

TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

INTRODUCTION

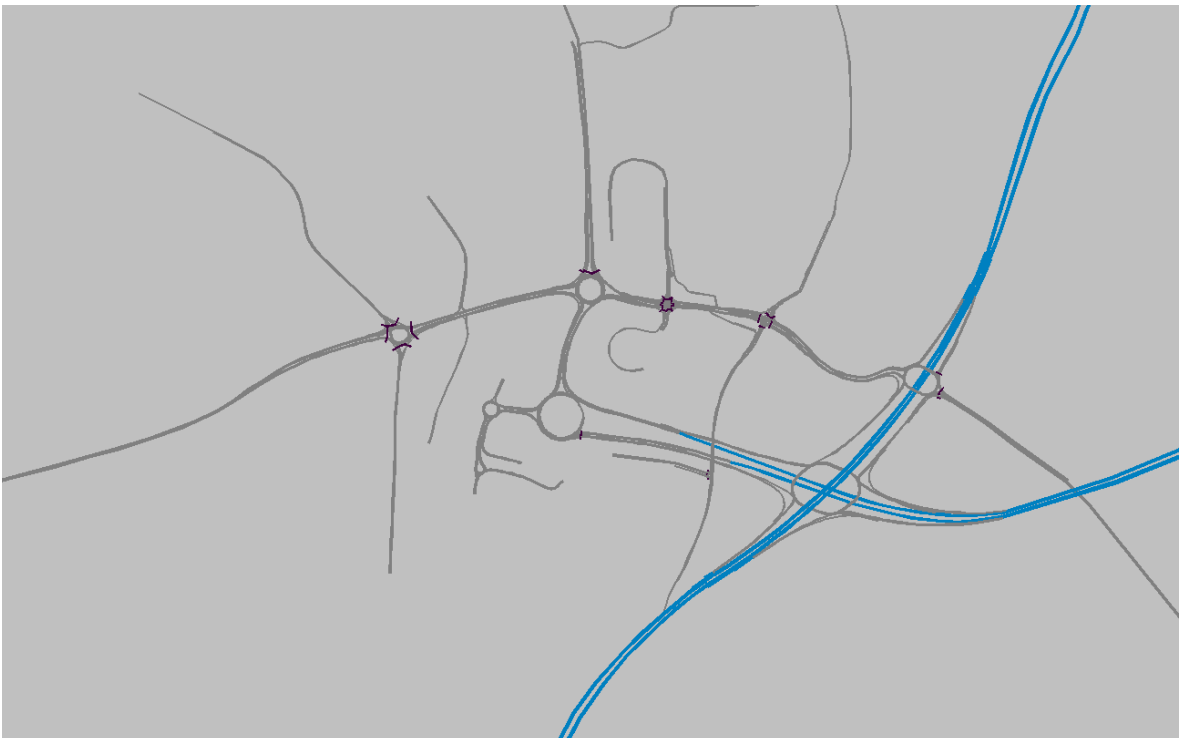
WSP have been commissioned by Maple Grove Development Ltd. and Lancashire County Council (LCC) to prepare a Transport Assessment in support of a planning application for a mixed-use development at Lancashire Central, also known as the Cuerden Strategic Site. This Technical Note summarises the microsimulation modelling undertaken to support the Transport Assessment. Microsimulation models have been run for the 2024 and 2037 future year scenarios. Assessment includes the revised development flows associated with the Site, based on the proposals as set out in the 2022 Transport Assessment undertaken by WSP, but with the inclusion of revised Drive-Thru trip rates as requested by National Highways, and the re-distribution of trips as per the WSP Model Scenarios and Re-routing Assumptions note dated 31st May 2023.

MODEL DEVELOPMENT

Existing Model

WSP has received VISSIM models developed by Mott MacDonald in Version 5.40-03. Figure 1 shows the modelling extent. The 2024 Do-Minimum and Do-Something models were received. The 2024 Do-Something models were used as they included the off-site committed improvements, associated with the previous application at the site (07/2017/0211/ORM) already coded in the model. The weekday AM and PM peaks have been modelled for this study.

Figure 1 VISSIM Modelling Extent





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Model Update – Traffic Flows

The Lancashire Central Transport Assessment produced by WSP in June 2022 was informed by a comprehensive set of traffic surveys undertaken in 2016. As outlined in the WSP note ‘Lancashire Central - Base year growth rates_080623’, to ensure that the 2016 surveys are representative of existing traffic flows a comparison exercise was undertaken comparing the 2016 data to more recently available traffic data on the local highway network and strategic road network.

The note concluded that the majority of the 2016 survey data is higher than the more recent traffic data and therefore applying a growth rate to the 2016 data would result in an overestimation of current traffic flows, which appear to have generally reduced in recent years over the network assessed.

To avoid over-estimation of traffic flows no growth was applied to the 2016 base flows to obtain 2023 base year flows. To obtain 2024 base year flows, TEMPro growth rates were applied to the ‘2023 Base Year’ flows, to account for any background growth forecast between 2023 and 2024.

The peak 2023-2024 growth rates for South Ribble (All) are:

- AM peak period: 1.009
- PM peak period: 1.008

Previously, committed developments had an assumed level of build out up to 2024. It is assumed that this is now included within the background traffic flows and therefore no committed development flows are added to the 2024 base flows.

To obtain the 2037 base year flows:

- 2024 to 2037 growth rates will be applied to the 2024 base data (adjusted to avoid double counting of committed developments)
- Committed developments will be added to the background traffic flows taking into account the level of anticipated build out between 2024 to 2037, assuming all committed development sites are built out by 2037.

The revised Lancashire Central flows were added to the 2024 and 2037 background flows to create the below with development scenarios which were input into the VISSIM model:

- 2024 with development: 2024 background traffic plus revised Lancashire Central traffic flows
- 2037 with development: 2037 background traffic plus committed developments plus revised Lancashire Central traffic flows

Model Update – Model Network and Layout

The below changes were made to the models:

- Desired speed decisions were added in model, wherever required.



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- Development flows were missing in the existing model on Farington Road/B2524 roundabout. This has been added.
- Network has been updated at below locations based on latest design:
 - Watkin Ln/Farington Road/Stanfield Ln junction: Drawing 84465-WSP-XX-DR-014_P03
 - Signal configuration has been changed and optimised timings derived from LinSig model were taken and adjusted based on visual observations.
 - A582 between Watkin Ln/Farington Road/Stanfield Ln junction and A6/A582 junction: Drawing 84465-WSP-XX-DR-015_P03
 - Pedestrian crossing has been added and additional lane has been added as per design.
 - A6 Lostock Ln/Wigan Road Junction: Drawing 84465-WSP-XX-DR-017_P02
 - Signal configuration has been changed and optimised timings derived from LinSig model.
 - M65 Junction 10: Drawing 84465-WSP-XX-DR-004_P03
 - M6/A6 Junction: Drawing 84465-WSP-XX-DR-013A-P01.03
 - A582/A6 roundabout: Drawing 84465-WSP-XX-DR-016_P02
- Signal operations have been changed at A6/A582 junction to replicate on-site conditions.

Apart from above changes, no changes were made to the model. The comparison between forecast development flows and modelled development flows has been provided in Appendix D.

MODELLED RESULTS

The following results set out the overall VISSIM model performance of the entirety of the modelling network using overall network performance statistics, journey time outputs taken from an average of 16 VISSIM runs for AM peak (07:30-08:30) and PM peak (16:30-17:30).

The following scenarios were prepared:

- 2024 with Lancashire Central development flows
- 2037 with committed development and Lancashire Central development flows

Overall Network Performance Statistics

Network performance statistics provide an indication to how the model is performing. They illustrate key statistics including:

- Total Time Taken (seconds) - Total travel time of vehicles traveling within the network or that have already left the network;

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- Total Vehicles - Total number of vehicles which have already reached their destination and have left the network before the end of the simulation;
- Total Delay (seconds); Total delay of all vehicles that are in the network or have already left it;
- Average Vehicle Time (Seconds) - Average time a vehicle is within the model simulation period;
- Average Speed (mph) - Average speed of vehicles in the model simulation period;
- Average Delay / Vehicle - Average delay imposed on each vehicle within the model simulation period; and
- Latent Demand - Traffic volume that is unable to enter the modelling extents due to congestion issues. This is taken maximum and average of 10 runs at the end of entire modelling period.

The below **Table 1** sets out the network performance statistics for the 2024 and 2037 with development scenarios.

Table 1 - Network Performance Statistics

NPE Statistics	AM Peak		PM Peak	
	2024	2037	2024	2037
Total Time Taken (s)	9308482	11382338	8796415	10601172
Total Vehicles	19389	20849	20702	22370
Total Delay (s)	2201191	3764868	1660161	2841041
Average Time (s) / Vehicle	480	546	425	474
Average Speed (mph)	53	46	55	50
Average Delay / Vehicle	114	181	80	127
Latent Demand (Average)	0	0	0	0

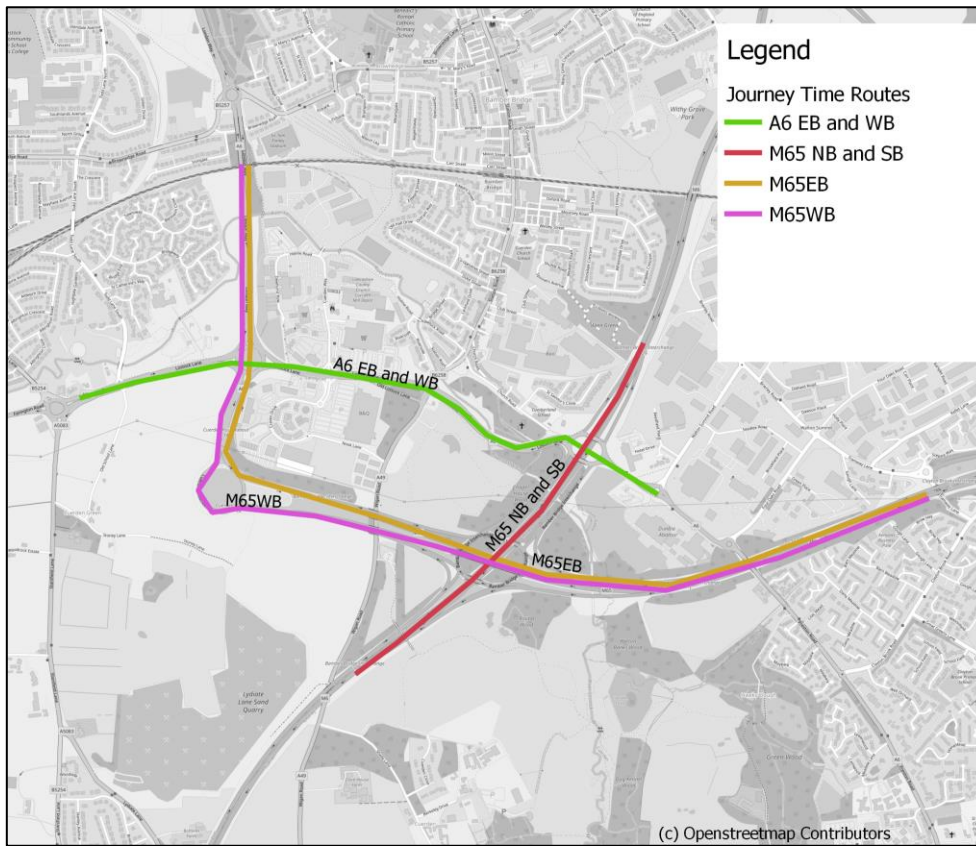
Overall Journey Time

Journey time results have been extracted from the model to provide an overview of travel times along the routes within the study area. Journey time routes considered for modelling analysis are shown in Figure 2.

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Figure 2 Journey Time Routes



The below **Table 2** sets out the journey times for the 2024 and 2037 with development scenarios for both peak hours. **Appendix A** illustrates the journey times in graphical format.

Table 2 - Journey Time Results

Journey time (seconds)	AM Peak		PM Peak	
	2024	2037	2024	2037
M65 WB	225	228	206	215
M65 EB	192	257	181	186
A6 EB	228	241	248	272
A6 WB	244	266	256	314
M65 NB	169	174	147	151

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M65 SB	154	156	174	188
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The above table concludes the following results:

- In both the AM and PM peak there is a slight increase in journey times between 2024 and 2037 as background and committed development traffic has increased.

Overall Queue Comparison

Queue comparison results have been extracted from the model to provide an overview of queue lengths at the junctions within the study area.

The below **Table 3** sets out the comparison of average queue lengths for the 2024 and 2037 scenarios for both peak hours.

Appendix B illustrates the Queue length comparison in graphical format.

Table 3 - Queue Length Results

Junction No.	Average Length (m)				
		AM Peak		PM Peak	
		2024	2037	2024	2037
Junction 1	1- A582 Farington Rd (W)	84	314	65	266
	2- Left turn from A582 Farington Rd to B5254 Watkin Ln	3	4	6	8
	3- Left turn from B5254 Watkin Ln to A582 Lostock Ln	141	296	144	393
	4- B5254 Watkin Ln (N)	69	222	92	356
	5- A582 Lostock Ln (E)	79	91	90	206
	6- Left turn from A582 Lostock Ln to Stanifield Ln	49	51	35	36
	7- A5083 Stanifield Ln (S)	79	196	102	368
	8- Left from A5083 Stanifield Ln to A582 Farington Rd	21	106	33	275
Junction 2	43- A582 Lostock Ln (W)	99	130	84	122
	44- From A582 Lostock Ln to A6 London Way	0	0	0	0
	45- A6 London Way (N)	75	208	83	92
	46- Left from A6 London Way to A6 Lostock Ln	69	201	76	86
	47- A6 Lostock Ln (E)	73	87	78	90
	48- M65 (S)	94	112	91	132
	58- M65 (S) Left Turn	96	114	94	135



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Junction No.	Average Length (m)	AM Peak		PM Peak	
		2024	2037	2024	2037
Junction 3	9- A6 Lostock Ln (W)	67	76	89	105
	10- Left from A6 Lostock Ln to Cuerden Way	66	75	87	104
	11- A6 Lostock Ln (W)	24	27	29	31
	12- Cuerden Way (N)	37	40	90	148
	13- Left from Cuerden Way to A6 Lostock Ln	32	36	84	139
	14- A6 Lostock Ln(E)	66	83	107	138
	15- A6 Lostock Ln(E)	94	112	116	151
	16- Left from A6 Lostock Ln to Craven Dr	96	113	118	152
	17- Craven Dr (S)	14	15	46	51
18- Left from Craven Dr to A6 Lostock Ln	13	14	48	52	
Junction 4	19- A6 Lostock Ln (W)	67	77	78	92
	20- Left from A6 Lostock Ln to B6258 Station Rd	23	25	35	39
	21- A6 Lostock Ln (W)	30	33	57	69
	22- B6258 Station Rd (SB)	39	45	73	103
	23- Left from B6258 Station Rd to A6 Lostock Ln	45	48	59	79
	24- A6 Lostock Ln(E) (lane 2)	59	66	74	89
	25- A6 Lostock Ln(E) (lane1)	52	58	57	65
	26- Wigan Rd (S)	44	49	57	65
	57- Old Lostock Lane to A6	13	15	10	16
Junction 5	27- A6 Lostock Ln (W)	56	67	59	74
	28- M6 (S)	72	119	33	41
	29- M6 (N)	62	71	72	86
	30- Church Rd (E)	44	54	57	85
Junction 7	53- A5083 Lydiate Ln (W)	26	27	31	33
	54- A49 Wigan Rd (N)	43	47	70	80
	55- A49 Wigan Rd (N) (Right turn)	5	5	4	4
	56- A49 Wigan Rd (S)	74	81	71	80
Junction 8	31- M65 (W)	41	47	52	61

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Junction No.	Average Length (m)	AM Peak		PM Peak	
		2024	2037	2024	2037
	32- M6 (N)	36	39	53	62
	33- M65 (E)	14	18	13	15
	34- M6 (S)	67	83	56	79
Junction 10	35- Slip from M6 (E)	182	166	67	76
	36- M65 (E)	64	82	45	51
	37- Development access (W)	23	27	34	36
	38- M65 (N)	10	21	8	8
	39- Left from M65 (N)	39	55	47	52
Junction 12	41- Todd Ln S (N)	14	20	2	3
	42- Old School Ln (S)	0	0	0	1

The modelled queues are higher in the 2037 scenario compared to the 2024 scenario due to the higher traffic flows as a result of the background and committed development traffic flows. In 2037, the longest queues are shown at the junction of A582 / Stanifield Lane with queues of approximately 300m on A582 Farington Road in the AM peak and between 350 and 400m in the PM peak on Stanifield Lane and Watkin Lane.

CONCLUSION

VISSIM modelling has been undertaken for the 2024 and 2037 with development scenarios for the proposed Lancashire Central development. The traffic flows associated with the development are included in both the 2024 and 2037 scenarios, along with all the proposed mitigation associated with the development. The signal timings have been updated to reflect the timings proposed within the LinSig modeling at the junctions on the local highway network where mitigation is proposed (J1, J2 and J4), at junctions 5 and 10 MOVA timings are included within the model.

The journey times and queue lengths from the scenarios have been presented above. Overall, the VISSIM modelling shows that the local network will largely operate without significant queuing in both peak periods, however queues of up to 400m are shown at the junction of Stanifield Lane / A582 in 2037 peak periods. In conclusion, the results of the VISSIM modelling show that the impact of the development is not considered to be severe and that the proposed mitigation measures are suitable to accommodate the proposed development traffic.



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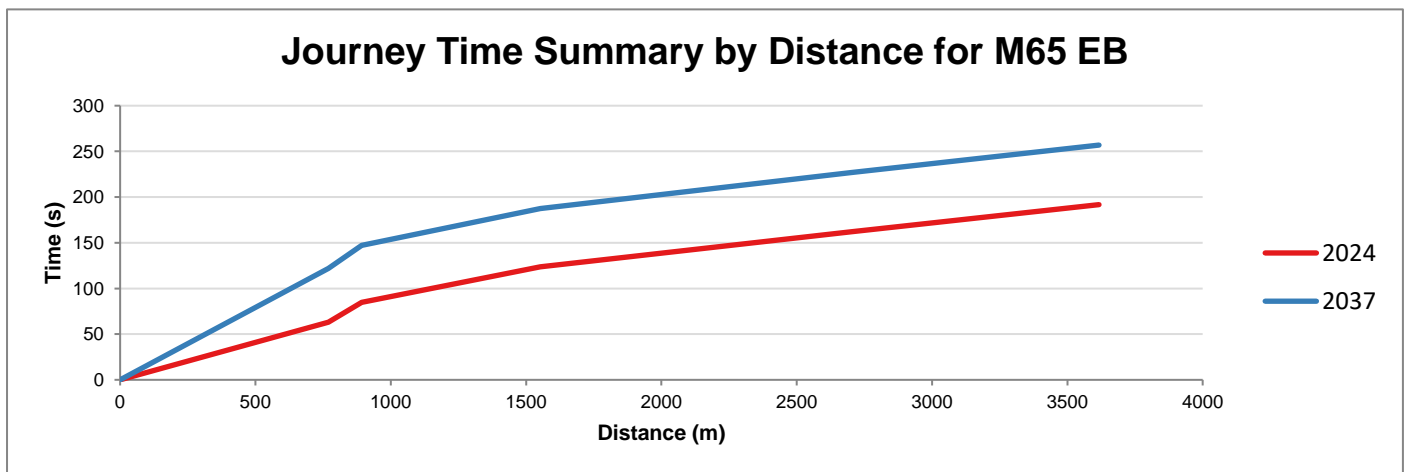
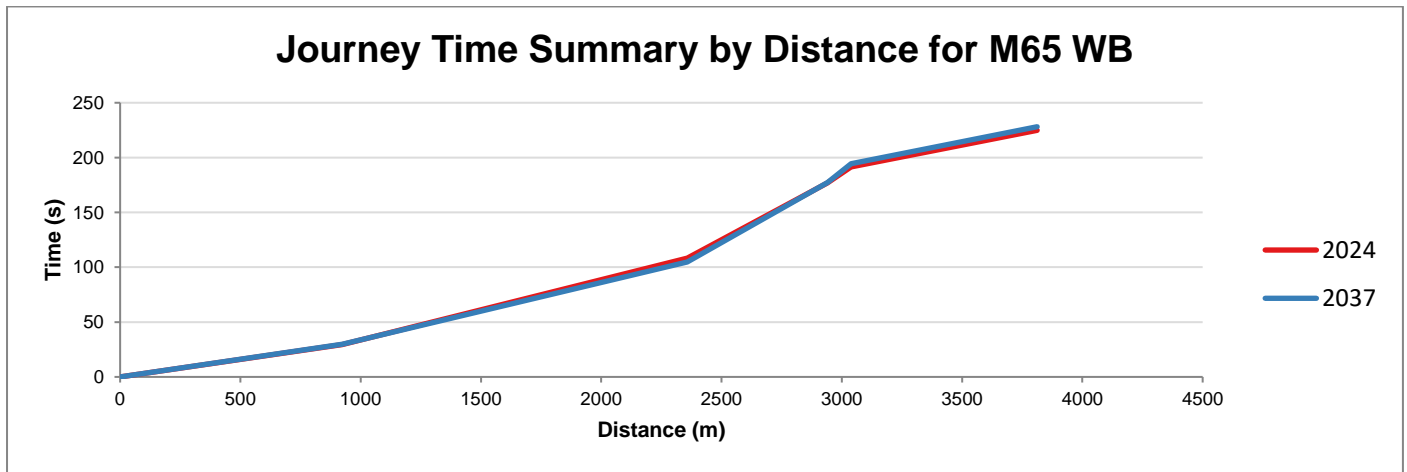
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APPENDIX A – JOURNEY TIME GRAPHS

**2024 provides the results of the 2024 with development scenario*

**2037 provides the results of the 2037 with development scenario*

AM Peak

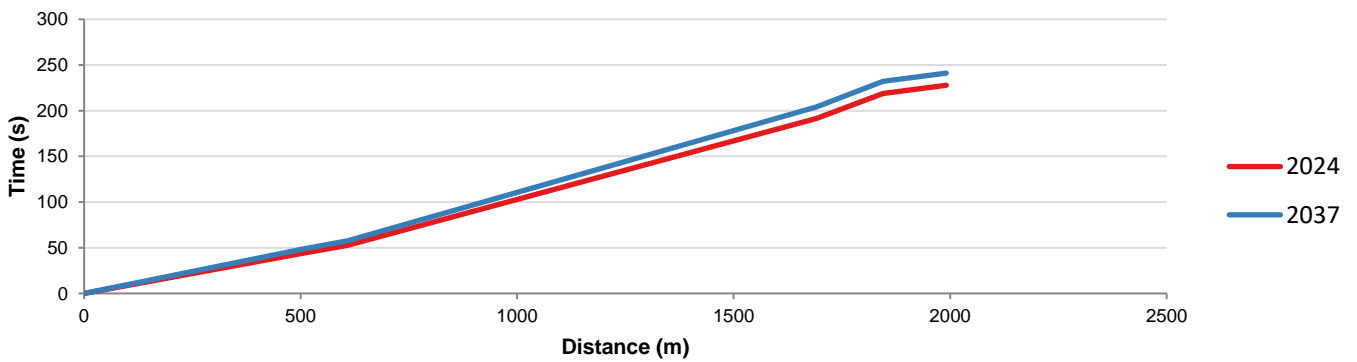




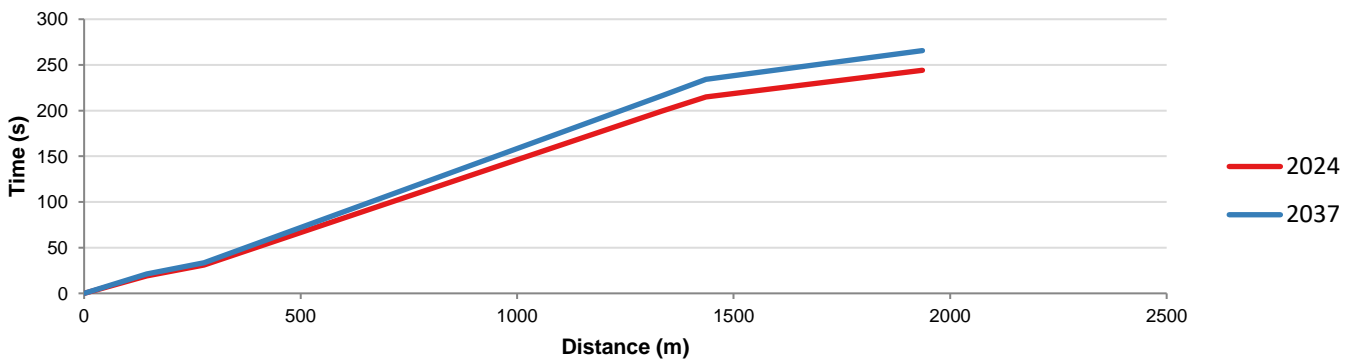
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Journey Time Summary by Distance for A6 EB



Journey Time Summary by Distance for A6 WB

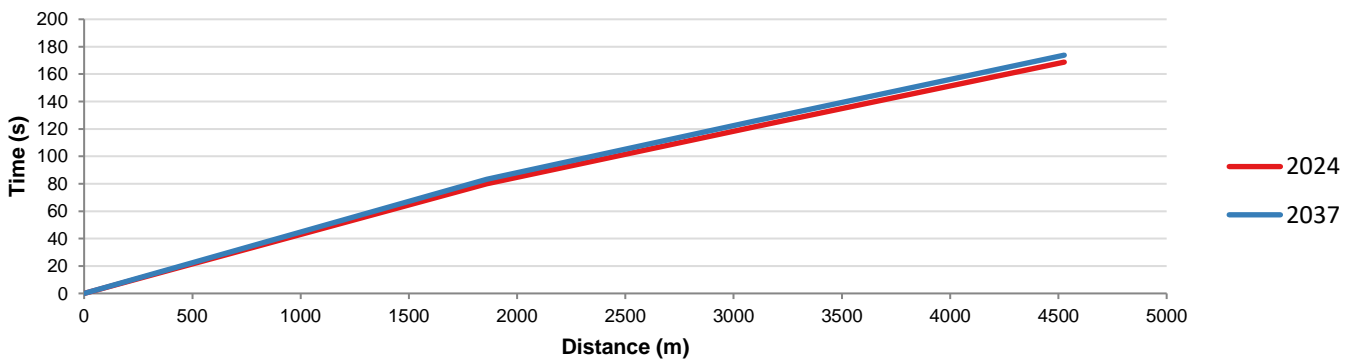




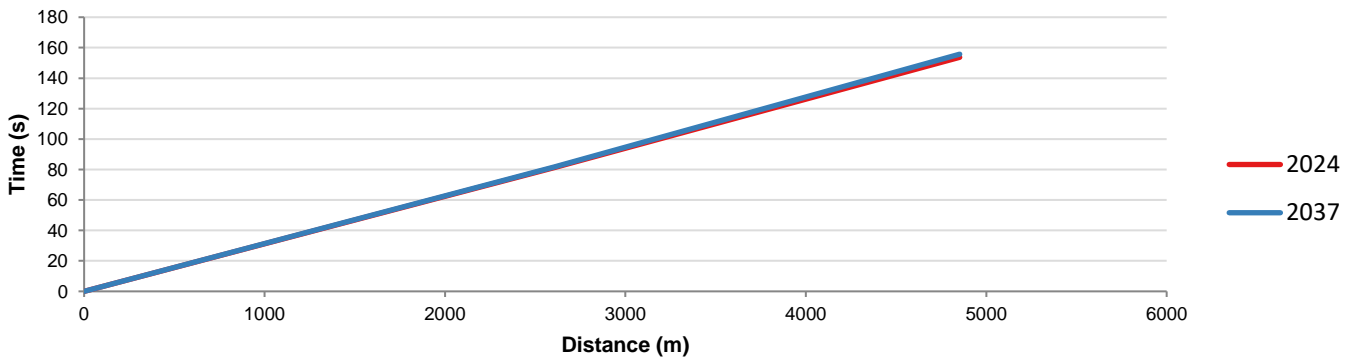
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Journey Time Summary by Distance for M65 NB



Journey Time Summary by Distance for M65 SB



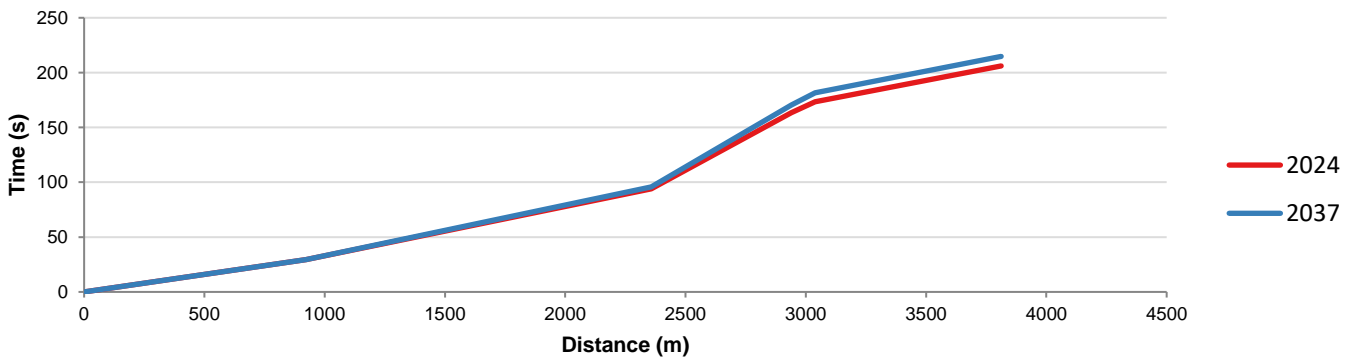


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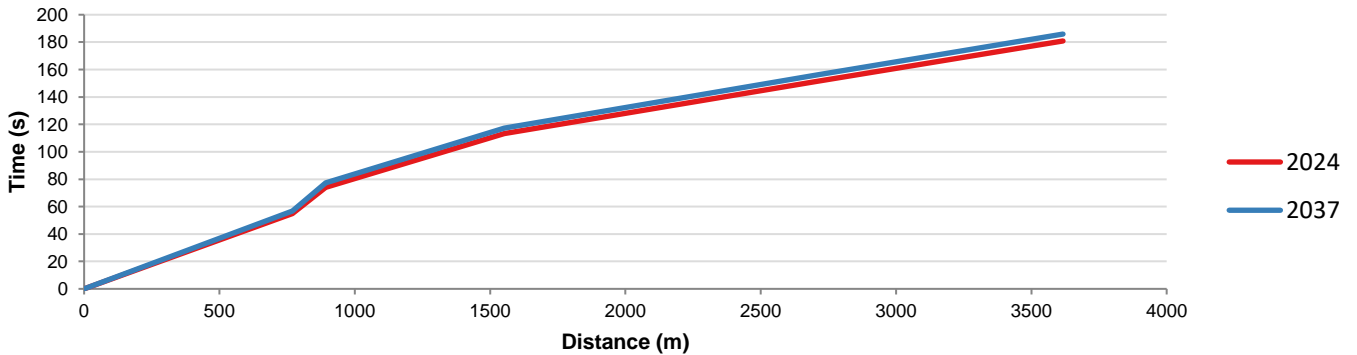
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PM Peak

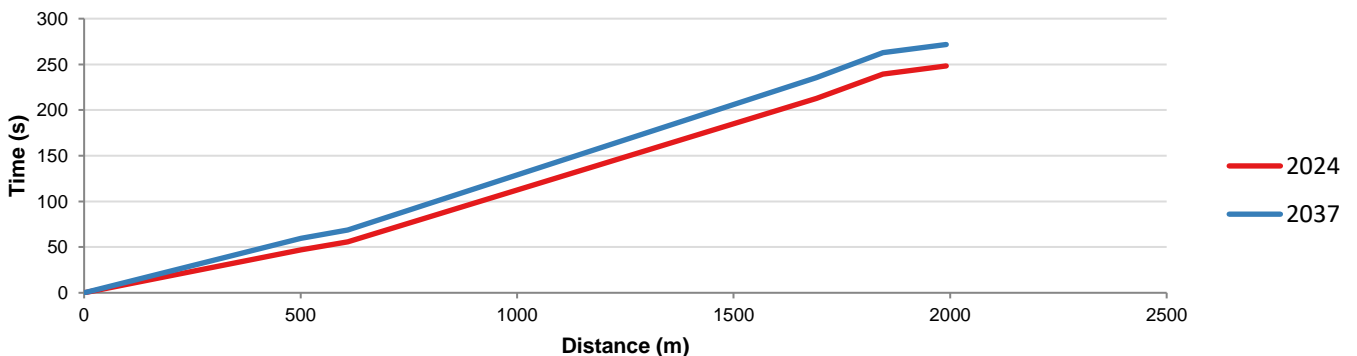
Journey Time Summary by Distance for M65 WB



Journey Time Summary by Distance for M65 EB



Journey Time Summary by Distance for A6 EB

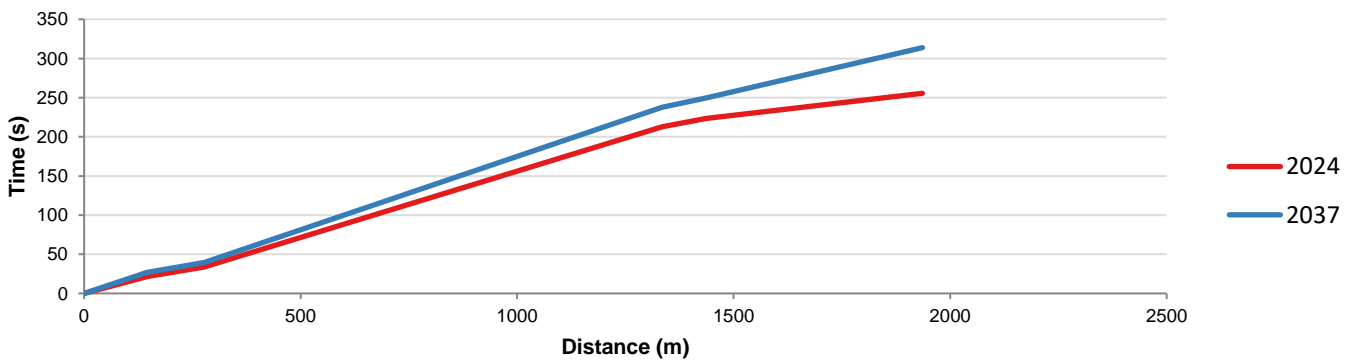




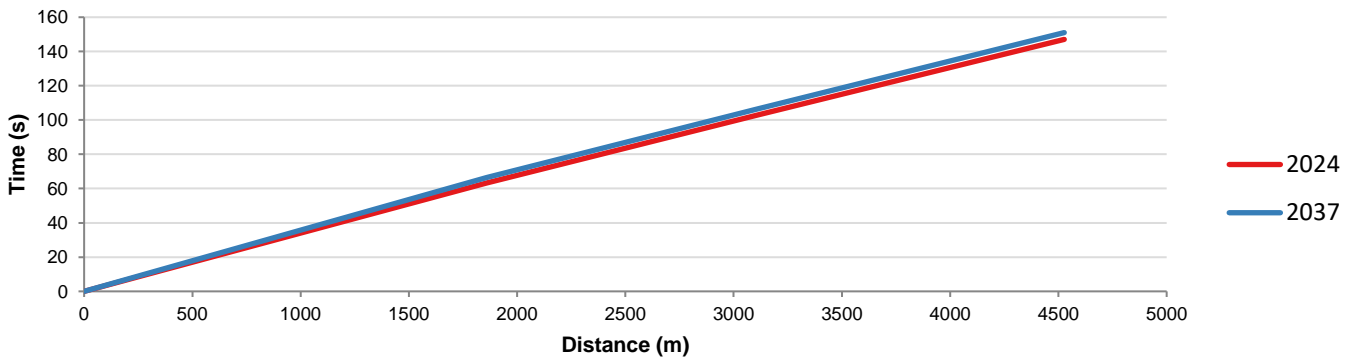
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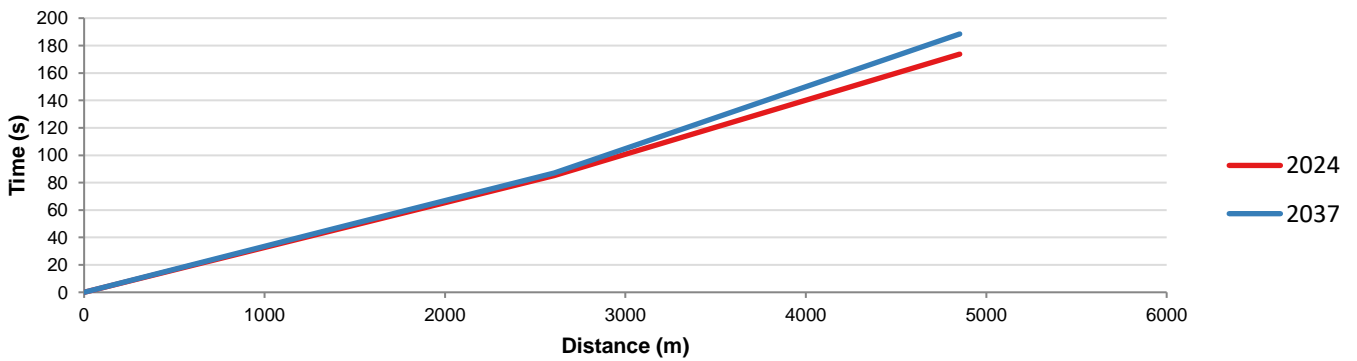
Journey Time Summary by Distance for A6 WB



