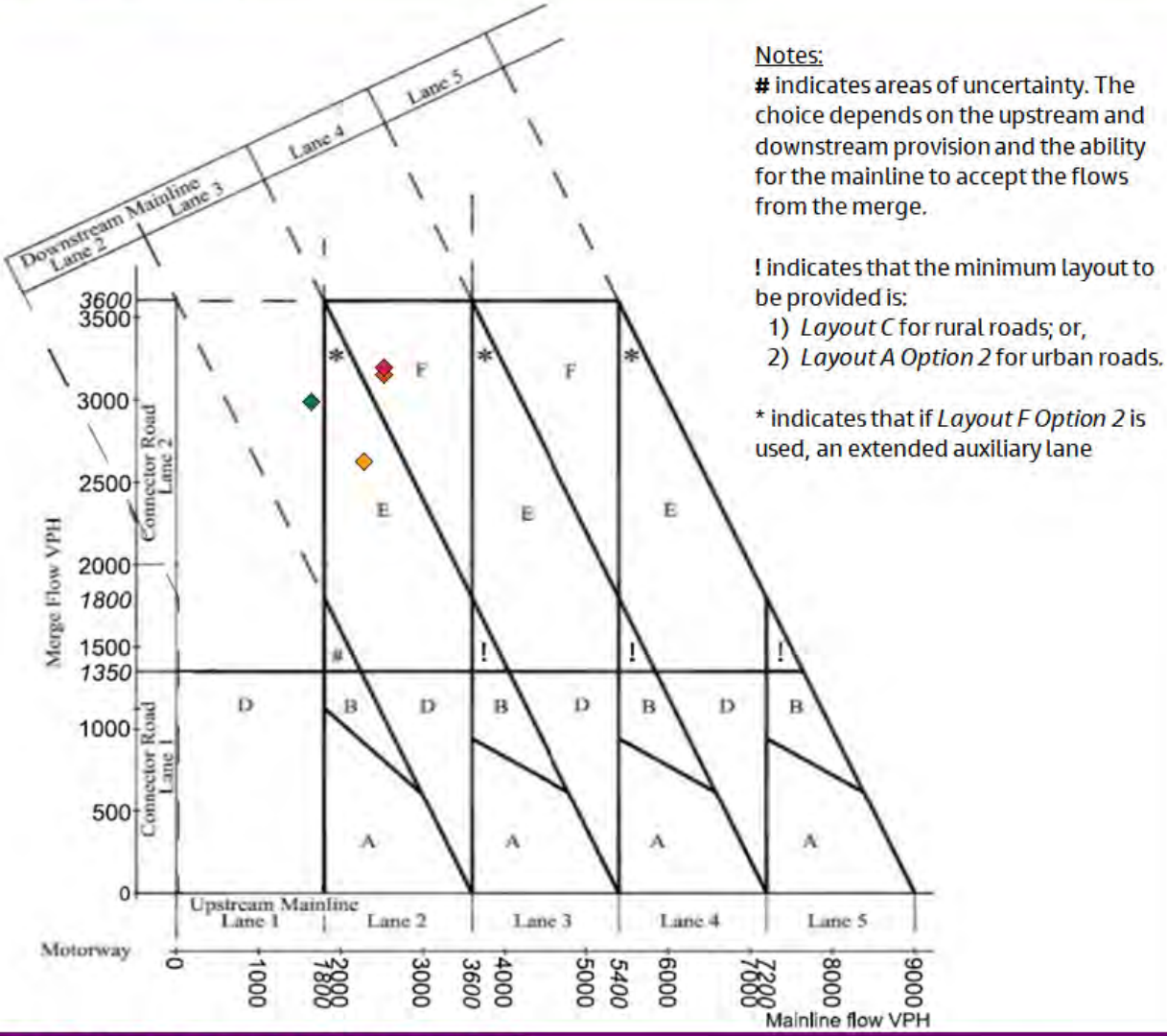


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	1671	695
2041 Scenario 1 Reference AM	1908	744
2041 Scenario 3a Local Plan Mitigation AM	1910	745
2024 Base PM	2312	609
2041 Scenario 1 Reference PM	2550	675
2041 Scenario 3a Local Plan Mitigation PM	2557	688

Figure J.1-19. M6 J32 Southbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

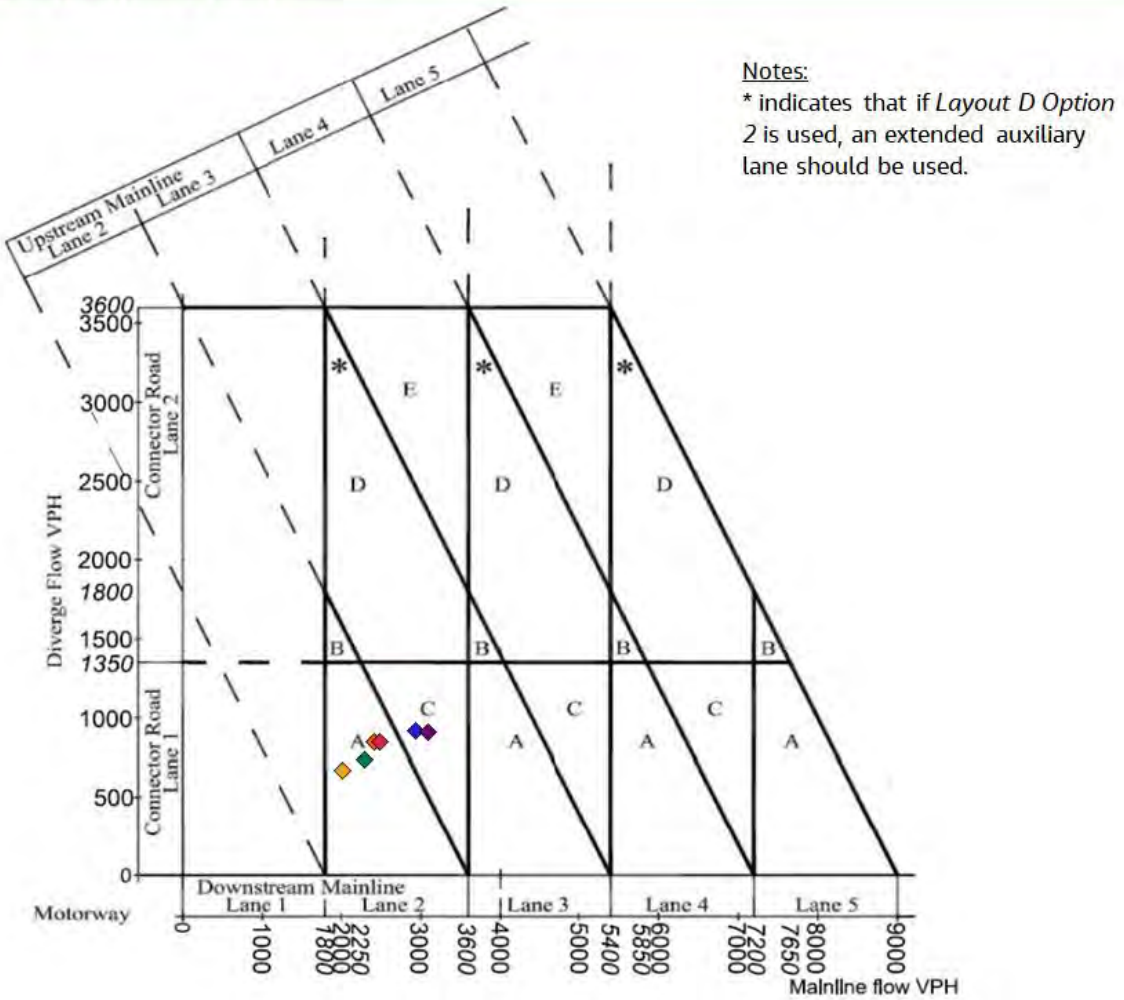
Scenario	Mainline Flow	Merge Flow
2024 Base AM	1671	2975
2041 Scenario 1 Reference AM	1908	3665
2041 Scenario 3a Local Plan Mitigation AM	1910	3821
2024 Base PM	2312	2610
2041 Scenario 1 Reference PM	2550	3146
2041 Scenario 3a Local Plan Mitigation PM	2557	3183

Figure J.1-20. M6 J32 Southbound Onslip Merge Analysis

J.2 M55

J.2.1 M55 J1

DIVERGE CHART

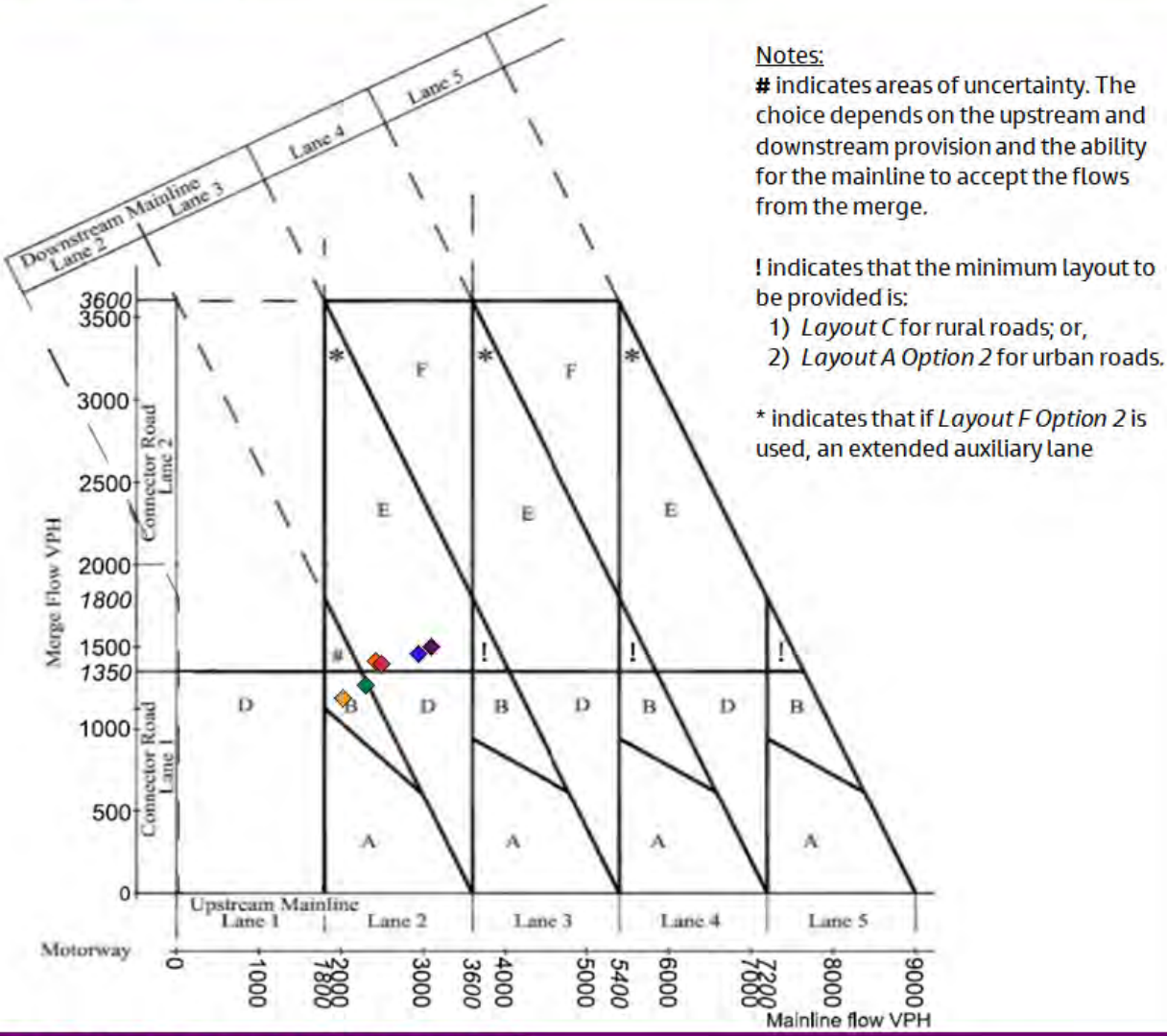


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2334	743
2041 Scenario 1 Reference AM	2966	928
2041 Scenario 3a Local Plan Mitigation AM	3129	925
2024 Base PM	2059	680
2041 Scenario 1 Reference PM	2453	860
2041 Scenario 3a Local Plan Mitigation PM	2521	864

Figure J.1-21. M55 J1 Eastbound Offslip Diverge Analysis

MERGE CHART

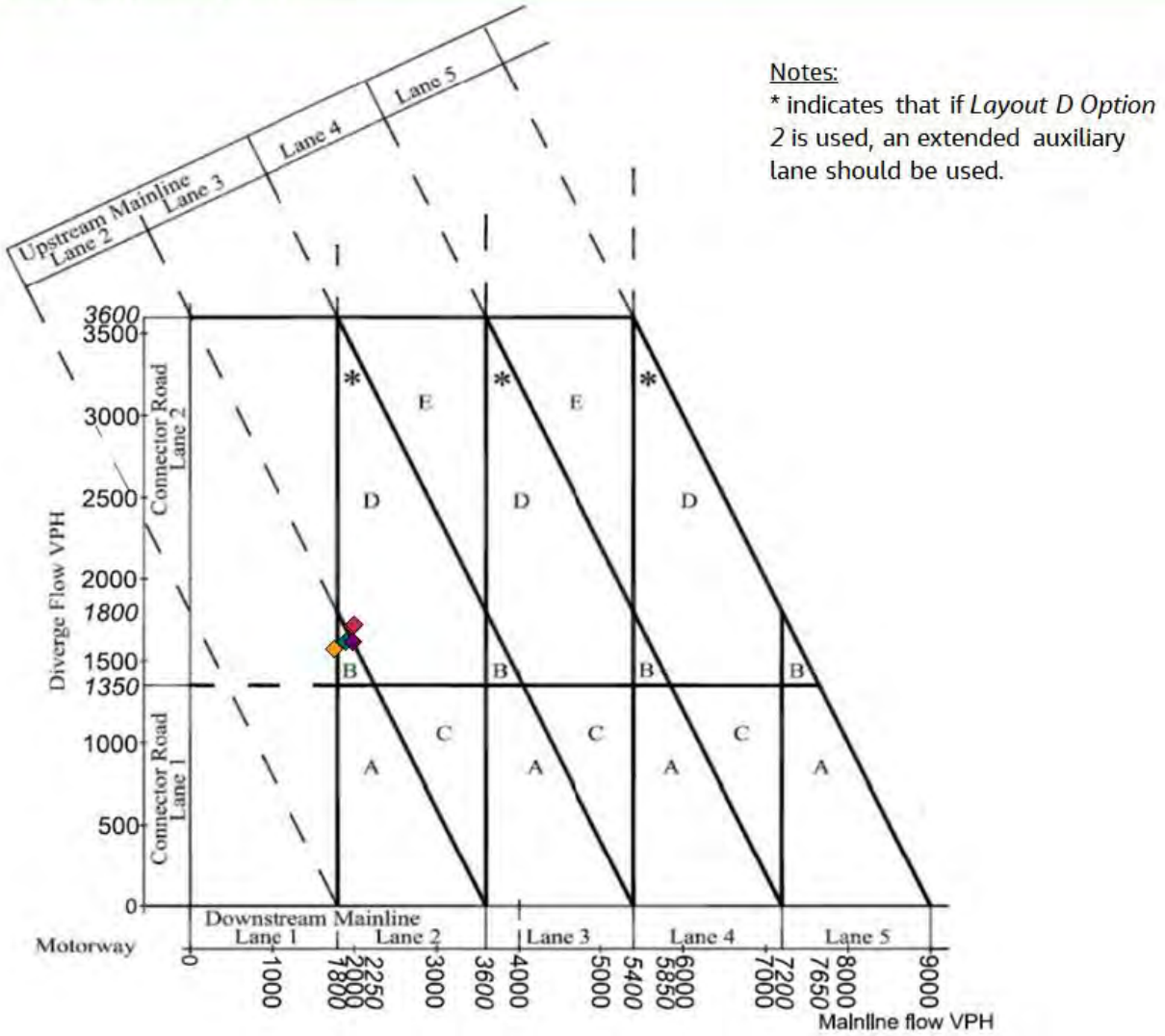


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2334	1255
2041 Scenario 1 Reference AM	2966	1444
2041 Scenario 3a Local Plan Mitigation AM	3129	1482
2024 Base PM	2059	1174
2041 Scenario 1 Reference PM	2453	1399
2041 Scenario 3a Local Plan Mitigation PM	2521	1380

