MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Environmental Statement

Volume 3, Annex 7.1: Alternative methodology for baseline traffic flows

September 2024
Rev: ES Issue

MOR001-FLO-CON-ENV-RPT-0096
MRCNS-J3303-RPS-10094

PINS Reference: EN020028
APFP Regulations: 5(2)(a)
Document reference: F3.7.1

Document status					
Version	Purpose of document	Approved by	Date	Approved by	Date
ES	For issue	AS	September 2024	IM	September 2024

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Appendices

Glossary

Term	Meaning
Morgan and Morecambe Offshore Wind Farms: Transmission Assets	The offshore and onshore infrastructure connecting the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm to the national grid. This includes the offshore export cables, landfall site, onshore export cables, onshore substations, 400 kV grid connection cables and associated grid connection infrastructure such as circuit breaker compounds. Also referred to in this report as the Transmission Assets, for ease of reading.

Acronyms

Acronym	Meaning
ES	Environmental Statement

1 Alternative methodology for baseline traffic flows

1.1 Introduction

1.1.1.1 This document forms Volume 3, Annex 7.1: Alternative methodology for baseline traffic flows of the Environmental Statement (ES) prepared for the Morgan and Morecambe Offshore Wind Farms: Transmission Assets (referred to hereafter as the Transmission Assets).

1.1.1.2 **Appendix A** of this annex contains a technical note that sets out the proposed methodology to create future year baseline traffic flows that was issued to National Highways, Lancashire County Council and Blackpool Council.

1.1.1.3 The contents of the technical note attached at **Appendix A** provides the background to the purpose of its preparation with a summary provided below.

1.1.1.4 That technical note was issued to National Highways, Lancashire County Council and Blackpool Council on the 22 March 2024.

1.1.1.5 As set out in Table 7.4 of Volume 3, Chapter 7: Traffic and transport of the ES, during an Expert Working Group in March 2023 with National Highways and Lancashire County Council it was presented that a number of new road schemes in the area would change future year traffic patterns and traffic flows. Lancashire County Council then took to provide details on traffic modelling however these were not received. A technical note was therefore prepared in March 2024 and issued to the highway authorities setting out a proposed methodology to calculate forecast traffic flows.

1.1.1.6 In April 2024, National Highways responded to the technical note, and it was agreed that by obtaining the most up to date available Department for Transport and WebTRIS data for the strategic road network this should enable the establishment of a post COVID dataset for 2023/2024.

1.1.1.7 The methodology contained in **Appendix A** was also discussed and agreed with National Highways and Lancashire County Council during an Expert Working Group in August 2024.

1.1.1.8 Subsequently, baseline traffic flows were collected and derived as per the methodology. The results of the commissioned traffic surveys and the surveys acquired from online available data is presented at Volume 3, Annex 7.2: Traffic survey data.

1.1.1.9 The purpose of the technical note attached at **Appendix A** is to present the assessment methodology that has been incorporated within Volume 3, Chapter 7: Traffic and transport of the ES.

Appendix A: Alternative methodology for baseline traffic flows technical note

Technical Note

Morgan and Morecambe Offshore Wind Farms: Transmission Assets	
Reference: Alternative methodology for baseline traffic flows	
Date: 19/03/2024	**EOR0823-04**

Introduction

This note has been prepared to present the assessment methodology that will be incorporated within the forthcoming traffic and transport chapter of the Environmental Statement (ES), specifically the approach to be taken in the absence of traffic modelling data.

During the first Expert Working Group (EWG) held on 16 March 2023, Lancashire County Council (LCC) took an action to provide details of the traffic modelling undertaken for three new road schemes in the study area so that the Applicants could devise a methodology to calculate forecast baseline traffic flows for agreement. These road schemes are:

- Preston Western Distributor Road;
- M55 Heyhouses Link Road; and
- A582 South Ribble Western Distributor Dualling.

The Preston Western Distributor Road was opened to traffic in July 2023 and the M55 Heyhouses Link Road is, at the time writing, under construction with an expected completion date of Spring 2024. The A582 South Ribble Western Distributor Dualling does not yet have planning consent nor a commencement date.

The requested data was anticipated to include the traffic modelling output traffic flows relating to these new road schemes which, when constructed and open to traffic, will alter traffic patterns and traffic flows from those current/historic to those in future years.

