Lancashire Cricket, Lancashire County Council and Eric Wright Construction

FARINGTON CRICKET FACILITY

Transport Assessment

JULY 2022

PUBLIC

Lancashire Cricket, Lancashire County Council and Eric Wright Construction

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Transport Assessment

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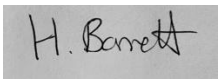
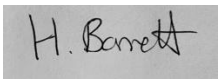
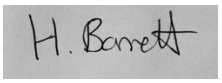
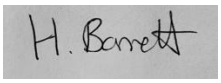
Signature				
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INTRODUCTION

1 INTRODUCTION

1.1 BACKGROUND

1.1.1. WSP have been commissioned by Lancashire Cricket (LC), Lancashire County Council (LCC) and Eric Wright Construction to prepare a Transport Assessment (TA) in support of a full planning application for Farington Cricket Facility in South Ribble, Lancashire.

1.1.2. The proposal includes two full-sized cricket ovals with natural sloping terraces and training facilities including outdoor partially covered training nets, a club pavilion building including a gym and changing rooms. Permanent car parking with 265 spaces will be provided along with cycle parking. On ticketed match days, where required, an overflow car park with an additional 235 spaces will be provided adjacent to the main permanent car park. Temporary event overlay facilities will also be provided on ticketed matchdays.

1.1.3. The proposals will provide a high-quality professional and community cricket facility supporting the development of community, recreational, youth and elite sport. The facility will be used as Lancashire Cricket Club's second ground and is proposed to become a Centre of Excellence for Women's Cricket in the North West.

1.1.4. The site is located to the west of Stanifield Lane, south of the A582 Farington Road and to the north of the residential areas of Farington and Leyland in the borough of South Ribble, Lancashire. The site is proposed to be accessed off Stanifield Lane via a new vehicular access junction.

1.2 DOCUMENT PURPOSE

1.2.1. The purpose of this TA is to fully assess the potential impact of the development on the surrounding transport network, for the regular day-to-day operation of the facility as well as for more exceptional 'event days' where ticketed-admission cricket matches will be held at the facility.

1.2.2. A Framework Travel Plan (FTP) is included within this TA and it outlines how sustainable and active travel can be used to access the site, and how these sustainable modes of travel will be promoted to future users of the site.

1.2.3. For ticketed-admission event days, event day management measures will be put in place to manage travel to and from the site. The event day management measures will be proportionate to the anticipated spectator levels for any given event and will be considered on an event-by-event basis. This TA outlines the event day management measures that will be explored for matches played at the site anticipated to attract larger crowds.

1.2.4. This TA has been produced in accordance with local, regional and national policy guidance and highlights how the proposed development is located in a sustainable and accessible location and accords with the principles of the outlined planning policies. In accordance with the National Planning Policy Framework (NPPF), this TA assesses the impact of the proposed development on the local highway network and concludes that the residual cumulative impacts of the development are not severe.

1.3 SCOPE OF REPORT

1.3.1. The scope of this TA was discussed with officers from Lancashire County Council Highways Development Control team at a meeting on 10th June 2021, which was followed up with a scoping letter and email sent on 8th July 2021. Comments from LCC Highways have been incorporated into the preparation of this report and are included within the scoping summary table in Appendix A.

1.3.2. An additional meeting on 23rd September 2021 between WSP, LCC Highways and National Highways discussed the scope of this TA further. A summary of the updated scoping was issued to LCC Highways and National Highways on 6th October 2021 for further comment.

1.3.3. Comments were provided by National Highways via email on 10th November and these have been incorporated into the preparation of this report and are included within Appendix A.

1.3.4. An additional meeting was held between WSP, LCC Planning and LCC Highways on 5th January 2022 to discuss microsimulation modelling in the area.