Figure J.1-22. M55 J1 Eastbound Onslip Merge Analysis

DIVERGE CHART

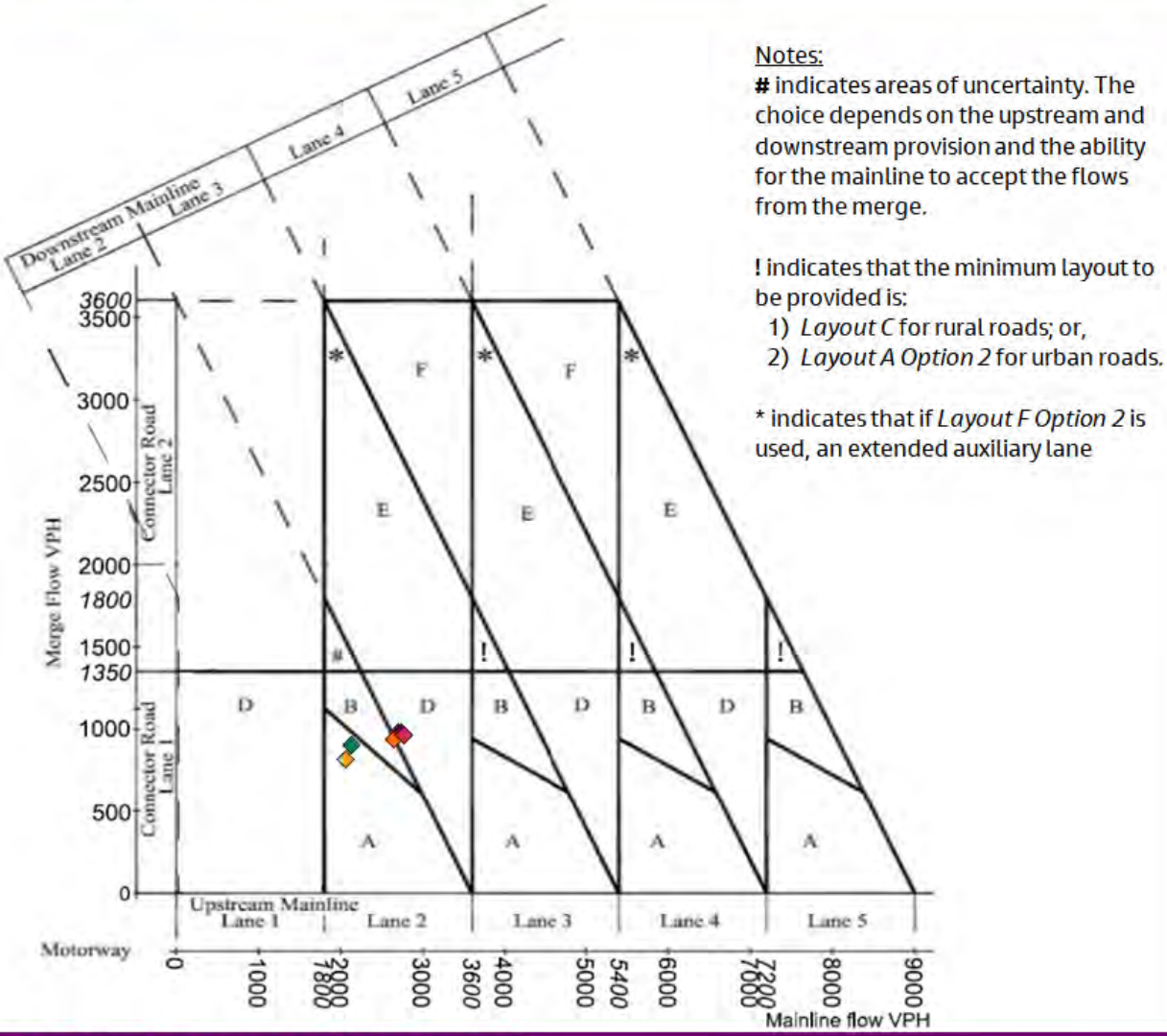


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	1939	1633
2041 Scenario 1 Reference AM	2022	1633
2041 Scenario 3a Local Plan Mitigation AM	2011	1633
2024 Base PM	1799	1589
2041 Scenario 1 Reference PM	2010	1725
2041 Scenario 3a Local Plan Mitigation PM	2032	1735

Figure J.1-23. M55 J1 Westbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

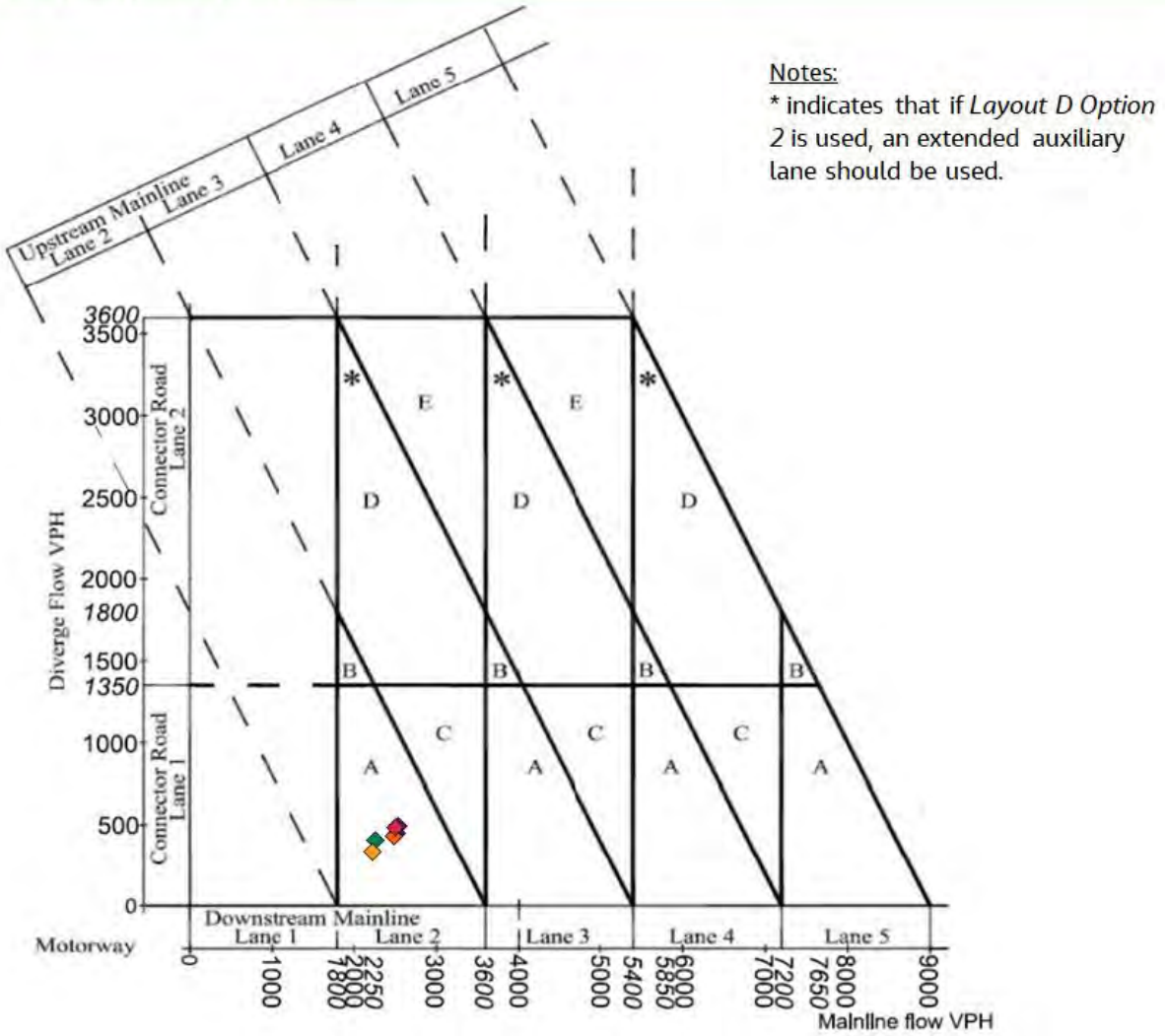
MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2153	887
2041 Scenario 1 Reference AM	2724	965
2041 Scenario 3a Local Plan Mitigation AM	2760	966
2024 Base PM	2086	797
2041 Scenario 1 Reference PM	2682	919
2041 Scenario 3a Local Plan Mitigation PM	2797	944

Figure J.1-24. M55 J1 Westbound Onslip Merge Analysis

J.2.2 M55 J2

DIVERGE CHART

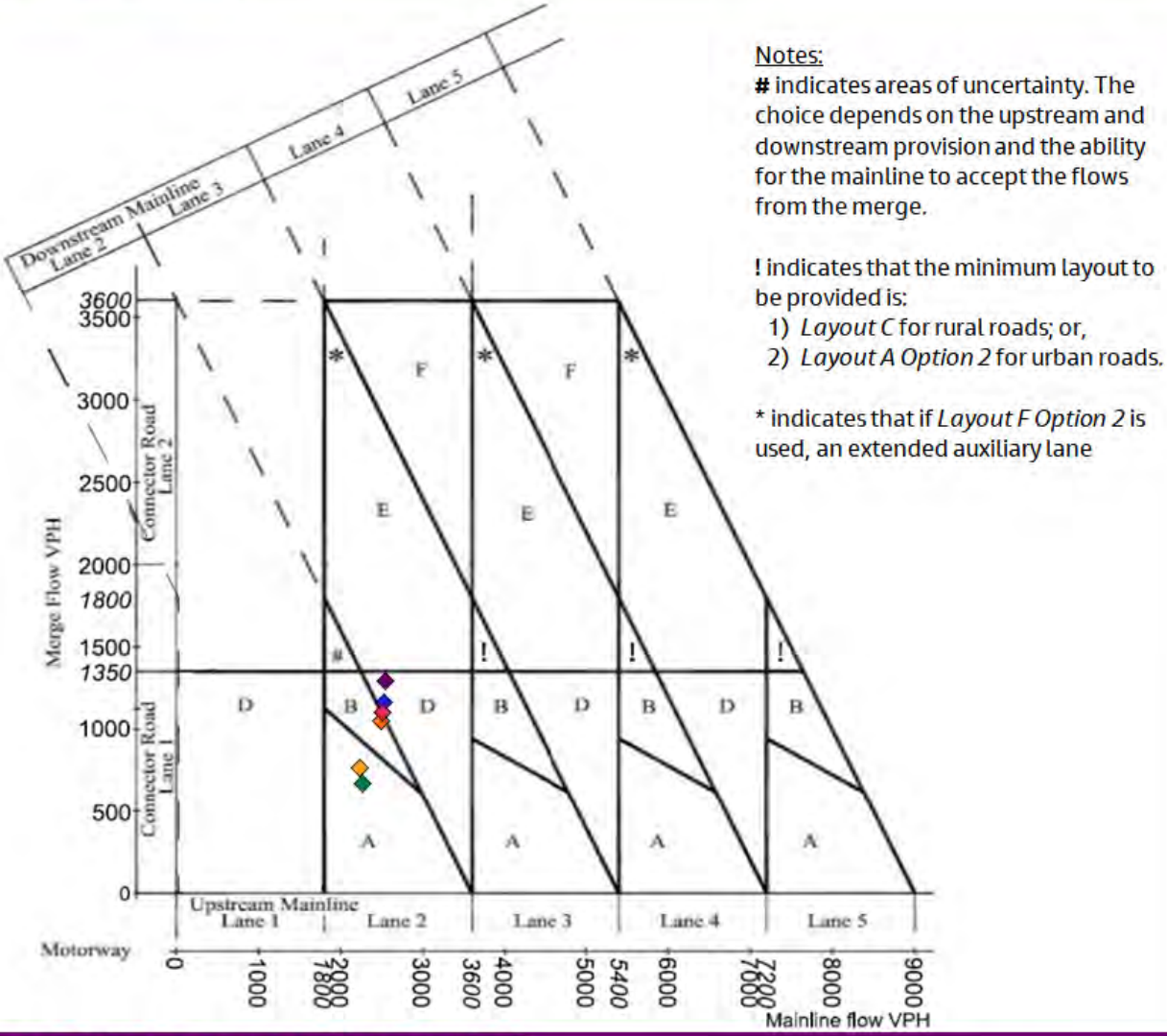


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2290	412
2041 Scenario 1 Reference AM	2555	458
2041 Scenario 3a Local Plan Mitigation AM	2563	504
2024 Base PM	2264	348
2041 Scenario 1 Reference PM	2526	440
2041 Scenario 3a Local Plan Mitigation PM	2532	491