At the time of writing, the requested data has not been received. The Applicants are therefore seeking agreement of an alternative methodology for determining baseline traffic flows, as discussed below.

Background

For the Preliminary Environmental Information Report (PEIR) the Applicants undertook research to identify any publicly available traffic flow data that exists for the three new road schemes and sourced the following:

- forecast metrics of the Preston Western Distributor Full Business Case Monitoring and Evaluation Plan (April 2019);
- traffic Modelling and Economic Appraisal Report for the M55 Heyhouses Link Road (February 2019); and
- A582 Dualling Environmental Statement Volume 2 Main Statement Chapter 12: Traffic and Transport (January 2020).

Each of these contain future year forecast traffic flows for their respective road schemes. However, it is not clear from the documents or from the research undertaken:

- whether all of the forecast traffic flows contained therein are the most up to date traffic modelling data available;

- what traffic flows from other emerging developments have been included within the traffic modelling; or
- whether the traffic modelling undertaken for each of the road schemes includes the other two road schemes.

Accordingly, through the Traffic and transport EWG process, the intention was to further discuss these road schemes to agree the future year forecast traffic flows. This would be included within the Traffic and transport ES chapter and the Transport Assessment (TA), to be submitted in support of the application for development consent. However, it is considered that these discussions will be limited without the requested data.

It is the Applicants' preference to use the requested data to inform the assessment. However, given that the requested data is not forthcoming, the Applicant is therefore now seeking agreement for an alternative methodology for determining baseline traffic flows to that set out within the PEIR. This alternative methodology will be discussed at the forthcoming EWG with the aim to reach an agreement regarding the future year forecast traffic flows, including the consideration of the road schemes in the cumulative assessment.

Amended methodology for base traffic flows

The PEIR set out a summary table of the links that form the study area and a graphical representation of these. For ease of reference, these are replicated at **Appendix A** and **Appendix B** respectively.

The summary table of the links attached at **Appendix A** also replicates the source and base year of the base traffic flows contained within the PEIR. This has been expanded upon to set out where new source data is proposed for the ES chapter and the TA to be submitted in support of the application for development consent.

Preston Western Distributor Road

As set out above, the Preston Western Distributor Road was opened to traffic in July 2023. Traffic is therefore now using the Preston Western Distributor Road and the connecting and surrounding roads. The effect of this road upon traffic flows can be quantified from traffic survey data collected/obtained following its opening. It is therefore proposed that new traffic survey data is obtained and new traffic surveys are undertaken on and around the road to establish up to date base traffic flows in these locations.

For those links that form part of the Strategic Road Network (SRN) (the M6 and the M55), the latest available traffic survey data from National Highways' WebTRIS (National Highways, 2024) will be obtained covering the period after the opening of the Preston Western Distributor Road and following the resumption of the school term in September 2023. Data will therefore be obtained from September 2023 onwards (depending upon availability).

In relation to the SRN, these are links 73, 74, 75, 78, 79 and 85, as shown at **Appendix A** with the links shown graphically at **Appendix B**.

New traffic surveys have been commissioned on the Preston Western Distributor Road and on its connecting and surrounding roads and will take place during March and/or April 2024. These will be undertaken by placing Automatic Traffic Counters (ATCs) for a one-week period, save for the Preston Western Distributor Road. Due to the Preston Western Distributor Road being a high-speed dual carriageway road with associated health and safety considerations for installing ATCs along it, traffic surveys on this road will have to be undertaken by radar survey alongside a 24-hour manual survey to validate the vehicle classifications and volumes over the same one-week period as the ATCs.

For the ATCs, these are links 51, 52, 55, 57, 58, 61, 65 and 71 and for the radar surveys, these are links 67, 68 and 70, as shown at **Appendix A** with the links and locations of traffic surveys shown graphically at **Appendix B**.

These proposed new traffic surveys will cover the links for which data within the PEIR was sourced using forecast metrics of the Preston Western Distributor Full Business Case Monitoring and Evaluation Plan (Lancashire County Council & Jacobs, 2019). Given that the Preston Western Distributor Road was opened to traffic in July 2023 the collection of new traffic surveys, as described, will provide robust and up to date base traffic flows for these links.