Journey Time Summary by Distance for M65 NB



Journey Time Summary by Distance for M65 SB



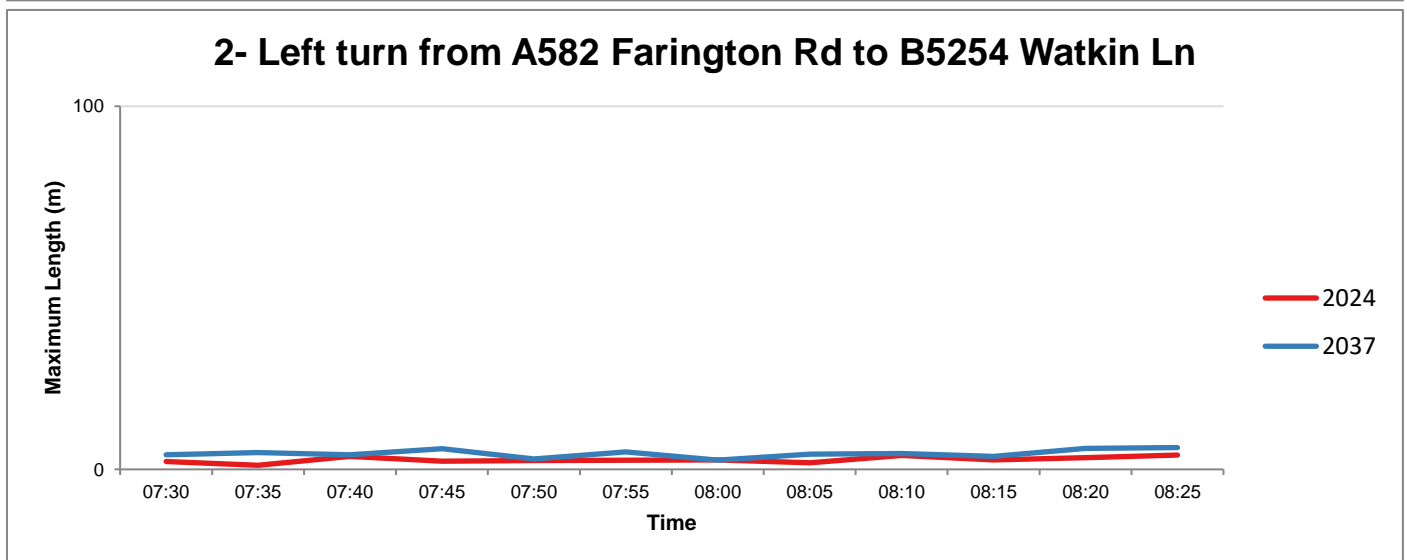
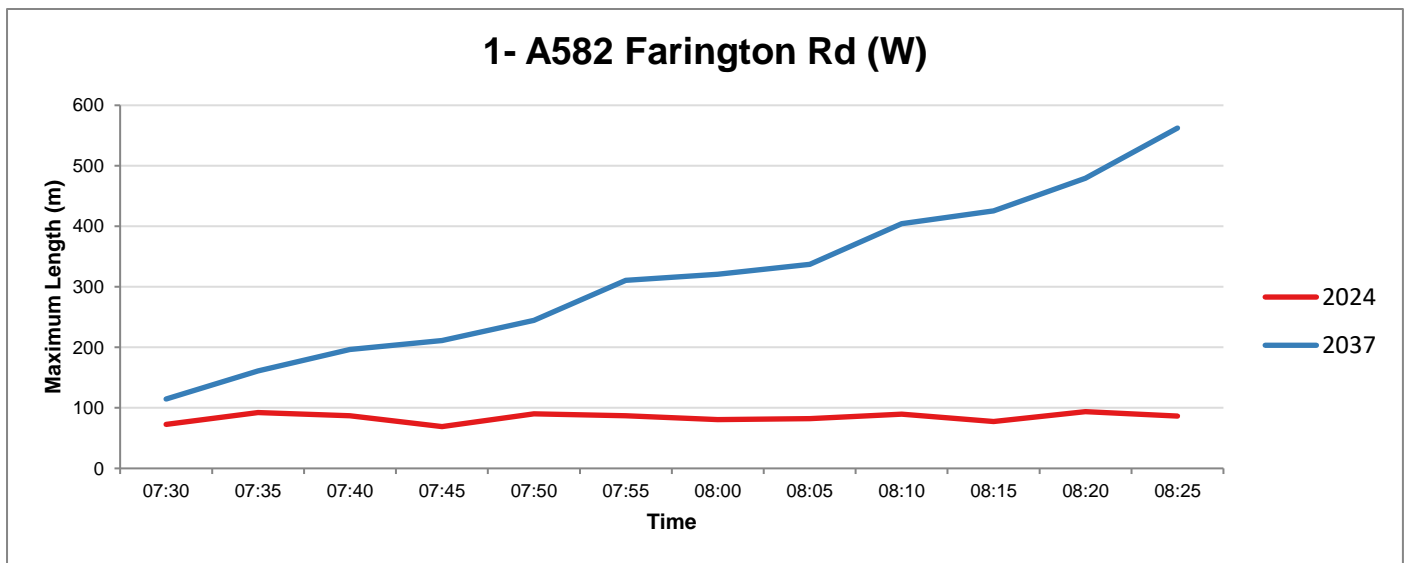


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APPENDIX B – QUEUE COMPARISON GRAPHS

AM Peak

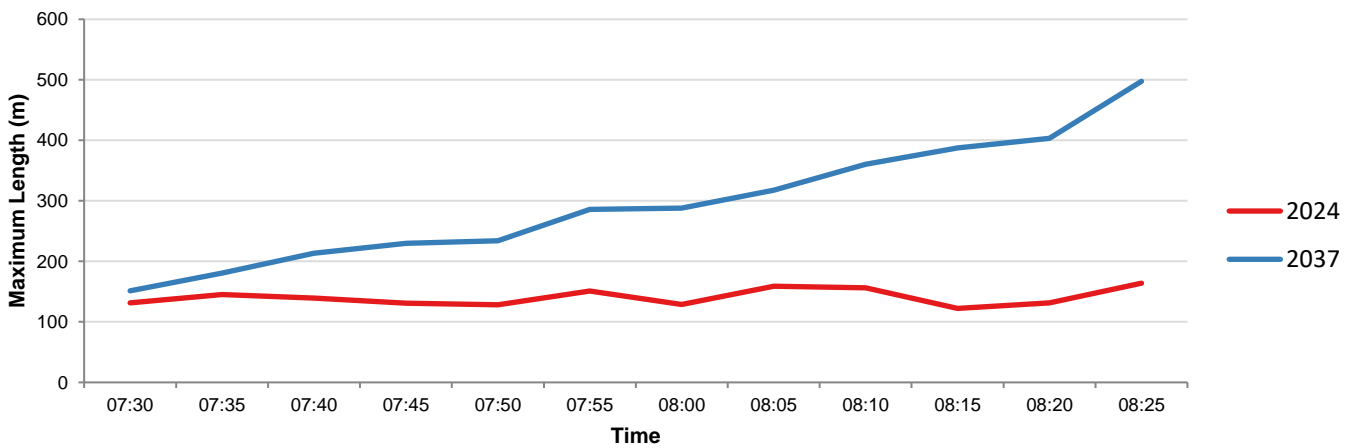




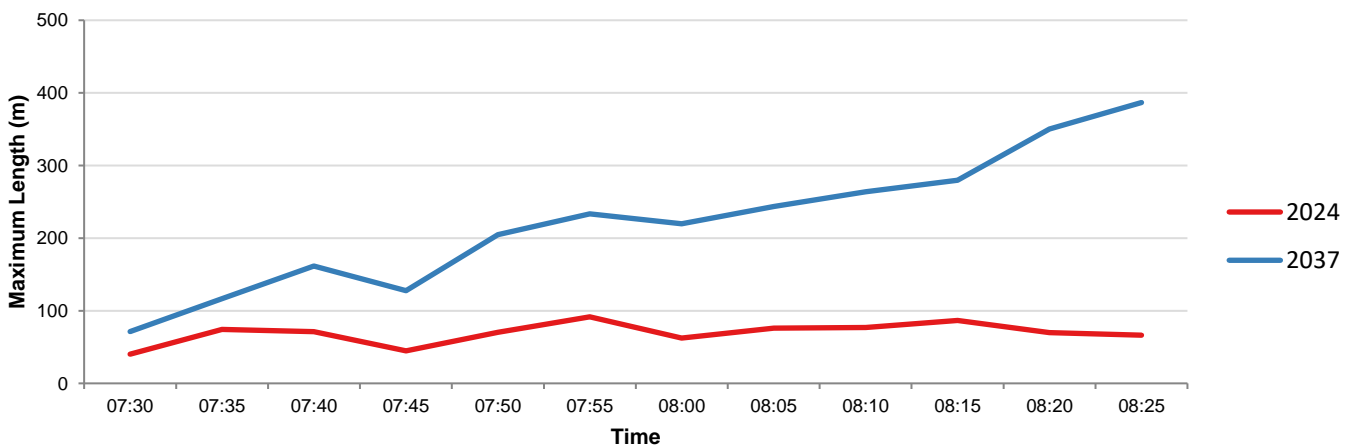
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3- Left turn from B5254 Watkin Ln to A582 Lostock Ln



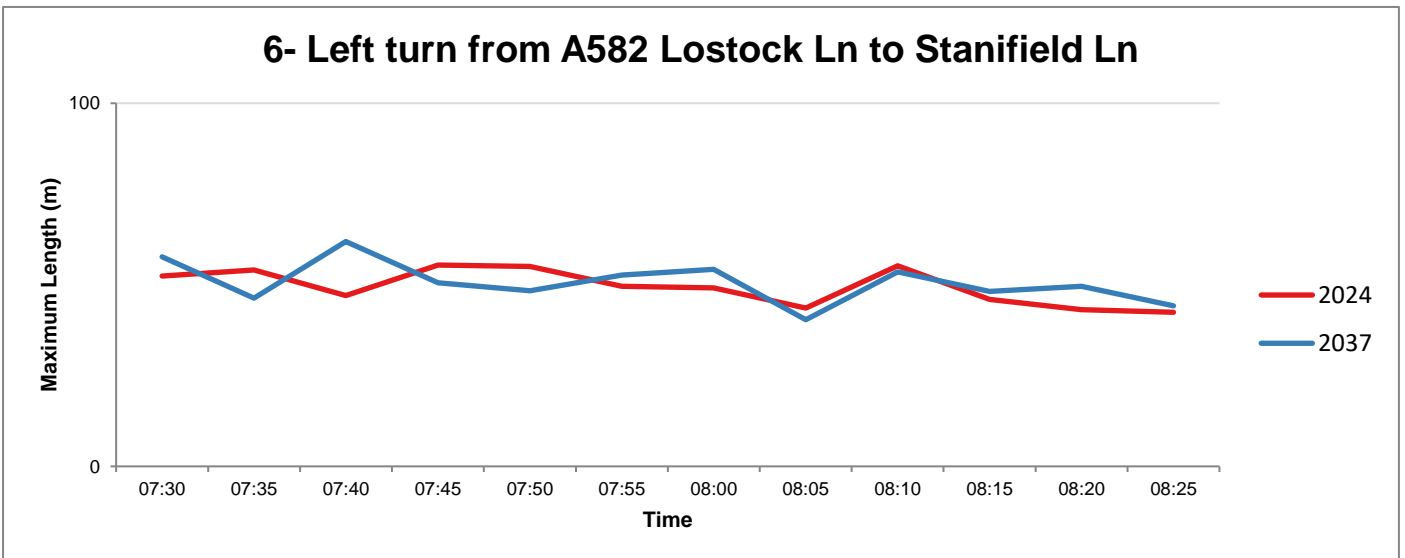
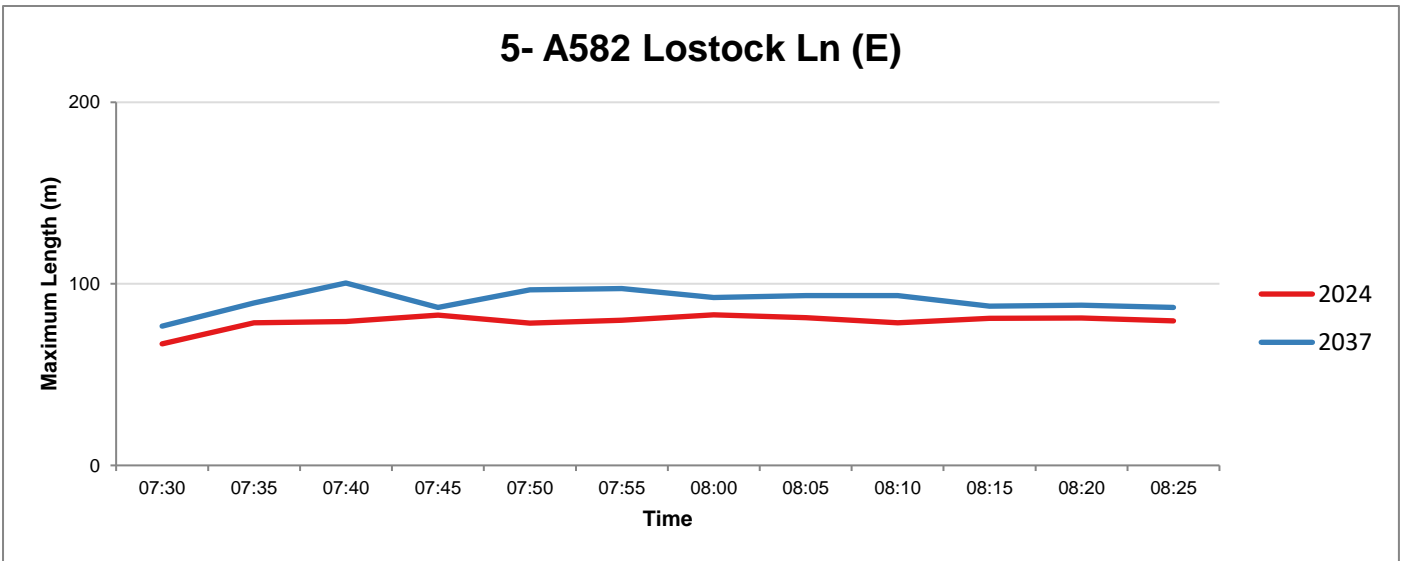
4- B5254 Watkin Ln (N)





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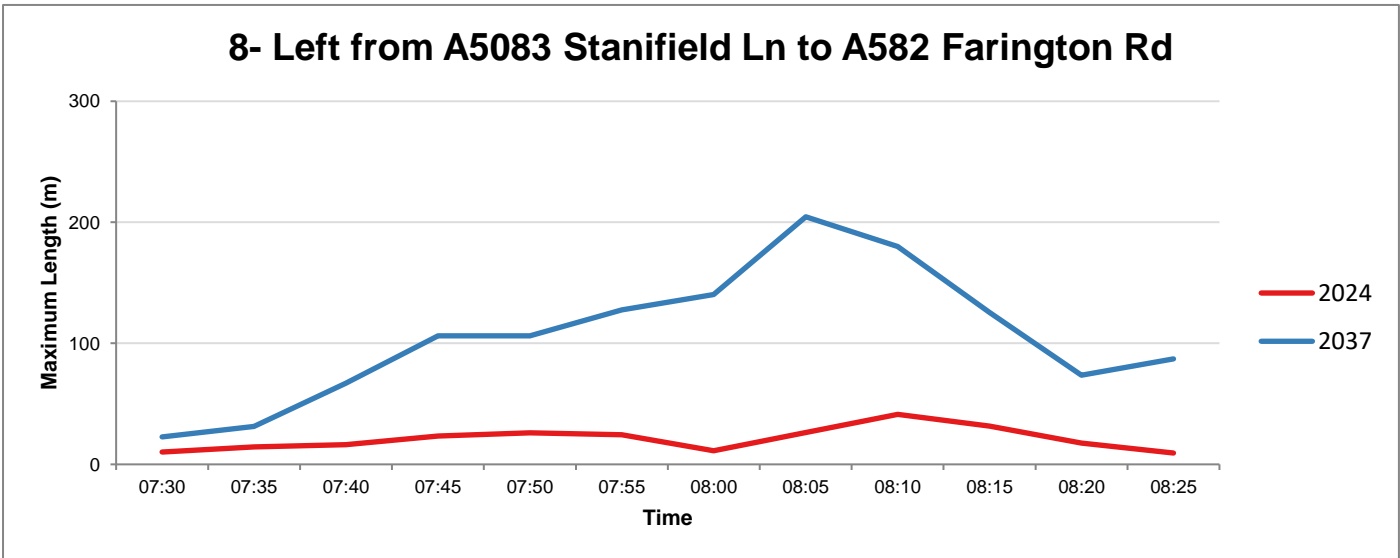
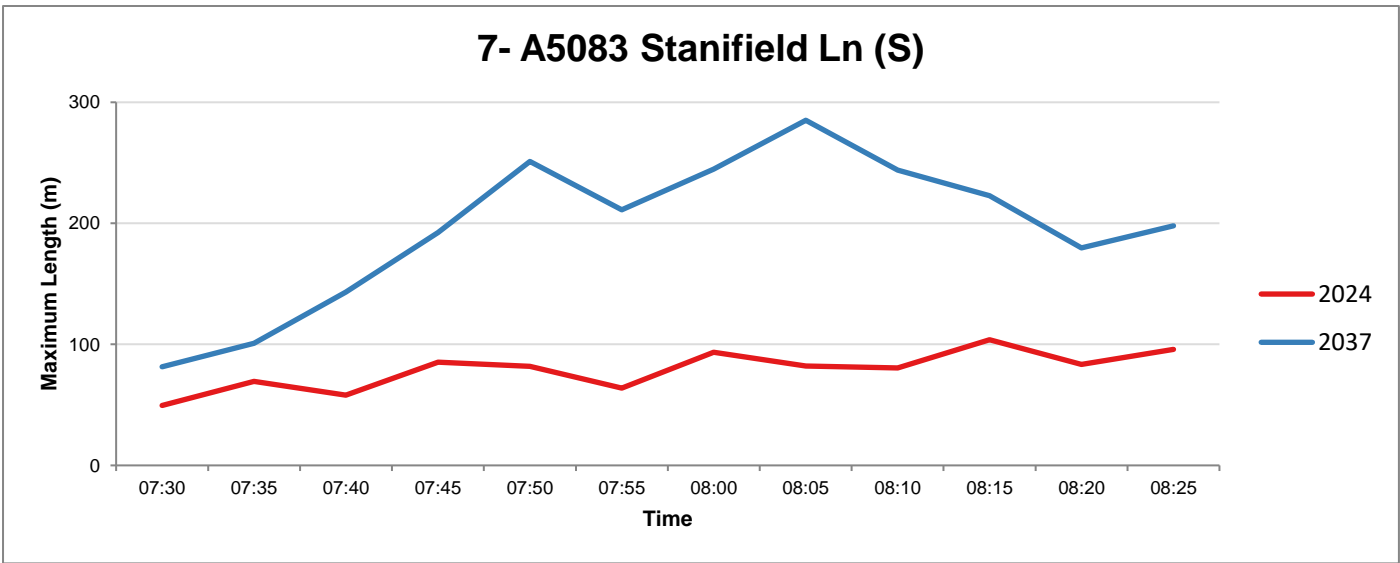
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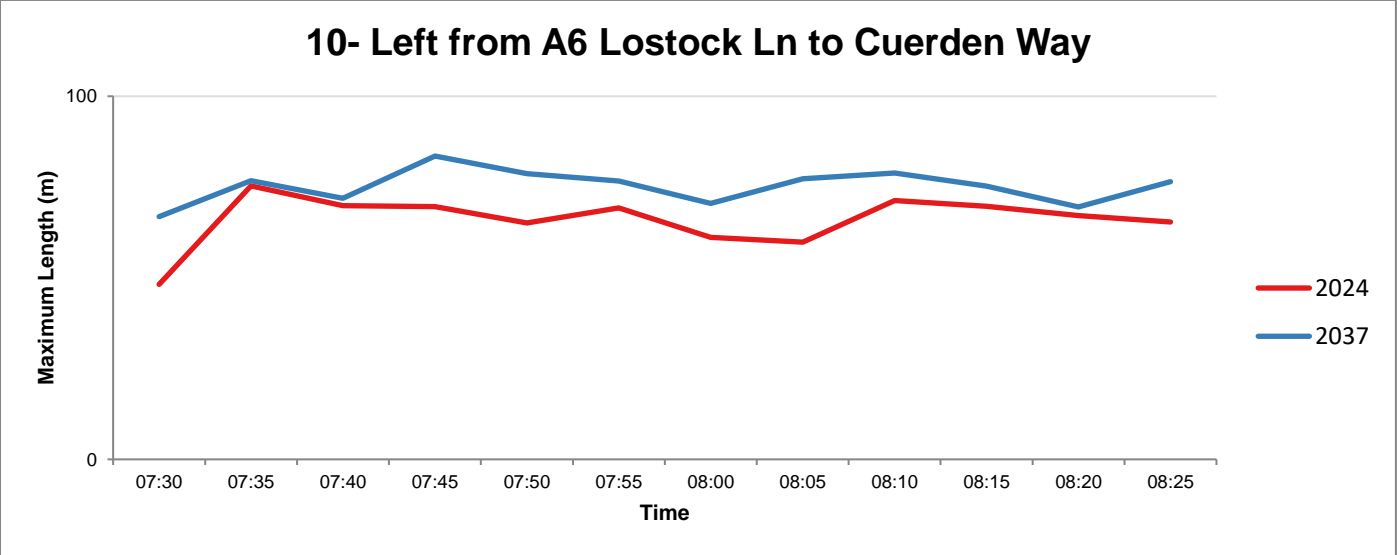
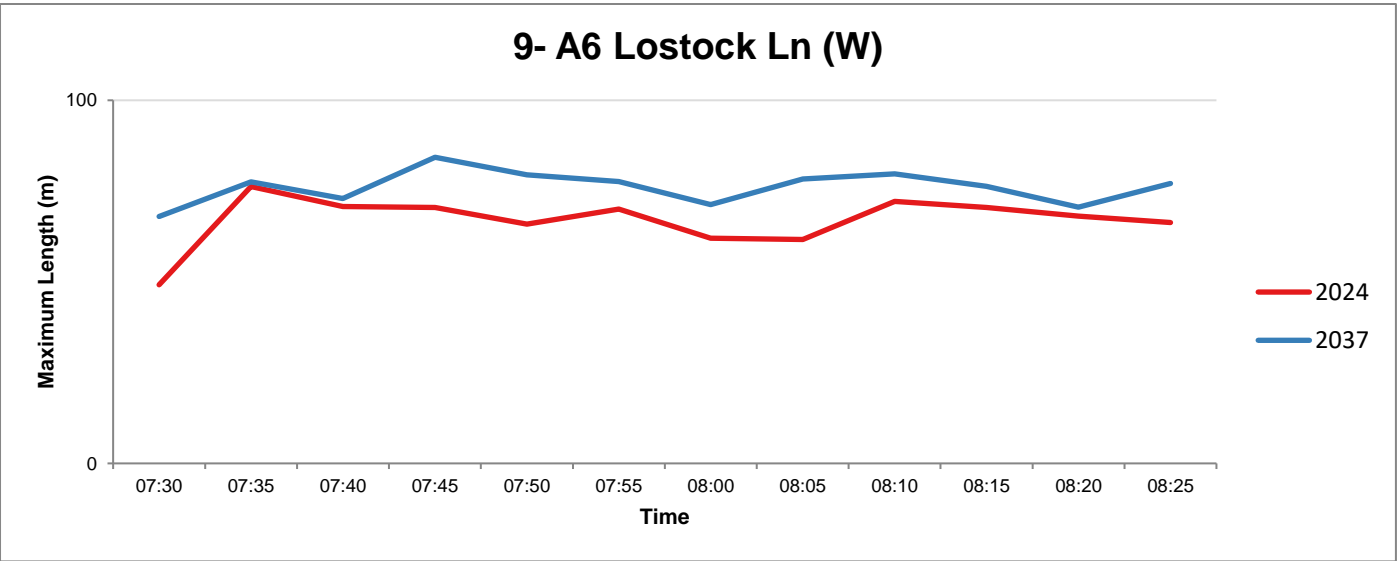
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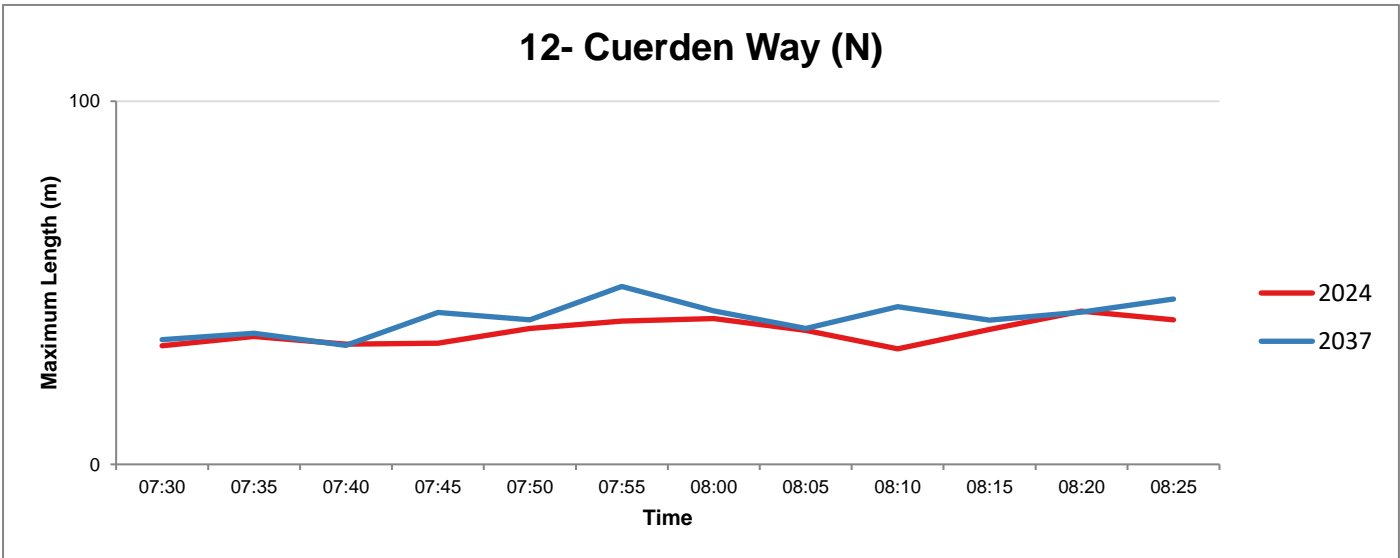
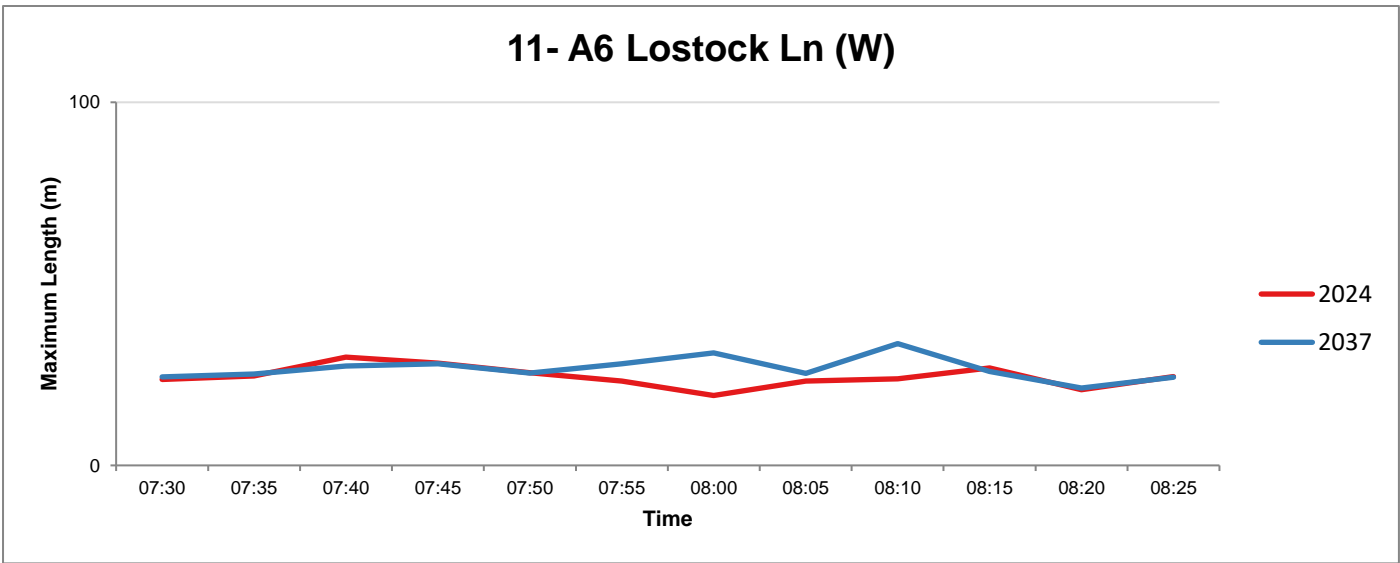
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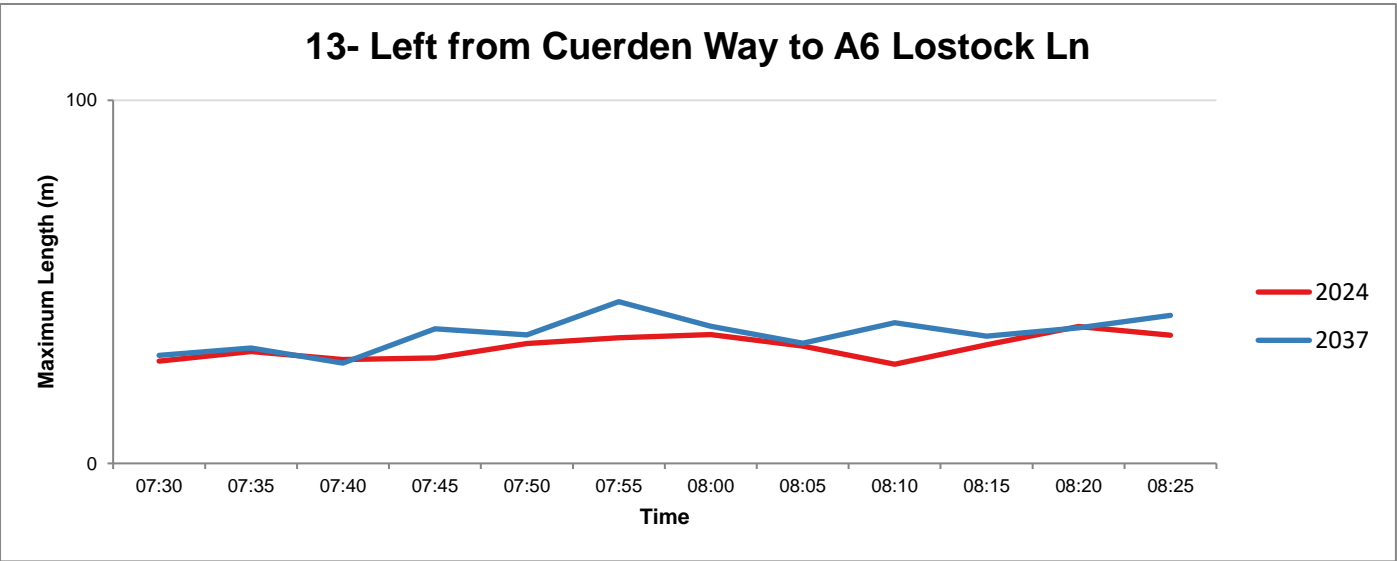




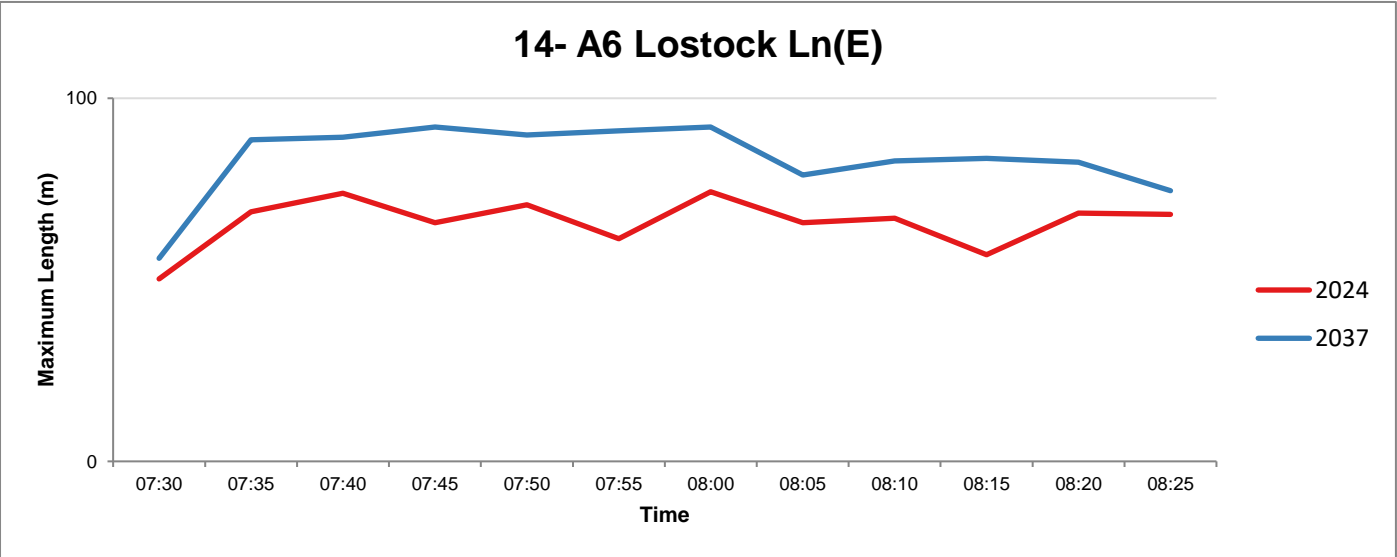
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13- Left from Cuerden Way to A6 Lostock Ln



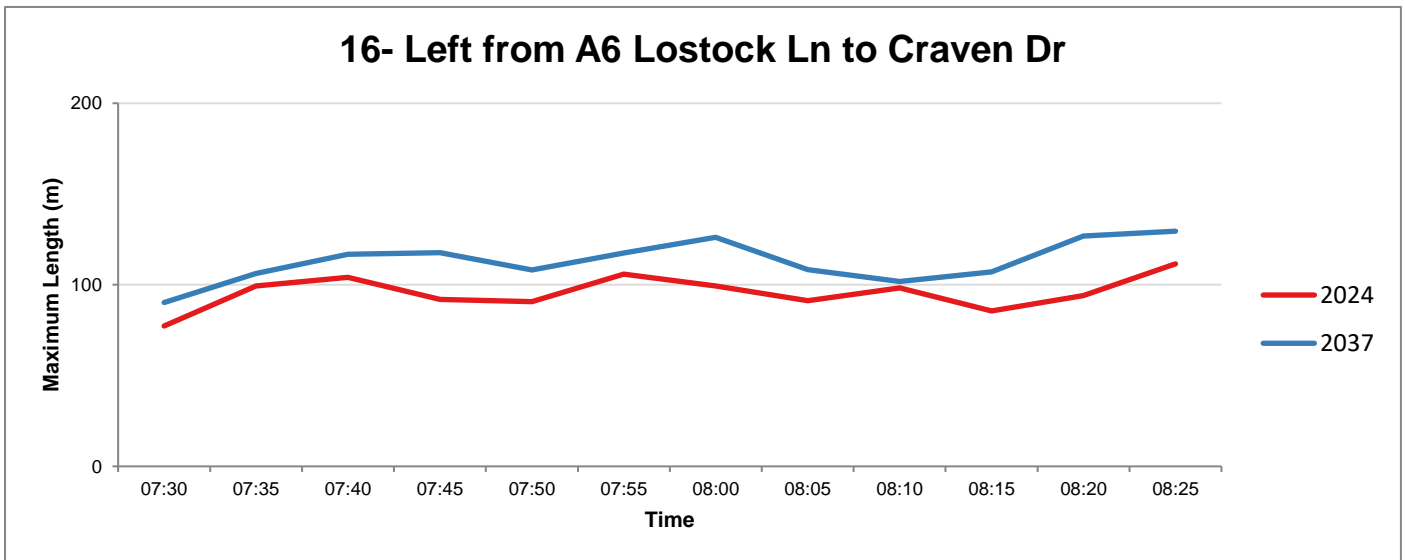
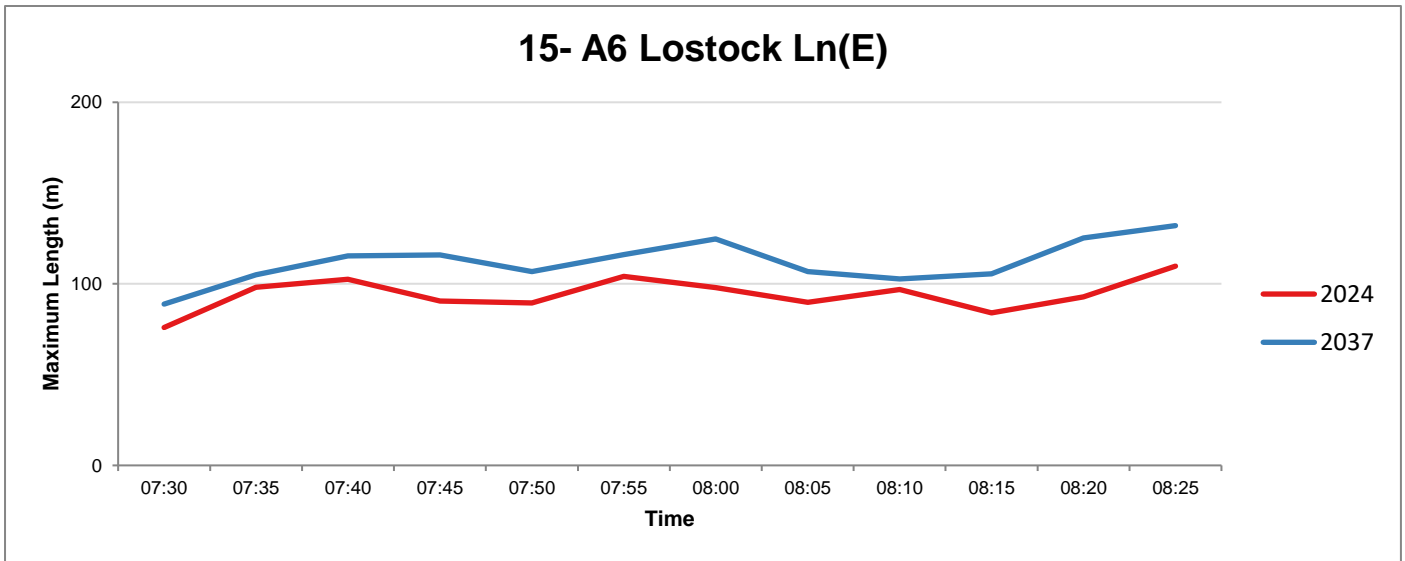
14- A6 Lostock Ln(E)