Figure J.1-25. M55 J2 Eastbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

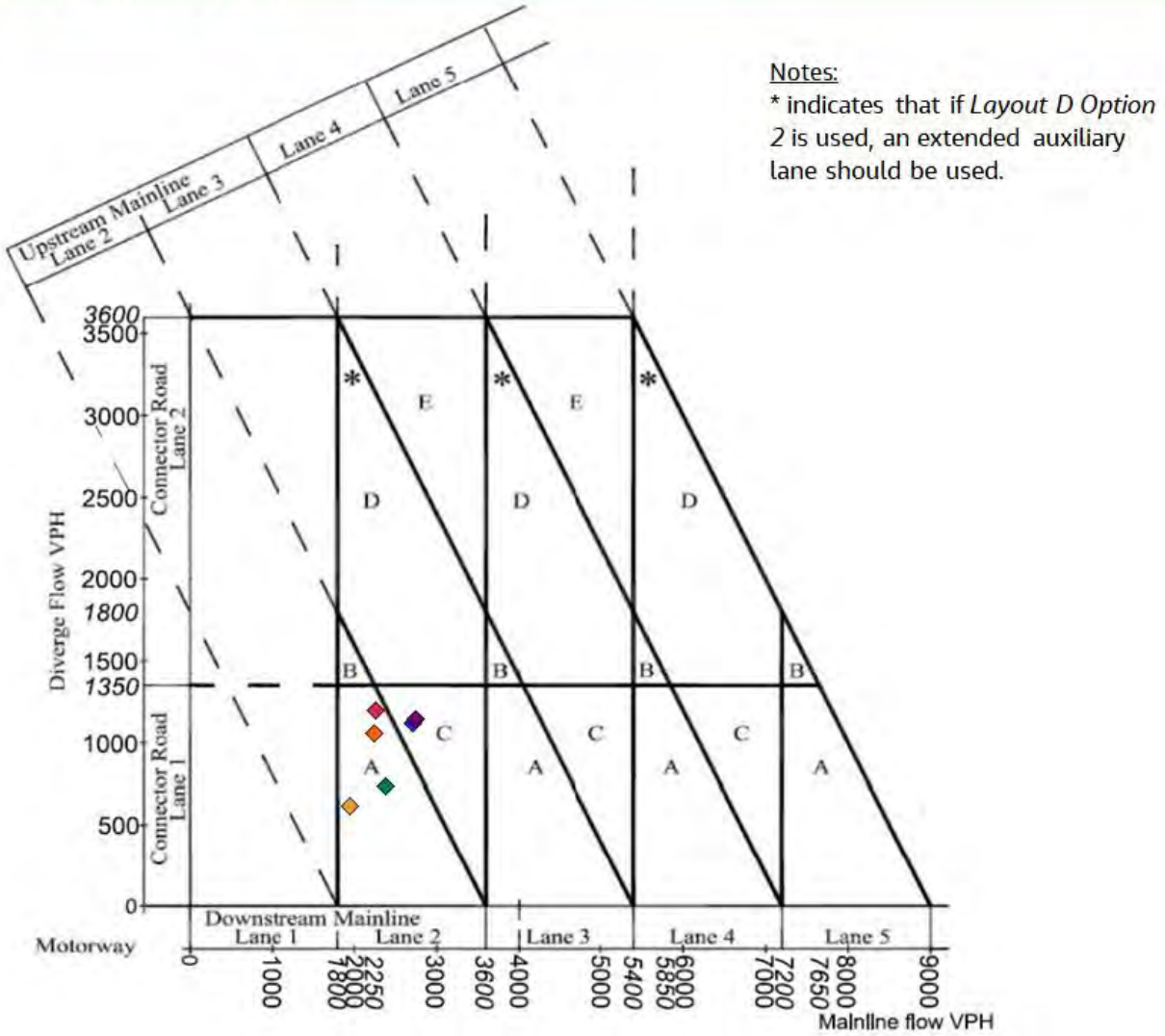
* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2290	655
2041 Scenario 1 Reference AM	2555	1146
2041 Scenario 3a Local Plan Mitigation AM	2563	1282
2024 Base PM	2264	751
2041 Scenario 1 Reference PM	2526	1034
2041 Scenario 3a Local Plan Mitigation PM	2532	1090

Figure J.1-26. M55 J2 Eastbound Onslip Merge Analysis

DIVERGE CHART

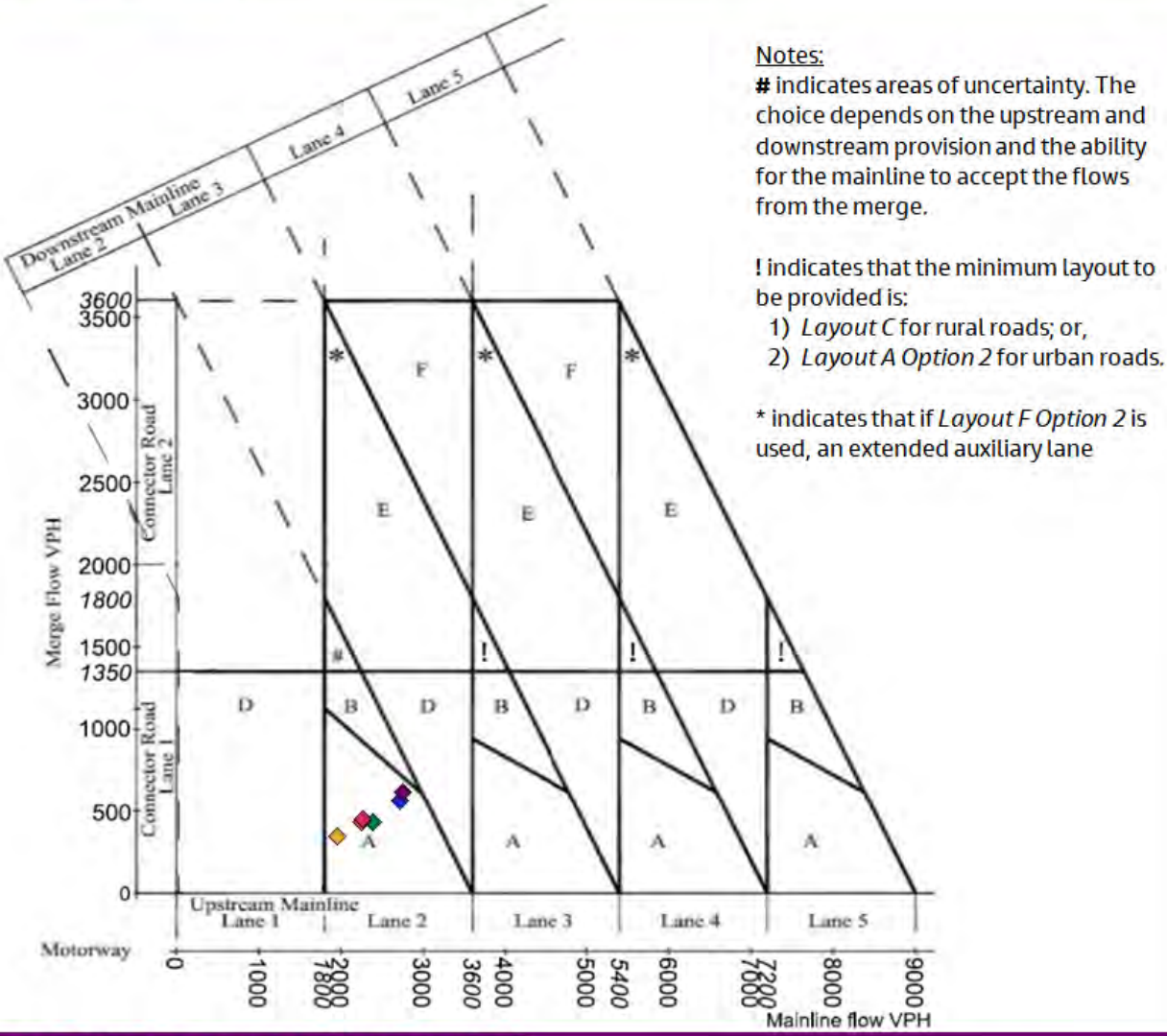


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2422	750
2041 Scenario 1 Reference AM	2748	1134
2041 Scenario 3a Local Plan Mitigation AM	2773	1163
2024 Base PM	1988	620
2041 Scenario 1 Reference PM	2280	1075
2041 Scenario 3a Local Plan Mitigation PM	2295	1209

Figure J.1-27. M55 J2 Westbound Offslip Diverge Analysis

MERGE CHART



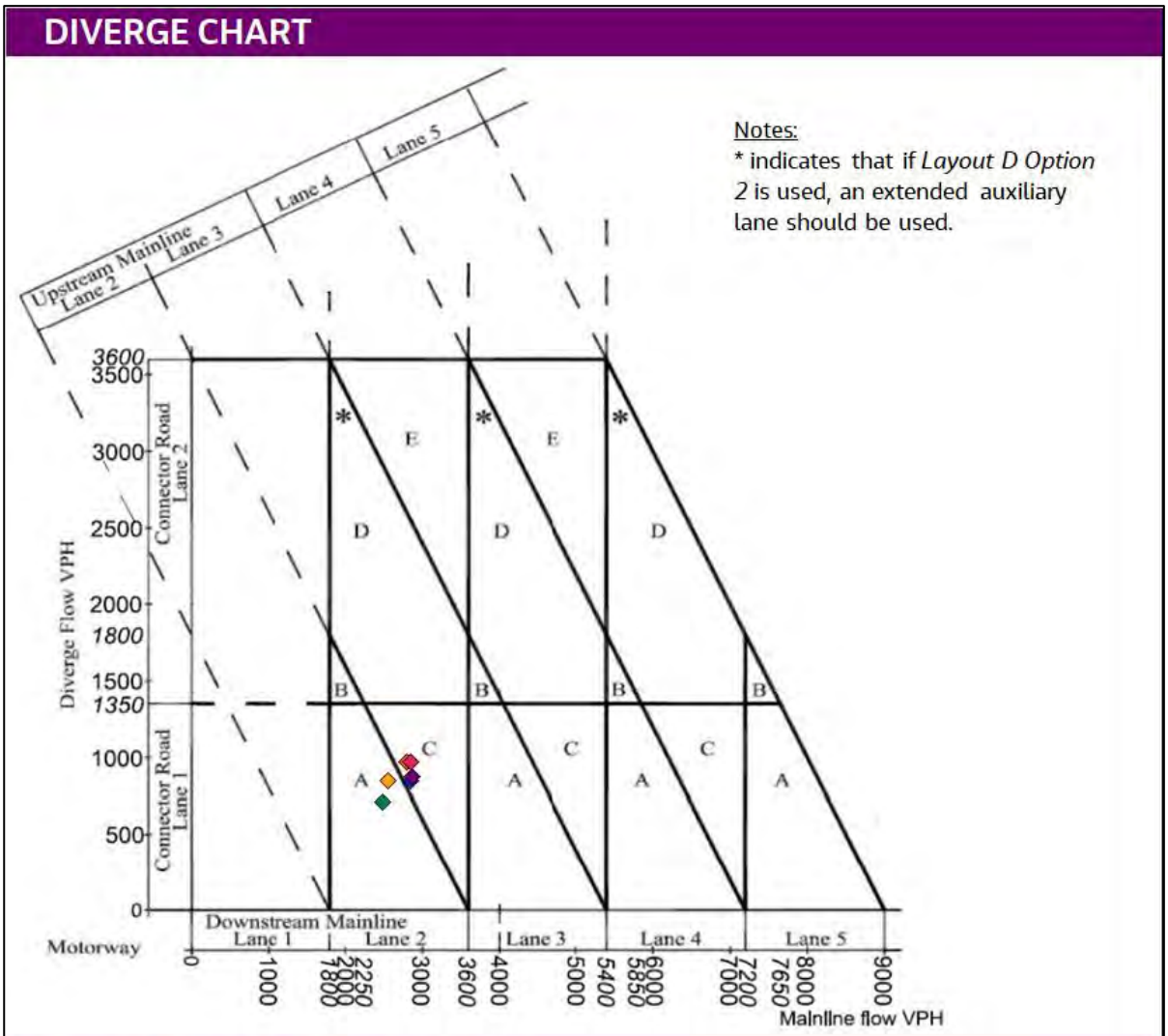
MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2422	417
2041 Scenario 1 Reference AM	2748	551
2041 Scenario 3a Local Plan Mitigation AM	2773	604
2024 Base PM	1988	336
2041 Scenario 1 Reference PM	2280	415
2041 Scenario 3a Local Plan Mitigation PM	2295	435

Figure J.1-28. M55 J2 Westbound Onslip Merge Analysis

J.3 M61

J.3.1 M61 J8

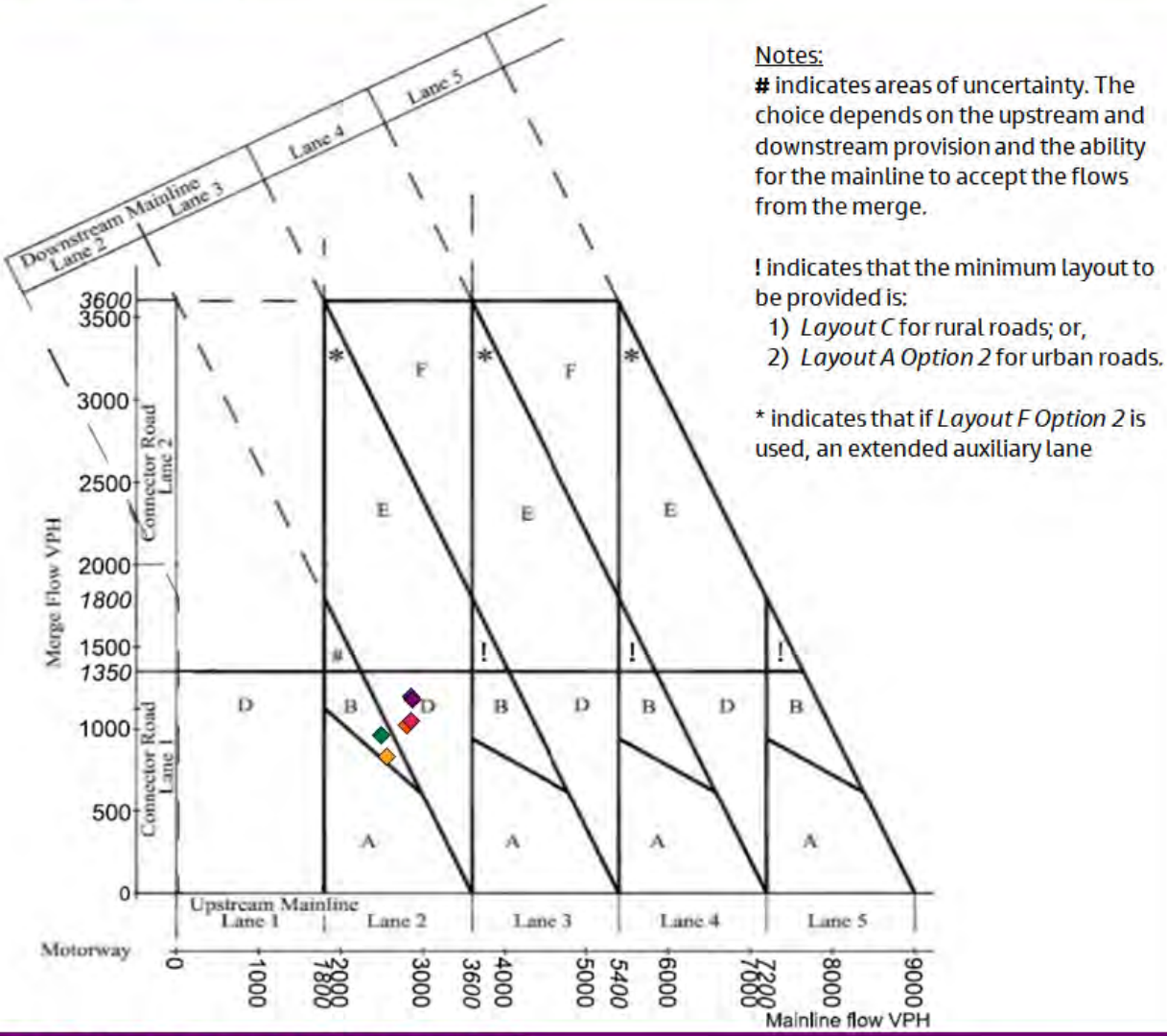


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2523	721
2041 Scenario 1 Reference AM	2877	862
2041 Scenario 3a Local Plan Mitigation AM	2894	887
2024 Base PM	2593	864
2041 Scenario 1 Reference PM	2825	983
2041 Scenario 3a Local Plan Mitigation PM	2874	986