M55 Heyhouses Link Road

The M55 Heyhouses Link Road is currently under construction with an expected completion date of Spring 2024. The most recent publicly available estimates of the changes in traffic flows as a result of this scheme is set out in Traffic Modelling and Economic Appraisal Report dated February 2019.

It is expected that this road will be opened to traffic before the commencement of construction of the Transmission Assets. Therefore, it is proposed that the aforementioned Traffic Modelling and Economic Appraisal Report is used to estimate traffic flows on and around the road upon its opening.

The Traffic Modelling and Economic Appraisal Report identifies the roads expected to experience changes in traffic flows as a result of the scheme and includes a study area comprising three routes between Lytham St Annes and the M55 Junction 4. The three routes comprise:

- the B5261 Queensway (link 20 as shown at **Appendix B**);
- the newly constructed M55 Heyhouses Link Road and its connections to the north and south (links 24, 25 and 26 as shown at **Appendix B**); and
- Peel Road and Balham Road (links 30 and 31 as shown at **Appendix B**).

Table 4.4 of the Traffic Modelling and Economic Appraisal Report sets out the modelled traffic flows both with and without the M55 Heyhouses Link Road. The difference between these traffic flows represents the net changes in traffic flows as a result of the M55 Heyhouses Link Road.

The traffic flows set out in Table 4.4 of the Traffic Modelling and Economic Appraisal Report are only the modelled traffic flows and are not the total traffic flows along each of the three routes. They are only the traffic flows generated by the movement demand between Lytham St Annes and the M55 Junction 4 and might, therefore, reassign to the newly constructed M55 Heyhouses Link Road. There will also be other demand generated that would combine to form the total traffic flows, for example, between Lytham St Annes and Blackpool, but which would be unlikely to reassign to the newly constructed M55 Heyhouses Link Road; these traffic flows do not form part of the modelled traffic flows.

Therefore, although the difference between the traffic flow scenarios set out in Table 4.4 of the Traffic Modelling and Economic Appraisal Report represent the net changes in traffic flows as a result of the M55 Heyhouses Link Road, these net changes must be applied to base traffic flows to calculate the traffic flows on each link following the opening of the M55 Heyhouses Link Road. The only exception to this is the M55 Heyhouses Link Road itself as the modelled traffic flows represent the total traffic flows along it upon its opening.

Therefore, the base traffic flows for the M55 Heyhouses Link Road at the time of its opening (links 25 and 26) will be estimated using those traffic flows set out with the Traffic Modelling and Economic Appraisal Report as shown at **Appendix A** with the links shown graphically at **Appendix B**.

The base traffic data for links 24, 30 and 31 (the B5261 Queensway, Peel Road and Balham Road) will be adjusted by the modelled traffic flows contained within the Traffic Modelling and Economic Appraisal Report to account for the M55 Heyhouses Link Road at the time of its opening, as shown at **Appendix A** with the links shown graphically at **Appendix B**.

These modelled traffic flows are the most up to date publicly available data for the M55 Heyhouses Link Road. Their application to up to date base traffic flows will provide robust estimated traffic flows for these links upon its opening.

A582 South Ribble Western Distributor Dualling

The A582 South Ribble Western Distributor Dualling does not have planning consent and does not have a commencement date at the time of writing. Construction of the Transmission Assets is currently anticipated to commence 2026 at the earliest. It is not considered likely that the A582 South Ribble Western Distributor Dualling could have been granted planning consent, constructed and open to traffic by the time construction of the Transmission Assets is underway.

It is therefore proposed that the Traffic and transport ES chapter and the TA, to be submitted in support of the application for development consent, assumes that the A582 South Ribble Western Distributor Dualling would not be open to traffic during the peak construction of the Transmission Assets.

New traffic surveys have been commissioned on the A582 and on its connecting and surrounding roads to collect base traffic flows for these links. These will be undertaken by placing ATCs for a one-week period during March and/or April 2024. Due to parts of the A582 and A59 being a dual carriageway road, with

associated health and safety considerations for installing ATCs along it, traffic surveys on these sections of road will have to be undertaken by radar survey over the same one-week period as the ATCs.

These traffic surveys would be undertaken on links 92, 93, 94, 95, 96, 97, 98, 99 and 100, as shown at **Appendix A** with the links and locations of traffic surveys shown graphically at **Appendix B**. These new traffic surveys cover the links for which data within the PEIR was sourced using the A582 Dualling Environmental Statement (Lancashire County Council, 2020). The collection of new traffic surveys as described will provide robust and up to date base traffic data for these links.