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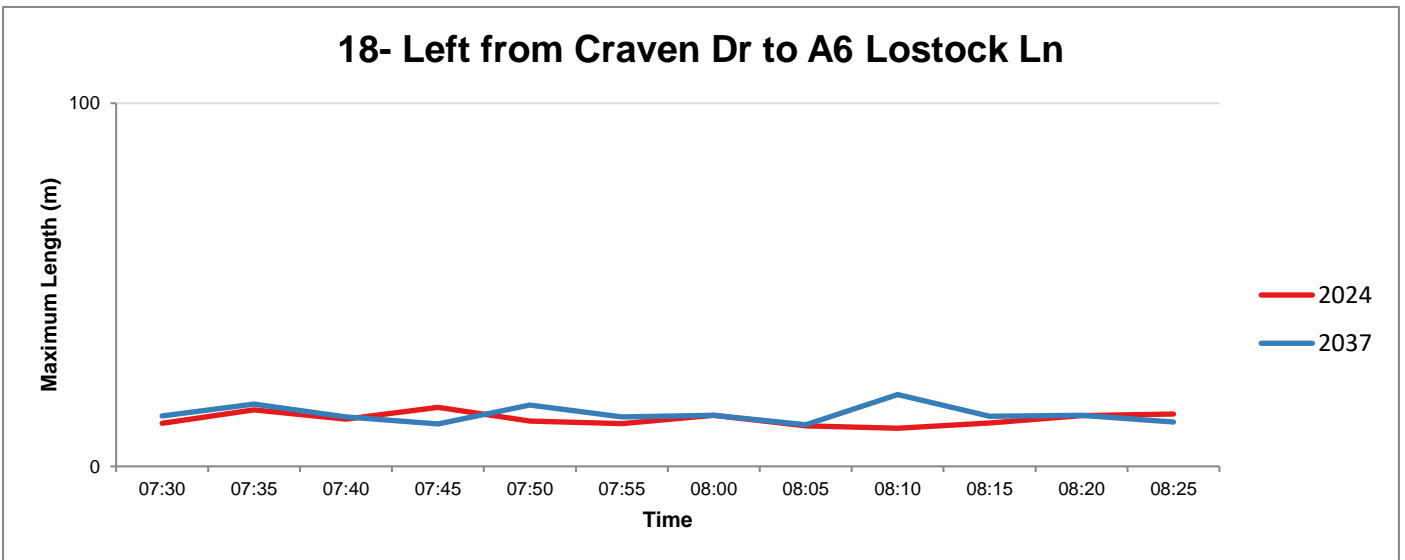
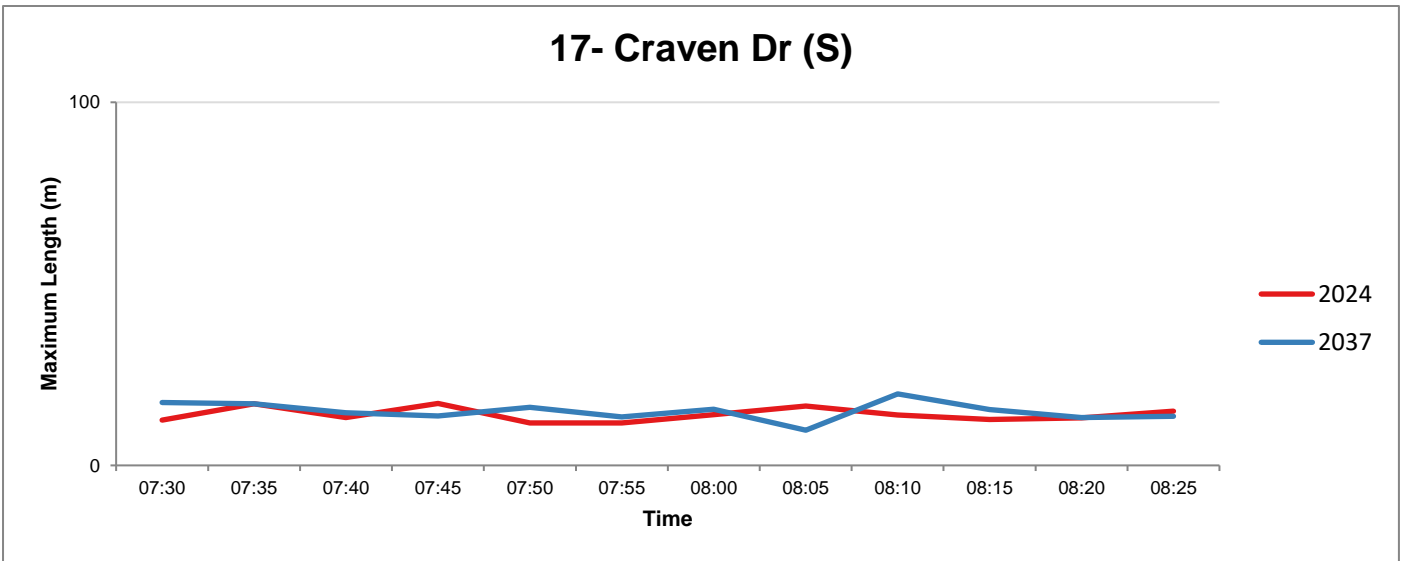
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SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

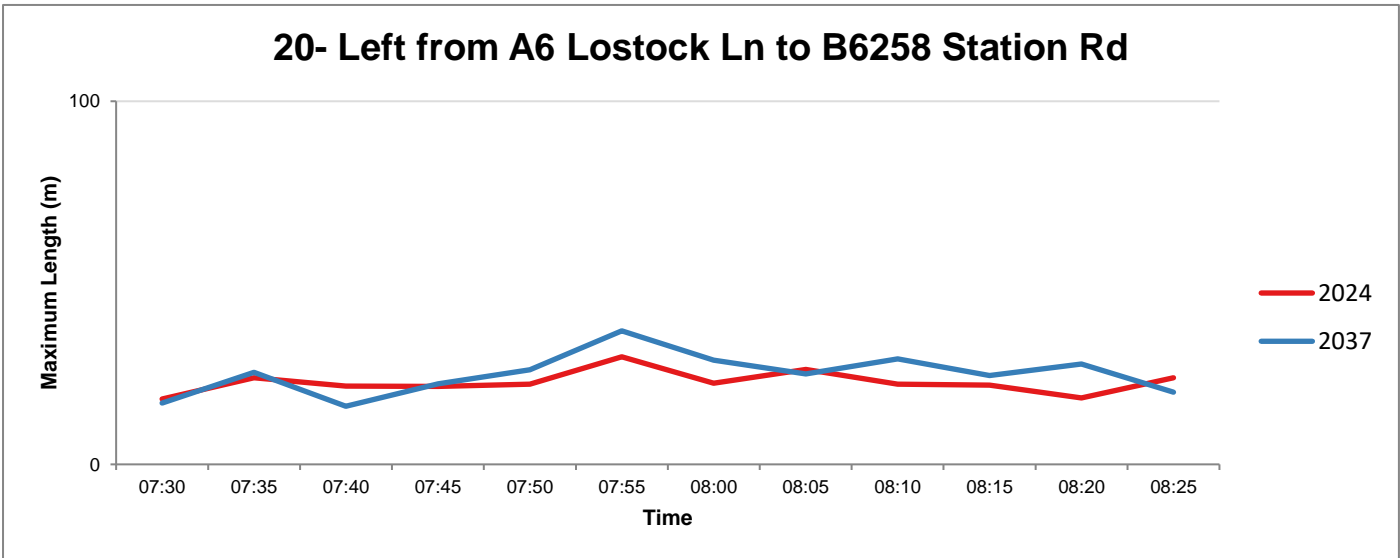
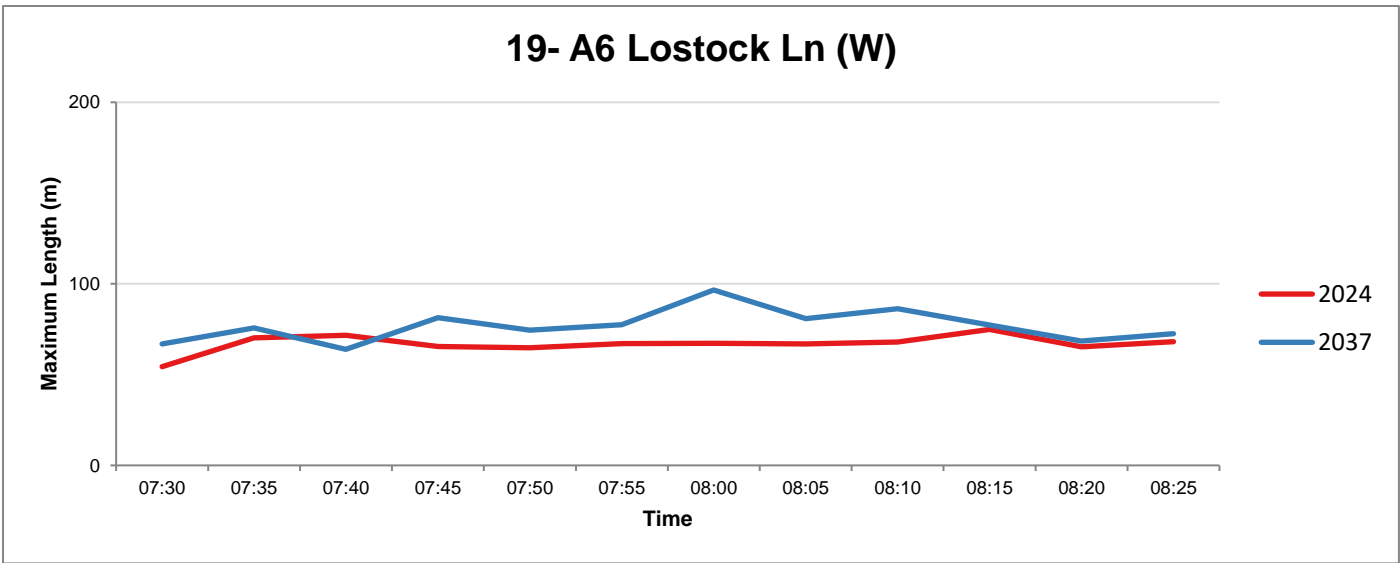
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

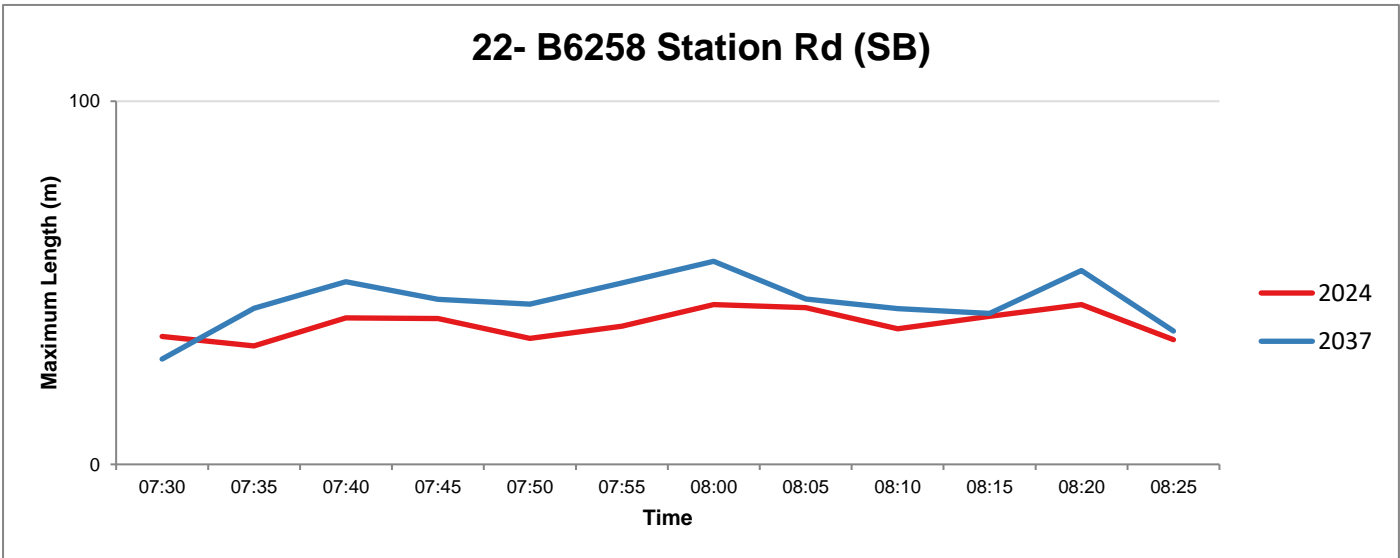
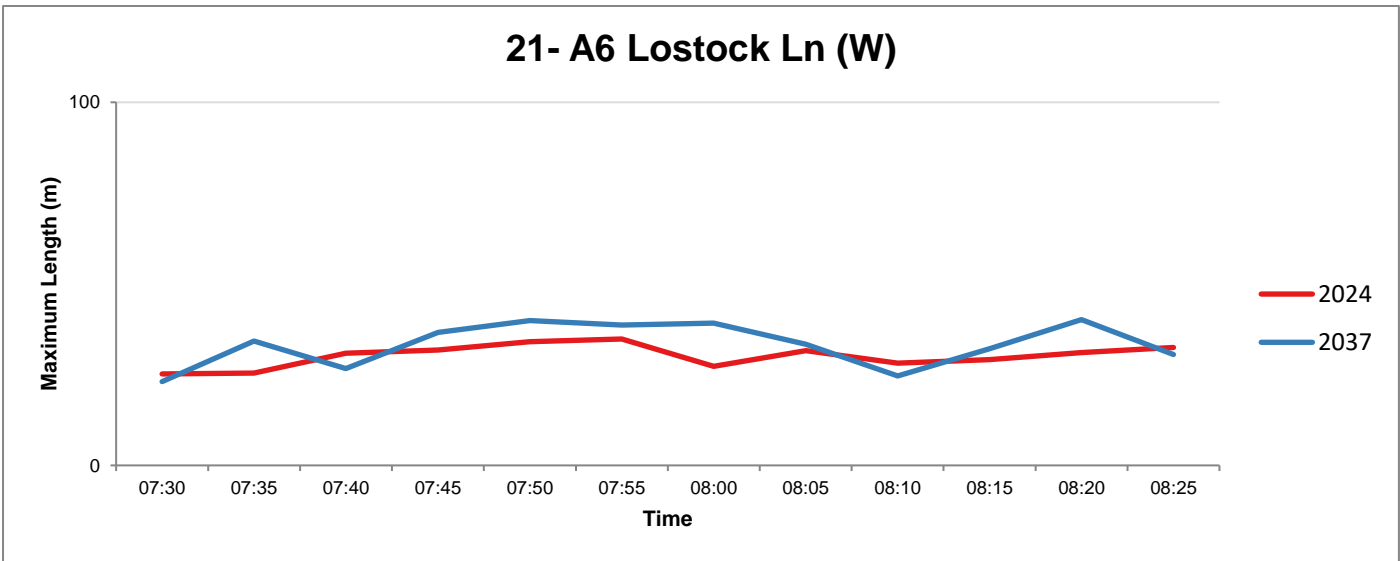
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

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SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

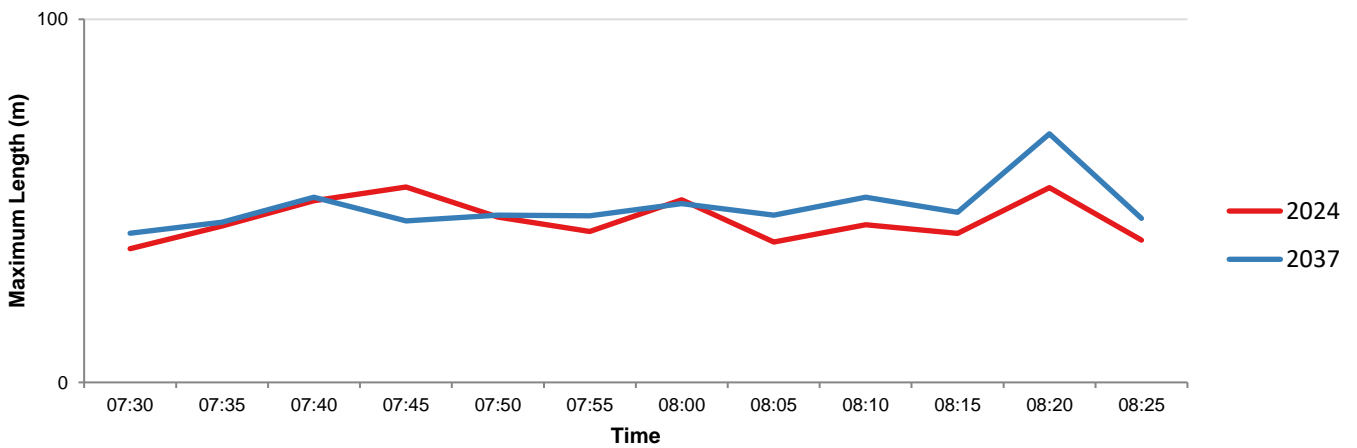




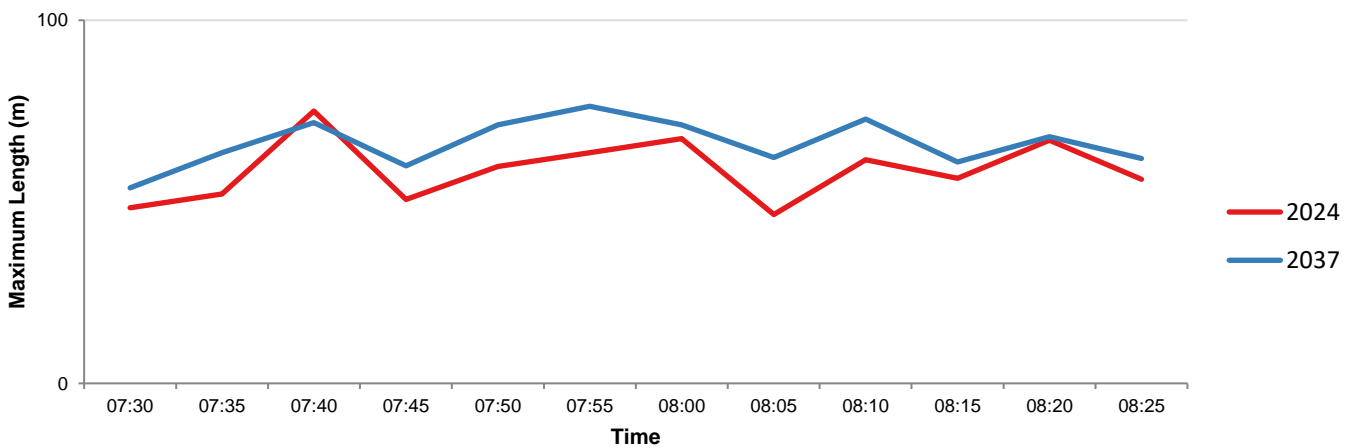
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

23- Left from B6258 Station Rd to A6 Lostock Ln



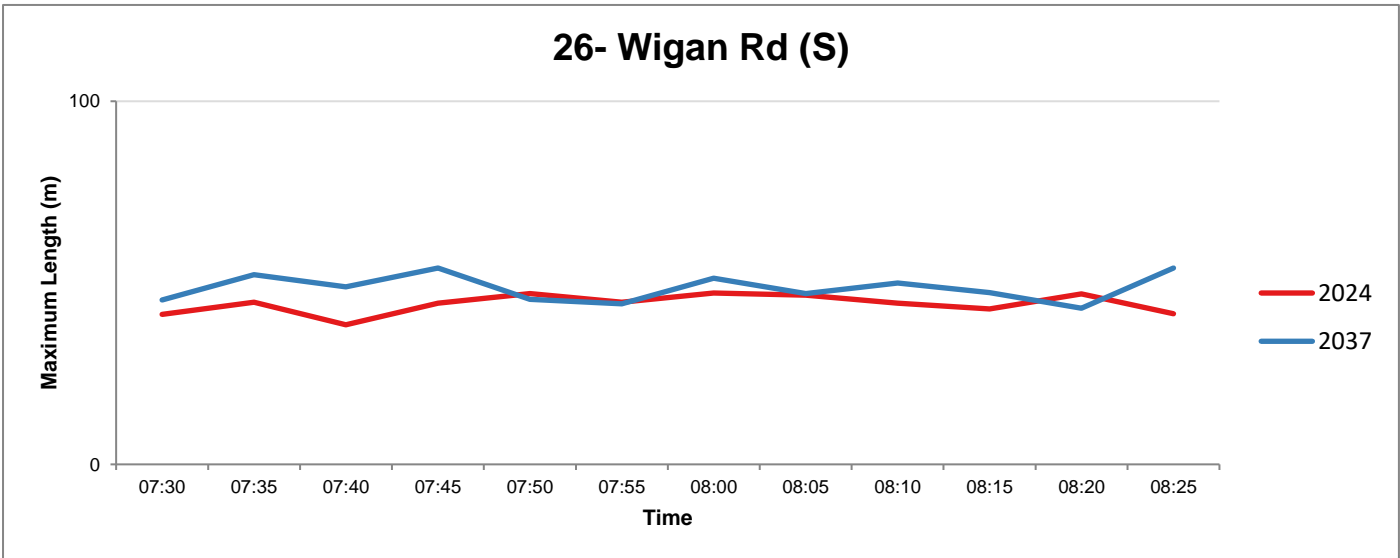
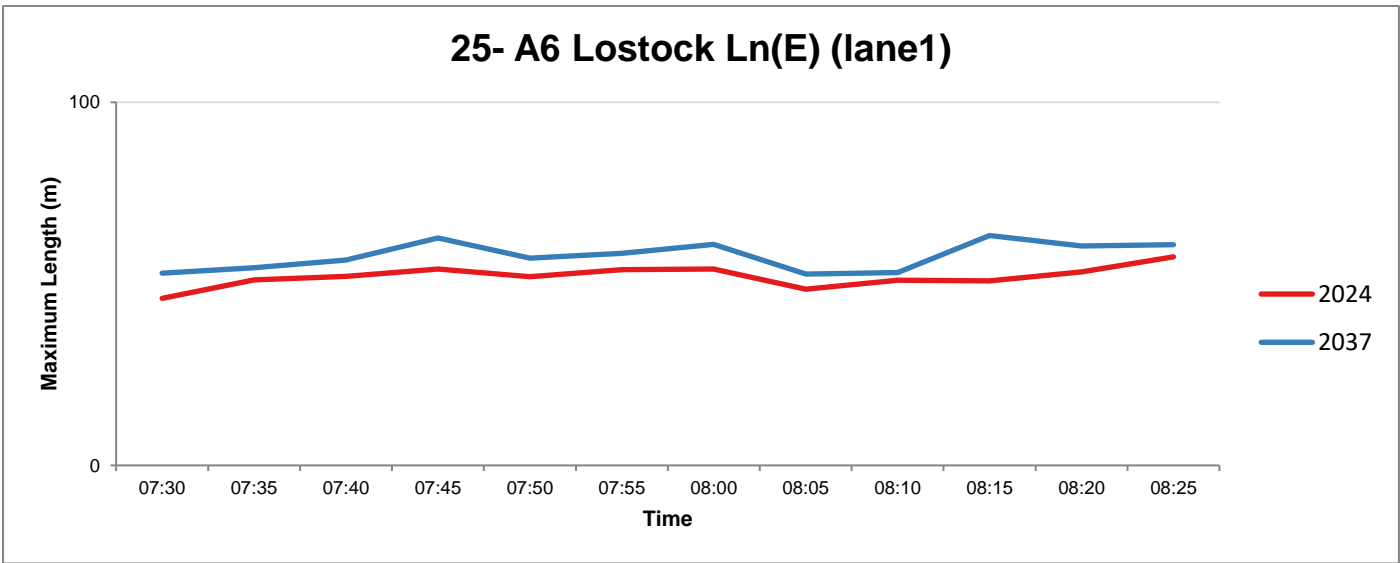
24- A6 Lostock Ln(E) (lane 2)





TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

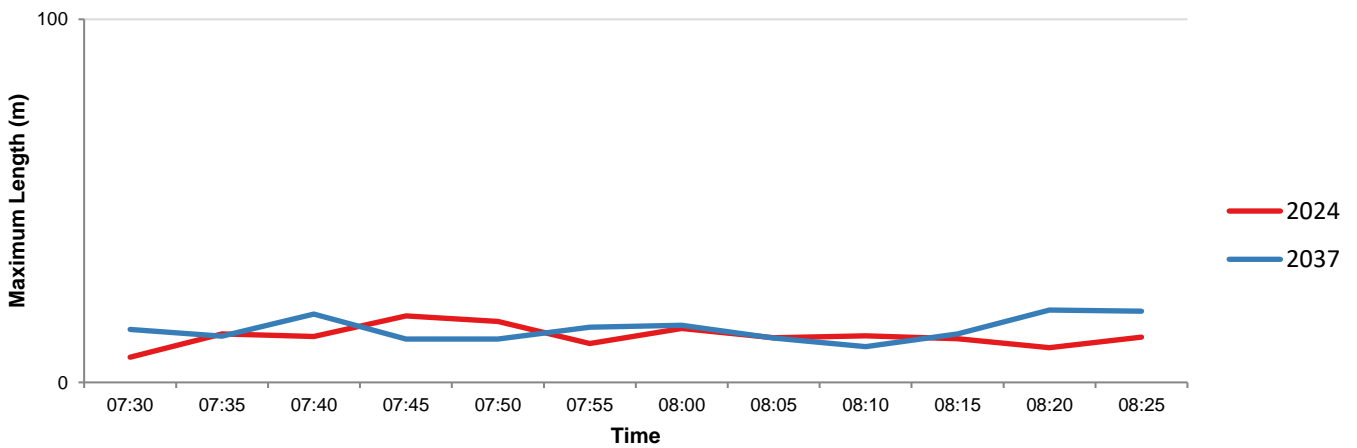




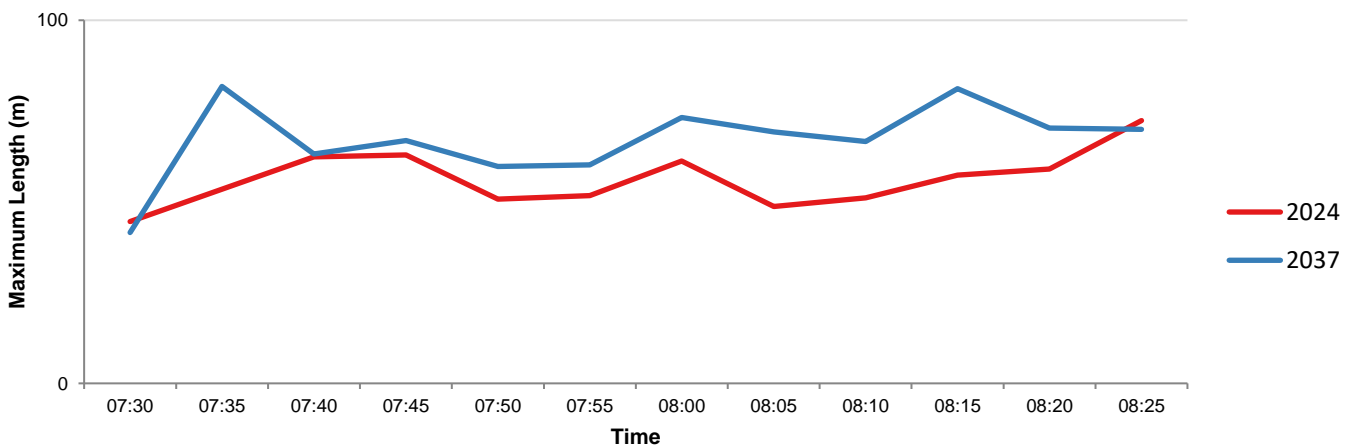
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

57- Old Lostock Lane to A6



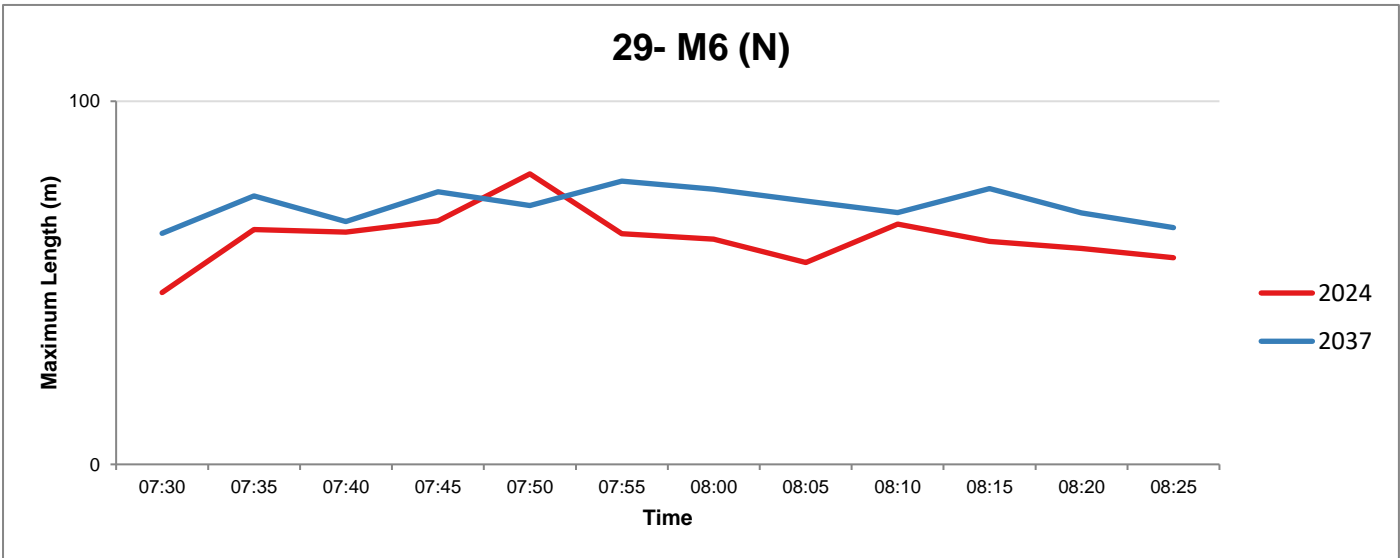
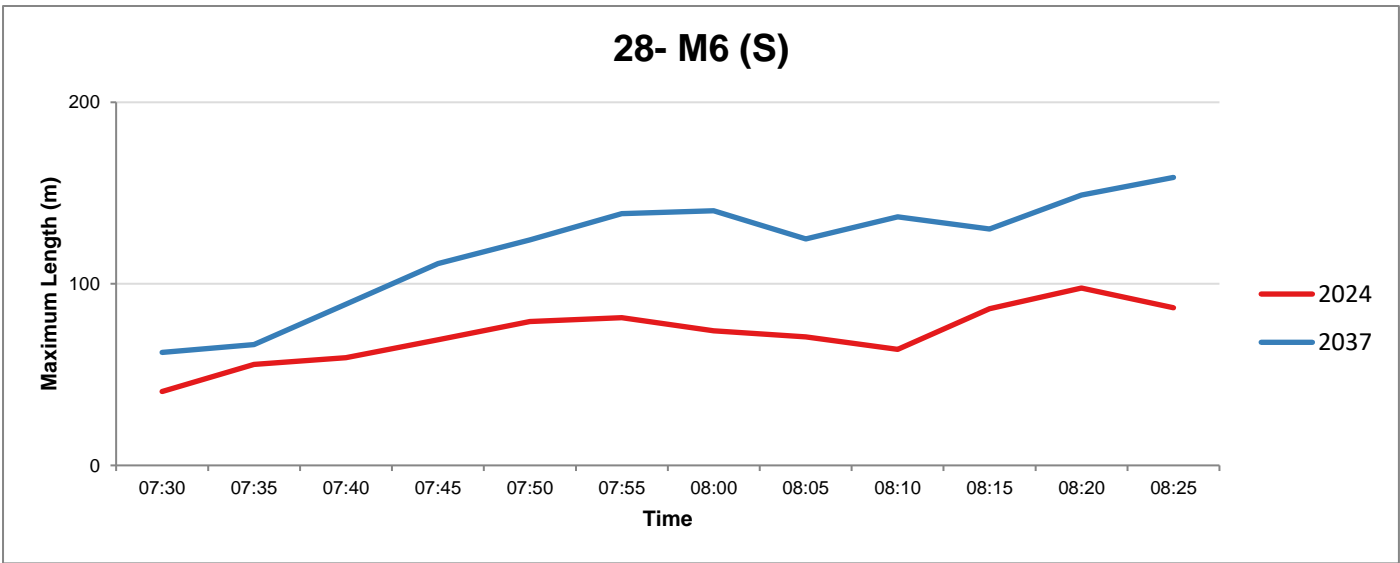
27- A6 Lostock Ln (W)





TECHNICAL NOTE

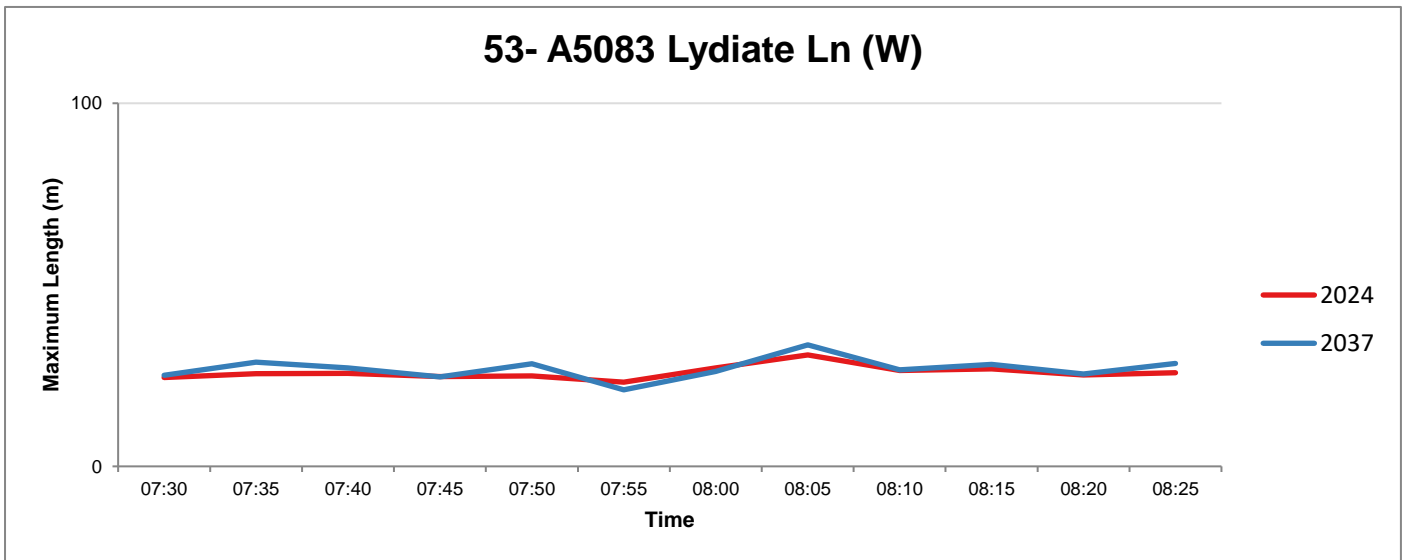
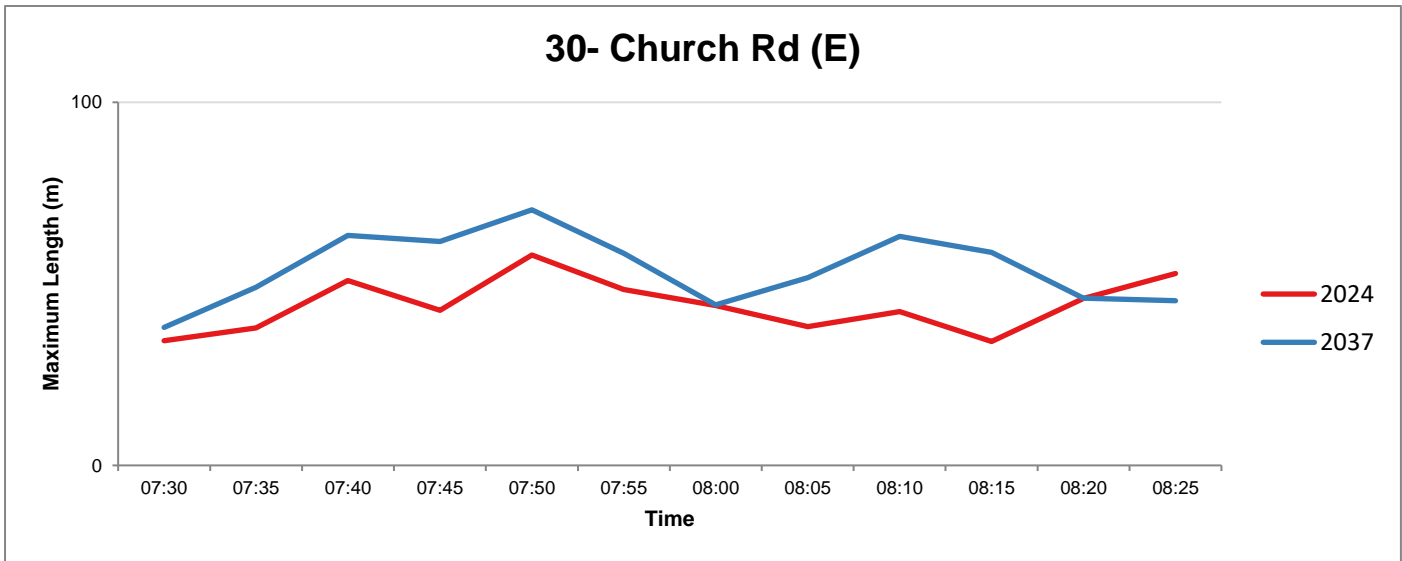
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