Figure J.1-29. M61 J8 Northbound Offslip Diverge Analysis

MERGE CHART

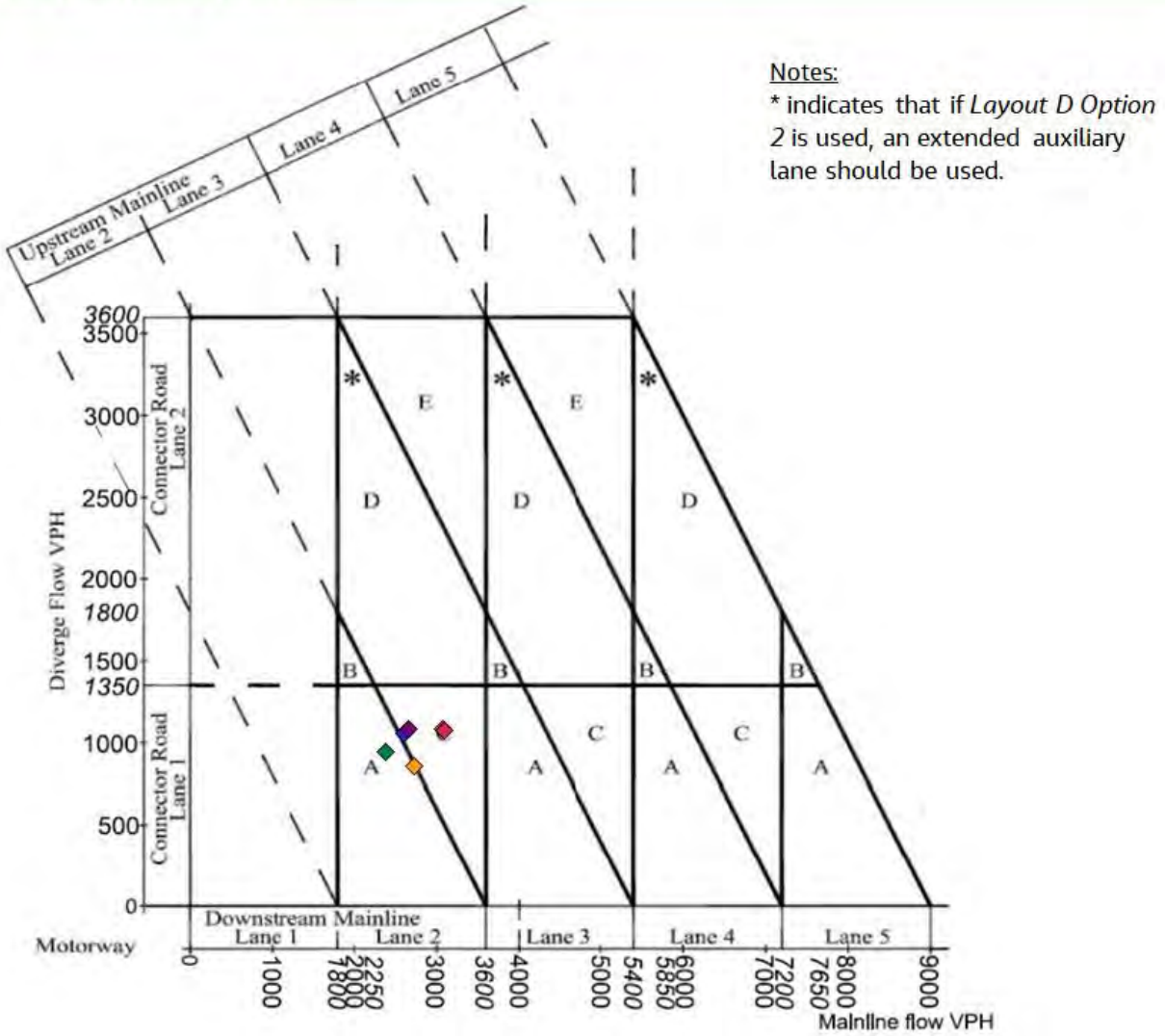


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2523	948
2041 Scenario 1 Reference AM	2877	1185
2041 Scenario 3a Local Plan Mitigation AM	2894	1164
2024 Base PM	2593	821
2041 Scenario 1 Reference PM	2825	1009
2041 Scenario 3a Local Plan Mitigation PM	2874	1033

Figure J.1-30. M61 J8 Northbound Onslip Merge Analysis

DIVERGE CHART

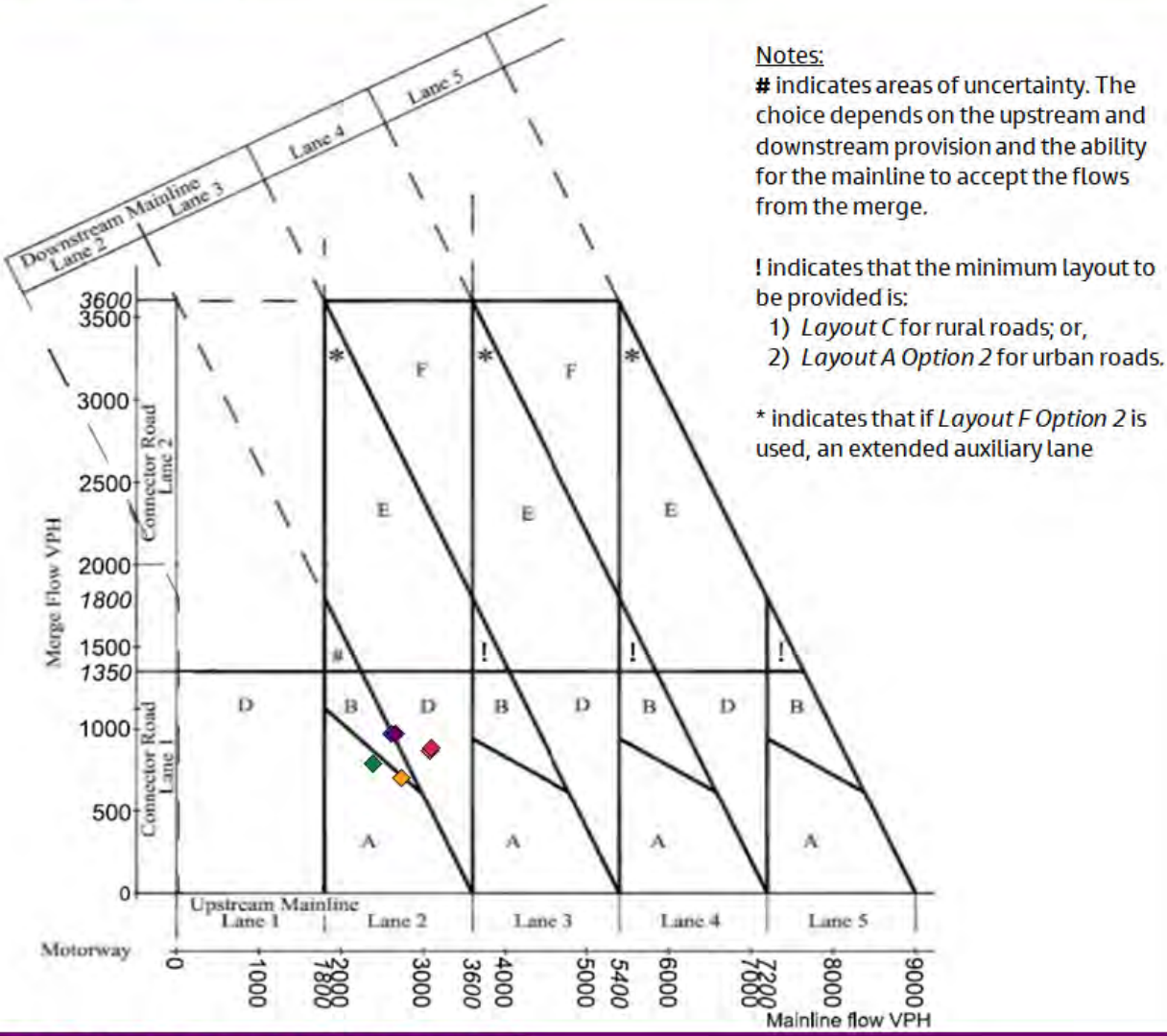


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	2419	961
2041 Scenario 1 Reference AM	2634	1071
2041 Scenario 3a Local Plan Mitigation AM	2697	1100
2024 Base PM	2756	867
2041 Scenario 1 Reference PM	3107	1099
2041 Scenario 3a Local Plan Mitigation PM	3119	1091

Figure J.1-31. M61 J8 Southbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

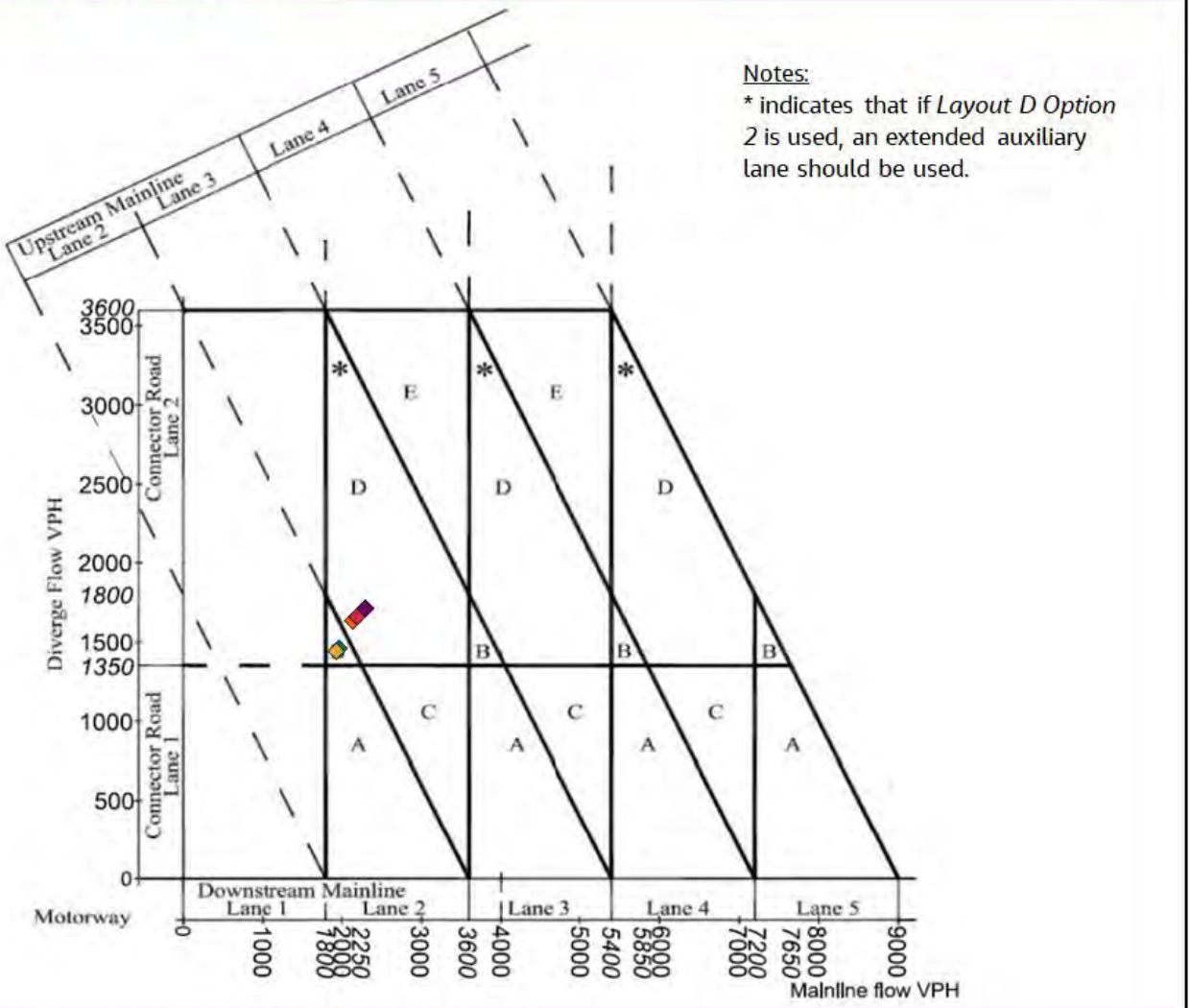
MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	2419	774
2041 Scenario 1 Reference AM	2634	954
2041 Scenario 3a Local Plan Mitigation AM	2697	959
2024 Base PM	2756	684
2041 Scenario 1 Reference PM	3107	852
2041 Scenario 3a Local Plan Mitigation PM	3119	872

Figure J.1-32. M61 J8 Southbound Onslip Merge Analysis

J.3.2 M61 J9

DIVERGE CHART

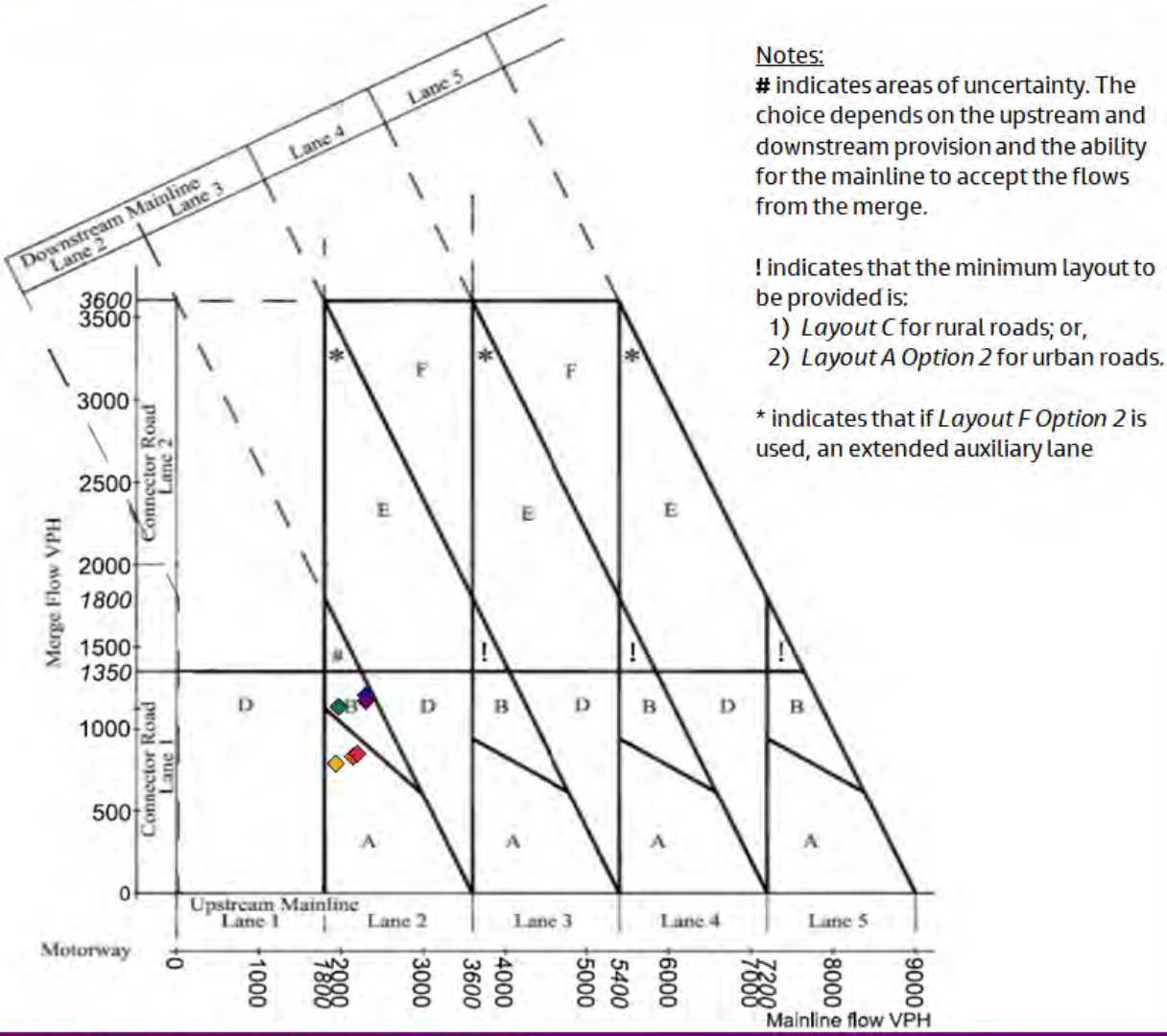


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	1994	1477
2041 Scenario 1 Reference AM	2334	1728
2041 Scenario 3a Local Plan Mitigation AM	2334	1725
2024 Base PM	1962	1452
2041 Scenario 1 Reference PM	2181	1653
2041 Scenario 3a Local Plan Mitigation PM	2231	1675