Wider updates

Alongside the above proposed updates, for completeness, the data sources for base traffic flows on the wider links have been reviewed. This has identified that there is now more up to date Department for transport (DfT) and WebTRIS data available for links 1, 3, 5, 6, 7, 13, 16, 17, 18, 19, 47, 49, 50, 76 and 80. This DfT and WebTRIS data will be obtained to ensure the most up to date available data is utilised, as shown at **Appendix A** with the links shown graphically at **Appendix B**.

As the assessments undertaken to date have evolved, it is also proposed to undertake additional traffic surveys to further enhance the collection and the robustness of base traffic flows. These will be undertaken by placing ATCs for a one-week period on links 2, 4, 9, 10, 11,12, 63, 69 and 72, and a radar survey for a one-week period on link 14 as shown at **Appendix A** with the links and locations of traffic surveys shown graphically at **Appendix B**.

The culmination of the above mentioned updates will result in the base traffic flows for all of the links being up to date, robust and reflective of current traffic conditions.

Methodology for future year traffic flows

No changes are proposed to the methodology for the calculation of future year traffic flows to that set out within the PEIR. Traffic growth rates to a future year of 2026 will be applied to the base traffic flows in accordance with the methodology of the PEIR. Traffic flows generated by committed developments will then be added to those to calculate the future year forecast traffic flows in accordance with traditional TA methodologies and as described below.

Methodology for the cumulative assessment

A cumulative assessment was not undertaken within the PEIR due to the uncertainty with the future year baseline traffic flows as a result of the three new road schemes and in particular with regards to the inclusion, or not, of other committed developments and cumulative developments within the traffic flow scenarios of their above listed respective reports.

The above proposed methodologies in relation to the three road schemes will overcome those uncertainties because there would be no reliance upon such traffic flow scenarios from the modelling reports.

The Traffic Modelling and Economic Appraisal Report for the M55 Heyhouses Link Road does include traffic modelling, however, as set out above, this relates to the net change in traffic flows relative to base traffic flows. Therefore, there would be no uncertainty as to the inclusion, or not, of any other committed developments or cumulative developments within the traffic flow scenarios by using this methodology.

Based upon this, a cumulative assessment will therefore be undertaken in the Traffic and transport ES chapter and the TA, to be submitted in support of the application for development consent, using traditional TA methodologies as follows.

- Other developments that have been through the planning process, have planning consent and would generate significant traffic within the traffic and transport study area would be considered as a committed development with their traffic flows and transport infrastructure included within the future year forecast baseline scenario. The development traffic flows and transport infrastructure for each committed development would be taken from their respective submitted planning application documents.
- Other developments that are emerging, do not yet have planning consent and could generate significant traffic within the traffic and transport study area at the same time as the peak construction of the Transmission Assets would be considered as a cumulative development with their traffic flows and transport infrastructure assessed cumulatively against the future year forecast baseline scenario. The traffic flows generated and the transport infrastructure associated with each cumulative development would be taken from published documents on each scheme.

Given that it is not considered likely that the A582 South Ribble Western Distributor Dualling could have been granted planning consent, constructed and open to traffic by the time construction of the Transmission Assets is underway, this development will not be considered as part of a cumulative assessment. Given it is not considered likely to have a temporal overlap with the peak construction of Transmission Assets, this is a reasonable assumption. The planning application for the A582 South Ribble Western Distributor Dualling sets out that its construction would generate no more than 30 vehicles per day, which is considered negligible and therefore not necessary to consider any such potential temporal overlap with the peak construction of Transmission Assets. Notwithstanding the Outline Construction Traffic Management Plan (OCTMP) to be submitted in support of the application for development consent will include any mitigation related to the assessment of the interaction between Transmission Assets construction traffic and any cumulative development traffic using overlapping highway links, where it may be appropriate.

The above methodology removes the uncertainty with the future year baseline traffic flows as a result of the three new road schemes and allows for a robust cumulative assessment to be undertaken in accordance with traditional TA methodologies.