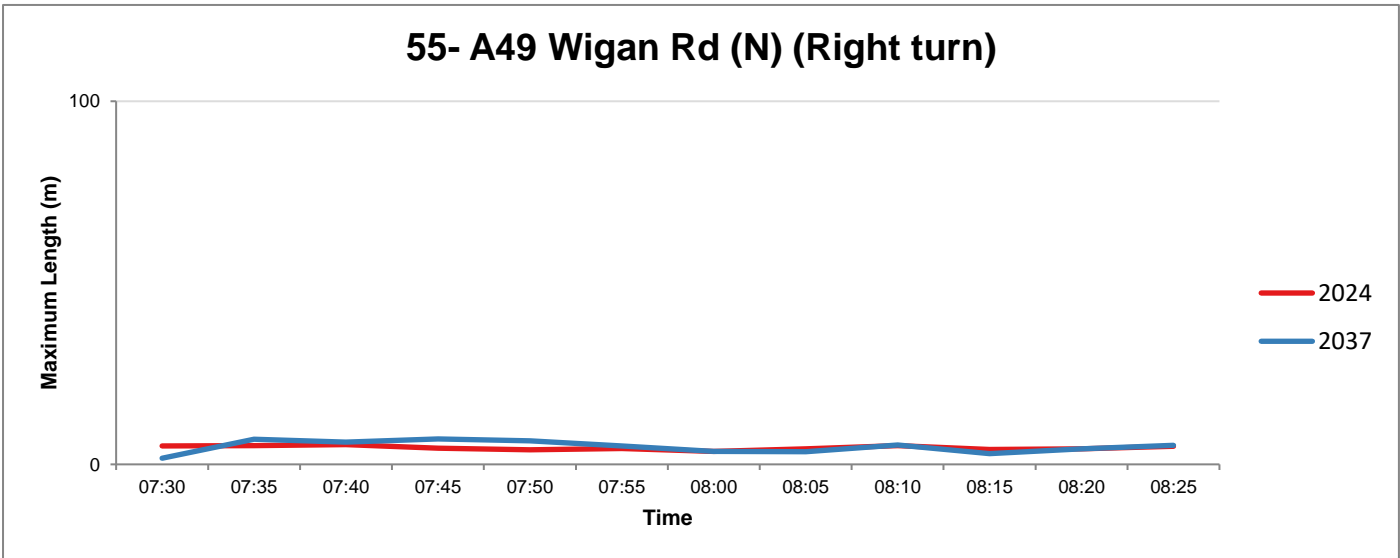
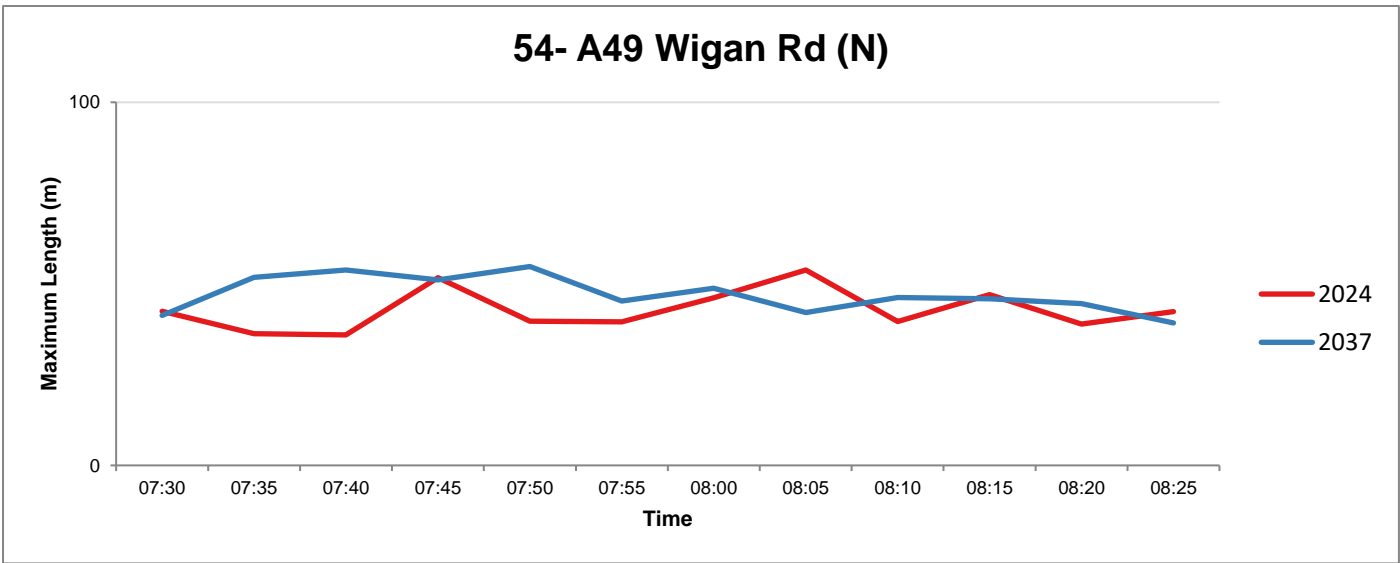
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

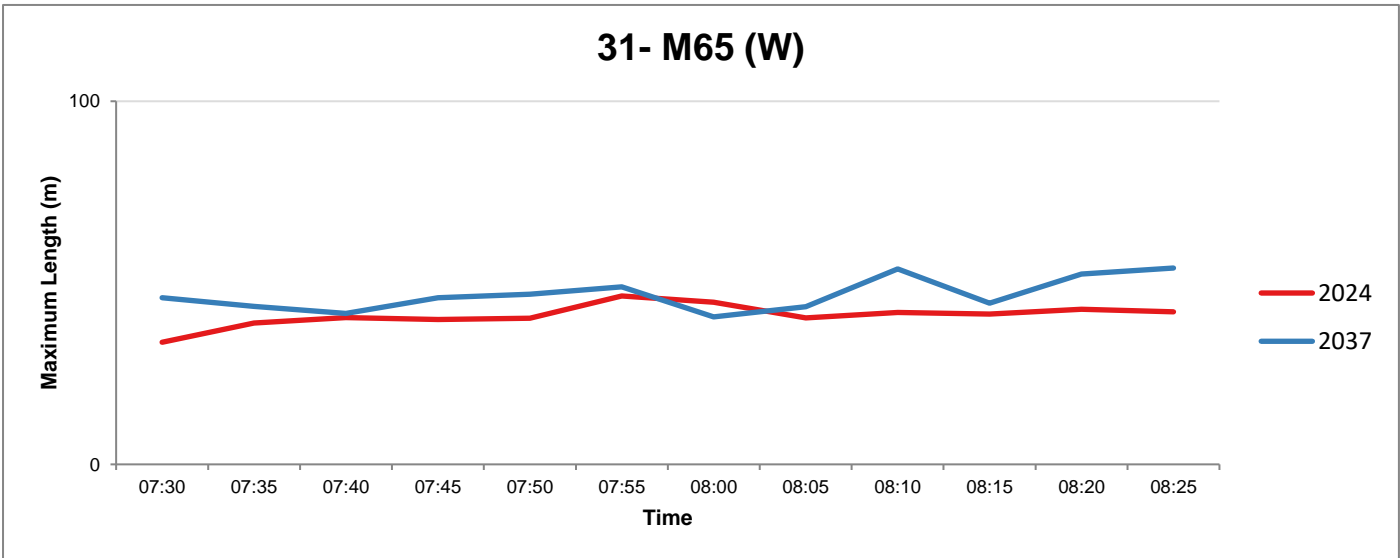
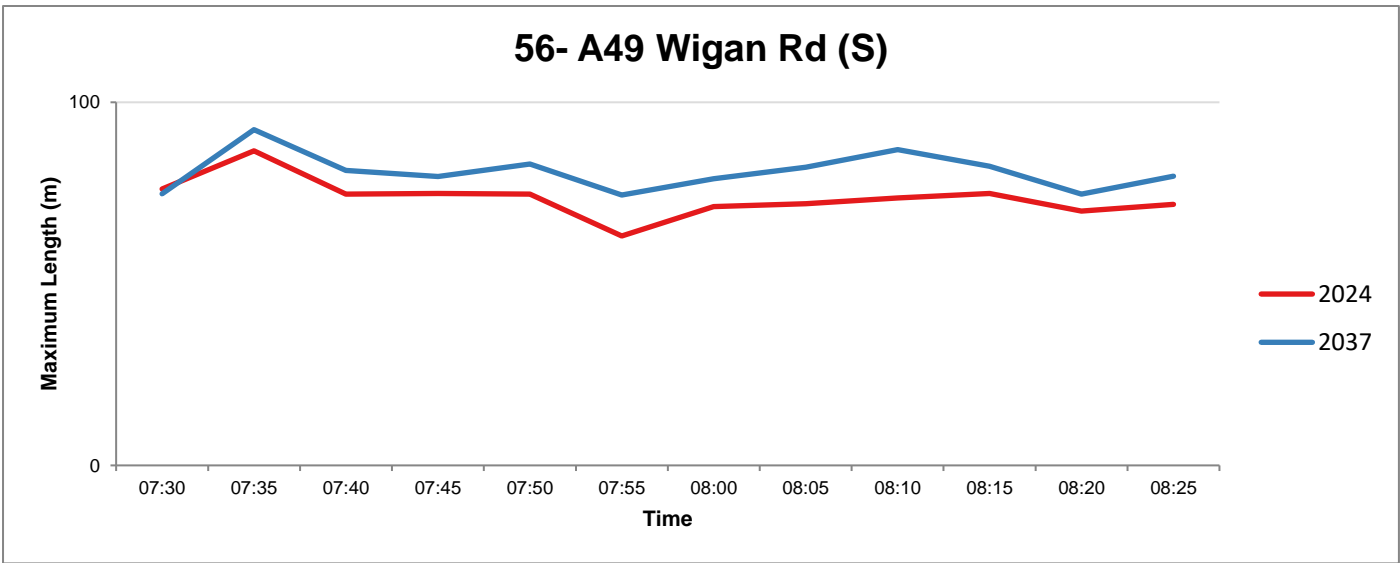
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

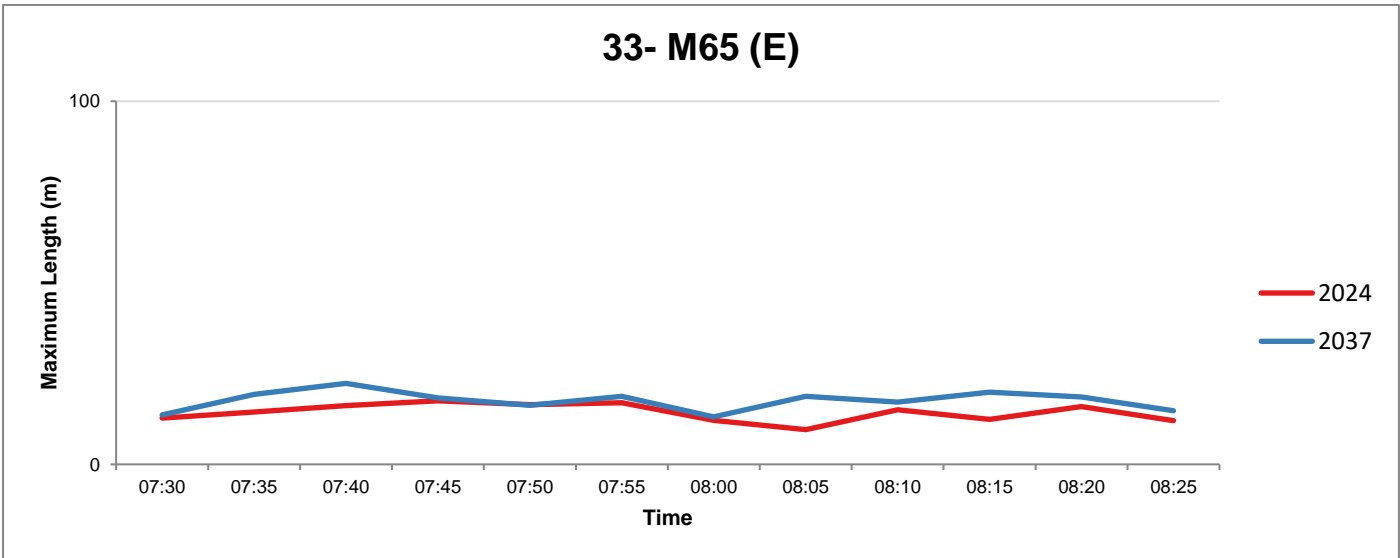
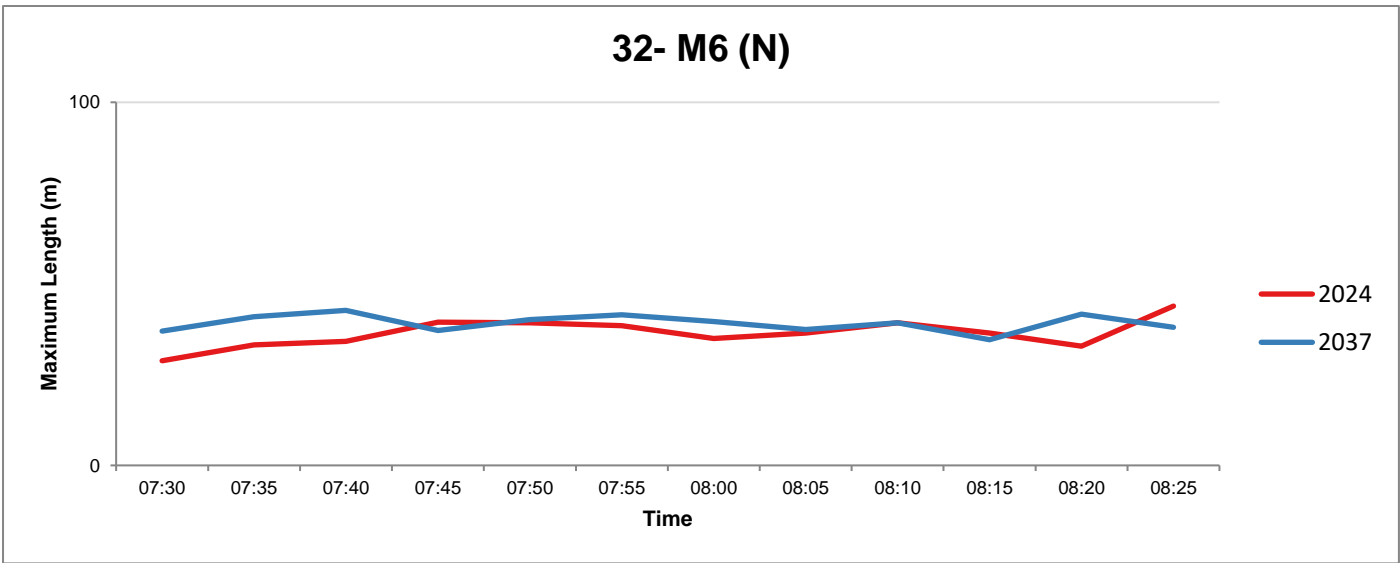
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

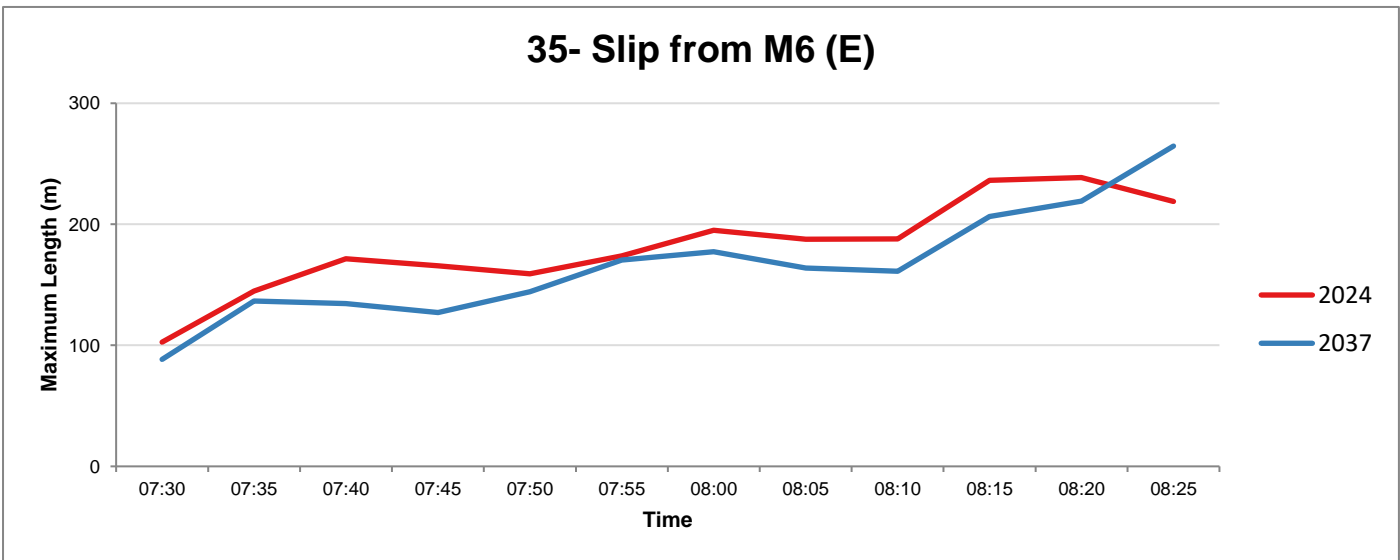
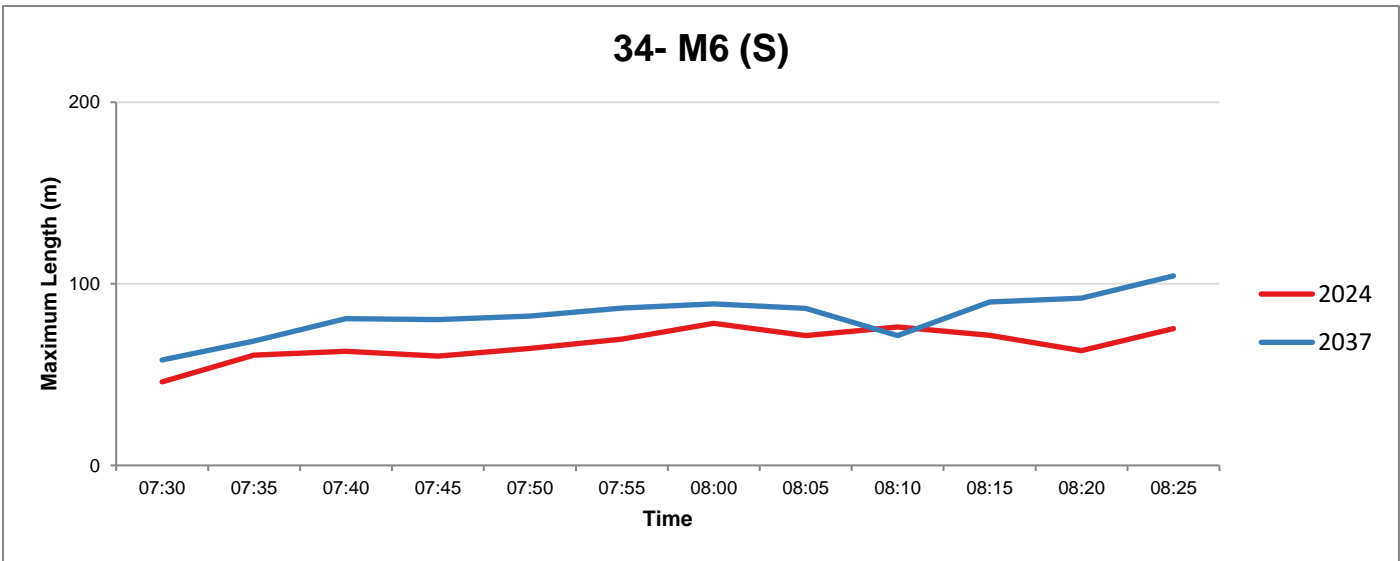
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

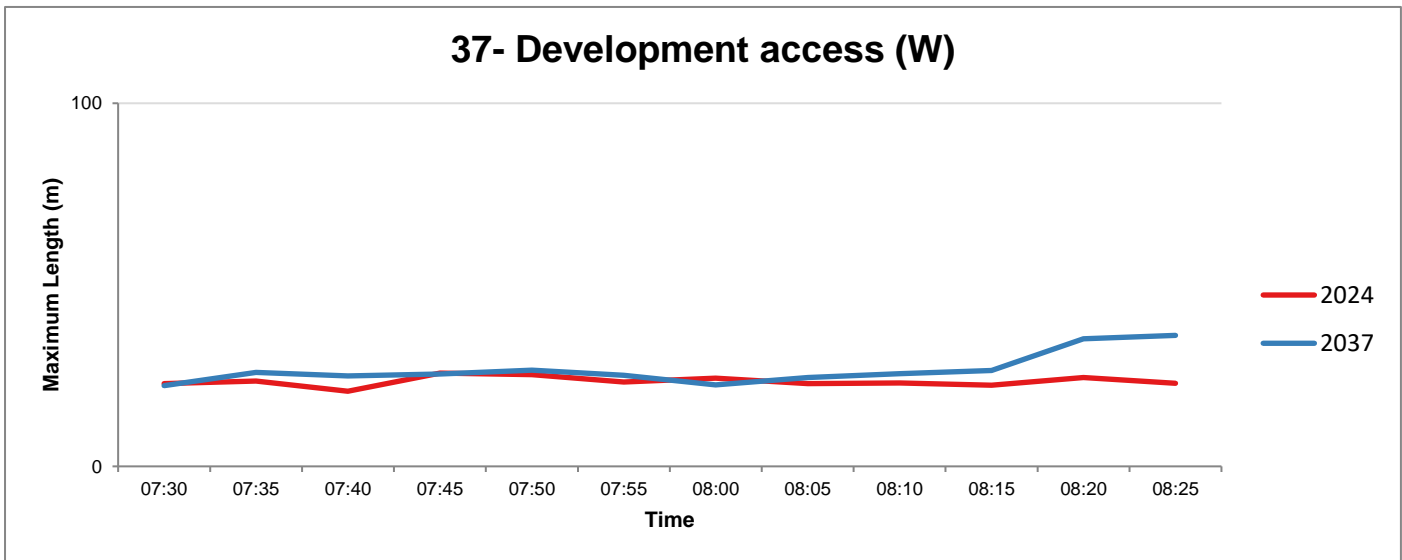
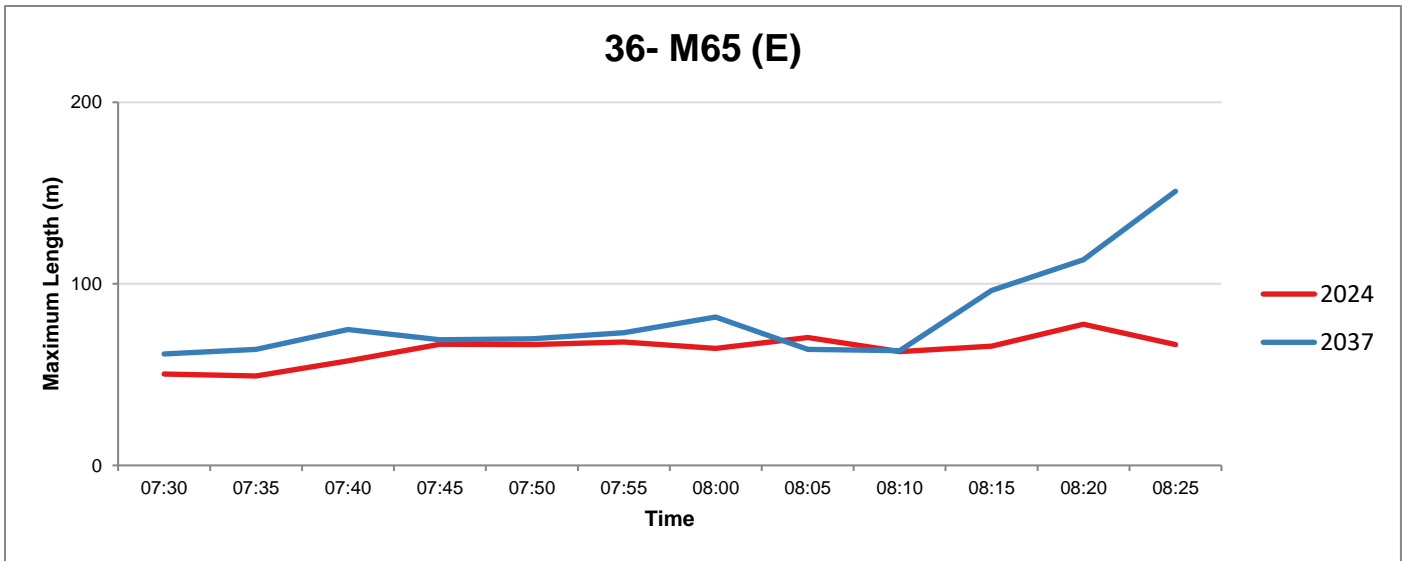
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

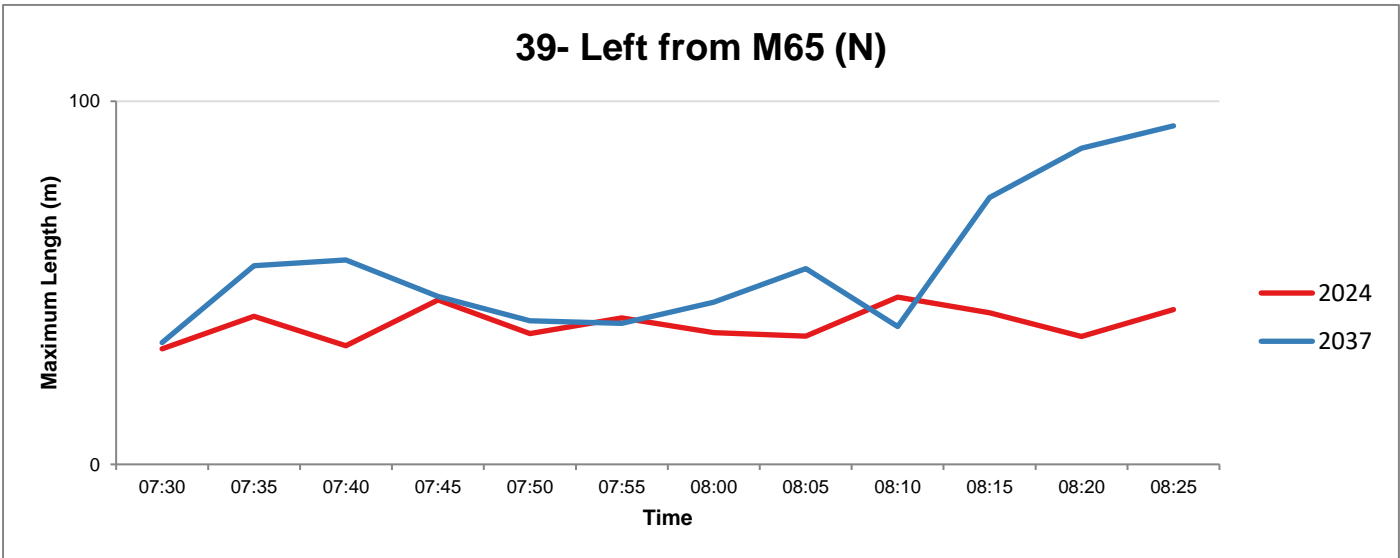
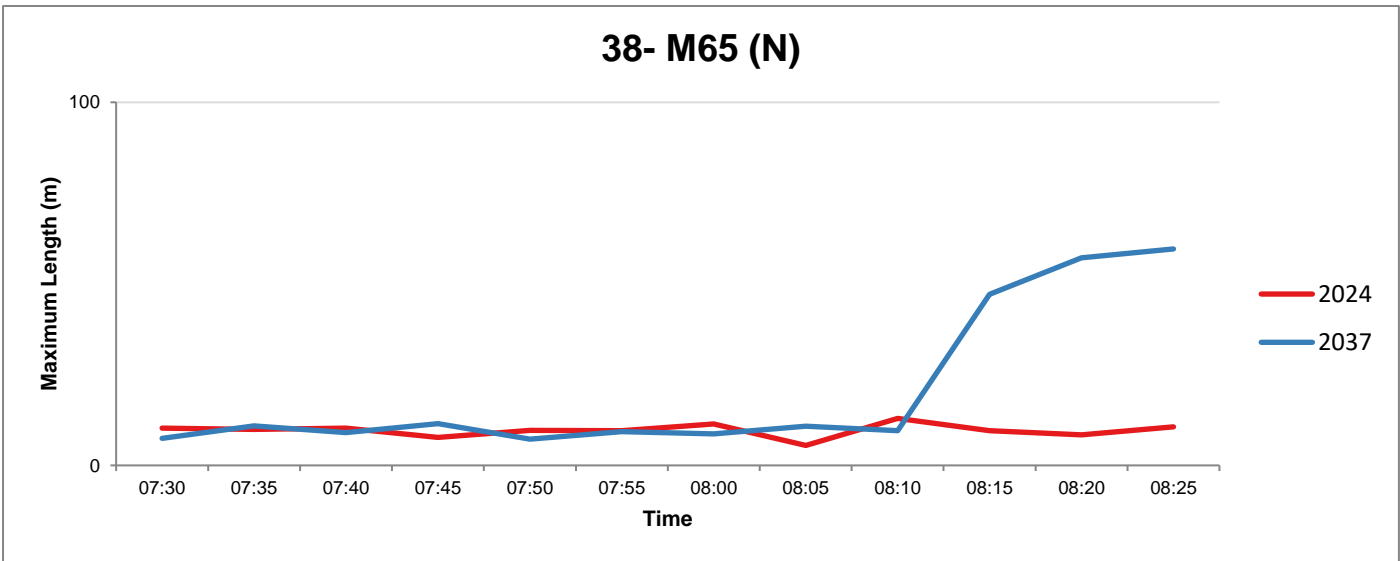
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

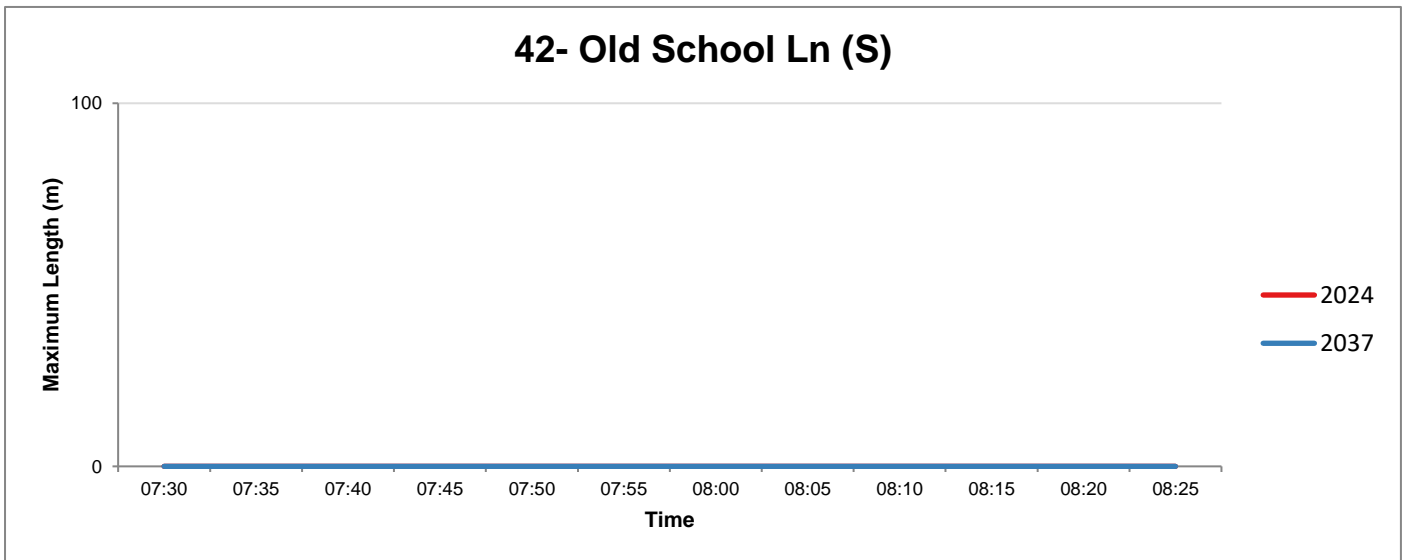
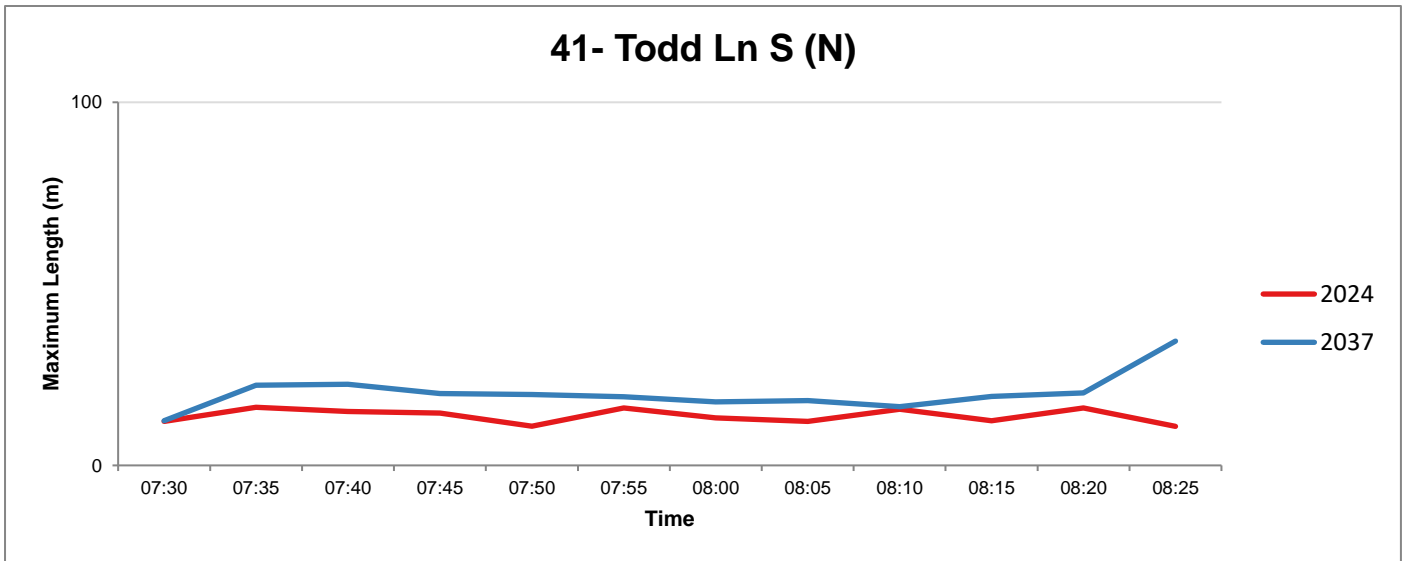
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

