

## Reeves, Paul

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**Sent:** 07 July 2023 11:03  
**To:** Trevett, Emma; Wilson, Peter; Gardner, Matt; Hilton, Warren; Stevens, Neil  
**Cc:** Outterside, James  
**Subject:** Lancashire Central - A6/A582 traffic count Information  
**Attachments:** Client Results - 11212 Preston - LC1-LC3 - WSP.xlsx; Client Results - 11212 Preston - Queue.xlsx

Hi All,

Please see below and attached a summary of the traffic counts undertaken at the A6/A582 roundabout on Tuesday 27<sup>th</sup> June 2023. These have been compared to the 2016 traffic surveys which have been used to inform the Lancashire Central Transport assessments.

The table below summarises the 2016 v 2023 peak hour comparison, comparing total vehicle movements recorded on three links on the southern arm of the roundabout (a plan is included in the attached)

Total vehicles		AM Peak (07:30 -08:30)		
		2016 Survey	2023 Survey	Difference
Link 1	A6 Southern Arm - Left turn onto A582	1289	1199	90
Link 2	A6 Southern Arm - Straight ahead and Right turn	1132	1095	37
Link 3	A6 Southern Arm - Exit (Southbound)	1951	1859	92

In the AM peak, all three links have higher traffic flows in the 2016 surveys compared to the 2023 surveys.

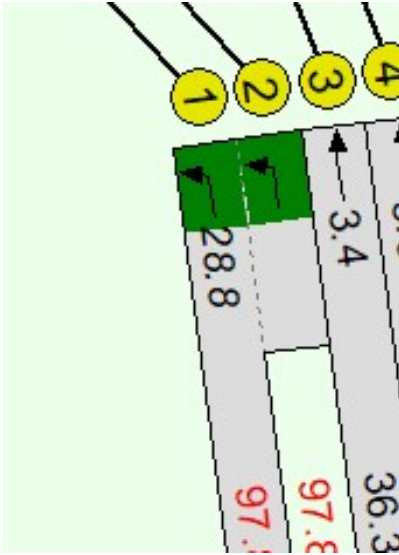
In the PM peak, the southbound exit link has higher traffic flows in the 2016 survey compared to the 2023 survey. The 2023 surveys recorded higher flows than the 2016 surveys on the approach arm: 25 more vehicles turning left onto the A582, and 124 vehicles travelling straight ahead or turning right. In the PM peak the total traffic on the approach arm is 6.6% higher than in 2016.

Therefore it is not considered that the flows from 2023 are significantly different from those recorded in 2016, and the 2016 flows used to inform the analysis are representative of current conditions on the network.

Queue surveys were also obtained in the 27<sup>th</sup> June surveys on the southern approach arm. The queue surveys have been compared to the LinSig modelling of this junction (summarised below), and overall a good level of comparison between observed and modelled queues has been found.

Queue Summary - Mean Max Queue	AM Peak (07:30 -08:30)	
	2023 Survey	2024 LinSig
Left Turn	0	0
Link 1	0	7

The LinSig modelling of the proposed mitigation scheme and full development traffic shows that on the southern approach arm, there is spare capacity for the straight ahead and right turn movement at this junction in the AM and PM peak, therefore likely to be able to accommodate any small variations in traffic flows for this movement as indicated by the 2023 surveys. The left turn movement is more critical at this junction – the 2037 PM peak Do-something results on this arm are shown below.



Many Thanks,  
Hannah