Summary of how this differs to the methodology proposed within the PEIR

The PEIR was prepared, in part, using publicly available traffic flow estimates from modelling reports associated with the three road schemes. Since the preparation of the PEIR, it is now no longer necessary to rely upon two of those modelling reports (Preston Western Distributor Road due to the opening of this scheme and no updated data being available and A582 South Ribble Western Distributor Dualling as this scheme is unlikely to be constructed and opened by the time of Transmission Assets construction). Furthermore, the commissioning of new traffic surveys to establish base traffic flows is now proposed. This will provide robust and up to date base traffic data for the relevant links.

It should be noted that Traffic Modelling and Economic Appraisal Report for the M55 Heyhouses Link Road was considered when preparing base traffic flows associated with this scheme within the PEIR and no change to this methodology is proposed for the relevant links.

Summary of methodology

This technical note presents the assessment methodology that will be incorporated within the forthcoming traffic and transport chapter of the ES, specifically the approach to be taken to establish forecast baseline traffic flows in the absence of traffic modelling data.

An agreement to the alternative methodology set out in this technical note is sought so the baseline traffic flows can be determined.

References

National Highways (2023) WebTRIS. [Online]. Available at: https://webtris.highwaysengland.co.uk/ Accessed February 2024.

Lancashire County Council, Jacobs (2019) Preston Western Distributor Full Business Case Monitoring and Evaluation Plan [Online]. Available at [redacted]

Lancashire County Council (2020) Planning Application LCC/2020/0014 [Online]. Available at: https://planningregister.lancashire.gov.uk/Planning/Display/LCC/2020/0014 Accessed February 2024