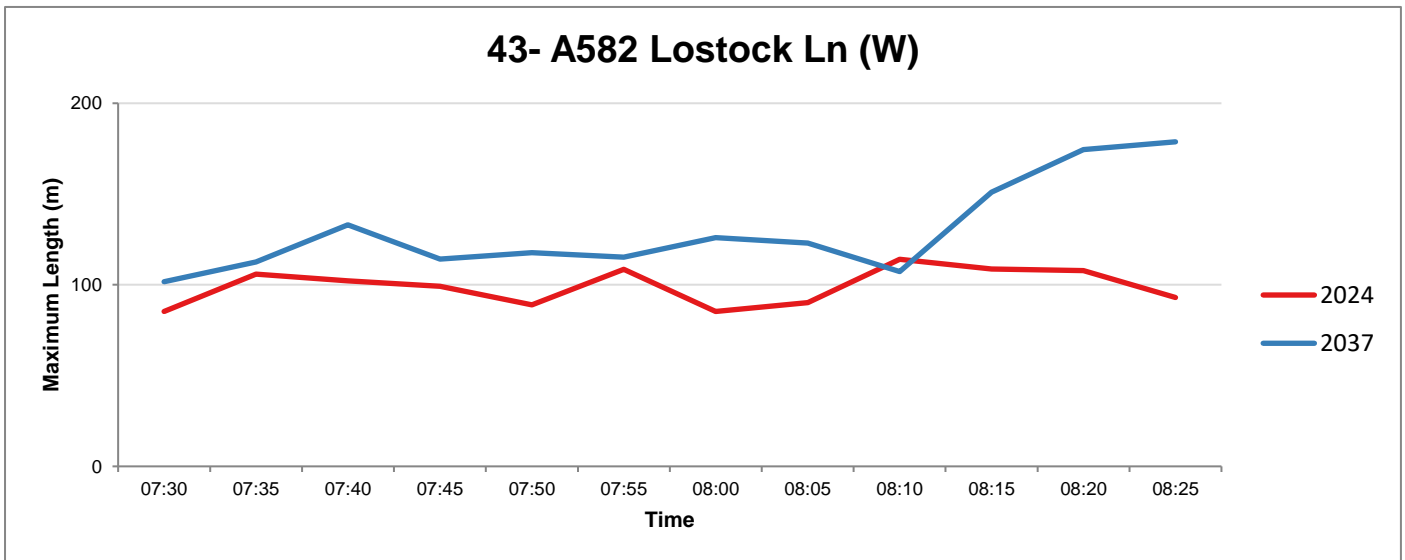
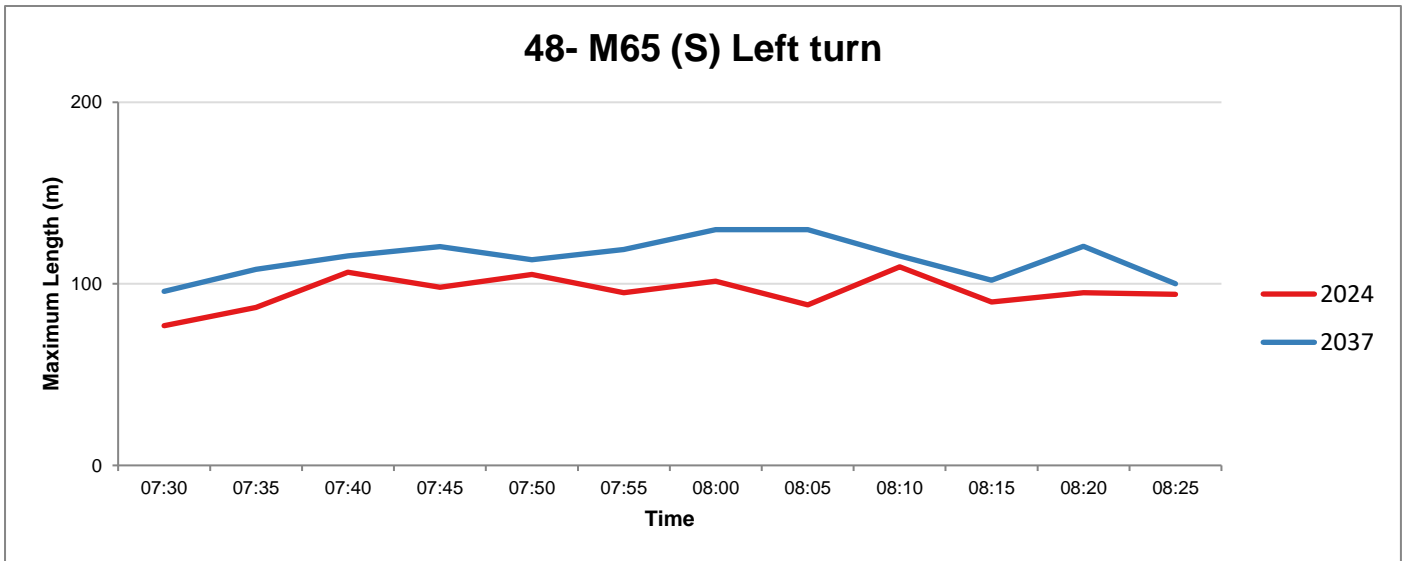
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

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SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

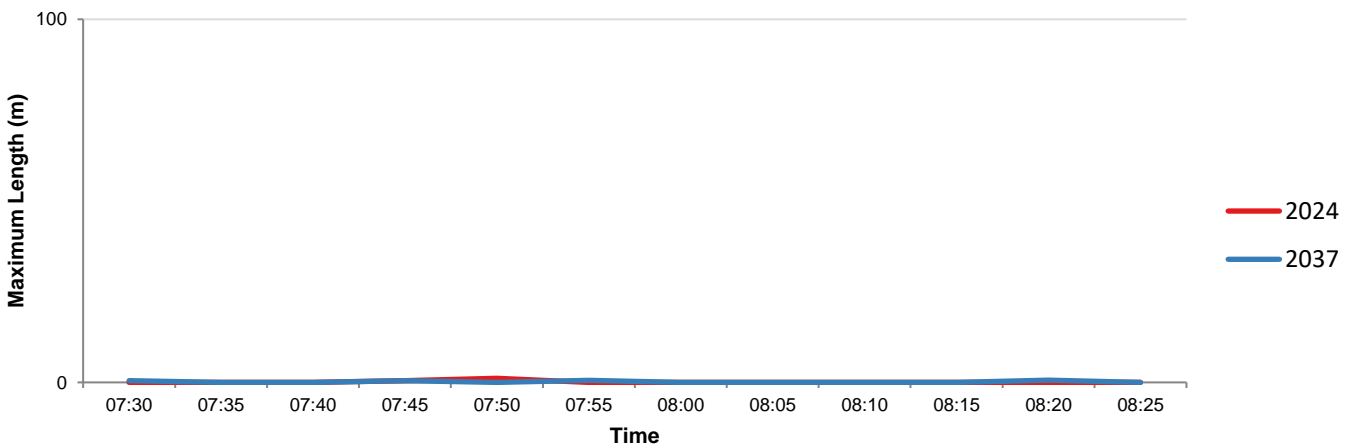




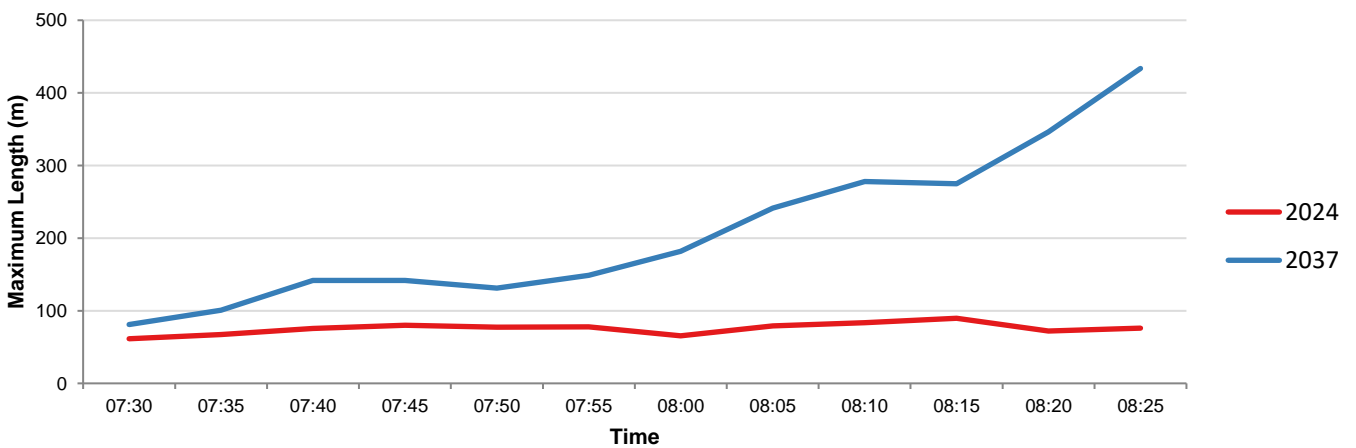
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

44- From A582 Lostock Ln to A6 London Way



45- A6 London Way (N)

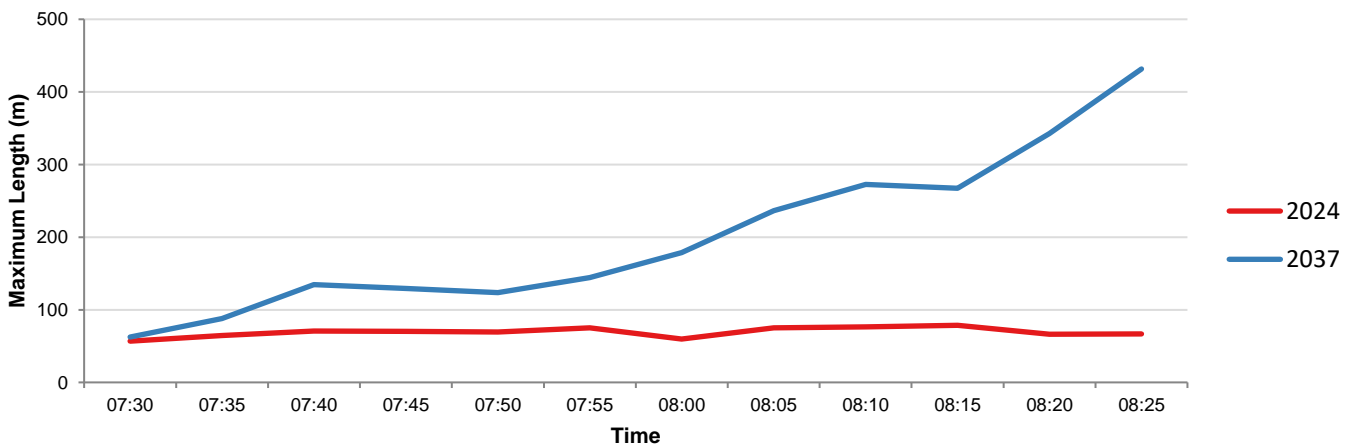




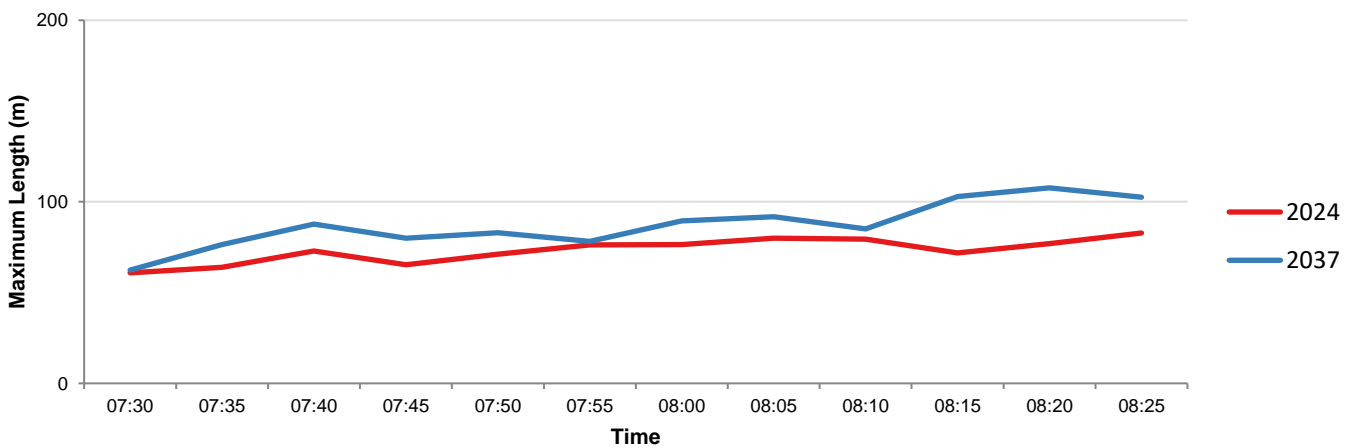
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

46- Left from A6 London Way to A6 Lostock Ln



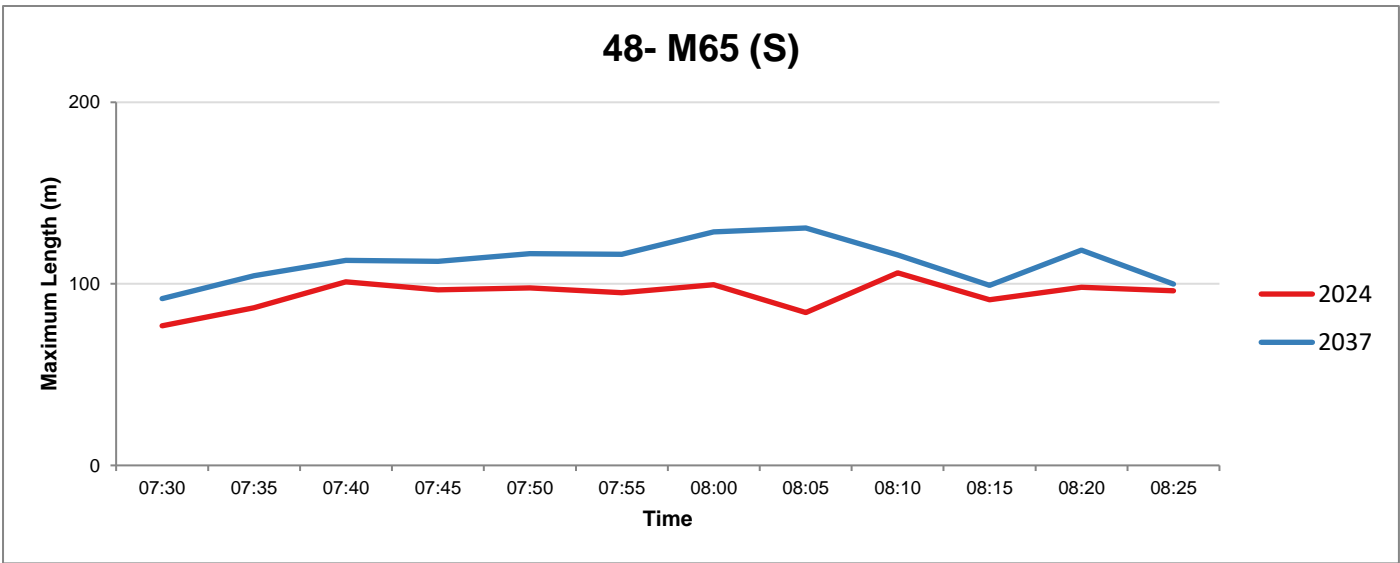
47- A6 Lostock Ln (E)





TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO



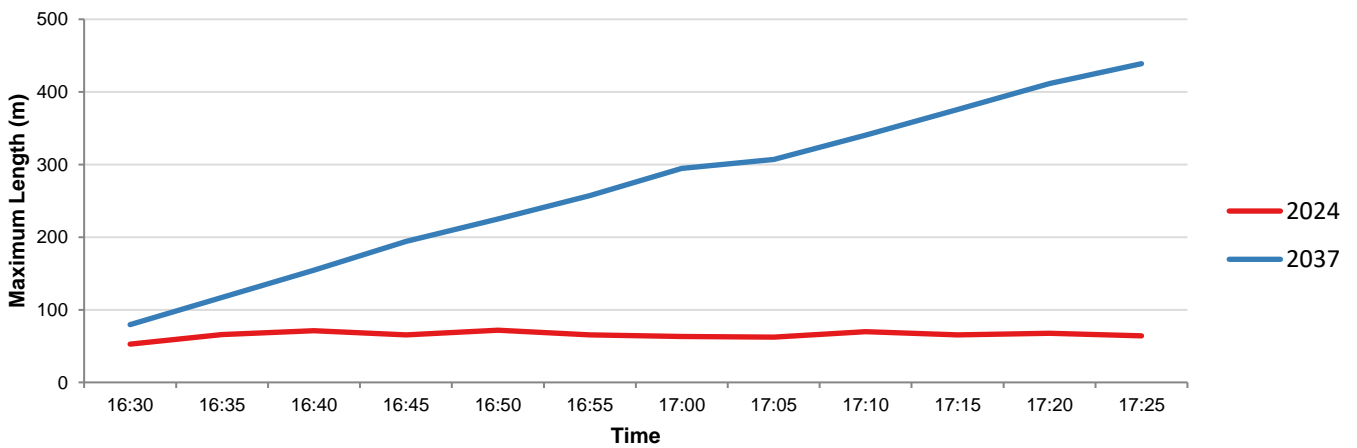
PM Peak



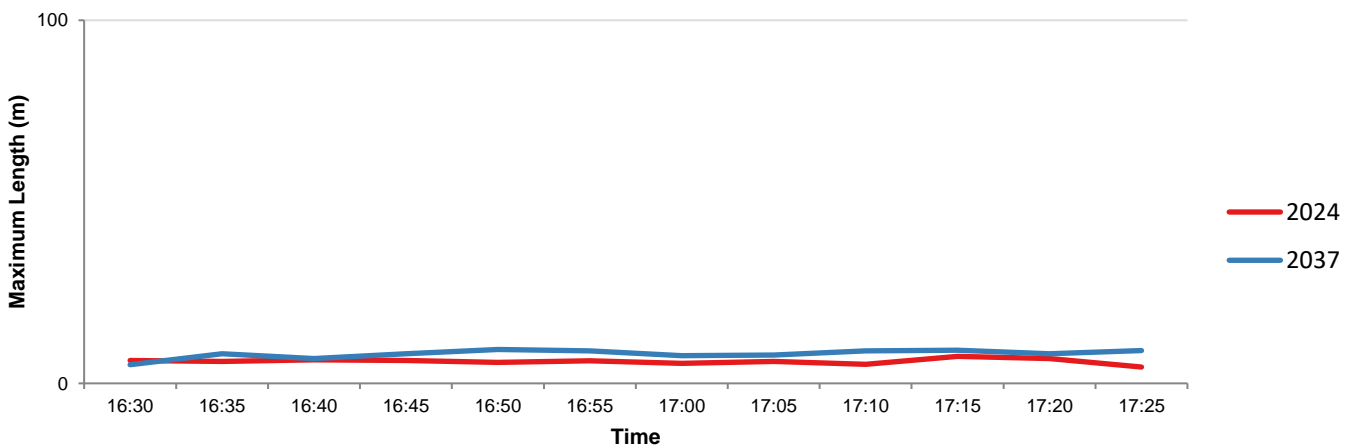
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

1- A582 Farington Rd (W)



2- Left turn from A582 Farington Rd to B5254 Watkin Ln

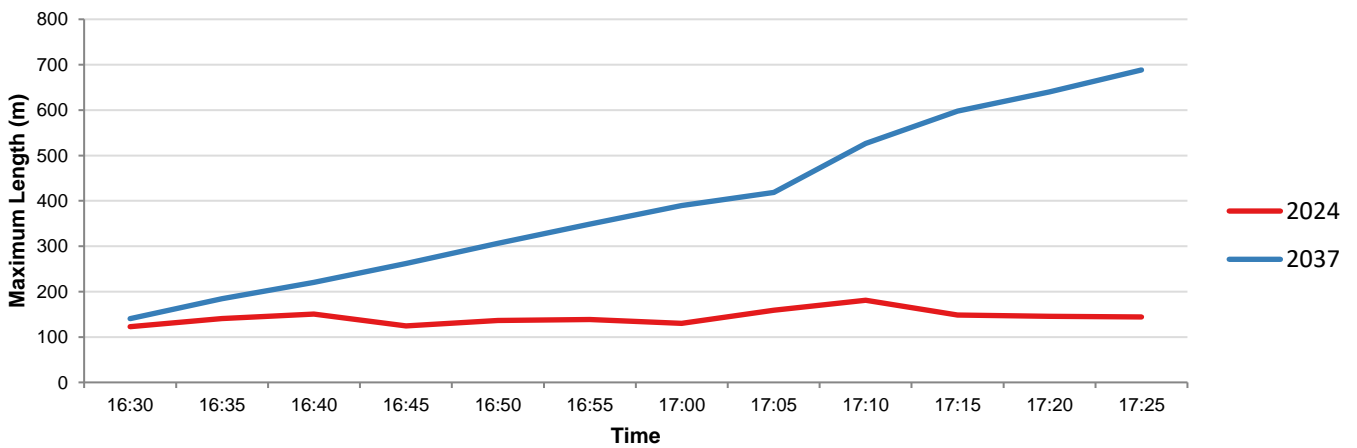




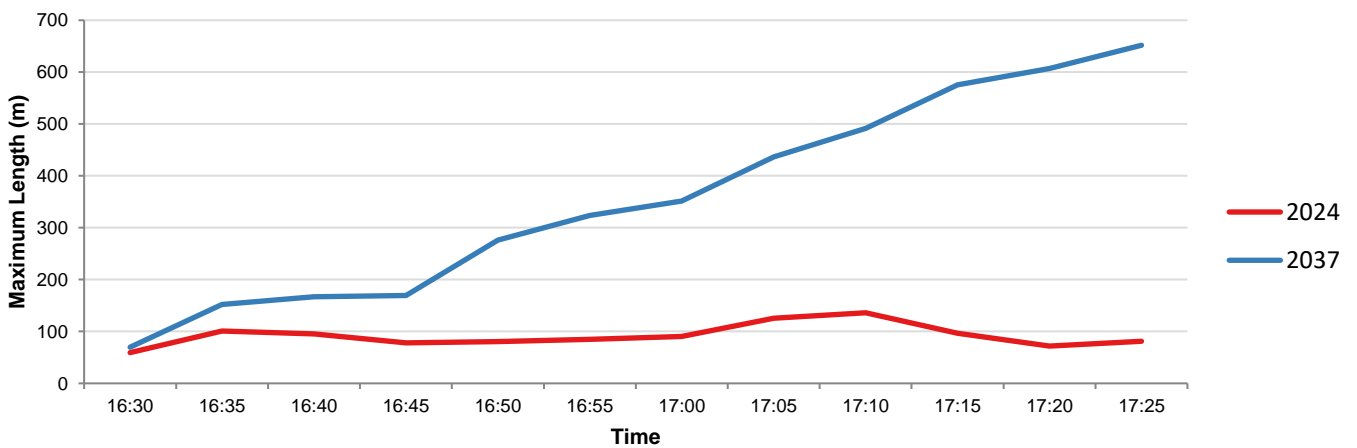
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

3- Left turn from B5254 Watkin Ln to A582 Lostock Ln



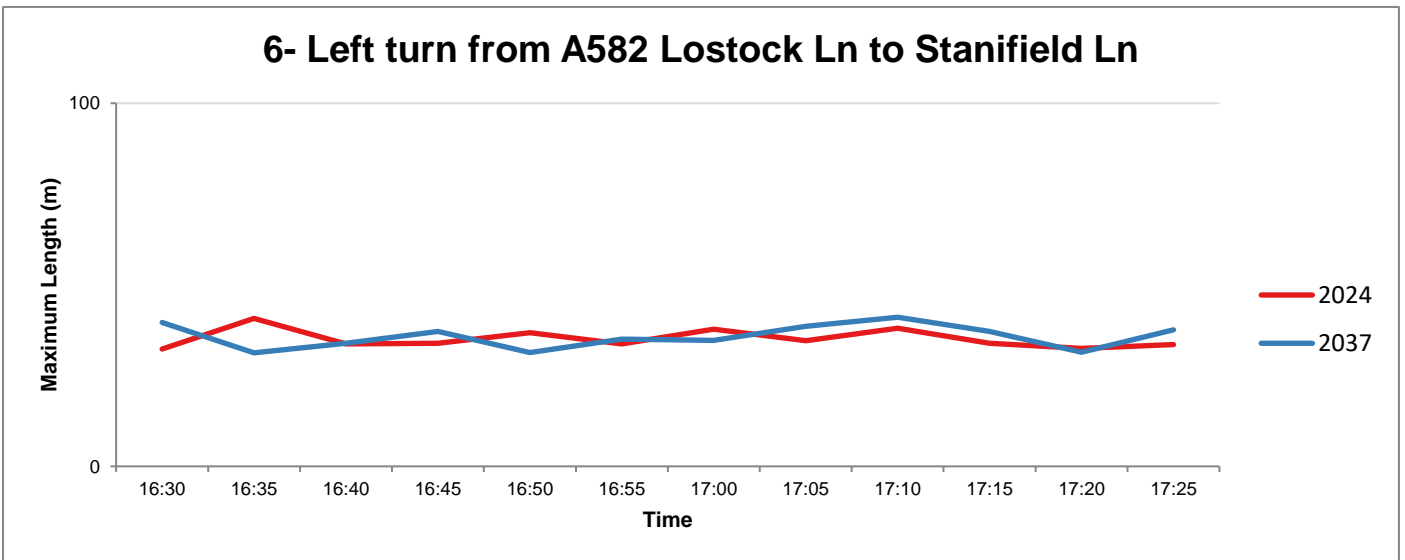
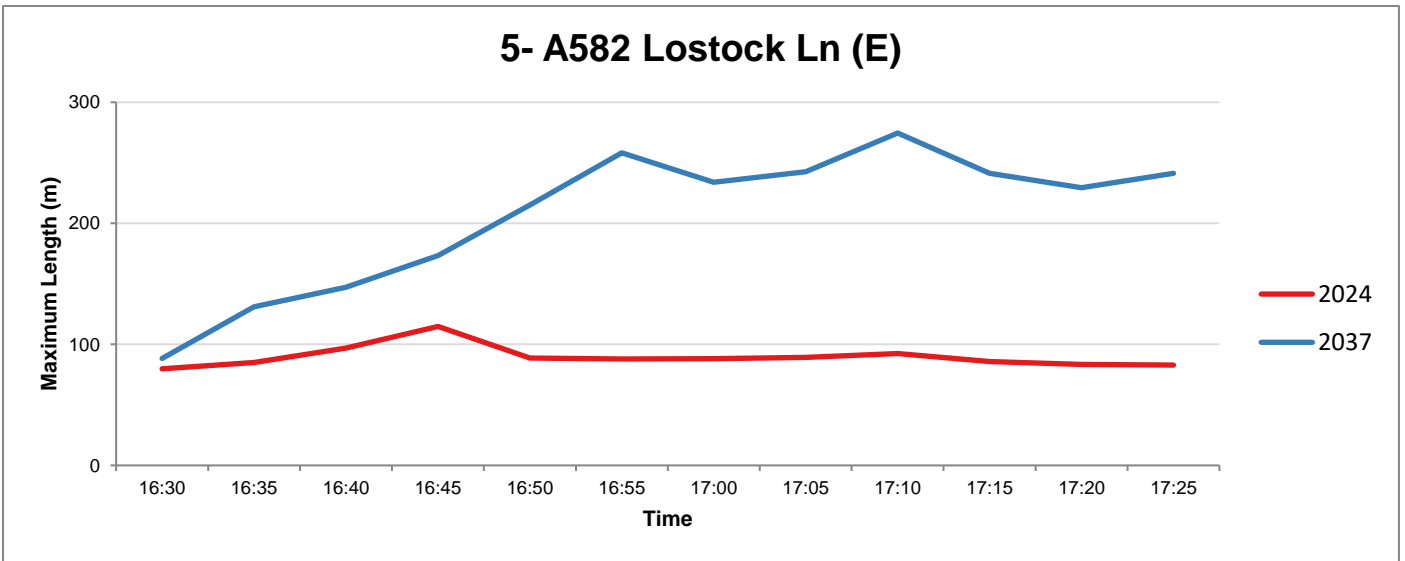
4- B5254 Watkin Ln (N)





TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

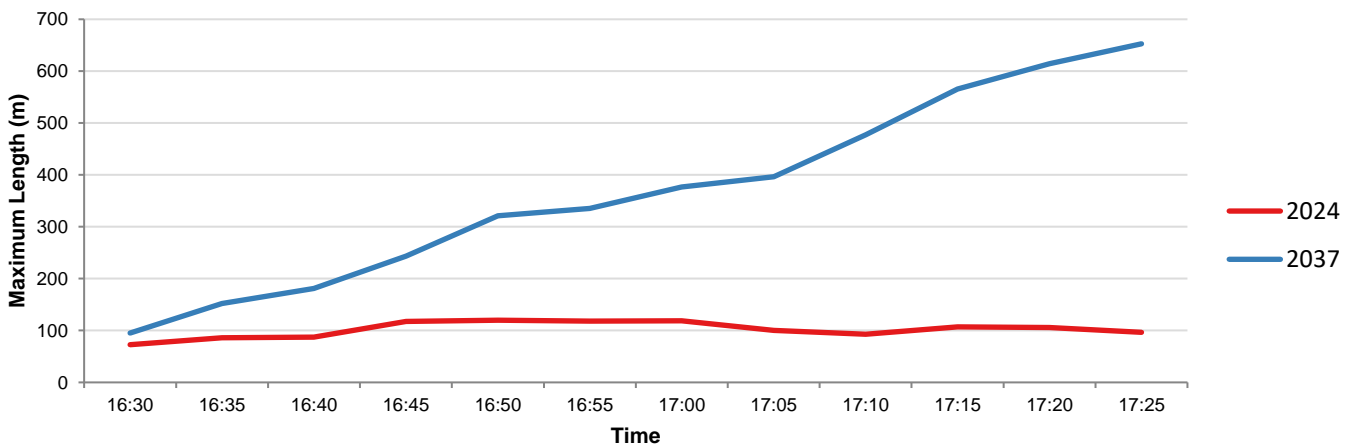




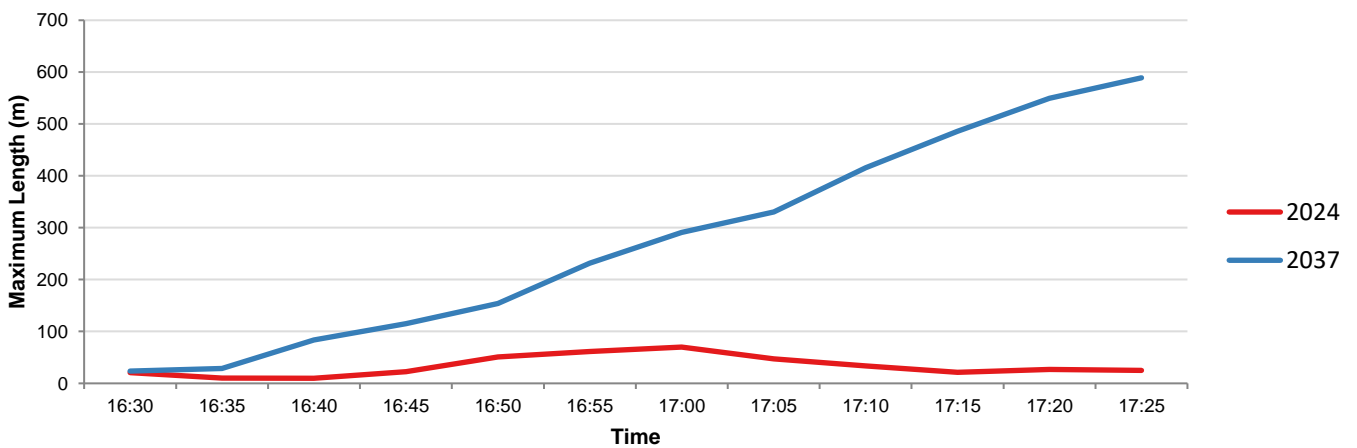
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

7- A5083 Stanifield Ln (S)



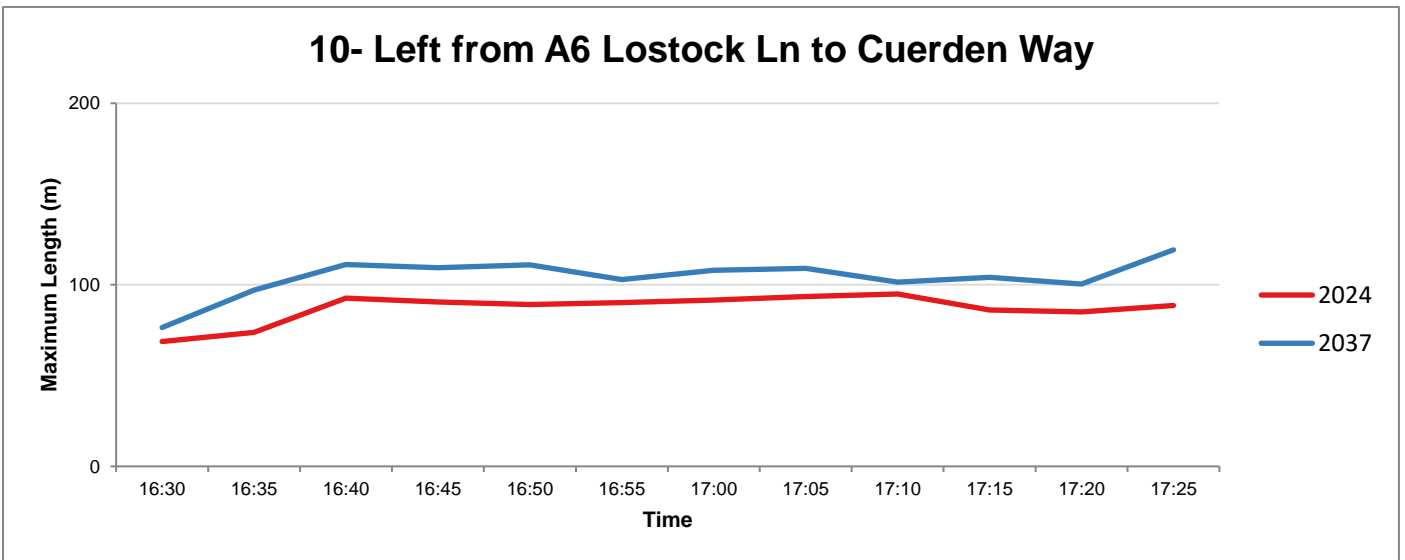
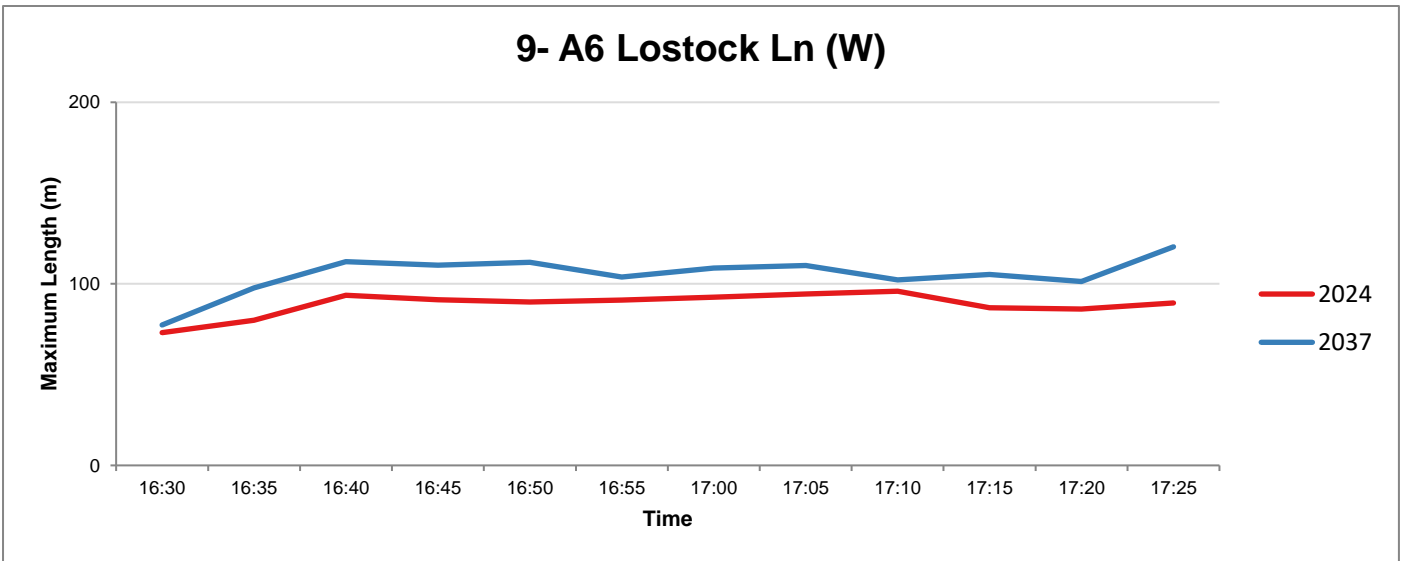
8- Left from A5083 Stanifield Ln to A582 Farington Rd





