

Input data	Specific Data	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)	Information requested					
Length of Scheme	(Km)	<p>The Greyhound Bridge itself is approximately 0.3km in length.</p> <p>During construction, the length of road impacted through closure is approximately 0.9km.</p>	<p><i>Provide length of route covered by the scheme - if an area wide scheme then provide total route length covered by scheme.</i></p>					
Number of vehicles (or users) on affected section (split by vehicle type if possible)	<table border="1"> <tr> <td data-bbox="647 470 908 527">(Total Vehs - Average Annual Daily Traffic)</td> <td data-bbox="908 470 1403 848" rowspan="4"> <p>A 12 hour Manual Classified Turning Count was carried out on the bridge on the 10th February 2016. The traffic count has been factored in line with observed sites nearby in Lancaster City Centre in order to calculate the classified AADT figure presented below.</p> <p>All vehicles: 22,718 Car: 18,212 LGV: 2,239 HGV: 1,401 Bus 484 Motorcycle 341 Pedal Cycle 42</p> <p>The traffic count data shows that Greyhound Bridge is used by over 1,800 HGVs (including buses) on an average day. The scheme is therefore critical to ensuring that the bridge can continue to be used by a significant volume of HGVs.</p> </td> </tr> <tr> <td data-bbox="647 527 908 569">(Cars - AADT)</td> </tr> <tr> <td data-bbox="647 569 908 625">(LGV - AADT)</td> </tr> <tr> <td data-bbox="647 625 908 848">(HGV - AADT)</td> </tr> </table>	(Total Vehs - Average Annual Daily Traffic)	<p>A 12 hour Manual Classified Turning Count was carried out on the bridge on the 10th February 2016. The traffic count has been factored in line with observed sites nearby in Lancaster City Centre in order to calculate the classified AADT figure presented below.</p> <p>All vehicles: 22,718 Car: 18,212 LGV: 2,239 HGV: 1,401 Bus 484 Motorcycle 341 Pedal Cycle 42</p> <p>The traffic count data shows that Greyhound Bridge is used by over 1,800 HGVs (including buses) on an average day. The scheme is therefore critical to ensuring that the bridge can continue to be used by a significant volume of HGVs.</p>	(Cars - AADT)	(LGV - AADT)	(HGV - AADT)		<p><i>Provide an estimate of the traffic flow on the section of route covered by the scheme - also provide details of the data used to support that estimate (e.g. age, type and duration of count, etc.).</i></p>
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(Cars - AADT)								
(LGV - AADT)								
(HGV - AADT)								
Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	<table border="1"> <tr> <td data-bbox="647 848 908 947">(restriction type - text description)</td> <td data-bbox="908 848 1403 1136" rowspan="2"> <p>As outlined in the appended SOBC, the following weight restrictions would be implemented on the bridge in the Do-Minimum scenario.</p> <ul style="list-style-type: none"> • Abnormal loads 2018 • HGVs including buses 2020 • Cars 2029 <p>The Do Minimum scenario would enable the bridge to remain open for light vehicles and as such the economic assessment of the scheme is based on the benefits to HGVs only.</p> </td> </tr> <tr> <td data-bbox="647 947 908 1136">(start date of restriction - MM/YY)</td> </tr> </table>	(restriction type - text description)	<p>As outlined in the appended SOBC, the following weight restrictions would be implemented on the bridge in the Do-Minimum scenario.</p> <ul style="list-style-type: none"> • Abnormal loads 2018 • HGVs including buses 2020 • Cars 2029 <p>The Do Minimum scenario would enable the bridge to remain open for light vehicles and as such the economic assessment of the scheme is based on the benefits to HGVs only.</p>	(start date of restriction - MM/YY)		<p><i>Provide details of any future restrictions. E.g. If restrictions to particular vehicle types will be needed in the do minimum (i.e. without funding) provide details of why they are required, what vehicle types are covered and when such restrictions will come into place.</i></p>		
(restriction type - text description)	<p>As outlined in the appended SOBC, the following weight restrictions would be implemented on the bridge in the Do-Minimum scenario.</p> <ul style="list-style-type: none"> • Abnormal loads 2018 • HGVs including buses 2020 • Cars 2029 <p>The Do Minimum scenario would enable the bridge to remain open for light vehicles and as such the economic assessment of the scheme is based on the benefits to HGVs only.</p>							
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Length of any diversion route, if closure is required (over and above existing route)	(Km)	<p>As outlined in section 2.1 of the SOBC, should no funding be received, the diversion route for HGVs would be to use the Heysham to M6 Link as the nearest alternative westbound crossing point of the River Lune. This diversion route is approximately 7.4km in length and is subsequently 5km further than the existing route via Greyhound Bridge.</p> <p>A map illustrating the diversion route is provided in the SOBC and the Challenge Fund Application Form.</p> <p>During construction it is proposed that the one way gyratory in central Lancaster around the River Lune is temporarily changed to allow for two way traffic on Skerton Bridge to the north, thus reducing the length of the diversion route during construction. To estimate the additional delays to all traffic due to this closure a QUADRO assessment has been undertaken, the results of which are presented in the SOBC and incorporated within the scheme BCR calculation.</p>	<p><i>Provide estimate of the length of diversion route over and above existing route. It would be helpful to support this with some mapping to demonstrate this.</i></p>					