Figure J.1-33. M61 J9 Northbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

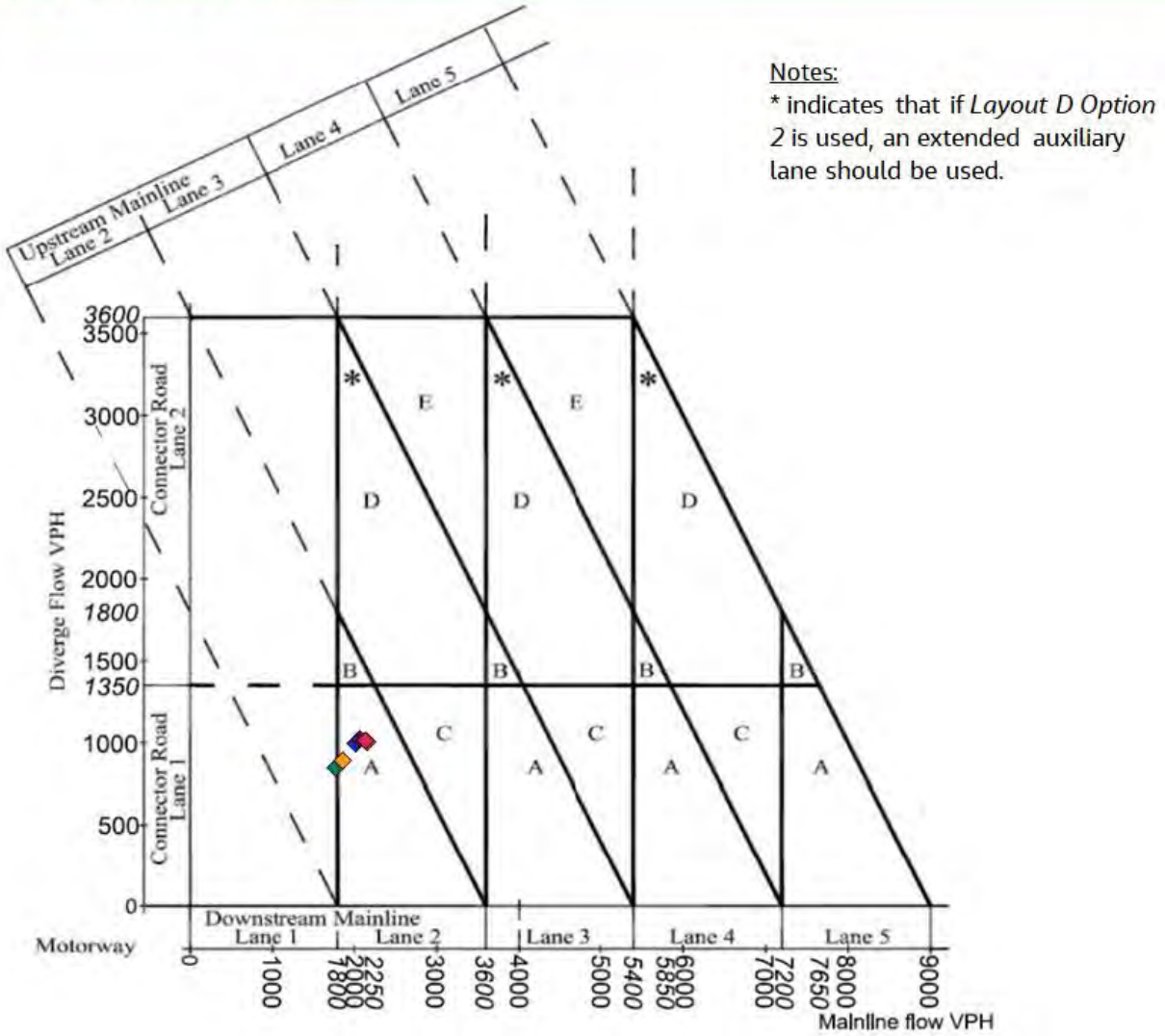
* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	1994	1121
2041 Scenario 1 Reference AM	2334	1190
2041 Scenario 3a Local Plan Mitigation AM	2334	1154
2024 Base PM	1962	776
2041 Scenario 1 Reference PM	2181	820
2041 Scenario 3a Local Plan Mitigation PM	2231	831

Figure J.1-34. M61 J9 Northbound Onslip Merge Analysis

DIVERGE CHART

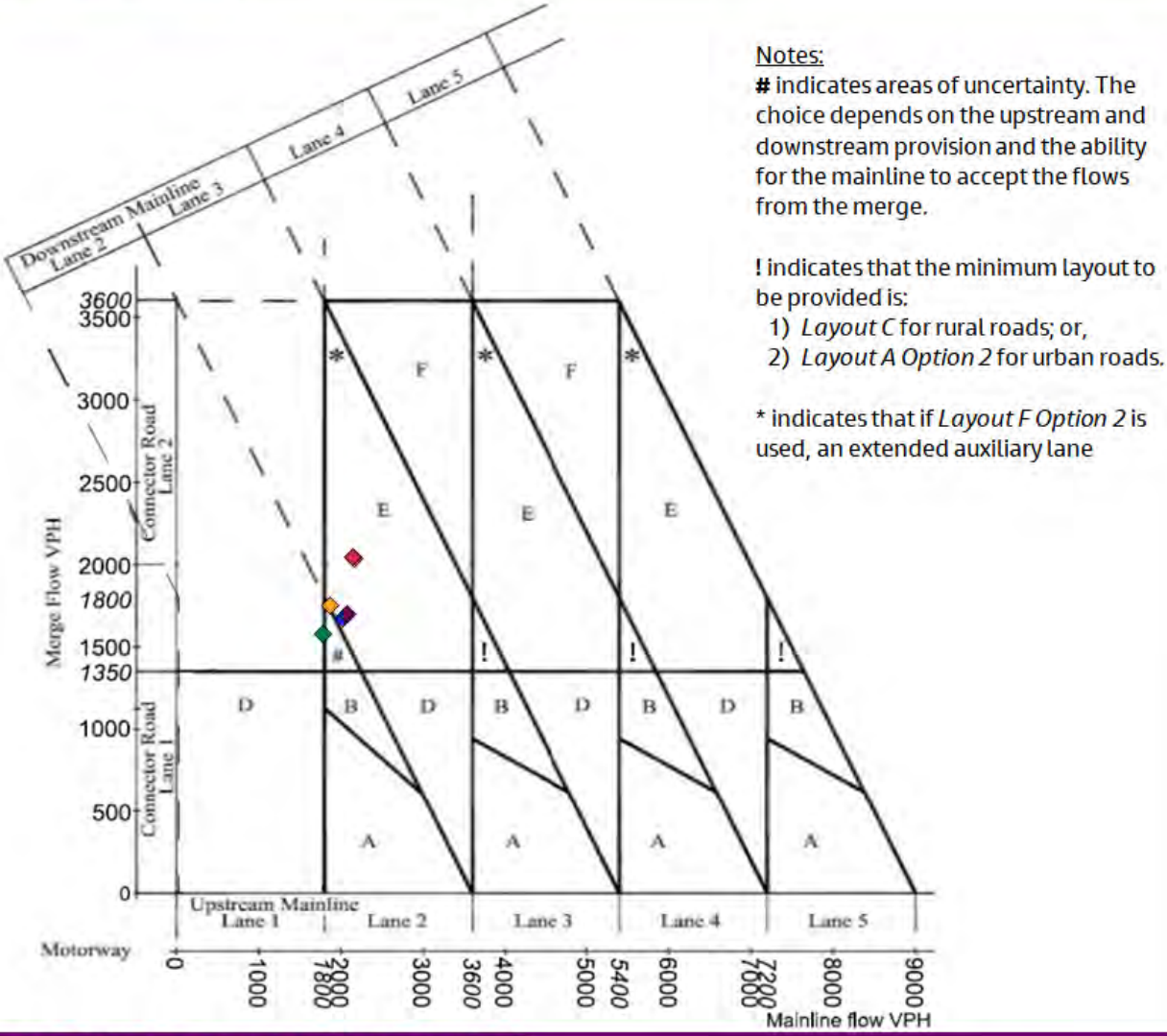


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	1818	858
2041 Scenario 1 Reference AM	2048	1012
2041 Scenario 3a Local Plan Mitigation AM	2108	1036
2024 Base PM	1889	904
2041 Scenario 1 Reference PM	2182	1016
2041 Scenario 3a Local Plan Mitigation PM	2180	1026

Figure J.1-35. M61 J9 Southbound Offslip Diverge Analysis

MERGE CHART



Notes:
# indicates areas of uncertainty. The choice depends on the upstream and downstream provision and the ability for the mainline to accept the flows from the merge.

! indicates that the minimum layout to be provided is:
1) *Layout C* for rural roads; or,
2) *Layout A Option 2* for urban roads.

* indicates that if *Layout F Option 2* is used, an extended auxiliary lane

MERGE FLOW DATA UTILISED

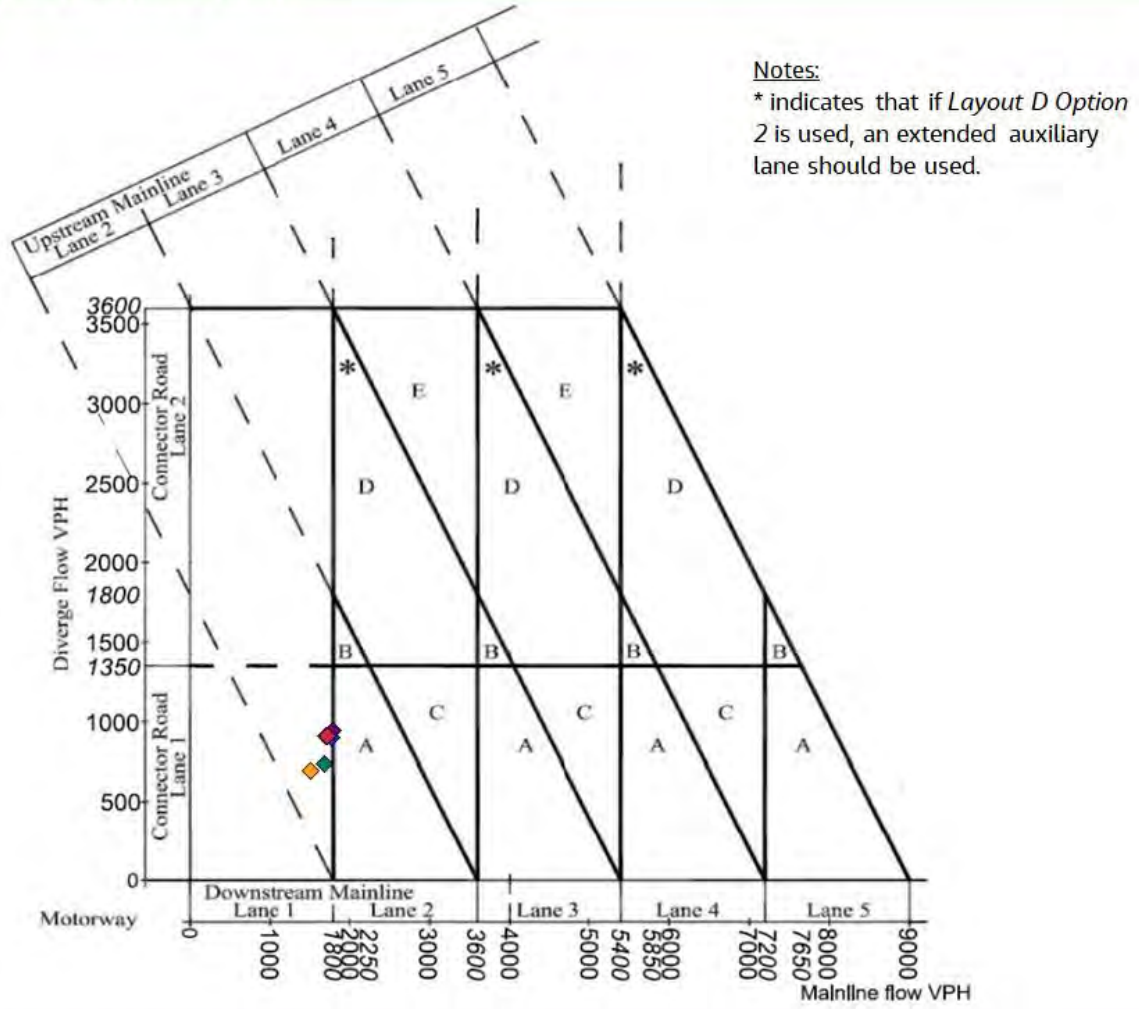
Scenario	Mainline Flow	Merge Flow
2024 Base AM	1818	1563
2041 Scenario 1 Reference AM	2048	1656
2041 Scenario 3a Local Plan Mitigation AM	2108	1689
2024 Base PM	1889	1735
2041 Scenario 1 Reference PM	2182	2024
2041 Scenario 3a Local Plan Mitigation PM	2180	2030

Figure J.1-36. M61 J9 Southbound Onslip Merge Analysis

J.4 M65

J.4.1 M65 J2

DIVERGE CHART

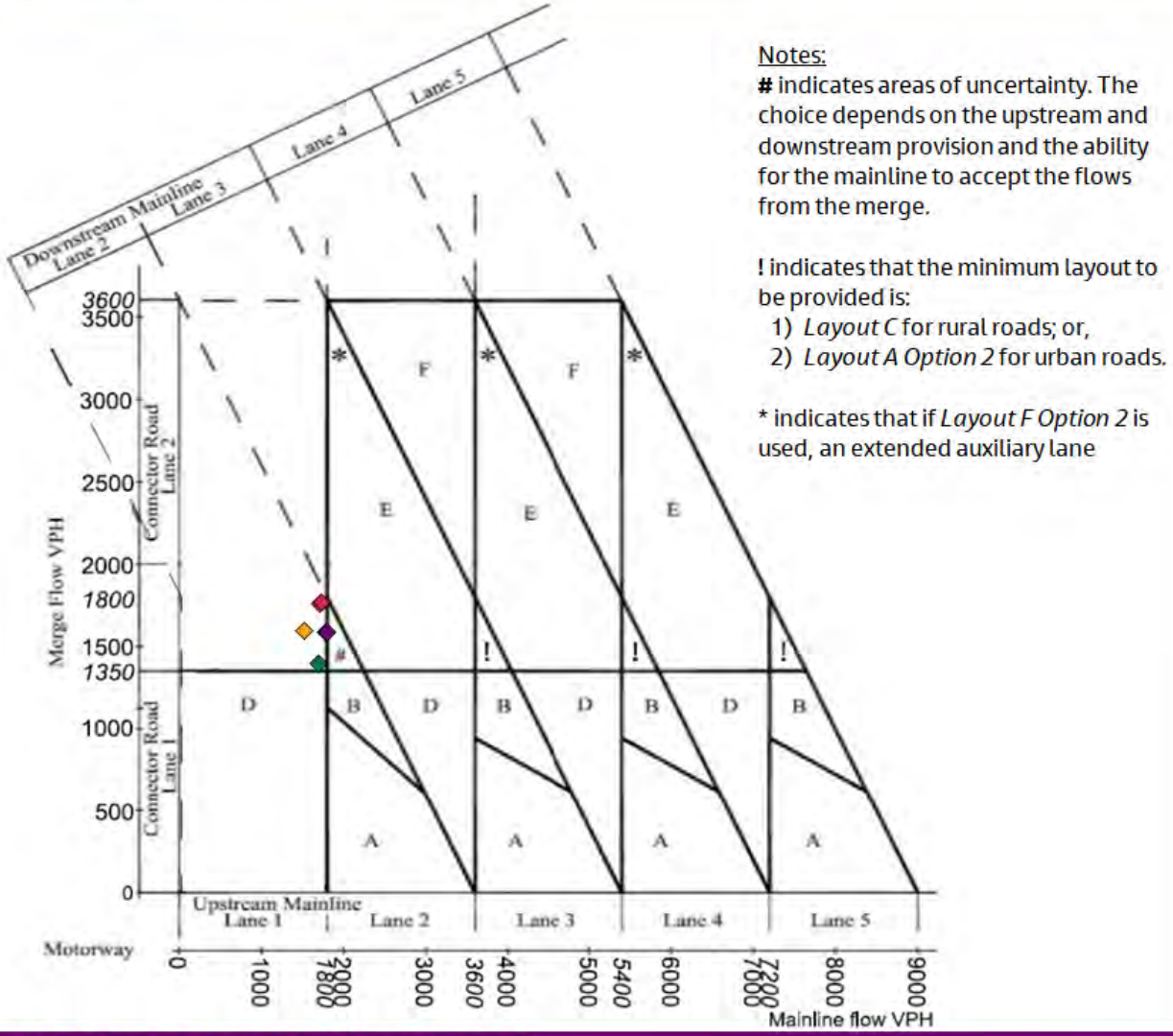


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	1719	751
2041 Scenario 1 Reference AM	1809	911
2041 Scenario 3a Local Plan Mitigation AM	1832	959
2024 Base PM	1558	705
2041 Scenario 1 Reference PM	1739	926
2041 Scenario 3a Local Plan Mitigation PM	1766	922