TECHNICAL NOTE

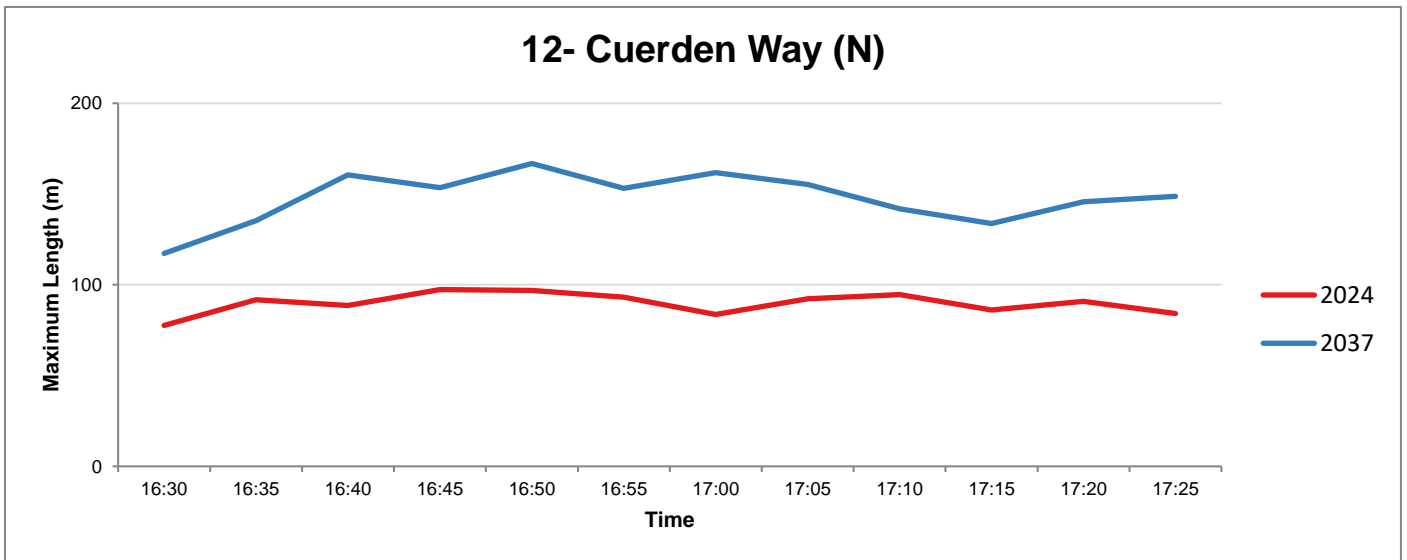
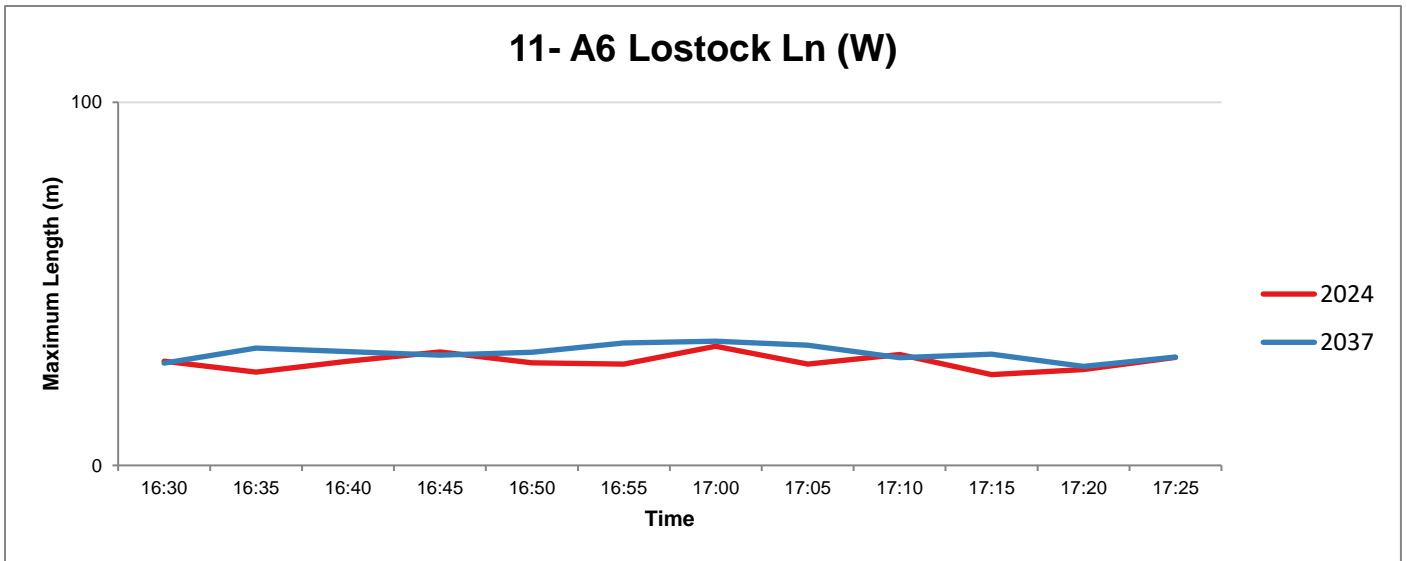
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
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PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

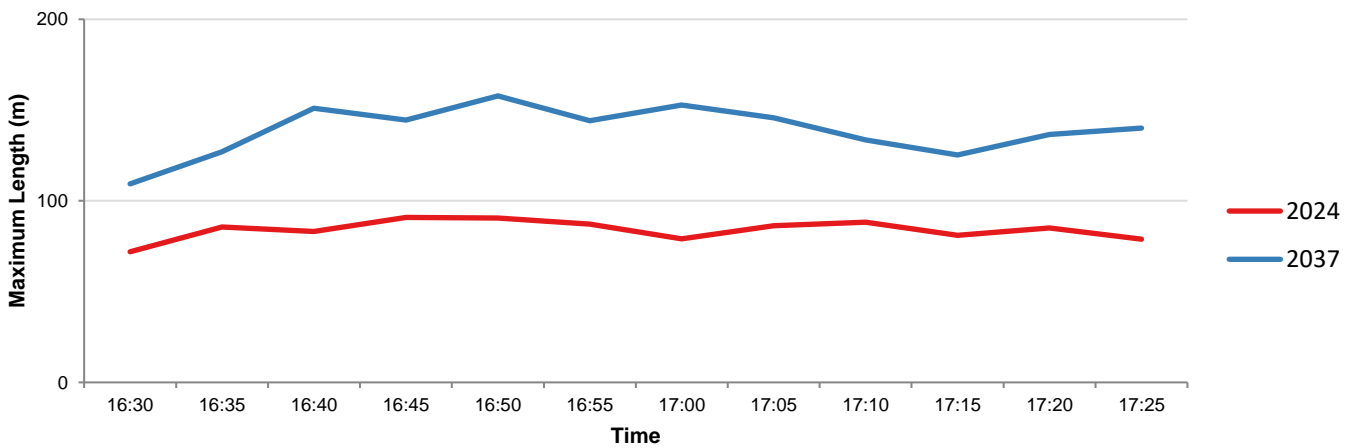




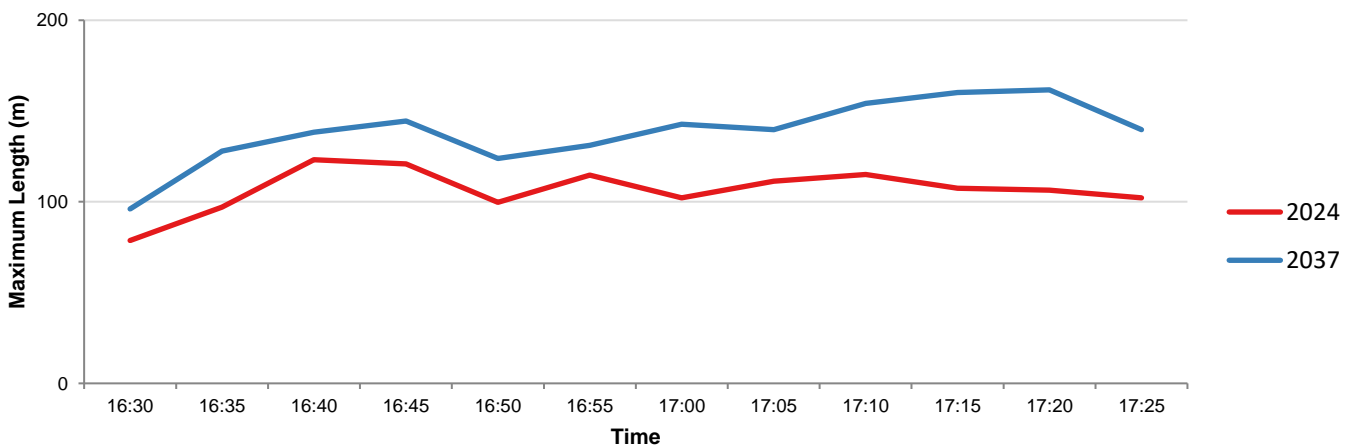
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

13- Left from Cuerden Way to A6 Lostock Ln



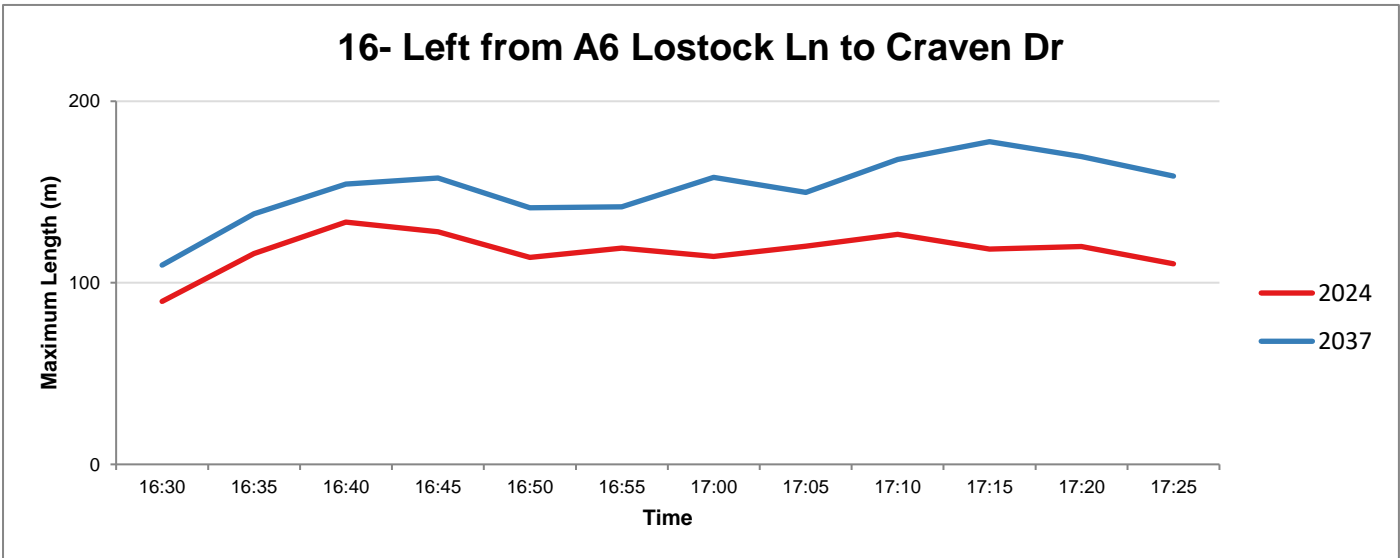
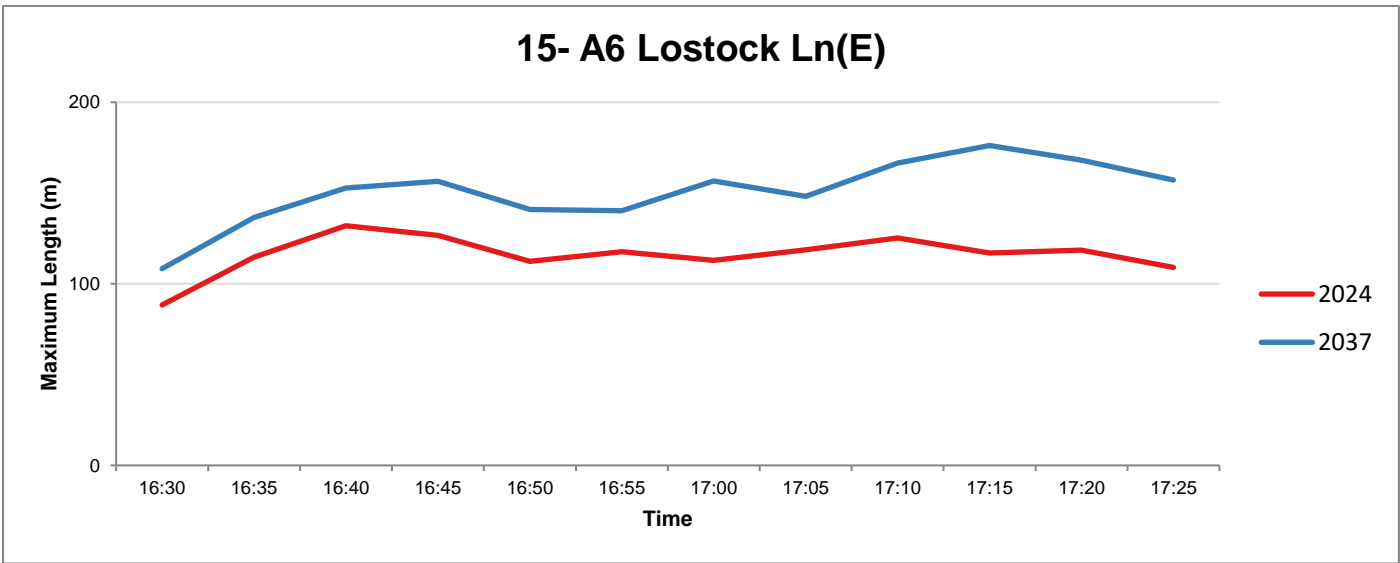
14- A6 Lostock Ln(E)





TECHNICAL NOTE

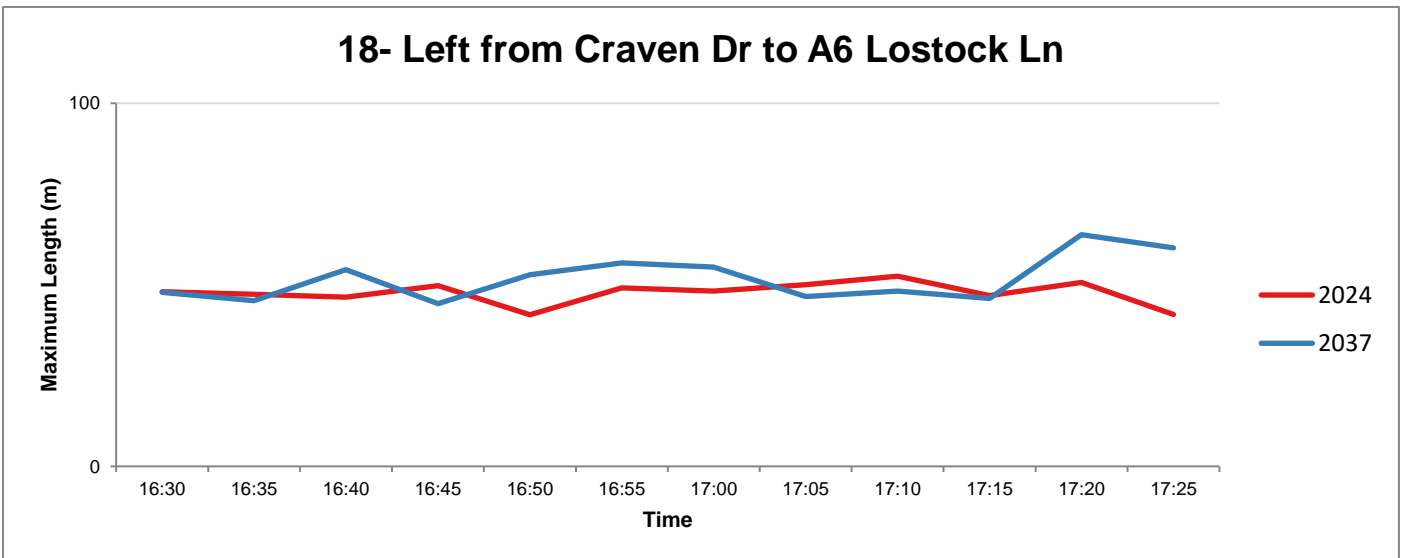
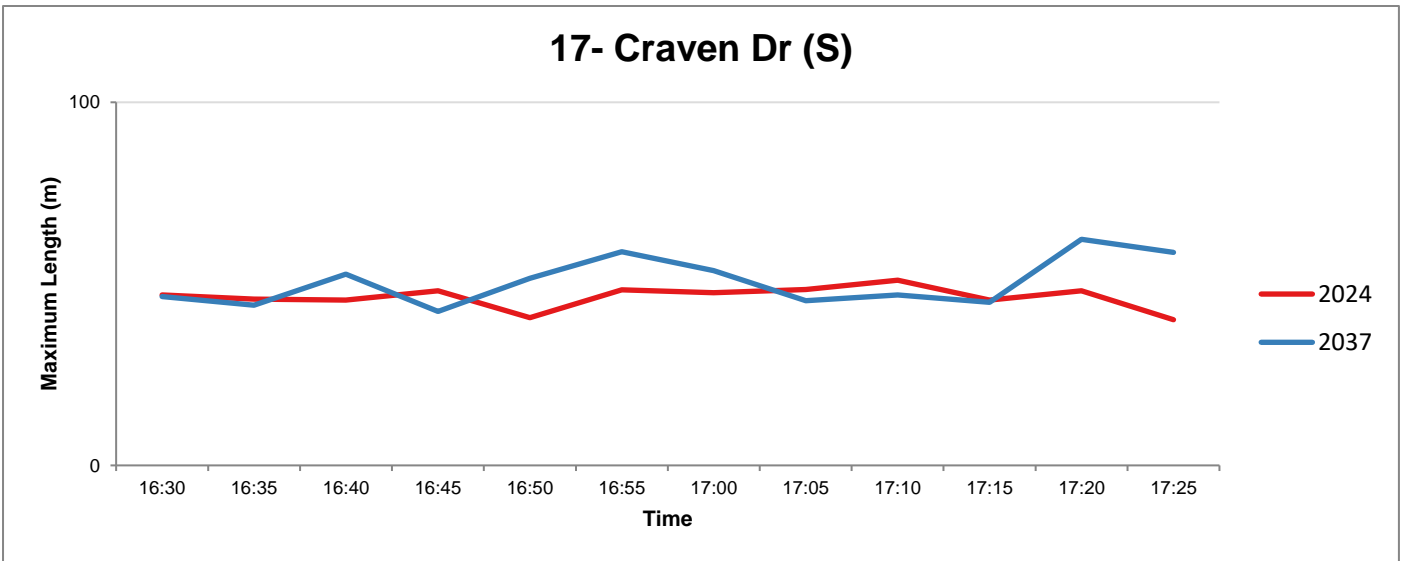
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

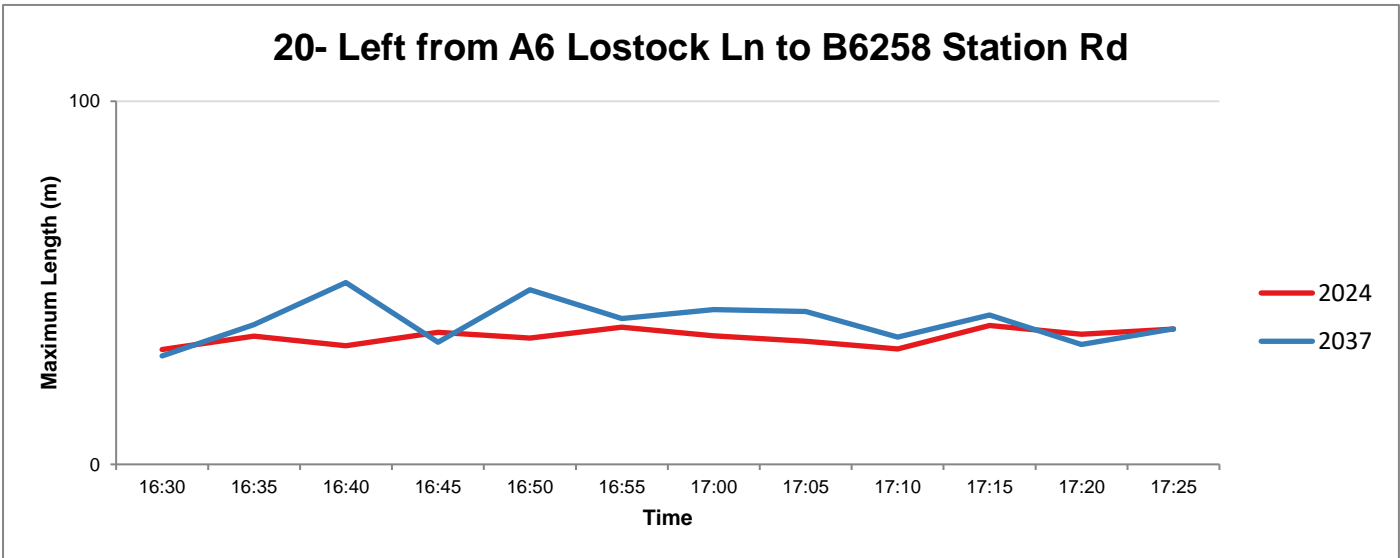
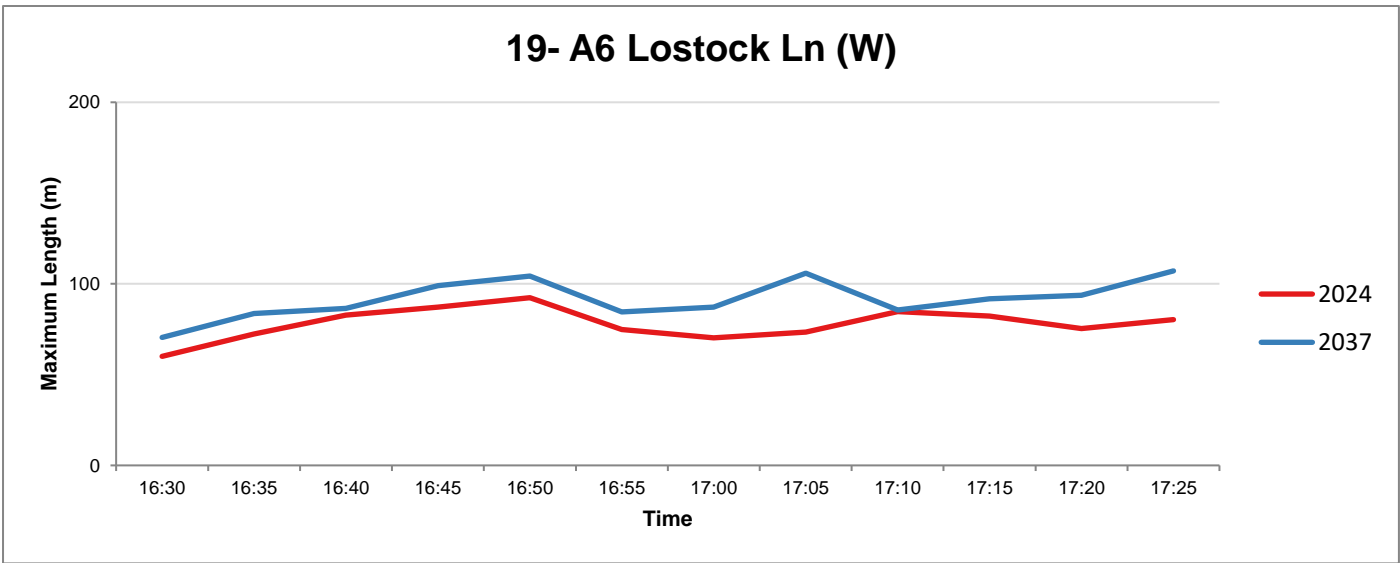
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

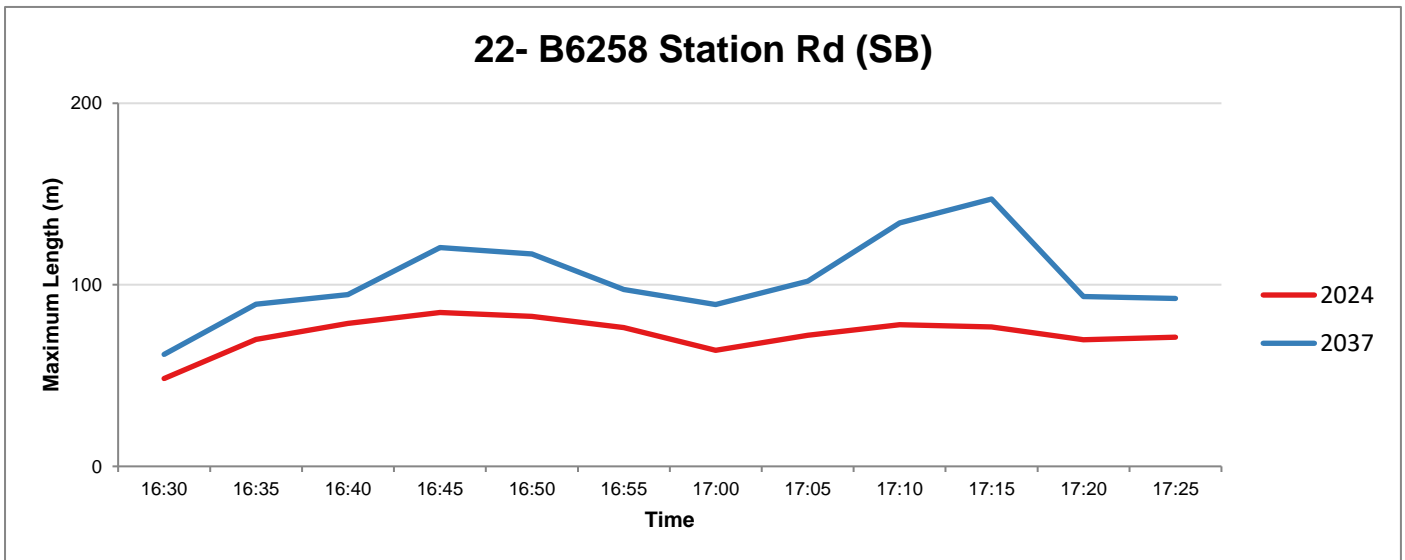
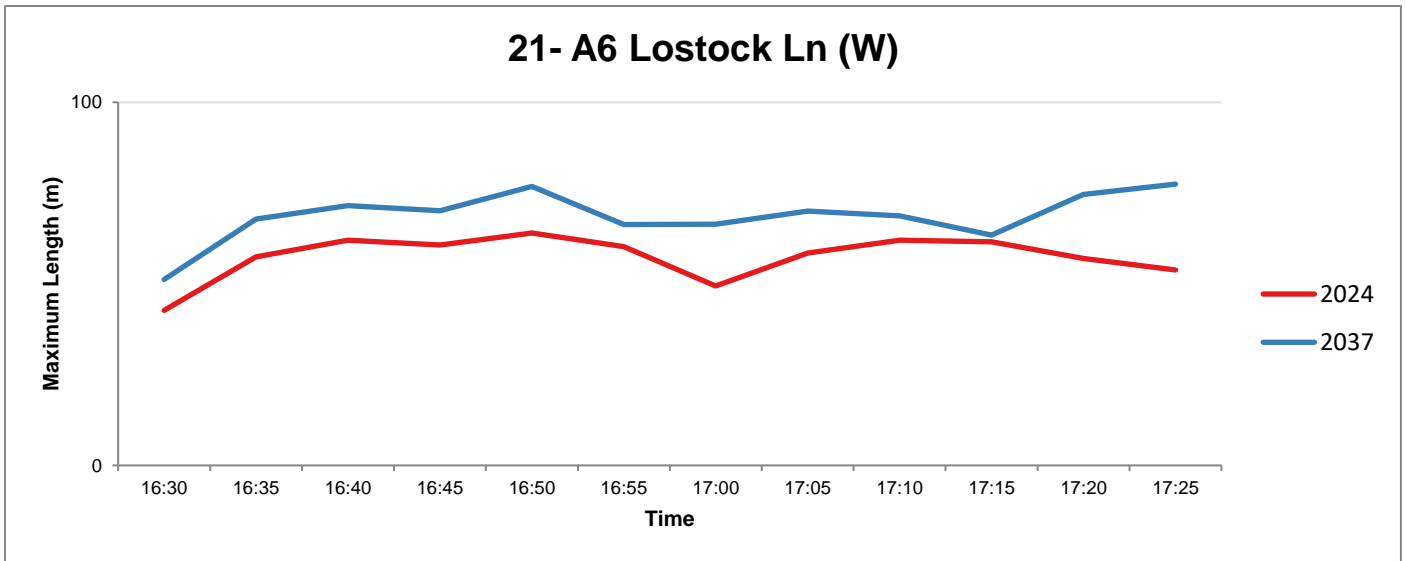
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
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PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

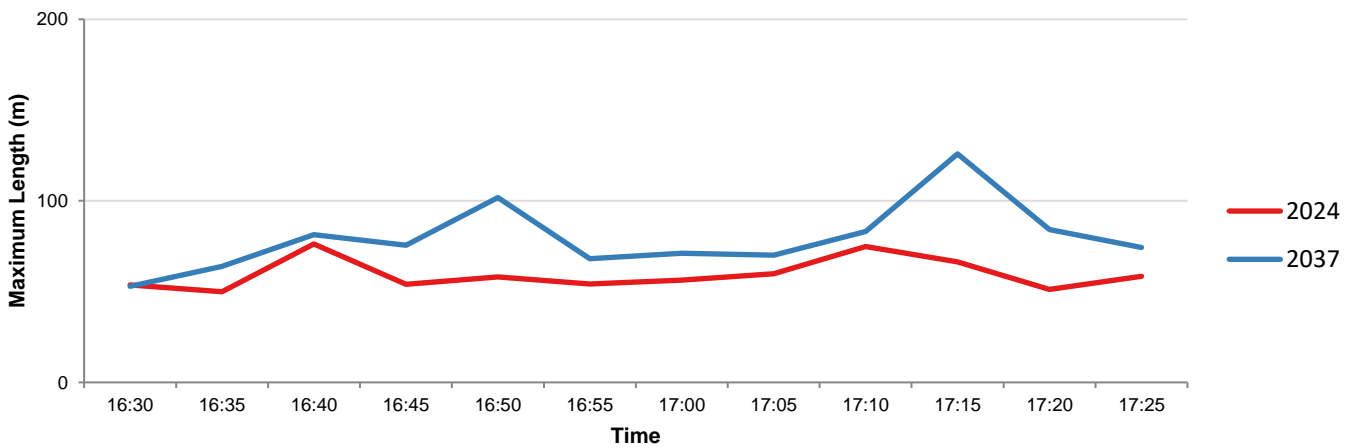




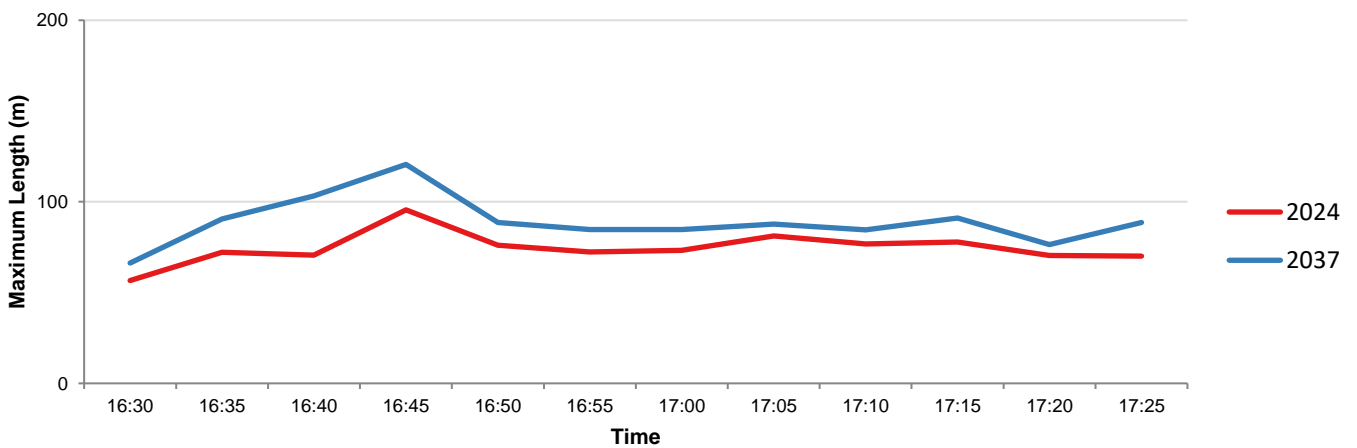
TECHNICAL NOTE

DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO

23- Left from B6258 Station Rd to A6 Lostock Ln



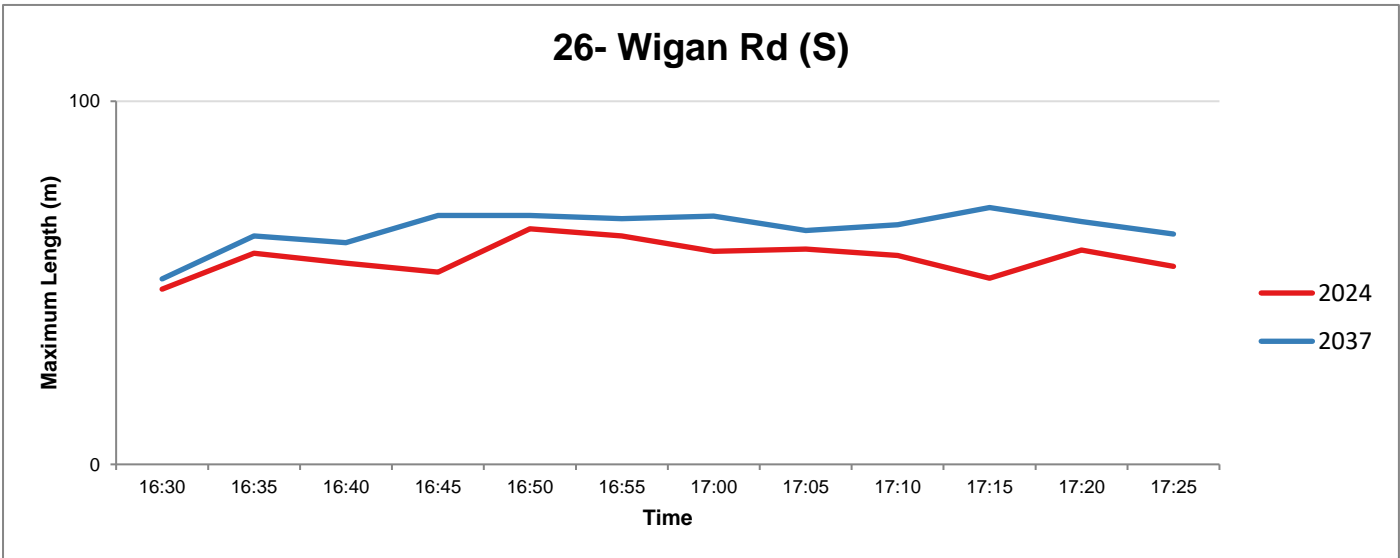
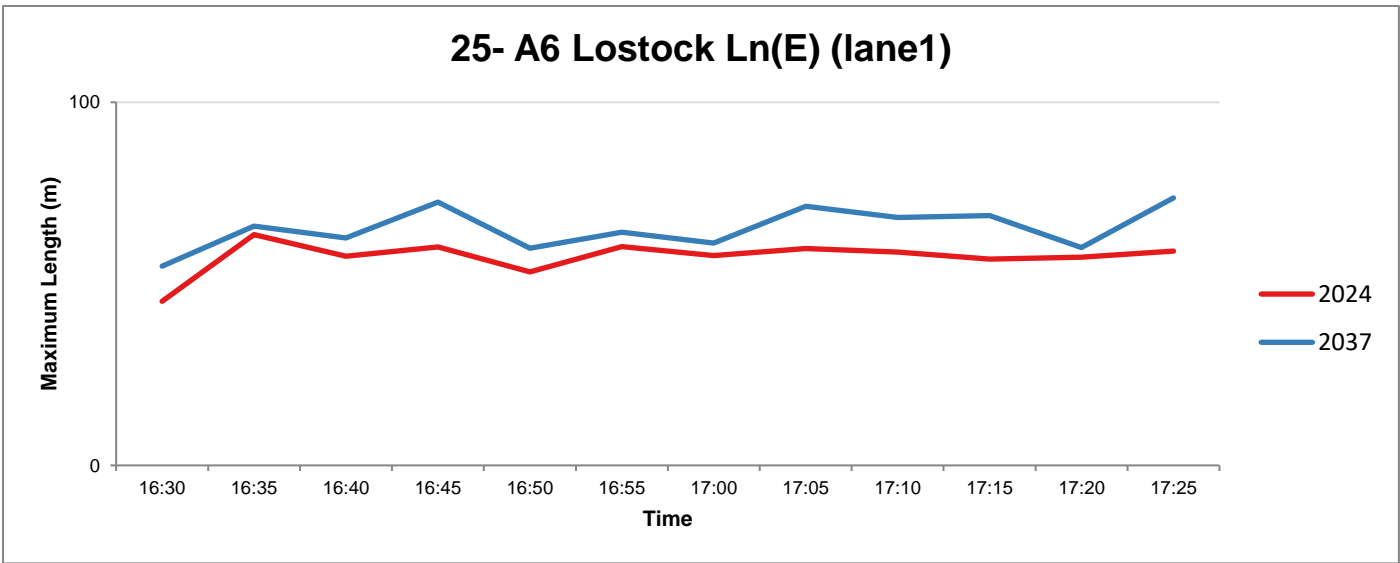
24- A6 Lostock Ln(E) (lane 2)