Appendix A

Appendix A: Data Sources of Base Traffic Flows

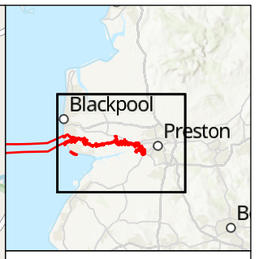
Link	Description	PEIR data source and base year		Proposed updated ES and TA data source and base year		Comment
Link 1	A584 between Waterloo Road and Squires Gate Lane	-	-	DfT	2022	New up to date data to be aquired
Link 2	Waterloo Road between A585 and B5262 roundabout	-	-	New ATC	2024	New data to be collected
Link 3	A5073 Waterloo Road	-	-	DfT	2022	New up to date data to be aquired
Link 4	B5262 between A5073 Waterloo Road and A5230 Squires Gate Lane	-	-	New ATC	2024	New data to be collected
Link 5	B5261 between A5073 Waterloo Road and A5230 Squires Gate Lane	-	-	DfT	2022	New up to date data to be aquired
Link 6	A5073 Waterloo Road between B5261 roundabout and Preston New Road	-	-	DfT	2022	New up to date data to be aquired
Link 7	A583 between B5390 and M55 J4	-	-	DfT	2022	New up to date data to be aquired
Link 9	A5230 between A584 and Westgate Road	DfT	2018	New ATC	2024	New data to be collected
Link 10	Westgate Road from A5230 to Access A4, A5, and A6	-	-	New ATC	2024	New data to be collected
Link 11	A5230 between Westgate Road and Amy Johnson Way	DfT	2018	New ATC	2024	New data to be collected
Link 12	Amy Johnson Way between A5230 and Accesses A10, A11 and A13	-	-	New ATC	2024	New data to be collected
Link 13	A5230 between Amy Johnson Way and B5261	DfT	2018	DfT	2022	New up to date data to be aquired
Link 14	A5230 between B5261 and Ashworth Road Roundabout	DfT	2018	New ATC / radar survey	2024	New data to be collected
Link 16	A5230 between Ashworth Road roundabout and M55 J4	DfT	2017	DfT	2022	New up to date data to be aquired
Link 17	A584 Clifton Drive North between A5230 Squires Gate Lane and Highbury Road West	DfT	2018	DfT	2019	New up to date data to be aquired
Link 18	Highbury Road West between A584 and St Anne's Old Links Golf Club	DfT	2018	DfT	2022	New up to date data to be aquired
Link 19	A584 Clifton Drive North between Highbury Road West and B5261 Fairlawn Road	DfT	2017	DfT	2019	New up to date data to be aquired
Link 20	B5261 between A5230 Waterloo Road and Blackpool Road North	ATC	2022	-	-	Data is robust for use
Link 22	Blackpool Road N or Kilnhouse Lane accessed from B5261 to Access A12 and A14	ATC	2022	-	-	Data is robust for use
Link 23	B5261 between Blackpool Road North and B5410 junction	ATC	2022	-	-	Data is robust for use
Link 24	B5261 between B5410 junction and A584	DfT, adjusted to account for M55 Heyhouses Link Road	2019	DfT, adjusted to account for M55 Heyhouses Link Road	2019	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report to be utilised
Link 25	B5410 between B5261 junction and Moss Hall Lane	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report	2019	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report	-	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report to be utilised
Link 26	B5410 from Moss Hall Lane and roundabout with School Road	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report	2019	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report	-	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report to be utilised
Link 28	B5410 between roundabout with School Road and Preston New Road roundabout	ATC	2022	-	-	Data is robust for use
Link 29	A583 Preston New Road between B5410 roundabout and M55 J4 roundabout	MCC	2022	-	-	Data is robust for use
Link 30	Peel Road between Ballam Road and Preston New Road	ATC	2022	ATC adjusted using M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report	-	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report to be utilised
Link 31	Ballam Road between Peel Road and Preston New Road	ATC	2022	ATC adjusted using M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report	-	M55 Heyhouses Link Road Traffic Modelling and Economic Appraisal Report to be utilised
Link 37	Saltcotes Road between A5884 Preston Road and Access A36 and A37	DfT	2019	-	-	Data is robust for use
Link 39	B5259 Saltcotes Road between Access A35 and B5260 Station Road	ATC	2022	-	-	Data is robust for use
Link 41	Ballam Road between Peel Road and Fox Lane Ends	ATC	2022	-	-	Data is robust for use
Link 42	A583 between B5410 roundabout and Fox Lane Ends	MCC	2022	-	-	Data is robust for use
Link 43	B5260 Fox Lane Ends between A583 and B5259 roundabout	ATC	2022	-	-	Data is robust for use
Link 45	B5259 between B5260 mini roundabout and A583	ATC	2022	-	-	Data is robust for use
Link 46	Bryning Lane between B5260 roundabout and Accesses A42-A45	DfT	2019	-	-	Data is robust for use
Link 47	Bryning Lane between Accesses A42-A45 and Lytham Road	DfT	2019	DfT	2022	New up to date data to be aquired
Link 49	A584 Preston Road between Saltcotes Road and Church Road	DfT	2016	DfT	2022	New up to date data to be aquired
Link 50	A583 between Fox Lane Ends and A585 roundabout	DfT	2016	DfT	2022	New up to date data to be aquired
Link 51	A585 between A583 and J3 of M55	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 52	A583 between A585 and Kirkham Road	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 53	Kirkham Road between A583 Kirkham Bypass and Access A52 and A53	ATC	2022	-	-	Data is robust for use
Link 54	Kirkham Road between Access A52 and A53 and A584	ATC	2022	-	-	Data is robust for use
Link 55	A584 between Church Road and Kirkham Road	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 57	A584 between Kirkham Road and Access A58	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 58	A584 between Access A58 and A583 junction	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 61	A583 Kirkham Bypass between Freckleton/Kirkham Road and Preston New Road	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 63	Lodge Lane between Access A65, A66 and A583	-	-	New ATC	2024	New data to be collected
Link 65	A583 from Preston New Road to Preston Western Distributor	DfT, adjusted to account for Preston Western Distributor	2019	New ATC	2024	New data to be collected
Link 67	Preston Western Distributor Road between A583 and Cottom Link Road	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New radar survey / ATC	2024	New data to be collected
Link 68	Preston Western Distributor Road between Cottom Link Road and East-West Link Road	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New radar survey / ATC	2024	New data to be collected
Link 69	East West Link Road	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 70	Preston Western Distributor Road between East-West Link Road and M55 J2	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New radar survey / ATC	2024	New data to be collected
Link 71	A585 Riverways between Preston Western Distributor (PWD) and Nelson Way	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New ATC	2024	New data to be collected
Link 72	Nelson Way from A583 Riversway to Access A71	-	-	New ATC	2024	New data to be collected
Link 73	M55 between M6 J32 and M55 J1	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 74	M55 between J1 (A6) and J2 (PWD)	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 75	M55 between J2 (PWD) and J3 (A585)	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 76	M55 between J3 (A585) and J4 (Preston New Road)	WebTRIS	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 77	M6 (north of M55 junction)	WebTRIS	2022	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 78	M6 between J32 and J31A	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 79	M6 between J31A and J31	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 80	M6 between J31 and J30	DfT	2017	DfT	2022	New up to date data to be aquired
Link 81	M61 between M6 J30 and M61 J9 (M65 junction)	WebTRIS	2022	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 82	M65 east of J2 (M61 junction)	WebTRIS	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 83	M61 south of M61 J9 (M65 junction)	WebTRIS	2022	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 84	M65 between M61 J9 and M6 J29	WebTRIS	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 85	M6 between M6 J30 (M61 junction) and A6 junction	Preston Western Distributor Appendix E. Forecast metrics of Monitoring and Evaluation Plan	2019	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 87	M6 south of J29 (M65 junction)	WebTRIS	2022	New WebTRIS data covering September 2023 to January / February 2024 (depending upon availability)	2023/24	New up to date data to be aquired
Link 90	A6 north of A582 roundabout	A582 Dualling Environmental Statement	2022	-	-	Negligble construction traffic on link, no reservey required
Link 91	A6 between M65 roundabout and A582 roundabout	A582 Dualling Environmental Statement	2022	DfT	2022	New up to date data to be aquired
Link 92	A582 between A6 junction and B5254	A582 Dualling Environmental Statement	2022	New ATC / radar survey	2024	New data to be collected
Link 93	A582 Farrington Road between B5254 junction	A582 Dualling Environmental Statement	2022	New ATC	2024	New data to be collected
Link 94	A582 Flensburg Way	A582 Dualling Environmental Statement	2022	New ATC	2024	New data to be collected
Link 95	A582 Penwortham Way between Flensburg Way roundabout and chain House Lane junction	A582 Dualling Environmental Statement	2022	New ATC	2024	New data to be collected
Link 96	A582 Penwortham Way between Chain House Lane junction and Pope Lane	A582 Dualling Environmental Statement	2022	New ATC	2024	New data to be collected
Link 97	A582 Penwortham Way between Pope Lane and A59	A582 Dualling Environmental Statement	2022	New ATC	2024	New data to be collected
Link 98	A59 between A582 roundabout and Liverpool Road junction	A582 Dualling Environmental Statement & MCC	2022	New ATC / radar survey	2024	New data to be collected
Link 99	A59 south west of Liverpool Road junction to Stanley Avenue roundabout	A582 Dualling Environmental Statement & MCC	2022	New ATC	2024	New data to be collected
Link 100	Liverpool Road between A59 junction and Howick Cross Lane access	A582 Dualling Environmental Statement & MCC	2022	New ATC	2024	New data to be collected
Link 101	Howick Cross Lane between Liverpool Road and Penwortham substation access	MCC	2022	New ATC	2024	New data to be collected