Figure J.1-37. M65 J2 Eastbound Offslip Diverge Analysis

MERGE CHART

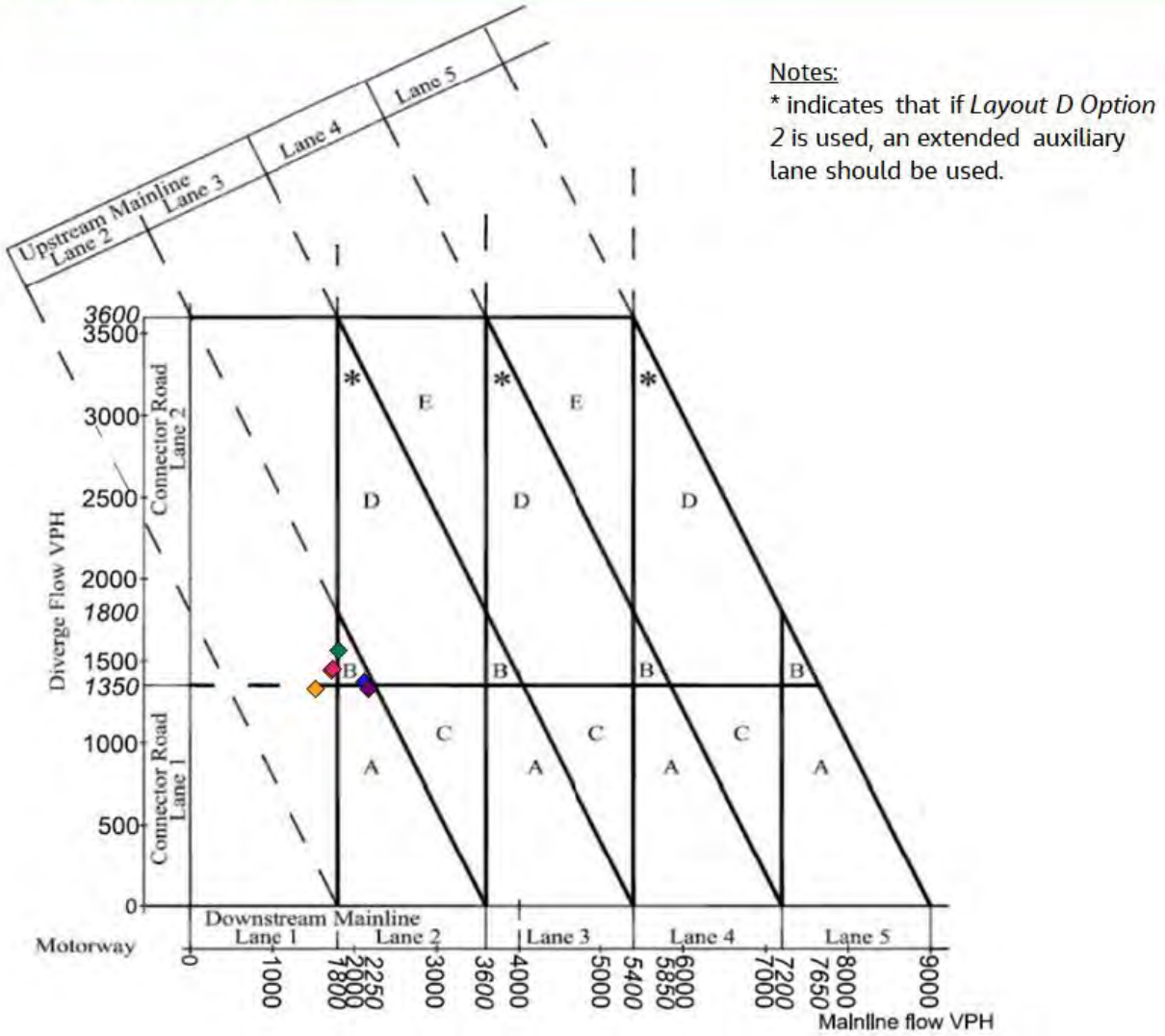


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	1719	1381
2041 Scenario 1 Reference AM	1809	1570
2041 Scenario 3a Local Plan Mitigation AM	1832	1575
2024 Base PM	1558	1578
2041 Scenario 1 Reference PM	1739	1749
2041 Scenario 3a Local Plan Mitigation PM	1766	1752

Figure J.1-38. M65 J2 Eastbound Onslip Merge Analysis

DIVERGE CHART

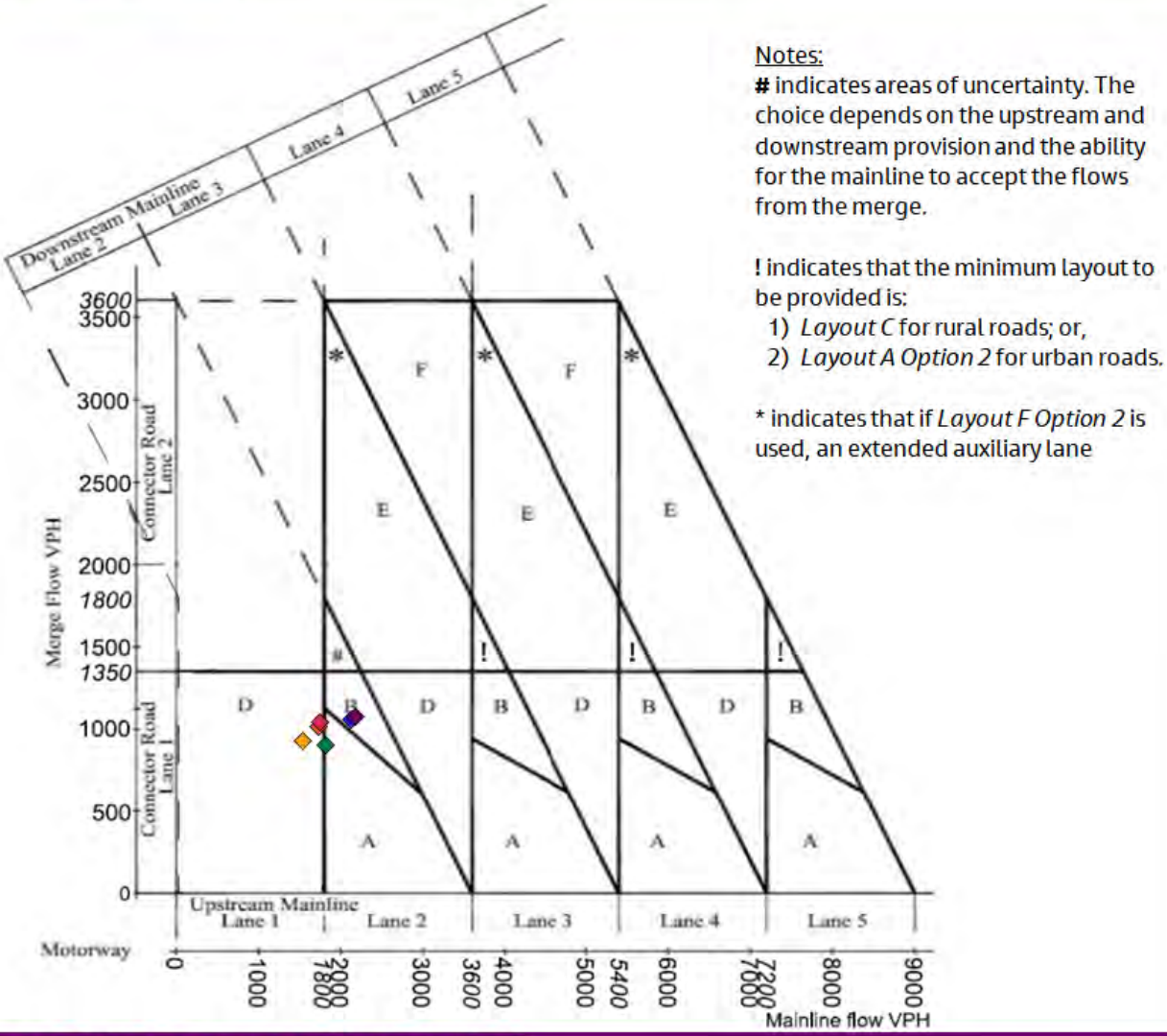


MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Diverge Flow
2024 Base AM	1839	1579
2041 Scenario 1 Reference AM	2155	1387
2041 Scenario 3a Local Plan Mitigation AM	2213	1345
2024 Base PM	1562	1346
2041 Scenario 1 Reference PM	1759	1454
2041 Scenario 3a Local Plan Mitigation PM	1774	1464

Figure J.1-39 M65 J2 Westbound Offslip Diverge Analysis

MERGE CHART



MERGE FLOW DATA UTILISED

Scenario	Mainline Flow	Merge Flow
2024 Base AM	1839	884
2041 Scenario 1 Reference AM	2155	1039
2041 Scenario 3a Local Plan Mitigation AM	2213	1056
2024 Base PM	1562	909
2041 Scenario 1 Reference PM	1759	1002
2041 Scenario 3a Local Plan Mitigation PM	1774	1024