TECHNICAL NOTE

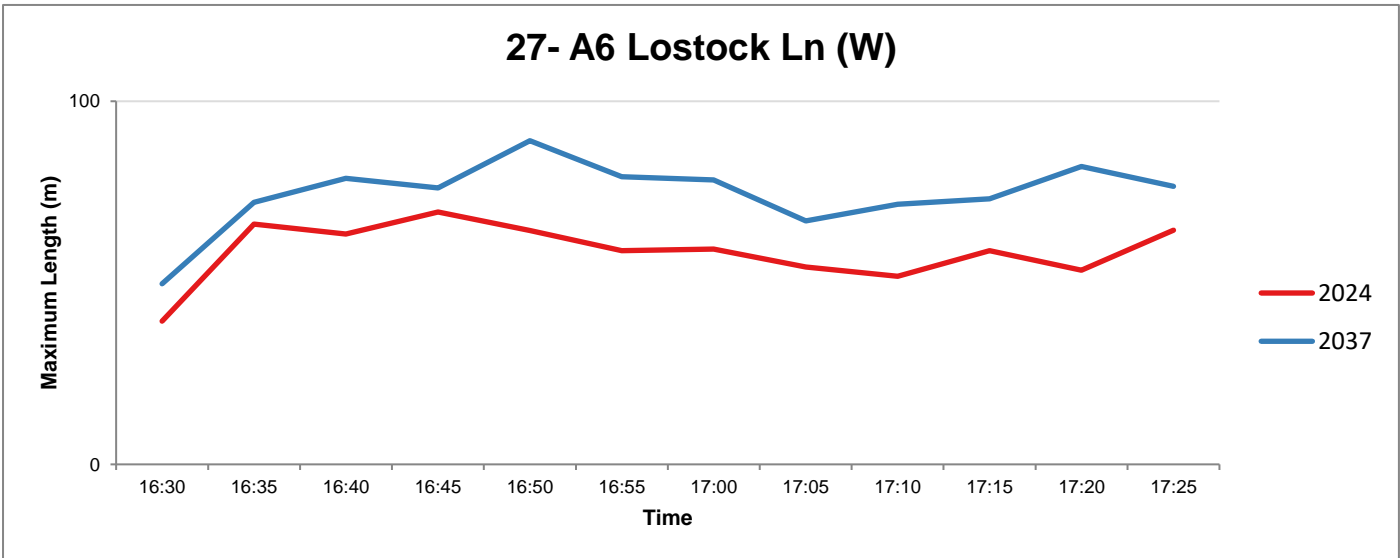
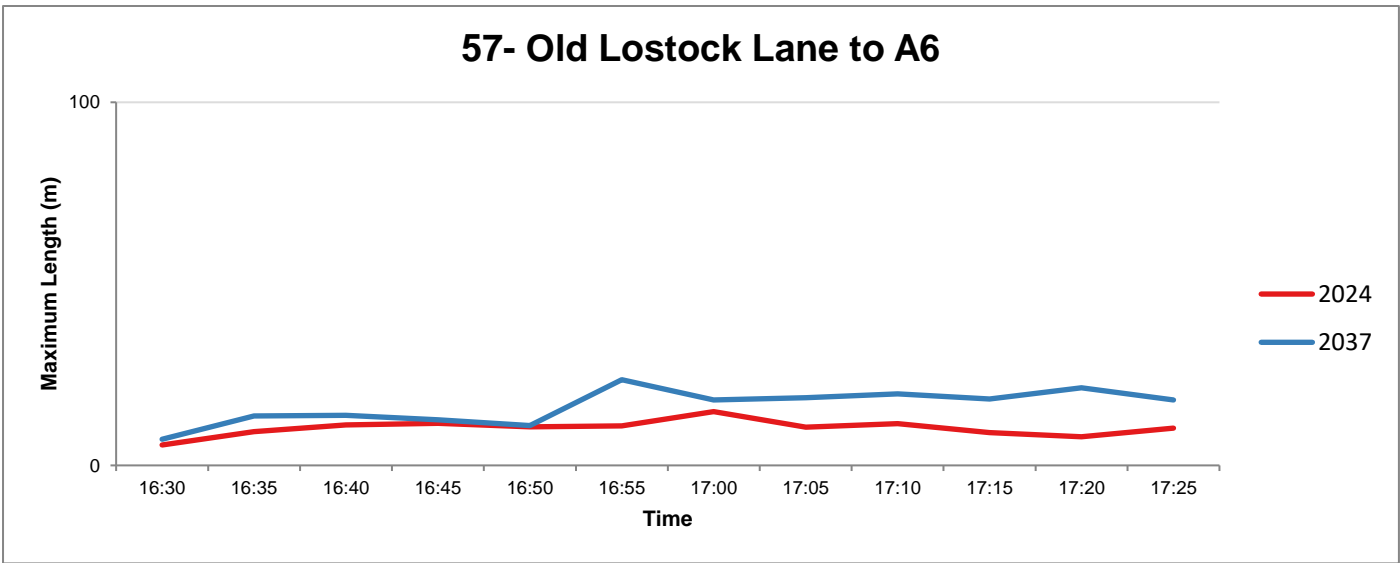
DATE:	24 July 2023	CONFIDENTIALITY:	Confidential
SUBJECT:	Lancashire Central VISSIM Assessment Note		
PROJECT:	70084465	AUTHOR:	Jobson Joseph
CHECKED:	Pallavit Saraf	APPROVED:	JO





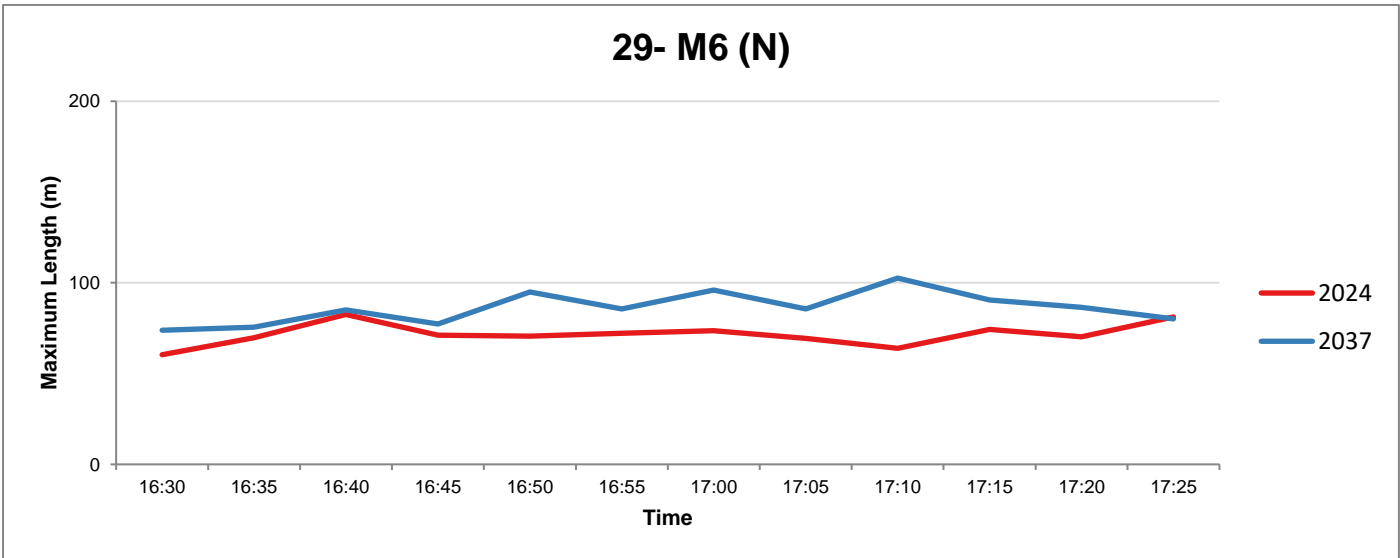
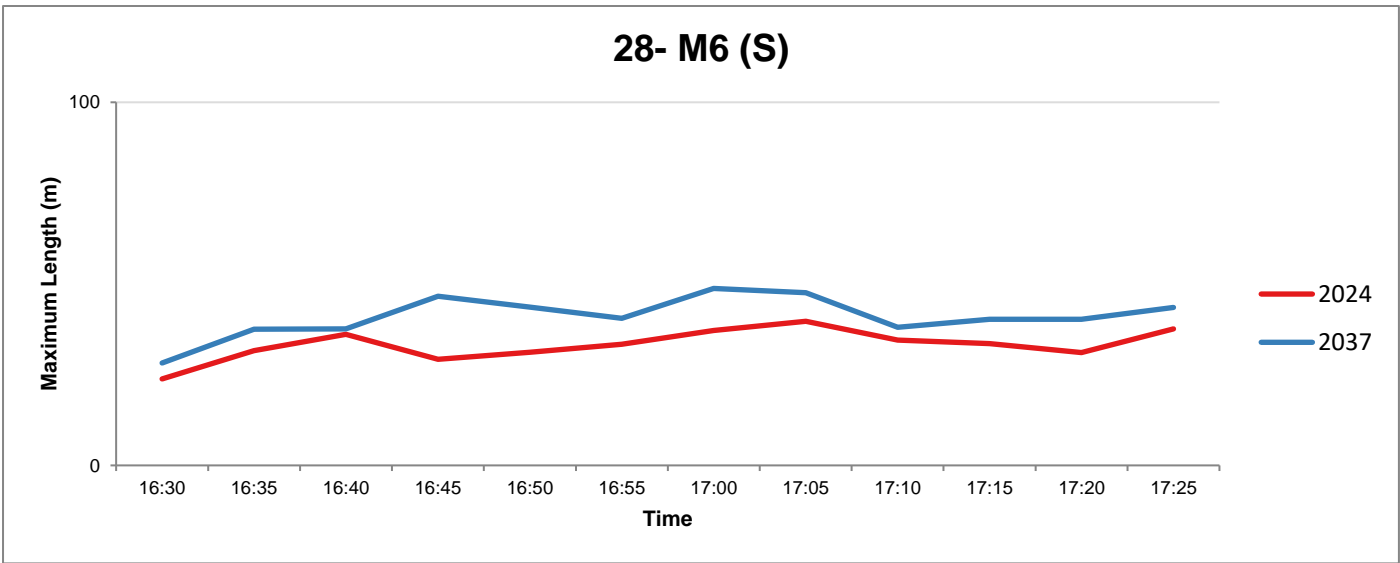
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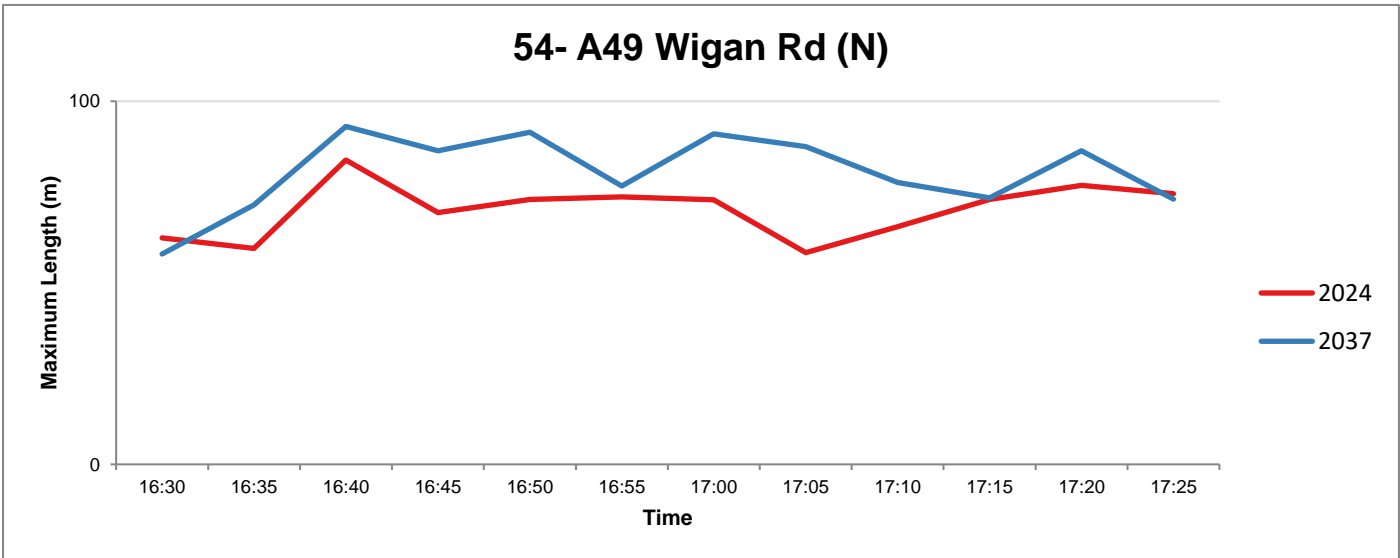
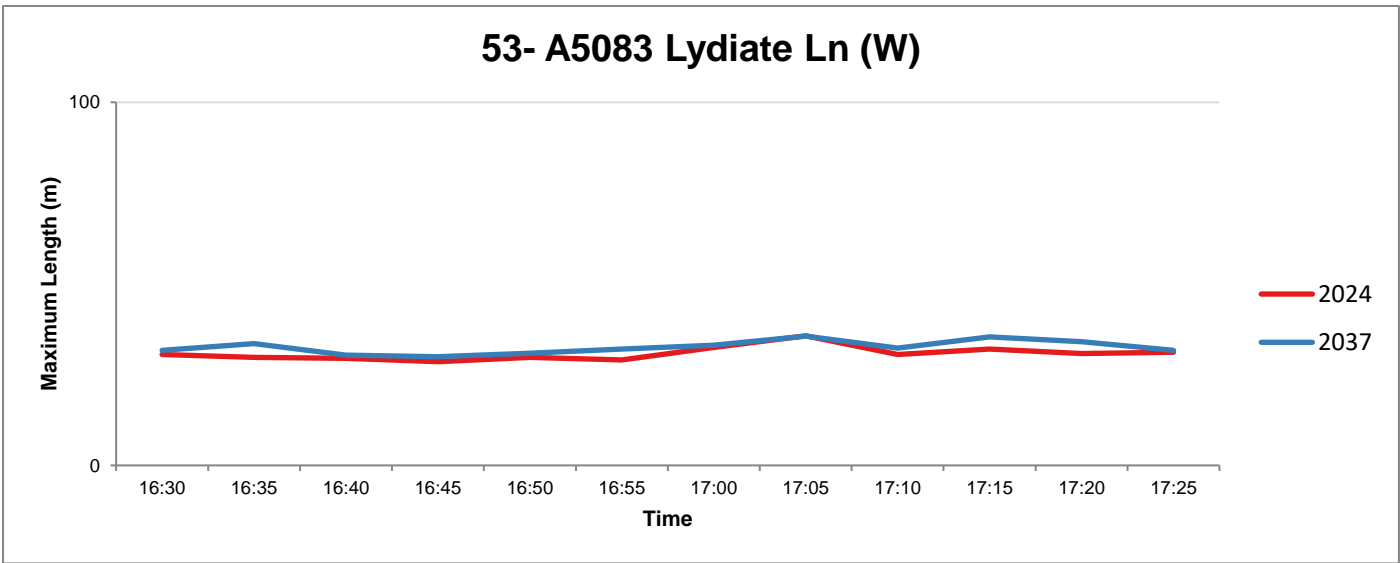
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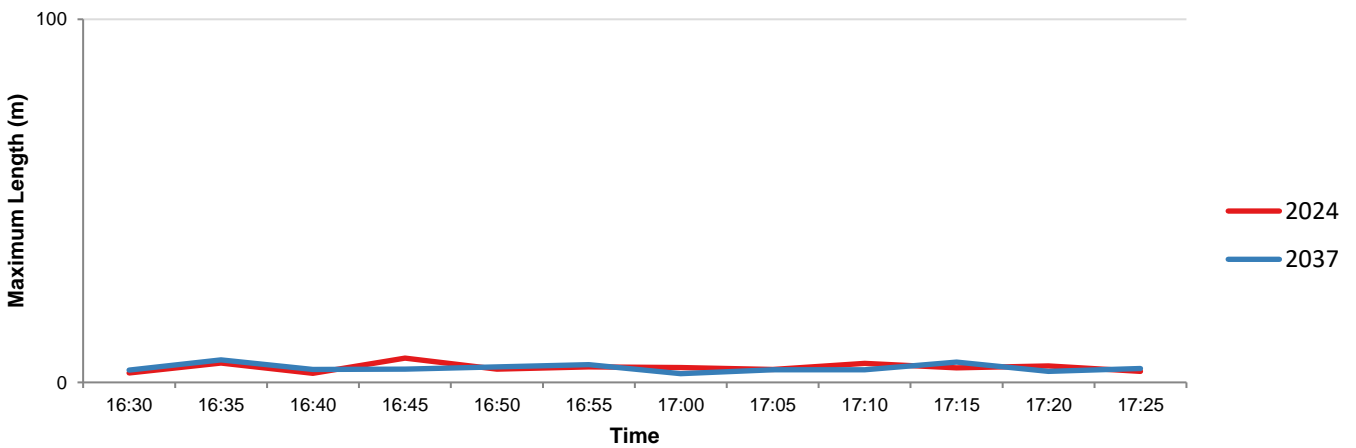




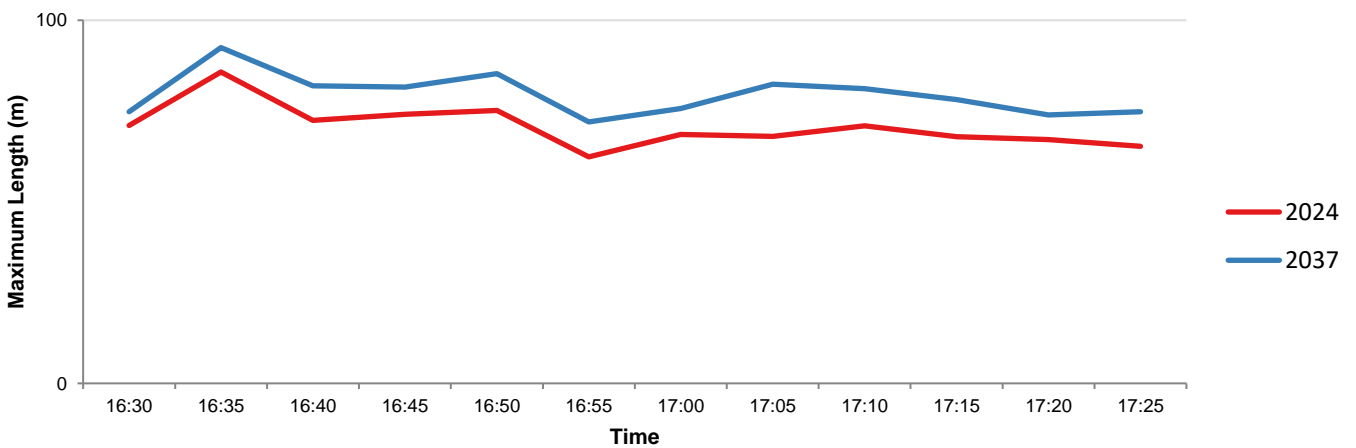
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55- A49 Wigan Rd (N) (Right turn)



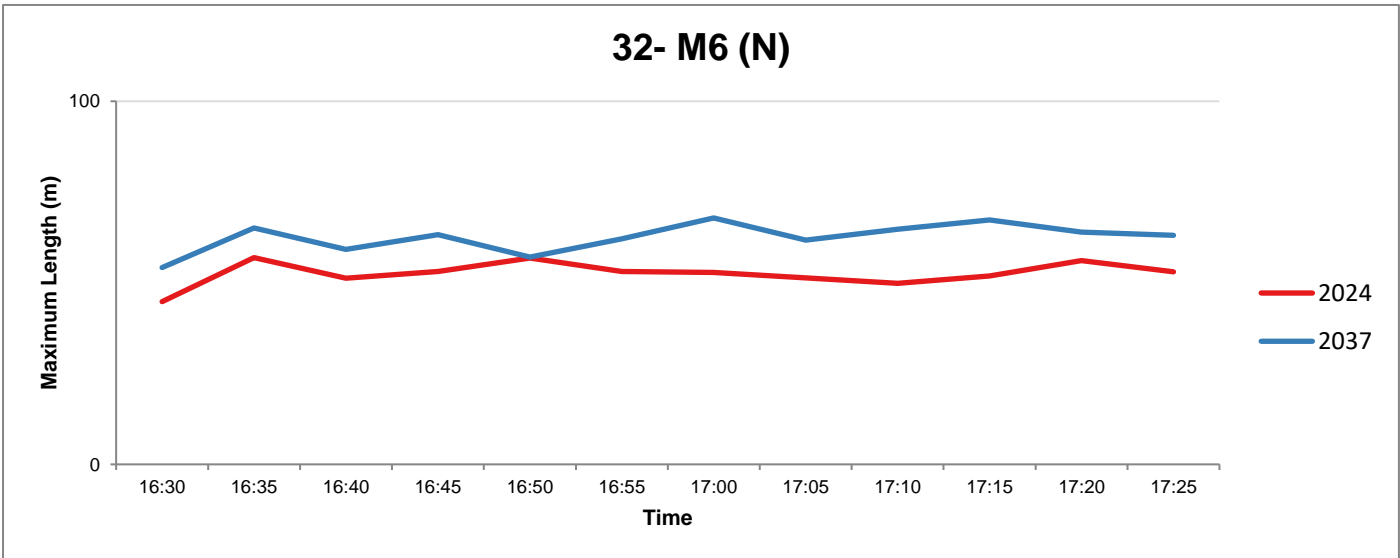
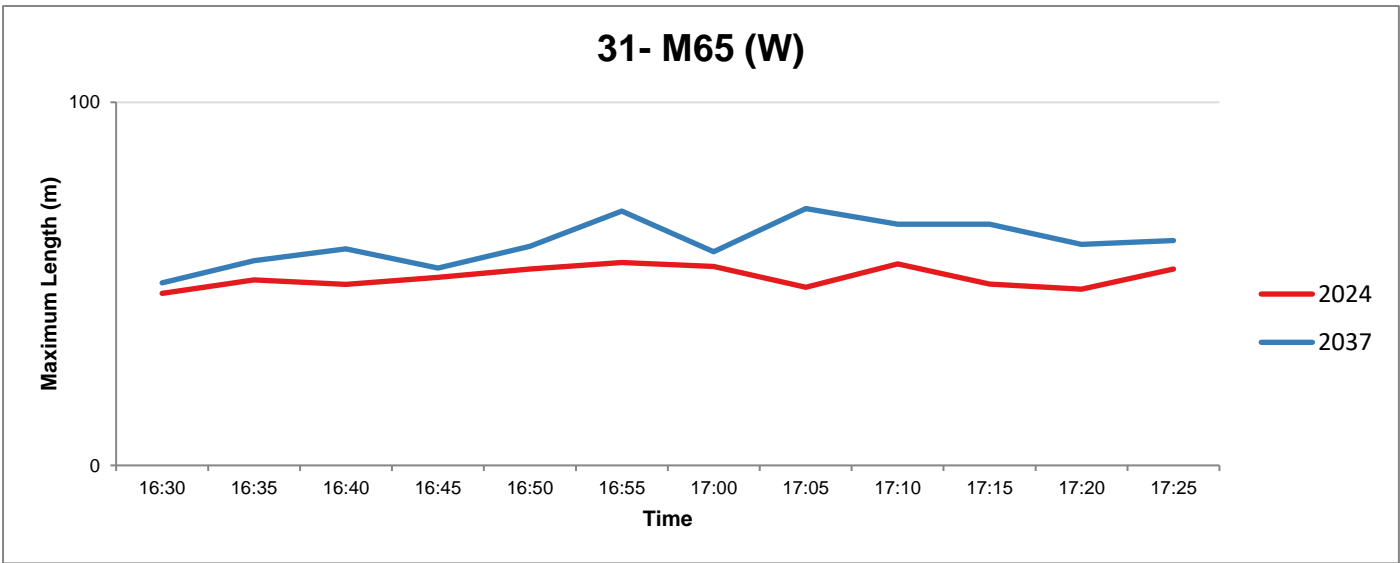
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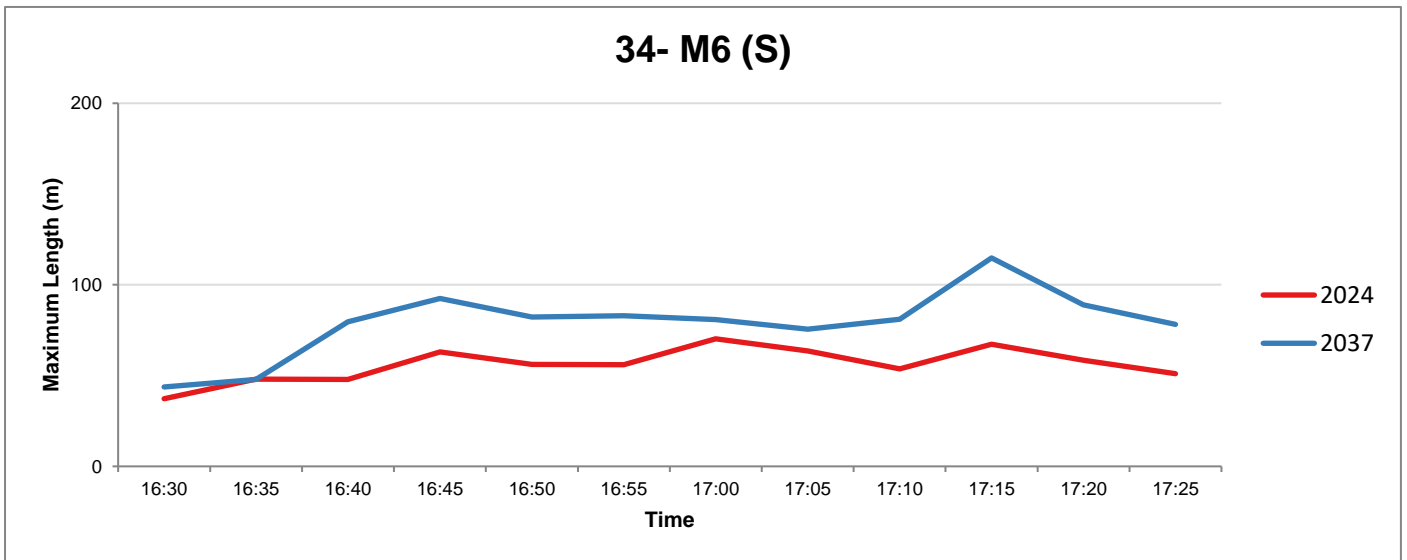
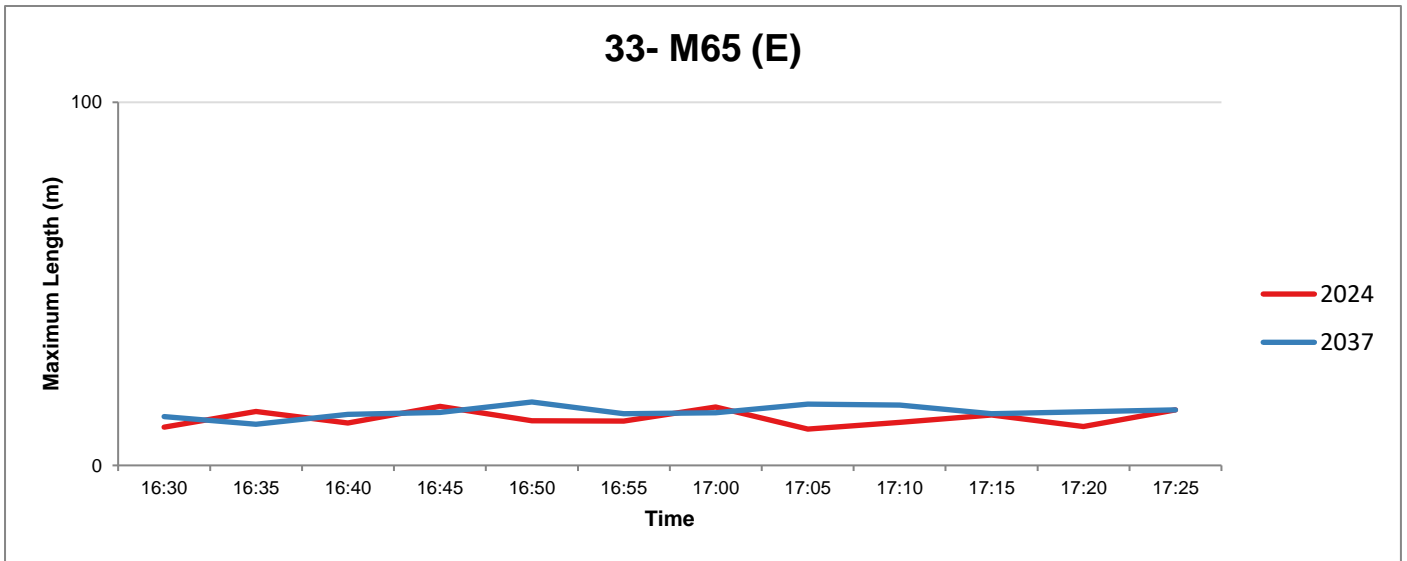
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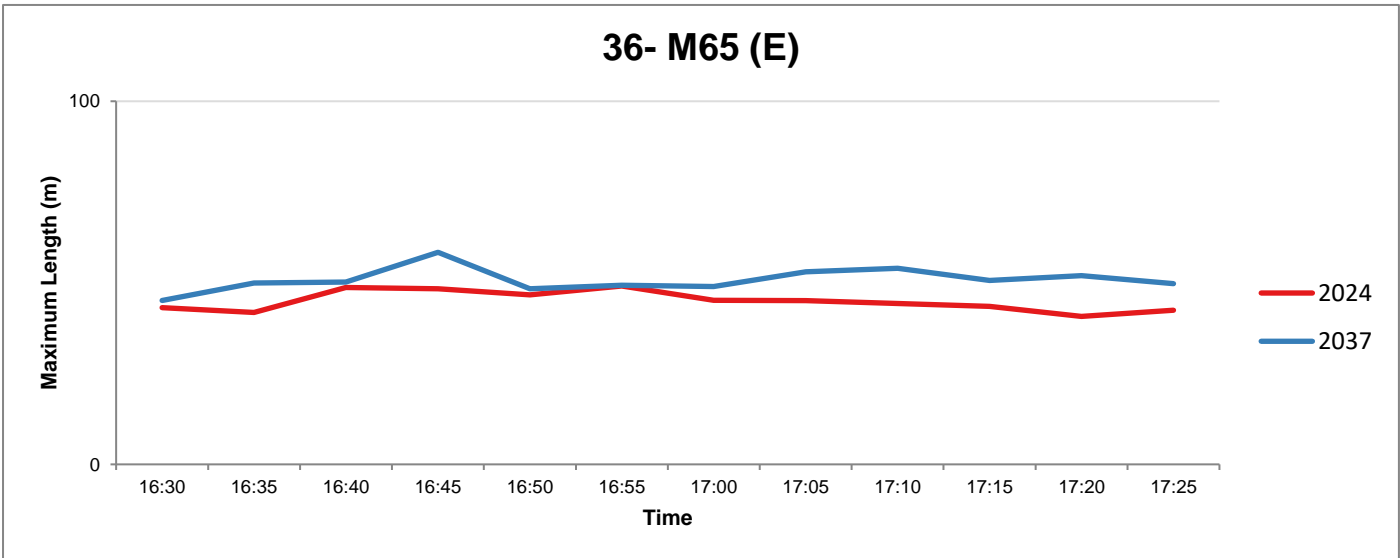
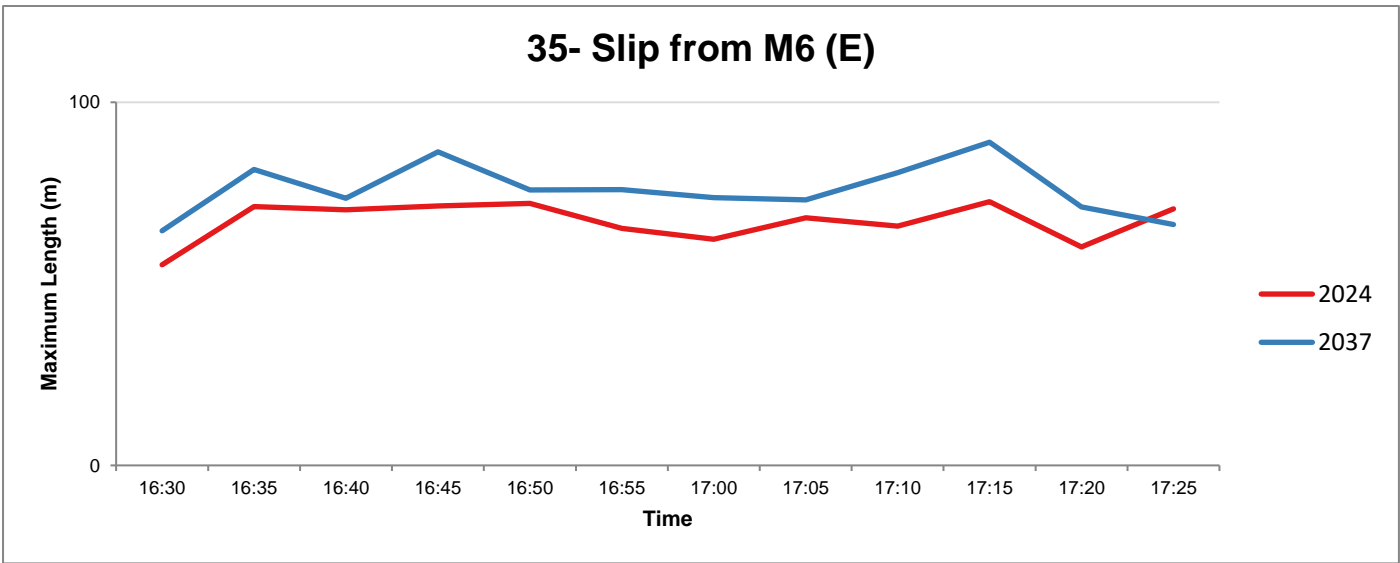
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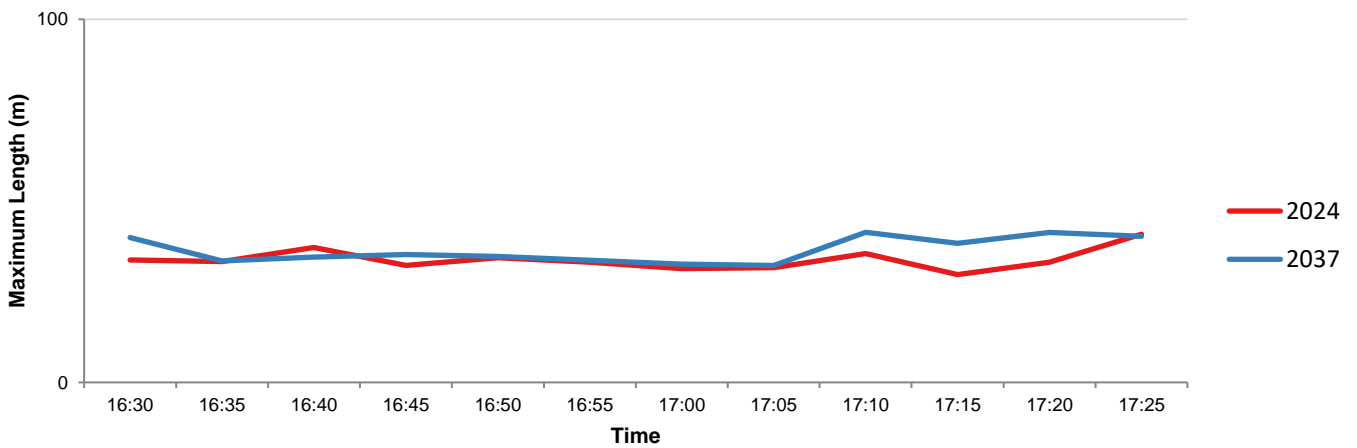




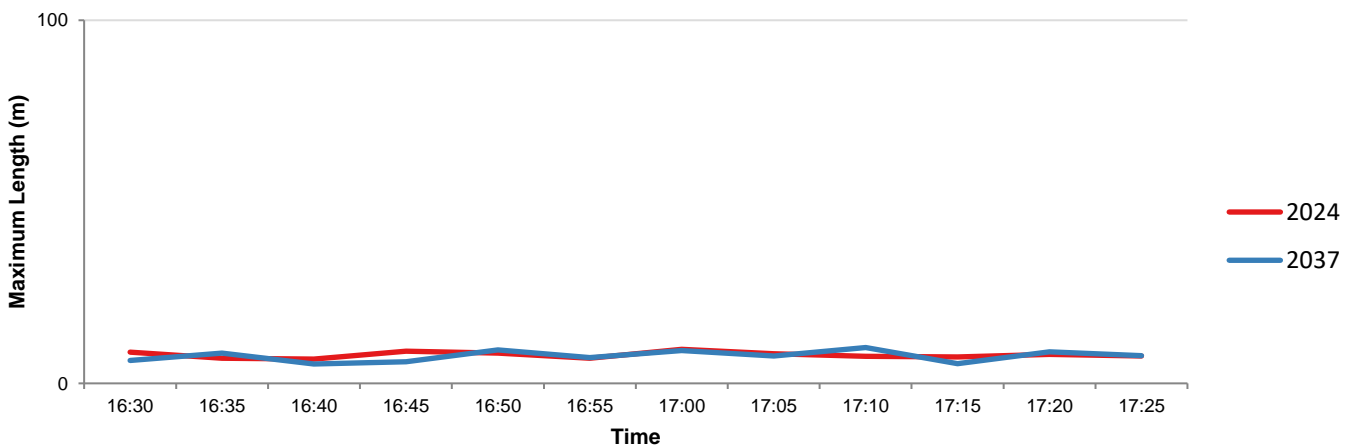
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37- Development access (W)