Key

New traffic data source relating to Preston Western Distributor Road
New traffic data source relating to M55 Heyhouses Link Road
New traffic data source relating to the A582 South Ribble Western Distributor Dualling
New and more up to date traffic flow data source data available
New traffic data source to further enhance the robustness of base traffic flows

Appendix B

Restricted



LEGEND

- Transmission Assets Order Limits
- Strategic Road Network
- Key Local Roads
- Highway Link References
- Highway Links
- Traffic and Transport Study Area
- Proposed locations of ATCs and Radar Surveys

Path: O:\ TRANSPORT\JNY11255\Tech\Drawings\11255-0008-04.apx 11255-0008-04

Project Name: MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS	**Drawing Title:** HIGHWAY NETWORK OVERVIEW AND PROPOSED LOCATIONS OF THE ATCS AND RADAR SURVEYS	0 0.5 1 nm 0 1 2 km	**Geodetic Information:** Datum: OSGB 1936 Projection: British National Grid Scale@379mmx231mm: 1:85,000	**Data Sources:** Client, The Crown Estate, MMO, NRW, ScotGov, MarineRegions.org	© Crown copyright, All rights reserved. 2024 License number 100031673 . Service layer credits: Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri, Esri, CGIAR, USGS, Esri UK, Esri, TomTom, Garmin, FAO, NOAA, USGS

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EnBW | bp | RPS A TETRA TECH COMPANY
Partners in UK offshore wind

Appendix B

Drawing Number:
11255-0008-04

VER	DATE	DETAILS	BY	CHECK
06	05/03/24	FINAL	AC	MF