Figure J.1-40. M65 J2 Westbound Onslip Merge Analysis

Appendix K. Accident hotspot - Scenario 3a AADT impact analysis

K.1 Chorley

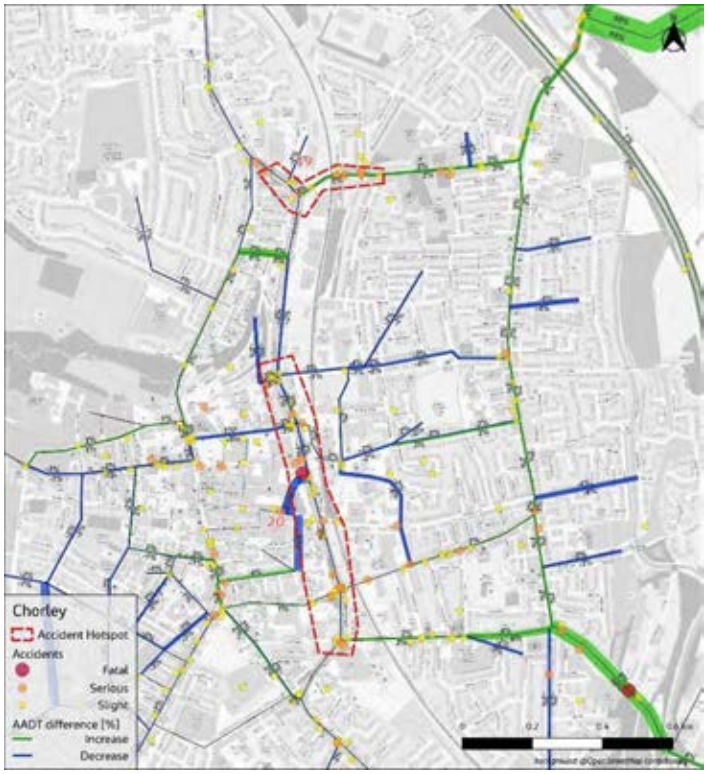


Figure K.1-1. Accident Hotspots 19 and 20 – Chorley

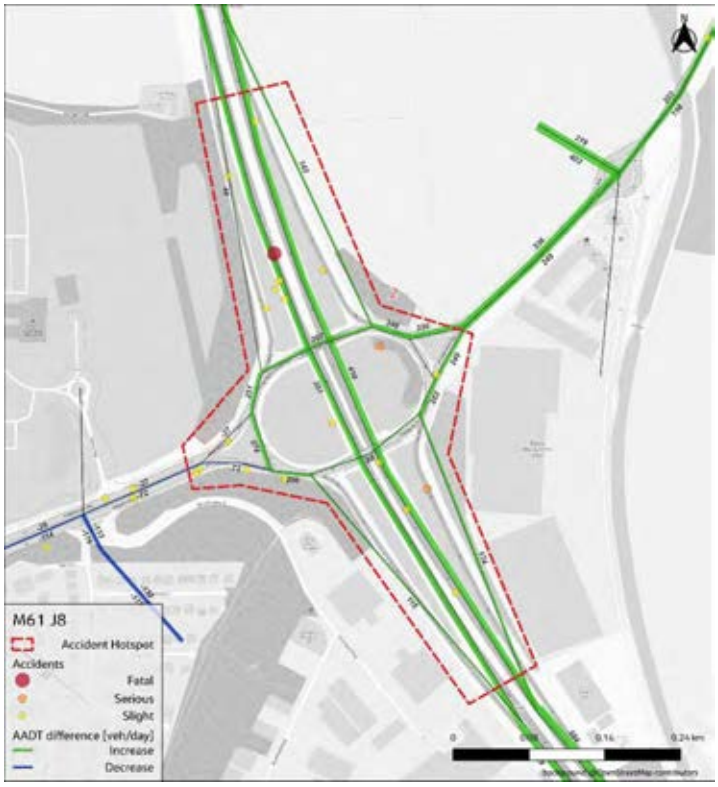


Figure K.1-2. Accident Hotspot 2 – M61 J8, Chorley

K.2 Preston

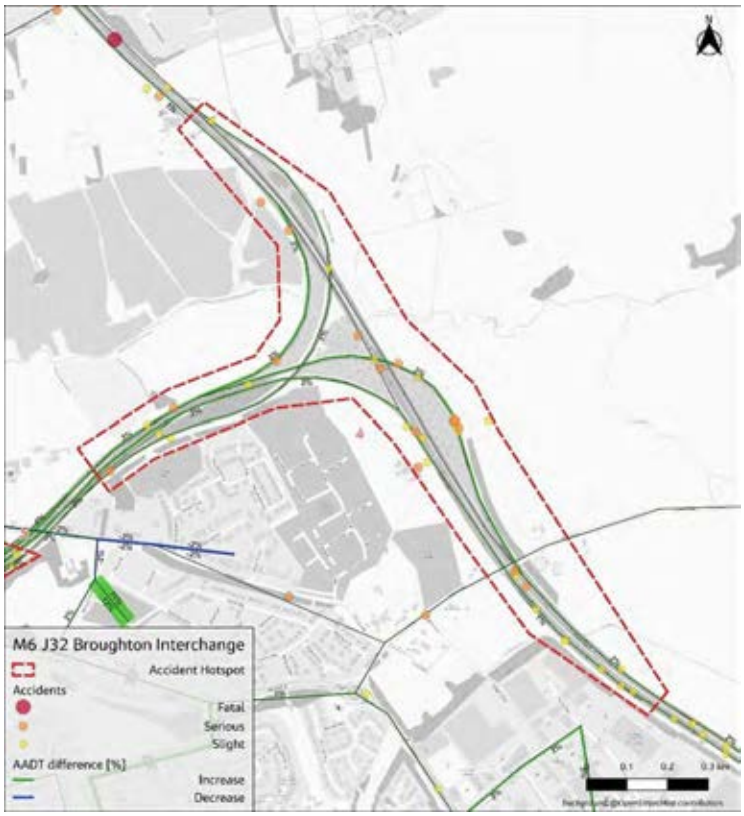


Figure K.1-3. Accident Hotspot 4 – Broughton Interchange, Preston

Figure K.1-4. Accident Hotspots 5 and 13 – M55 J1 Broughton Roundabout, Preston

Figure K.1-5. Accident Hotspots 14, 28 and 29 – Garstang Road, Preston

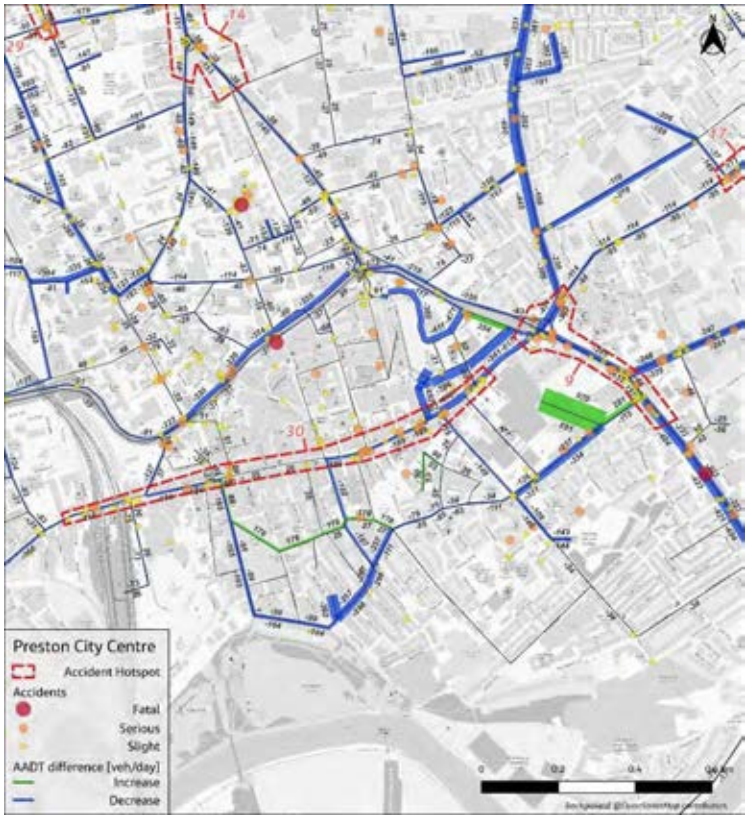
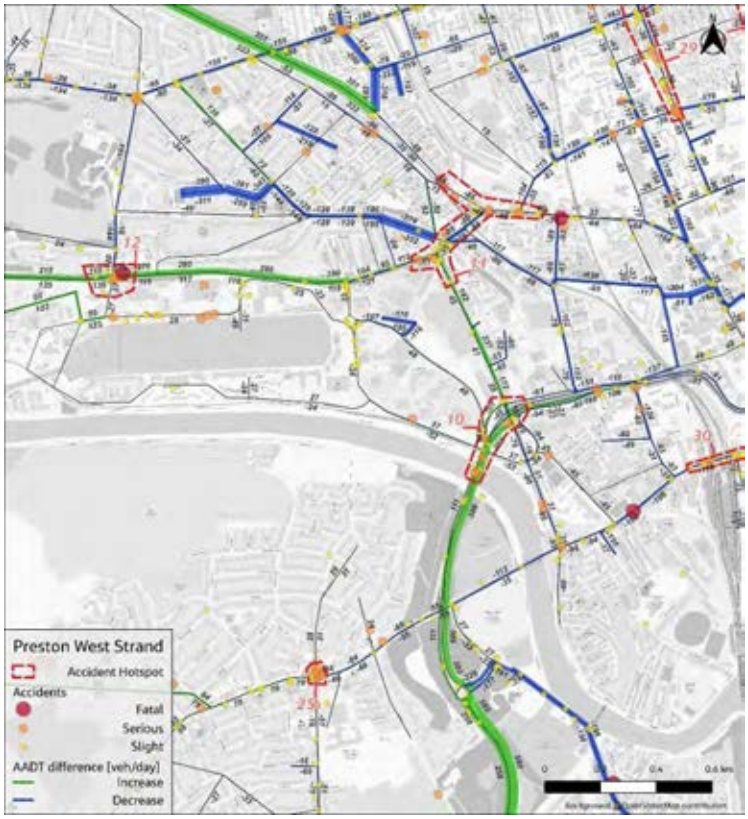


Figure K.1-6. Accident Hotspots 9 and 30 – City Centre, Preston

Figure K.1-7. Accident Hotspots 15, 16, 17 and 31 – Fishwick, Preston



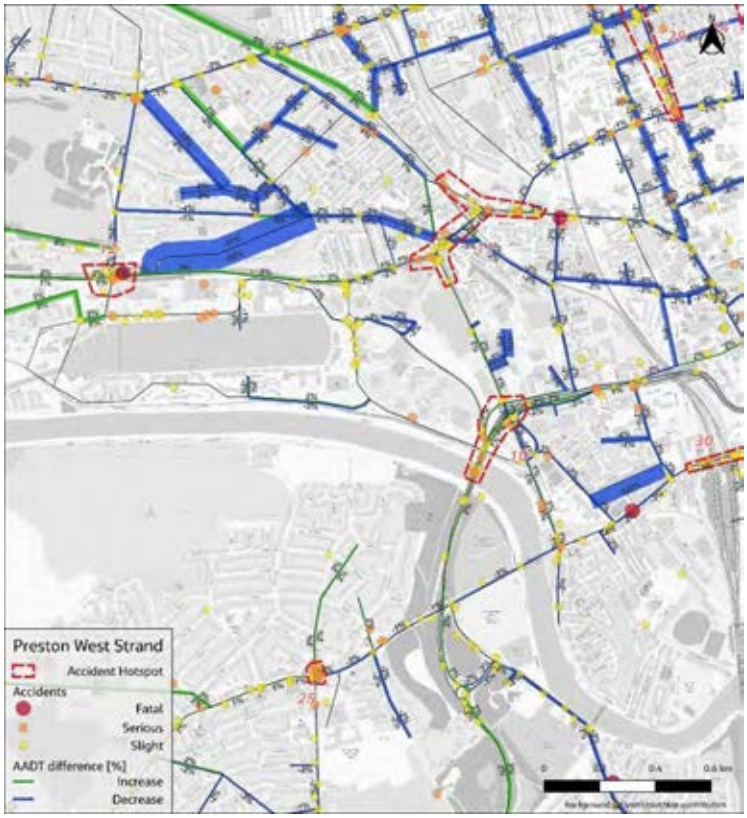


Figure K.1-8. Accident Hotspots 10, 11, 12, 25 – West Strand, Preston/South Ribble

K.3 South Ribble

Accident hotspot 25 (Penwortham) is presented on Figure K.1-8 (Preston West Strand).

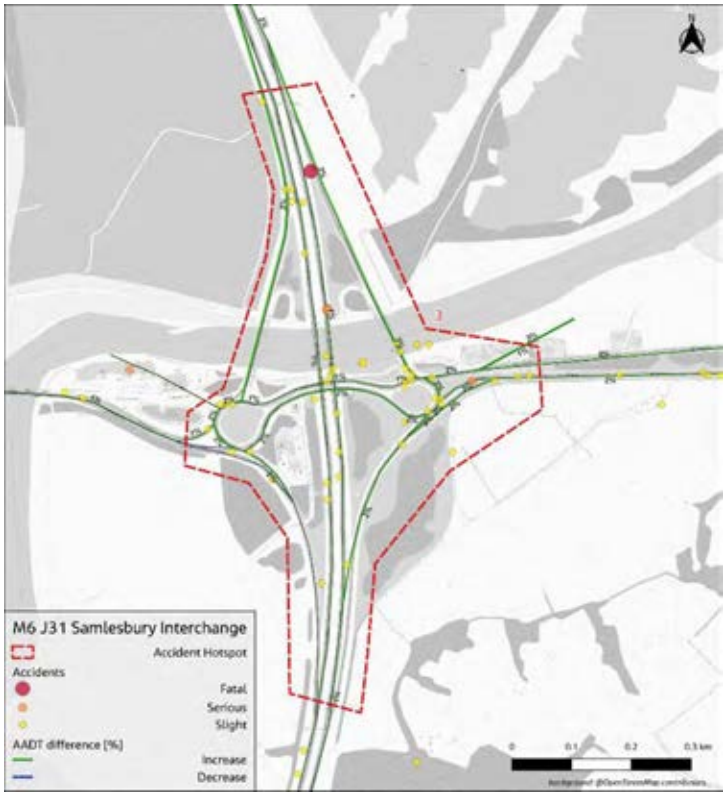
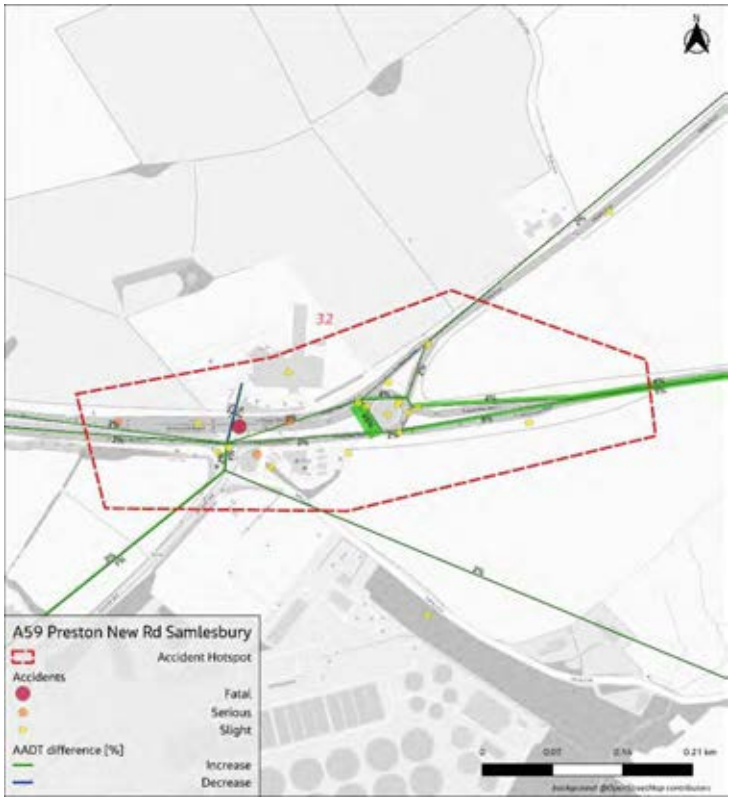


Figure K.3-9. Accident Hotspot 3 – M6 J31 Samlesbury Interchange, South Ribble



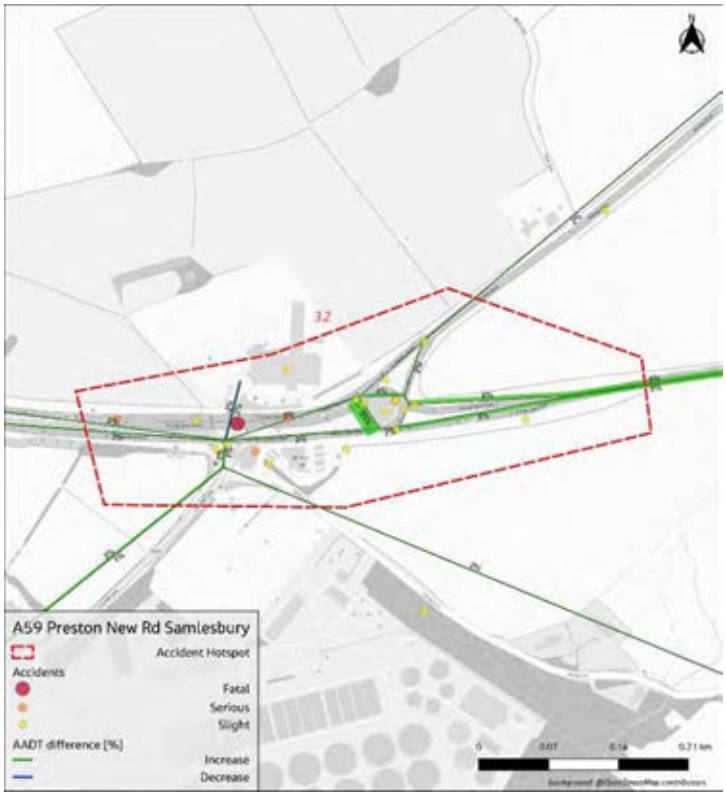
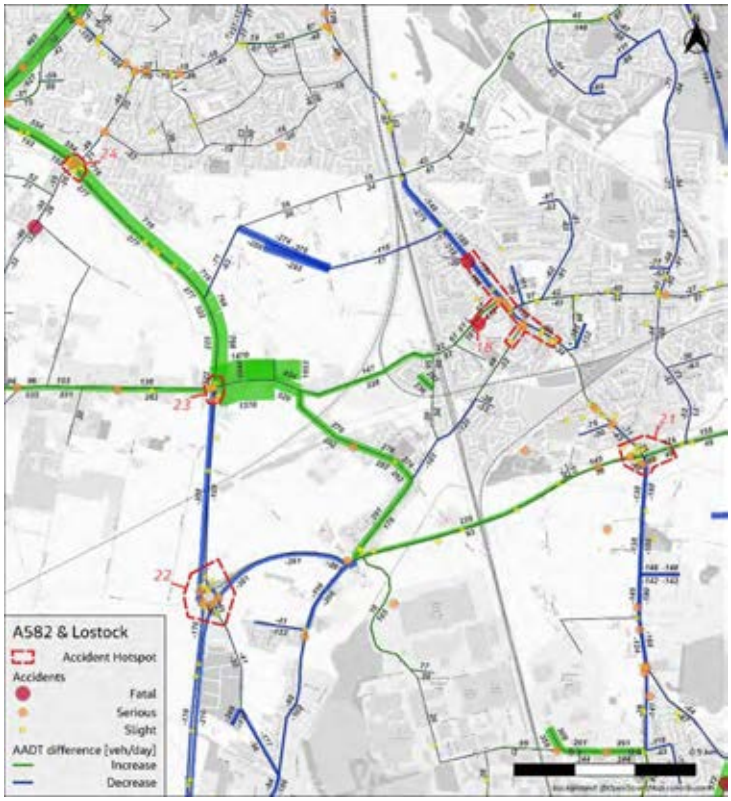