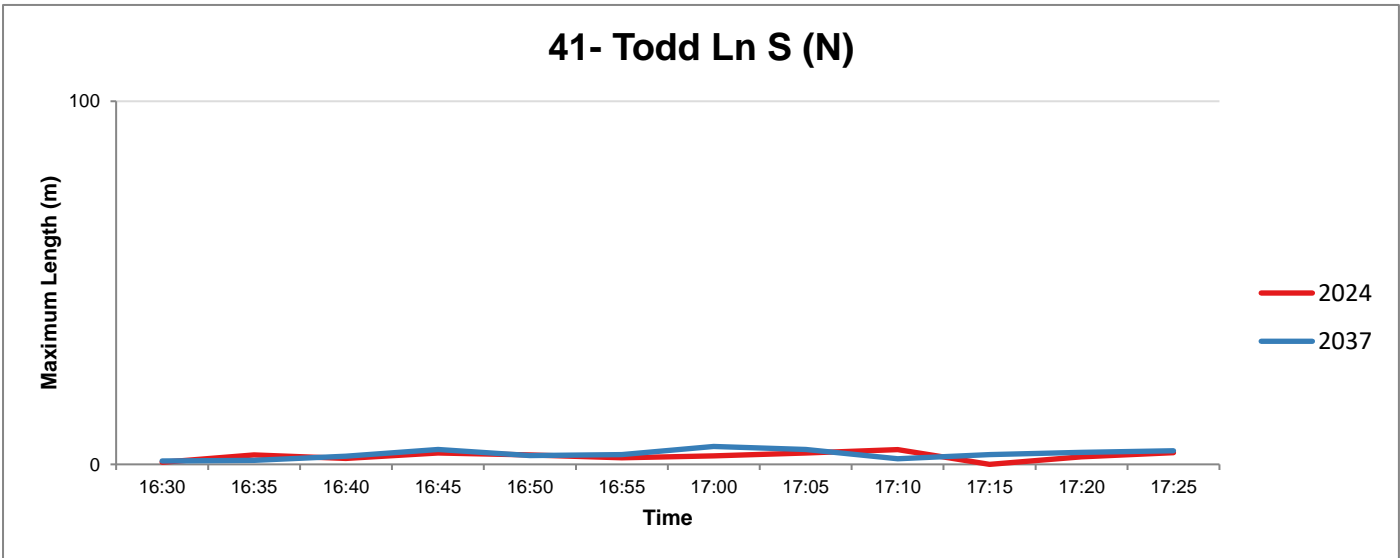
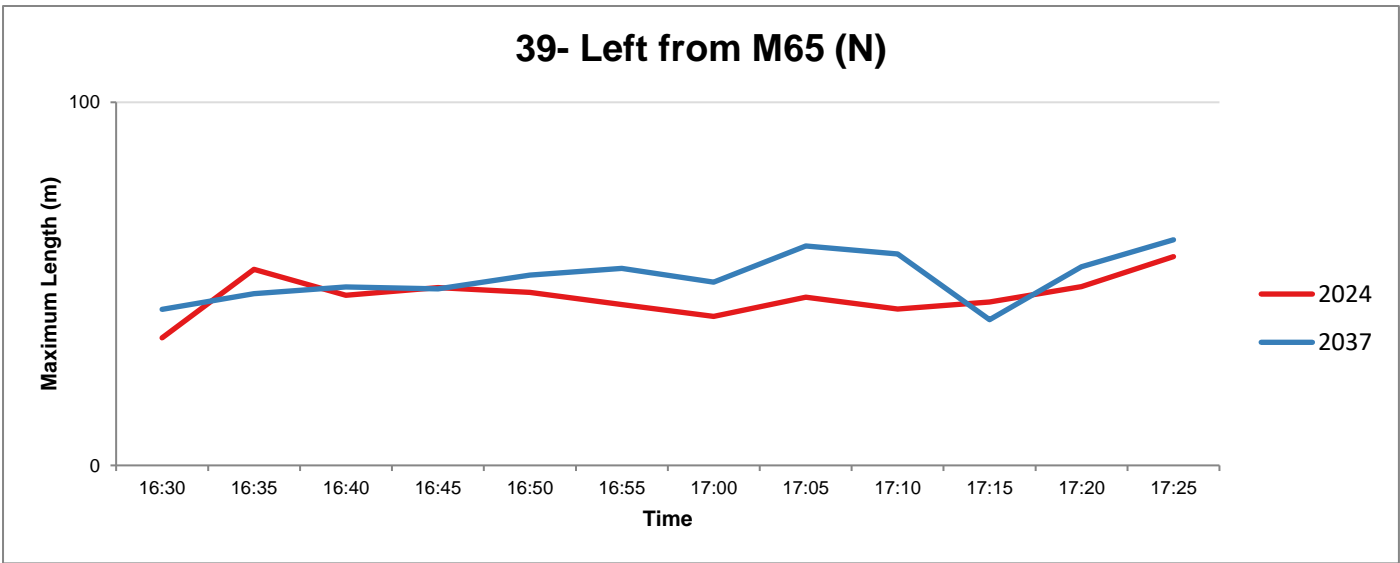
38- M65 (N)





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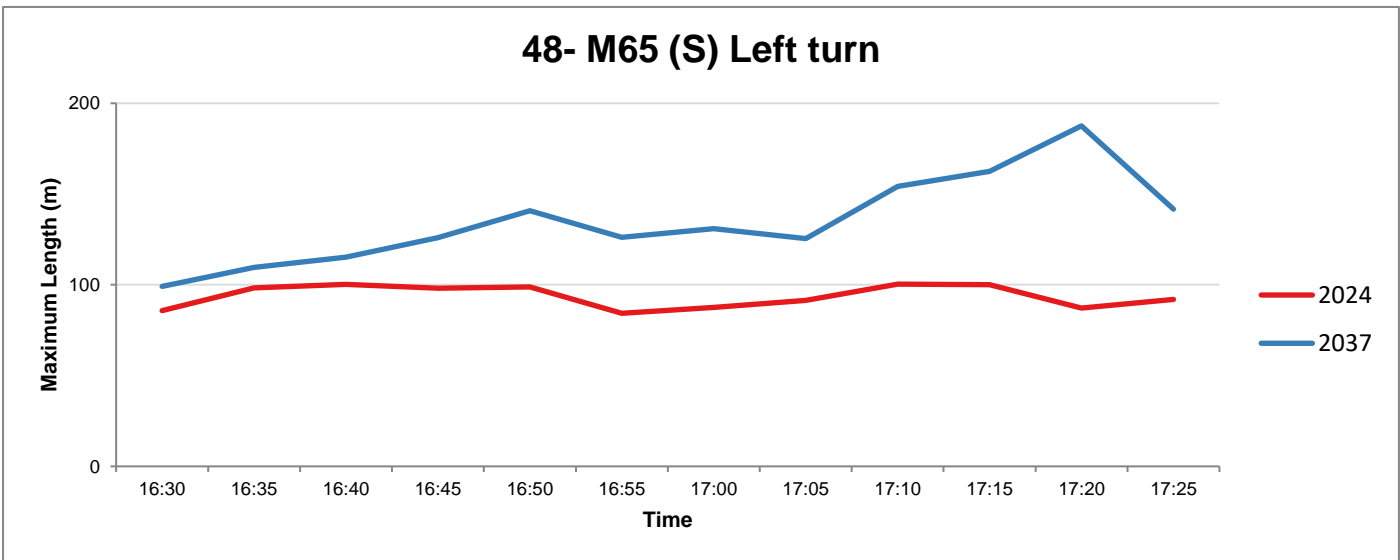
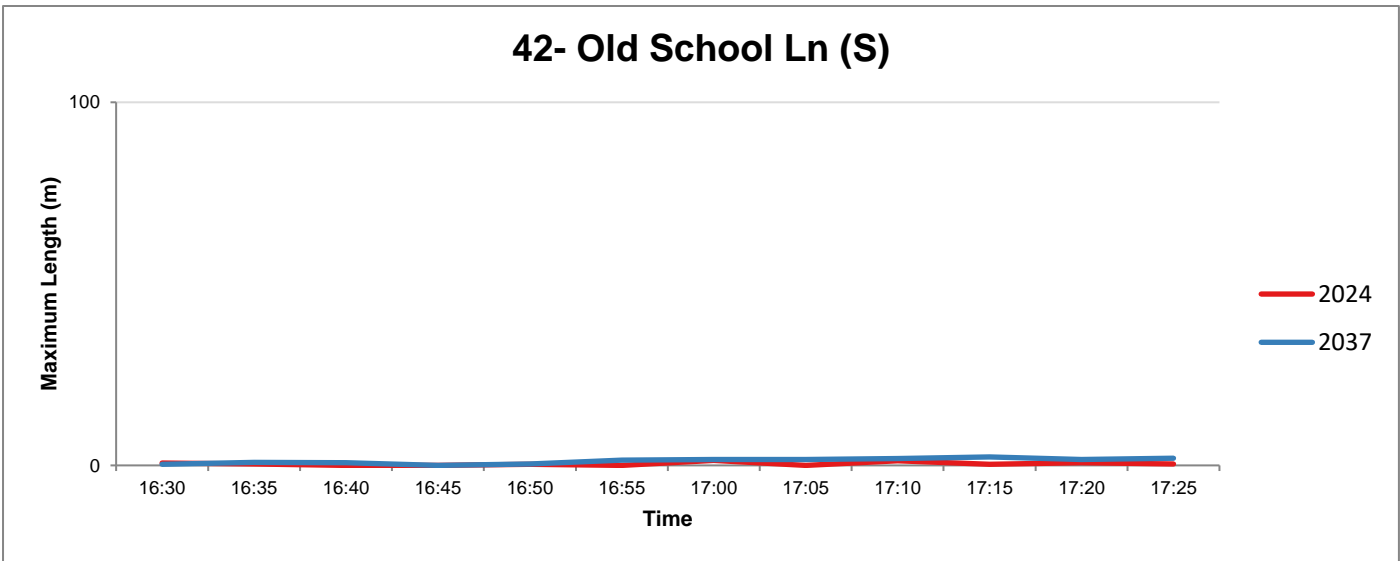
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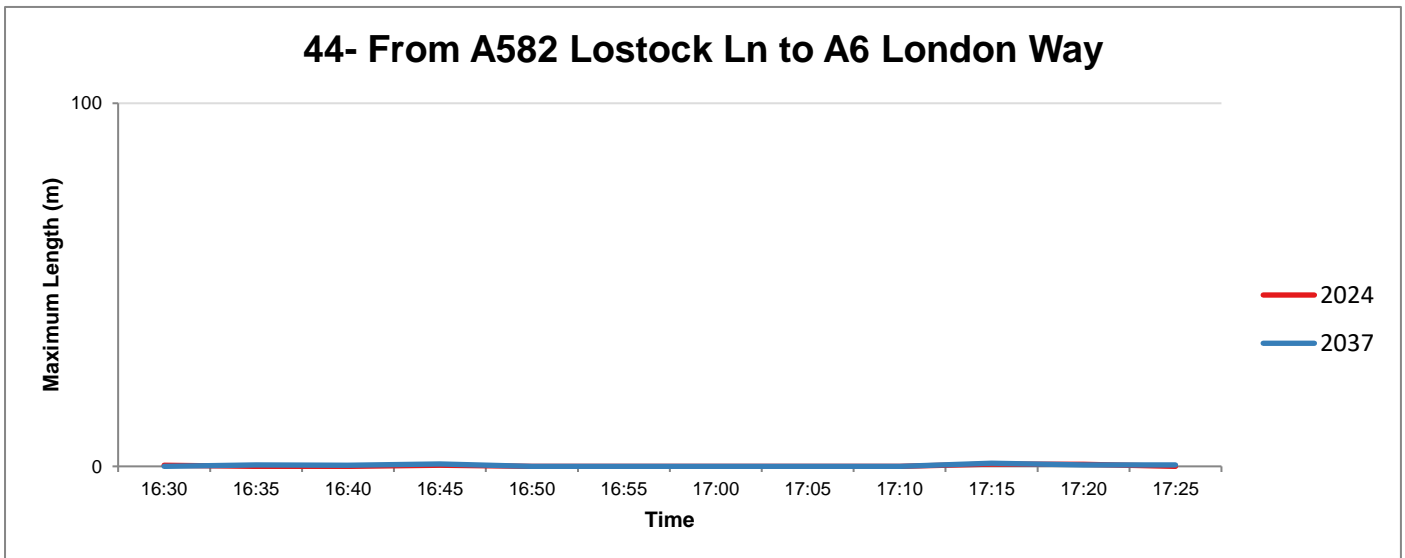
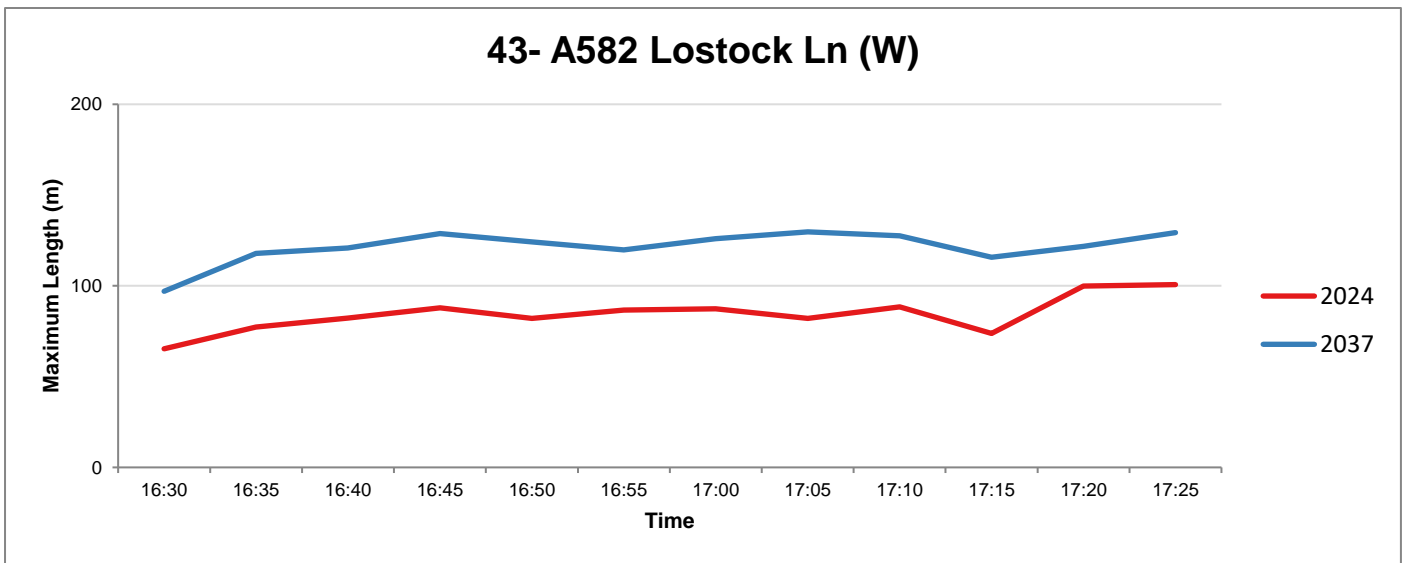
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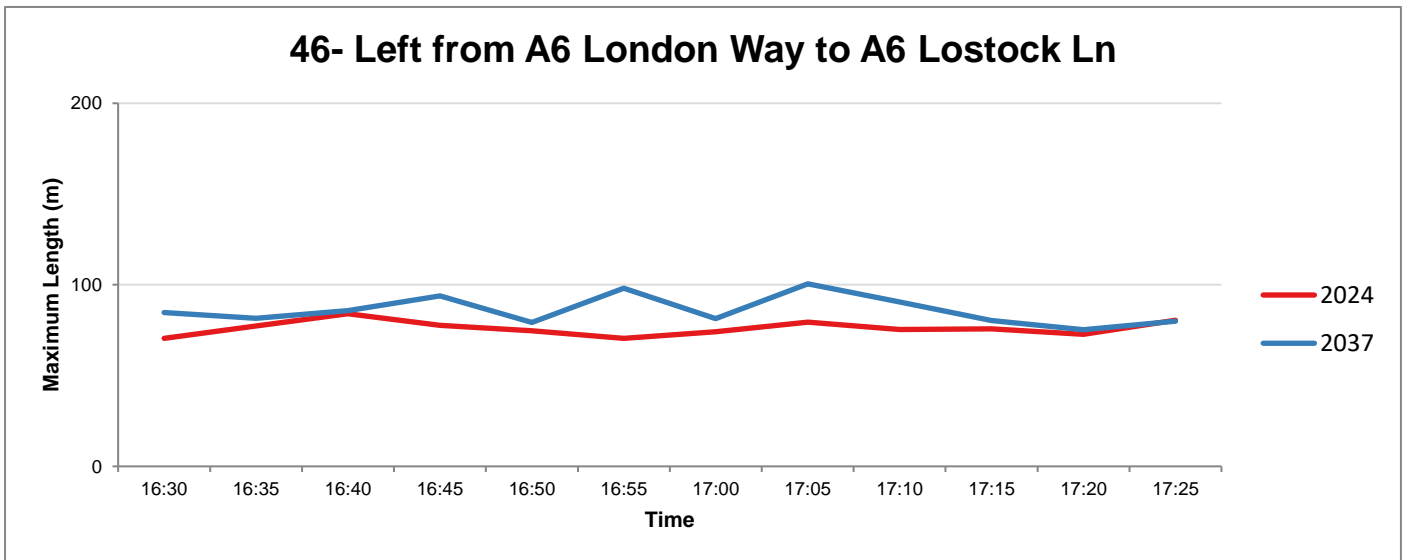
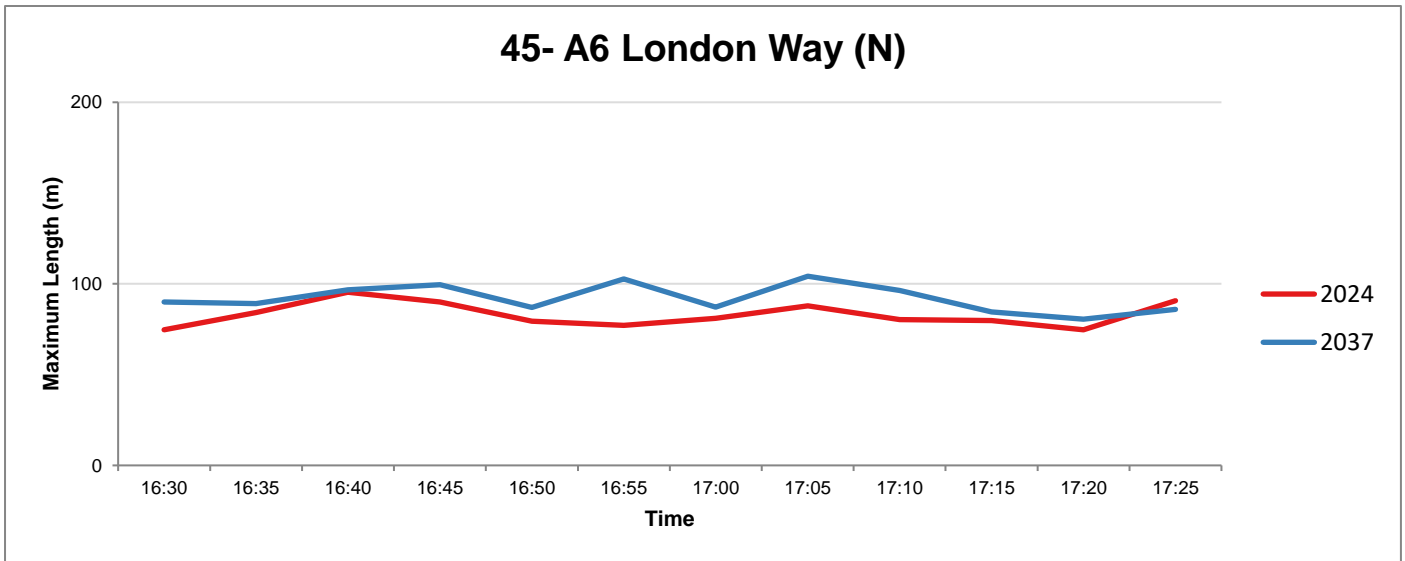
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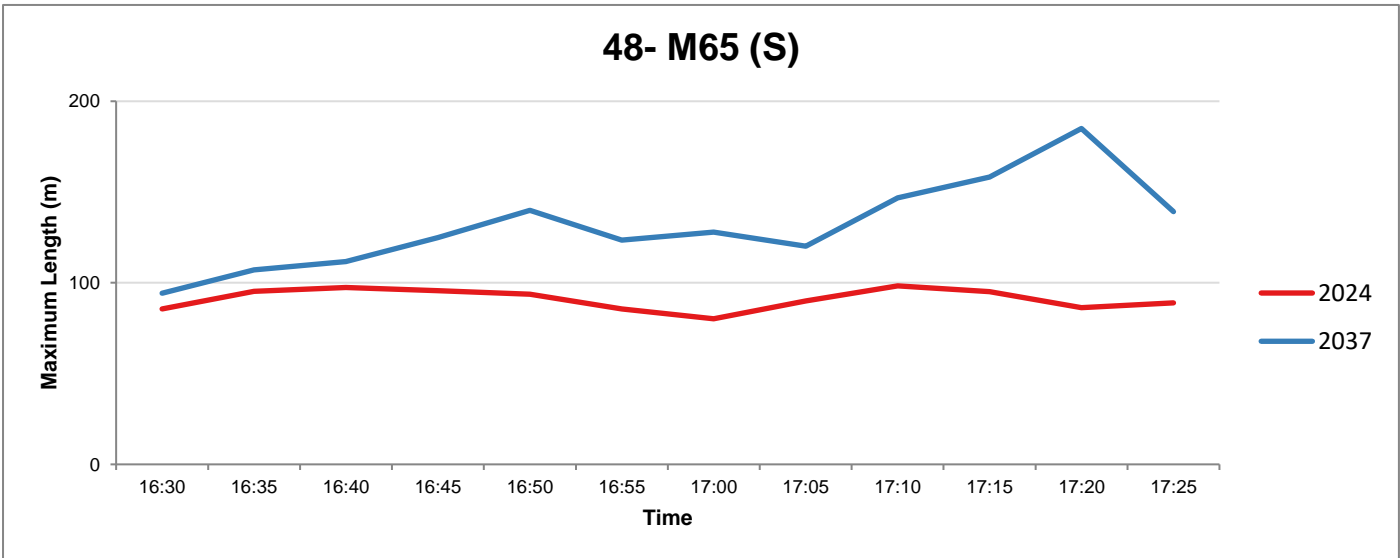
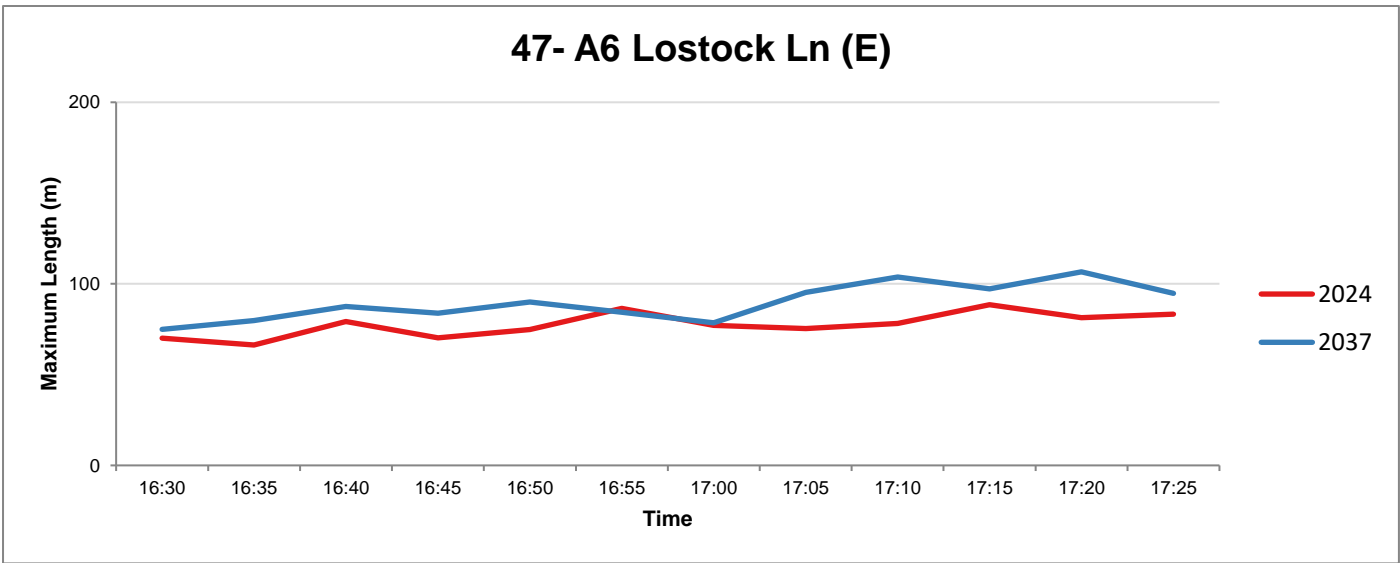
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APPENDIX D – COMPARISON OF FORECAST AND MODELLED DEVELOPMENT FLOWS

2024 Lancashire Central Development Flows Comparison

From Link Names	To Link Names	AM Peak			PM Peak		
		For. Flows	Mod. Flows	Diff	For. Flows	Mod. Flows	Diff
A6 London Way	A6 Lostock Ln	0	0	0	0	0	0
A6 London Way	M6	97	94	-4	71	69	-3
A6 London Way	A582 Lostock Ln	22	21	-1	7	7	0
A6 Lostock Ln	A6 London Way	0	0	0	0	0	0
A6 Lostock Ln	M6	61	61	1	38	36	-2
A6 Lostock Ln	A582 Lostock Ln	47	46	0	15	13	-2
M6	A6 London Way	37	36	-1	107	104	-3
M6	A6 Lostock Ln	23	22	-1	62	62	1
M6	A582 Lostock Ln	82	84	2	122	122	0
A582 Lostock Ln	A6 London Way	9	8	0	18	17	-1
A582 Lostock Ln	A6 Lostock Ln	18	18	0	37	37	0
A582 Lostock Ln	M6	127	123	-4	117	111	-6
Craven Dr	A6 Lostock Ln West	0	0	0	0	0	0
Craven Dr	Cuerden Way	0	0	0	0	0	0
Craven Dr	A6 Lostock Ln East	0	0	0	0	0	0
Cuerden Way	Sainsbury entry	0	0	0	0	0	0
A6 Lostock Ln West	Craven Dr	0	0	0	0	0	0
A6 Lostock Ln West	Cuerden Way	0	0	0	0	0	0
A6 Lostock Ln West	A6 Lostock Ln East	42	41	-1	98	98	0
Cuerden Way	Craven Dr	0	0	0	0	0	0
Cuerden Way	A6 Lostock Ln West	0	0	0	0	0	0
Cuerden Way	A6 Lostock Ln East	0	0	0	0	0	0
A6 Lostock Ln East	Craven Dr	0	0	0	0	0	0
A6 Lostock Ln East	A6 Lostock Ln West	107	108	1	52	49	-3
A6 Lostock Ln East	Cuerden Way	0	0	0	0	0	0
B6258 Station Rd	A6 Lostock Ln West	9	9	0	6	6	0
B6258 Station Rd	Wigan Rd	11	11	0	6	6	0
B6258 Station Rd	A6 Lostock Ln East	0	0	0	0	0	0
A6 Lostock Ln West	B6258 Station Rd	4	4	0	9	9	0
A6 Lostock Ln West	A6 Lostock Ln East	38	36	-1	89	89	0
A6 Lostock Ln West	Wigan Rd	0	0	0	0	0	0



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A6 Lostock Ln East	B6258 Station Rd	0	0	0	0	0	0
A6 Lostock Ln East	A6 Lostock Ln West	99	100	1	46	44	-3
A6 Lostock Ln East	Wigan Rd	39	35	-4	35	33	-1
Wigan Rd	B6258 Station Rd	4	4	0	10	10	-1
Wigan Rd	A6 Lostock Ln West	0	0	0	0	0	0
Wigan Rd	A6 Lostock Ln East	15	14	-2	47	46	-1
M6 N	M6 S	0	0	0	0	0	0
Church Rd	M6 Preston Bypass N	0	0	0	0	0	0
Church Rd	A6 Lostock Ln	70	68	-2	42	40	-2
Church Rd	M6 Preston Bypass S	0	0	0	0	0	0
M6 Preston Bypass N	Church Rd	0	0	0	0	0	0
M6 Preston Bypass N	A6 Lostock Ln	69	67	-1	39	38	-1
M6 Preston Bypass N	M6 Preston Bypass S	108	107	-1	60	57	-3
A6 Lostock Ln	Church Rd	32	29	-2	68	66	-2
A6 Lostock Ln	M6 Preston Bypass N	21	21	0	69	69	0
A6 Lostock Ln	M6 Preston Bypass S	0	0	0	0	0	0
M6 S	M6 N	0	0	0	0	0	0
M6 Preston Bypass S	Church Rd	0	0	0	0	0	0
M6 Preston Bypass S	M6 Preston Bypass N	41	42	1	104	101	-3
M6 Preston Bypass S	A6 Lostock Ln	0	0	0	0	0	0
M65 N	M6 link Rd E	42	39	-3	58	55	-3
M65 N	Dev Site	243	237	-6	168	160	-8
M6 link Rd E	M65 N	24	20	-4	14	12	-3
M65 link Rd E	M65 N	26	24	-1	16	15	-1
M6 link Rd E	Dev Site	208	198	-10	119	108	-11
M65 link Rd E	Dev Site	225	219	-5	129	127	-3
Dev Site	M65 N	93	98	5	260	263	3
Dev Site	M6 link Rd E	157	163	6	411	408	-3
Wigan Rd N	Wigan Rd S	50	47	-3	41	39	-1
Wigan Rd S	Old Lostock Ln	0	0	0	0	0	0
Wigan Rd S	Wigan Rd N	19	17	-2	58	56	-1
M65 E	M65 W	251	245	-6	145	142	-4
M6 link Rd S	M6 link Rd E	0	0	0	0	0	0
M6 link Rd S	M6 link Rd N	0	0	0	0	0	0
M6 link Rd S	M6 link Rd W	124	114	-10	64	62	-2
M6 link Rd E	M6 link Rd S	0	0	0	0	0	0



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M6 link Rd E	M6 link Rd N	0	0	0	0	0	0
M6 link Rd E	M6 link Rd W	0	0	0	0	0	0
M6 S	M6 N	0	0	0	0	0	0
M6 link Rd N	M6 link Rd S	0	0	0	0	0	0
M6 N	M6 S	0	0	0	0	0	0
M6 link Rd N	M6 link Rd E	0	0	0	0	0	0
M6 link Rd N	M6 link Rd W	108	105	-3	60	57	-2
M65 W	M65 E	107	111	4	247	246	-2
M6 link Rd W	M6 link Rd S	51	50	-1	117	115	-3
M6 link Rd W	M6 link Rd E	0	0	0	0	0	0
M6 link Rd W	M6 link Rd N	41	42	1	104	102	-2
A5083 Stanifield Ln	A582 Farington Rd	4	4	0	8	8	0
A5083 Stanifield Ln	B5254 Watkin Ln	11	11	1	10	11	1
A5083 Stanifield Ln	A582 Lostock Ln	69	68	-1	112	108	-4
B5254 Watkin Ln	A582 Farington Rd	0	0	0	0	0	0
B5254 Watkin Ln	A5083 Stanifield Ln	11	11	0	9	8	-1
B5254 Watkin Ln	A582 Lostock Ln	39	37	-2	26	24	-2
A582 Farington Rd	A5083 Stanifield Ln	11	10	-1	3	3	-1
A582 Farington Rd	B5254 Watkin Ln	0	0	0	0	0	0
A582 Farington Rd	A582 Lostock Ln	46	46	0	34	33	0
A582 Lostock Ln	A582 Farington Rd	18	18	1	50	49	-1
A582 Lostock Ln	A5083 Stanifield Ln	119	118	-1	52	51	0
A582 Lostock Ln	A5083 Stanifield Ln	0	0	0	0	0	0
A582 Lostock Ln	B5254 Watkin Ln	15	15	0	41	41	0

2037 Lancashire Central Development Flows Comparison

From Link Names	To Link Names	AM Peak			PM Peak		
		Obs. Flows	Mod. Flows	Diff	Obs. Flows	Mod. Flows	Diff
A6 London Way	A6 Lostock Ln	0	0	0	0	0	0
A6 London Way	M6	97	86	-11	71	68	-3
A6 London Way	A582 Lostock Ln	22	21	-1	7	6	-1
A6 Lostock Ln	A6 London Way	0	0	0	0	0	0
A6 Lostock Ln	M6	61	68	7	38	35	-3
A6 Lostock Ln	A582 Lostock Ln	47	45	-2	15	13	-1



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M6	A6 London Way	37	34	-3	107	107	0
M6	A6 Lostock Ln	23	22	-1	62	63	2
M6	A582 Lostock Ln	82	87	5	122	118	-3
A582 Lostock Ln	A6 London Way	9	9	0	18	17	0
A582 Lostock Ln	A6 Lostock Ln	18	19	0	37	34	-3
A582 Lostock Ln	M6	127	120	-7	117	102	-16
Craven Dr	A6 Lostock Ln West	0	0	0	0	0	0
Craven Dr	Cuerden Way	0	0	0	0	0	0
Craven Dr	A6 Lostock Ln East	0	0	0	0	0	0
Cuerden Way	Sainsbury entry	0	0	0	0	0	0
A6 Lostock Ln West	Craven Dr	0	0	0	0	0	0
A6 Lostock Ln West	Cuerden Way	0	0	0	0	0	0
A6 Lostock Ln West	A6 Lostock Ln East	42	41	-1	98	96	-2
Cuerden Way	Craven Dr	0	0	0	0	0	0
Cuerden Way	A6 Lostock Ln West	0	0	0	0	0	0
Cuerden Way	A6 Lostock Ln East	0	0	0	0	0	0
A6 Lostock Ln East	Craven Dr	0	0	0	0	0	0
A6 Lostock Ln East	A6 Lostock Ln West	107	114	6	52	48	-5
A6 Lostock Ln East	Cuerden Way	0	0	0	0	0	0
B6258 Station Rd	A6 Lostock Ln West	9	9	0	6	5	-1
B6258 Station Rd	Wigan Rd	11	11	0	6	6	0
B6258 Station Rd	A6 Lostock Ln East	0	0	0	0	0	0
A6 Lostock Ln West	B6258 Station Rd	4	4	1	9	9	0
A6 Lostock Ln West	A6 Lostock Ln East	38	36	-2	89	86	-3
A6 Lostock Ln West	Wigan Rd	0	0	0	0	0	0
A6 Lostock Ln East	B6258 Station Rd	0	0	0	0	0	0
A6 Lostock Ln East	A6 Lostock Ln West	99	105	6	46	44	-3
A6 Lostock Ln East	Wigan Rd	39	33	-7	35	32	-3
Wigan Rd	B6258 Station Rd	4	4	0	10	10	-1
Wigan Rd	A6 Lostock Ln West	0	0	0	0	0	0
Wigan Rd	A6 Lostock Ln East	15	13	-2	47	47	-1
M6 N	M6 S	0	0	0	0	0	0
Church Rd	M6 Preston Bypass N	0	0	0	0	0	0
Church Rd	A6 Lostock Ln	70	68	-2	42	39	-2
Church Rd	M6 Preston Bypass S	0	0	0	0	0	0
M6 Preston Bypass N	Church Rd	0	0	0	0	0	0



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M6 Preston Bypass N	A6 Lostock Ln	69	71	2	39	36	-3
M6 Preston Bypass N	M6 Preston Bypass S	108	106	-2	60	58	-2
A6 Lostock Ln	Church Rd	32	29	-2	68	65	-3
A6 Lostock Ln	M6 Preston Bypass N	21	20	-2	69	66	-3
A6 Lostock Ln	M6 Preston Bypass S	0	0	0	0	0	0
M6 S	M6 N	0	0	0	0	0	0
M6 Preston Bypass S	Church Rd	0	0	0	0	0	0
M6 Preston Bypass S	M6 Preston Bypass N	41	42	1	104	99	-5
M6 Preston Bypass S	A6 Lostock Ln	0	0	0	0	0	0
M65 N	M6 link Rd E	42	39	-2	58	50	-8
M65 N	Dev Site	243	233	-10	168	153	-16
M6 link Rd E	M65 N	24	19	-4	14	12	-3
M65 link Rd E	M65 N	26	26	0	16	16	0
M6 link Rd E	Dev Site	208	193	-15	119	108	-11
M65 link Rd E	Dev Site	225	219	-6	129	126	-3
Dev Site	M65 N	93	98	5	260	261	1
Dev Site	M6 link Rd E	157	162	5	411	409	-2
Wigan Rd N	Wigan Rd S	50	43	-7	41	38	-3
Wigan Rd S	Old Lostock Ln	0	0	0	0	0	0
Wigan Rd S	Wigan Rd N	19	17	-3	58	57	-1
M65 E	M65 W	251	245	-6	145	142	-3
M6 link Rd S	M6 link Rd E	0	0	0	0	0	0
M6 link Rd S	M6 link Rd N	0	0	0	0	0	0
M6 link Rd S	M6 link Rd W	124	108	-16	64	62	-2
M6 link Rd E	M6 link Rd S	0	0	0	0	0	0
M6 link Rd E	M6 link Rd N	0	0	0	0	0	0
M6 link Rd E	M6 link Rd W	0	0	0	0	0	0
M6 S	M6 N	0	0	0	0	0	0
M6 link Rd N	M6 link Rd S	0	0	0	0	0	0
M6 N	M6 S	0	0	0	0	0	0
M6 link Rd N	M6 link Rd E	0	0	0	0	0	0
M6 link Rd N	M6 link Rd W	108	105	-3	60	58	-2
M65 W	M65 E	107	110	3	247	242	-5
M6 link Rd W	M6 link Rd S	51	48	-3	117	115	-2
M6 link Rd W	M6 link Rd E	0	0	0	0	0	0
M6 link Rd W	M6 link Rd N	41	43	2	104	100	-4



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A5083 Stanifield Ln	A582 Farington Rd	4	4	0	8	8	-1
A5083 Stanifield Ln	B5254 Watkin Ln	11	10	-1	10	10	0
A5083 Stanifield Ln	A582 Lostock Ln	69	69	0	112	99	-13
B5254 Watkin Ln	A582 Farington Rd	0	0	0	0	0	0
B5254 Watkin Ln	A5083 Stanifield Ln	11	11	0	9	7	-1
B5254 Watkin Ln	A582 Lostock Ln	39	36	-3	26	23	-3
A582 Farington Rd	A5083 Stanifield Ln	11	9	-2	3	3	0
A582 Farington Rd	B5254 Watkin Ln	0	0	0	0	0	0
A582 Farington Rd	A582 Lostock Ln	46	44	-2	34	32	-2
A582 Lostock Ln	A582 Farington Rd	18	17	0	50	47	-3
A582 Lostock Ln	A5083 Stanifield Ln	119	119	0	52	49	-3
A582 Lostock Ln	A5083 Stanifield Ln	0	0	0	0	0	0
A582 Lostock Ln	B5254 Watkin Ln	15	18	3	41	39	-1