Figure K.3-10. Accident Hotspot 32 – Preston New Road, Samlesbury, South Ribble



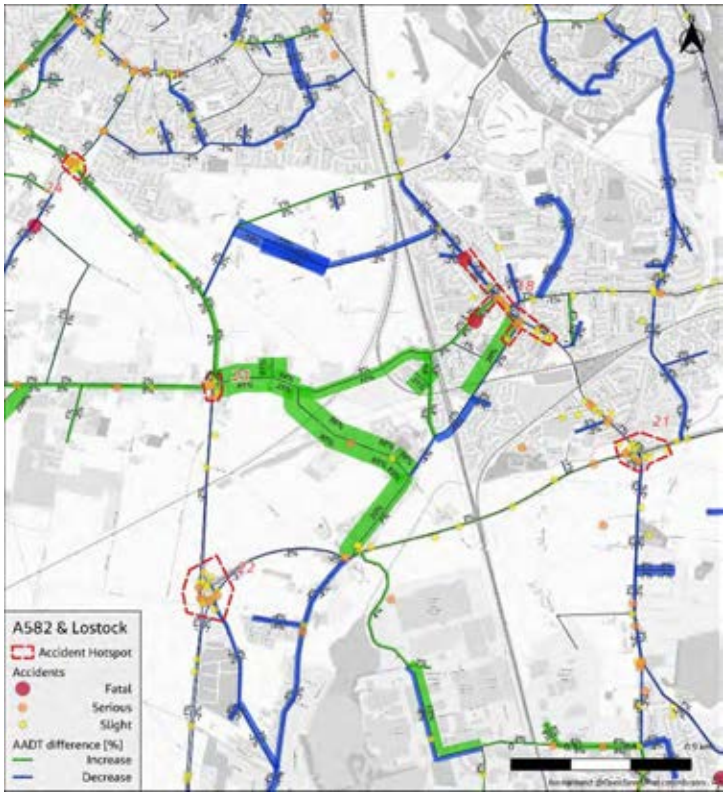


Figure K.3-11. Accident Hotspots 18, 21, 22 and 24 – Lostock Hall, South Ribble

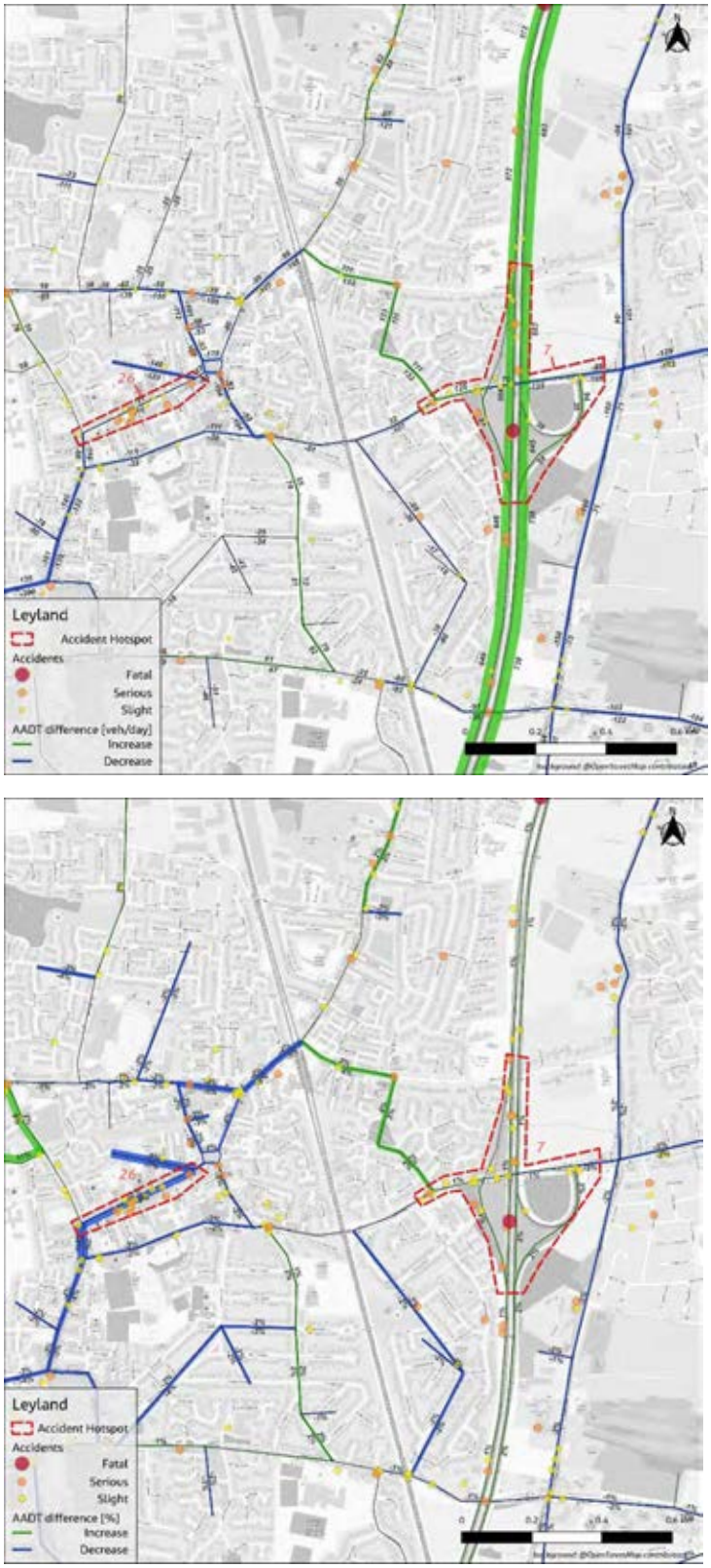


Figure K.3-12. Accident Hotspots 7 and 26 – Leyland, South Ribble

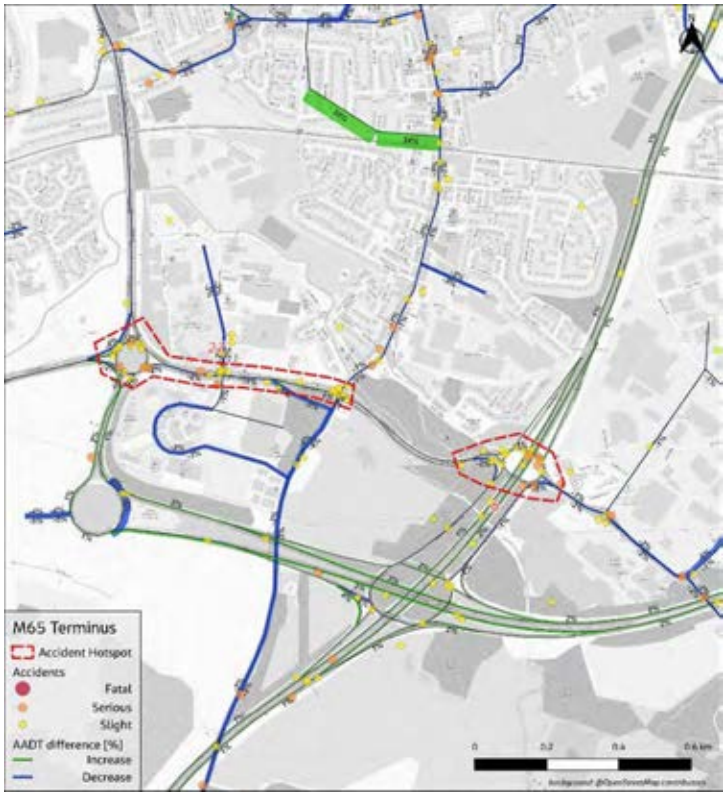
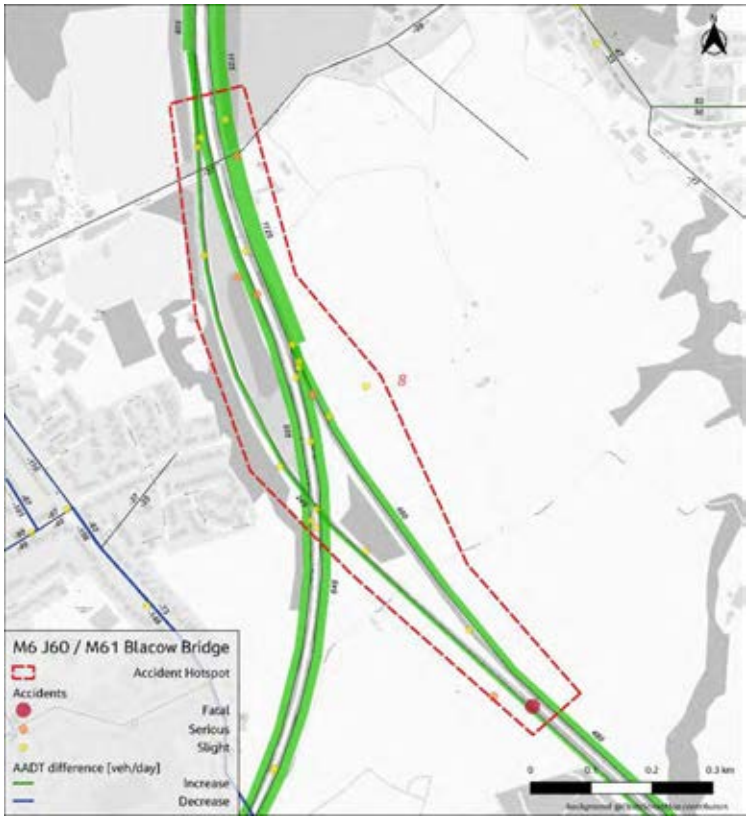


Figure K.3-13. Accident Hotspots 6 and 27 – M65 Terminus, South Ribble



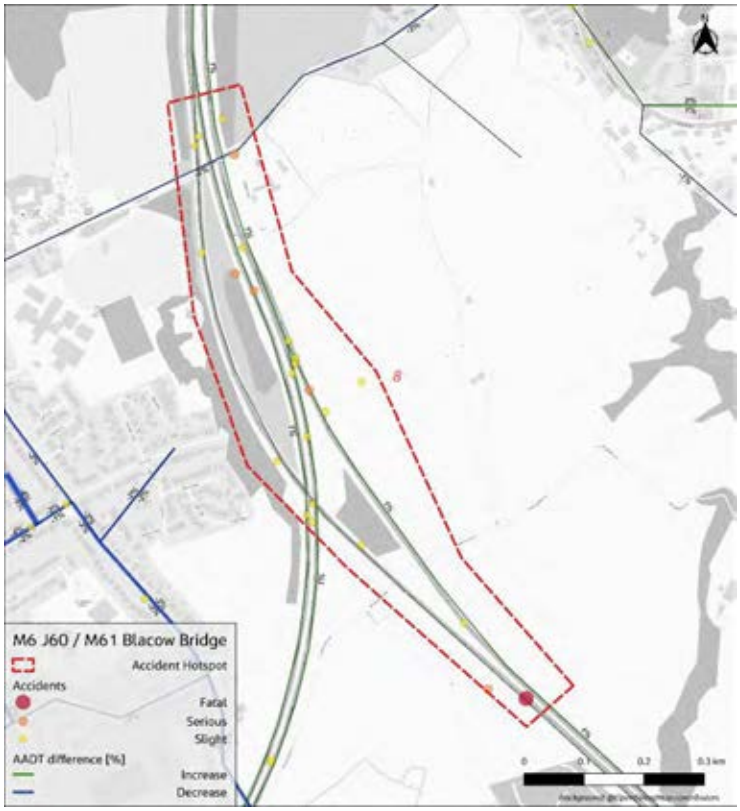
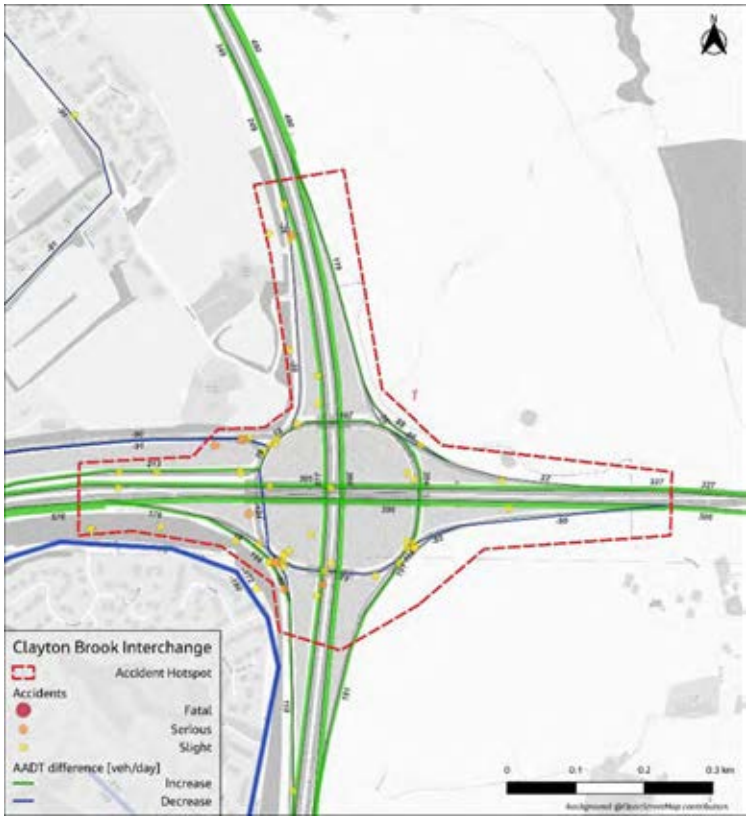


Figure K.3-14. Accident Hotspot 8 – M6 J30, South Ribble



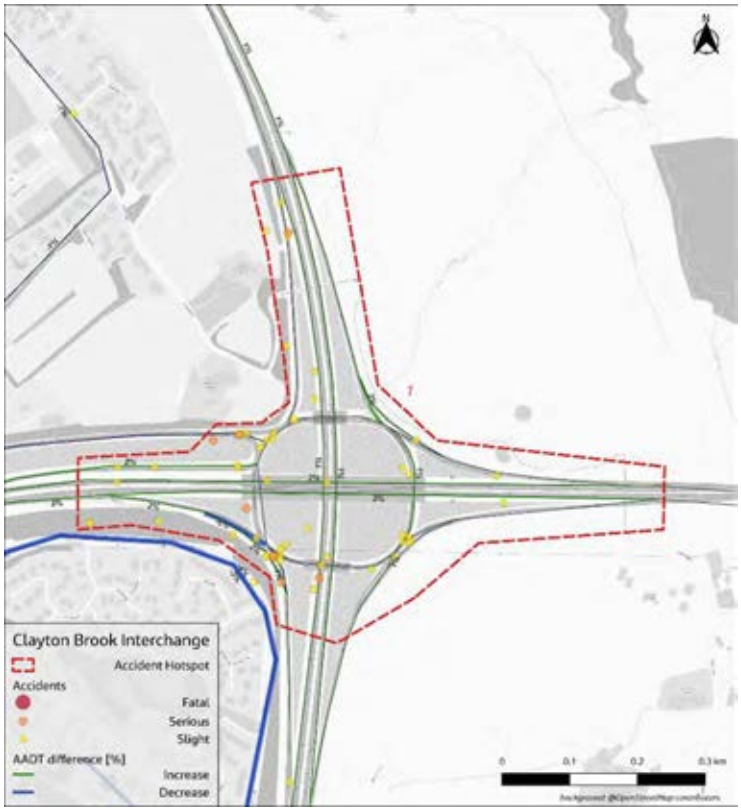


Figure K.3-15. Accident Hotspot 1 – M61 J9, Clayton Brook Interchange, South Ribble