1.3.5. The remainder of this document is structured as follows:

- Chapter 2 – Assessment of existing conditions
- Chapter 3 – Description of the proposed development
- Chapter 4 – Description of the proposed use of the development
- Chapter 5 – National, regional and local policy compliance
- Chapter 6 – Trip generation and distribution
- Chapter 7 – Event Management
- Chapter 8 – Service and Refuse Strategy
- Chapter 9 – Junction capacity assessments
- Chapter 10 – Framework Travel Plan
- Chapter 11 – Summary

2

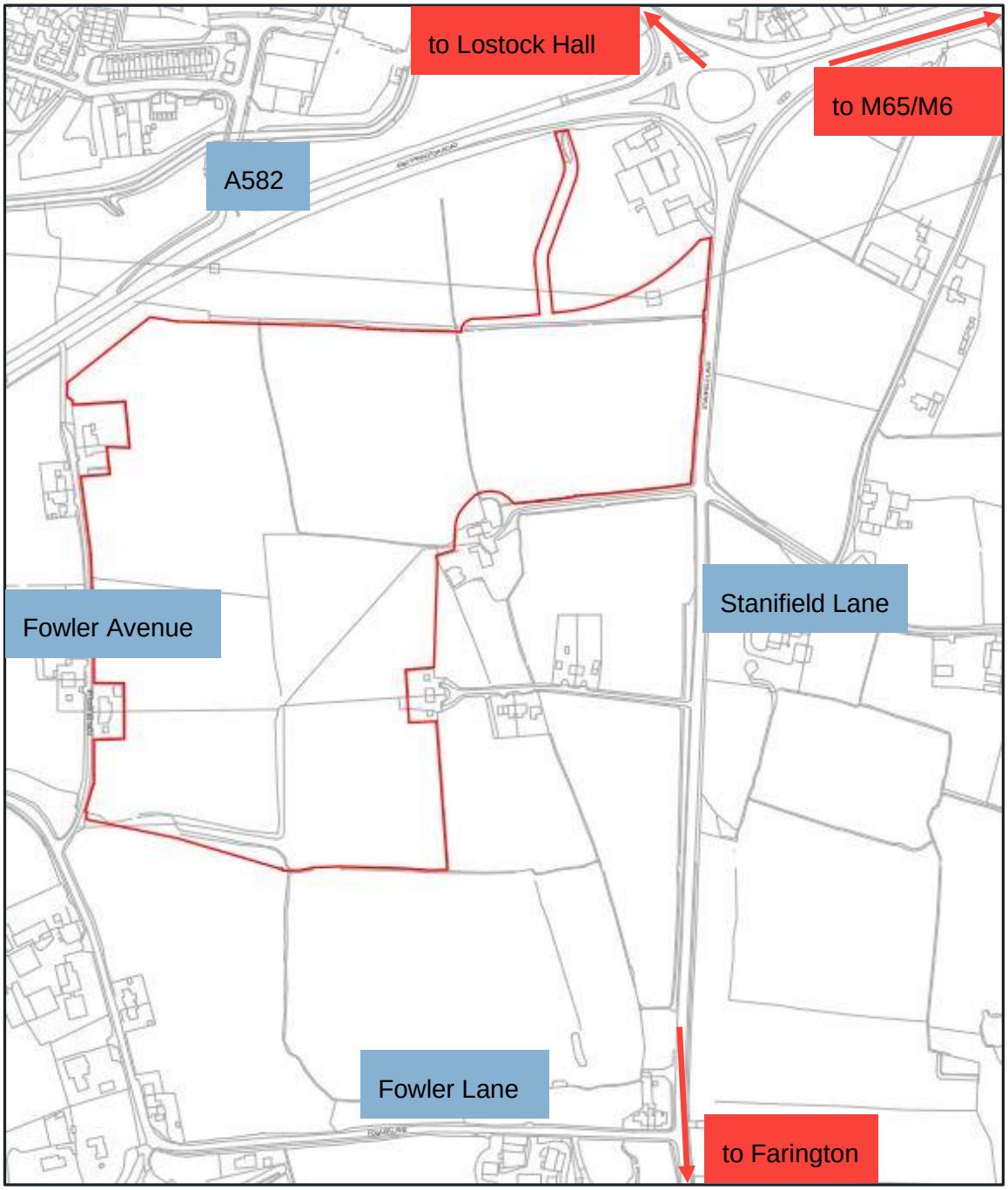
EXISTING CONDITIONS

2 EXISTING CONDITIONS

2.1 SITE LOCATION

2.1.1. The site is located in existing fields within the Woodcock Estate, approximately 1km to the north of the village of Farington in South Ribble. The site is bordered by Stanifield Lane on its eastern edge, the A582 Farington Road to the north, and Fowler Avenue and Fowler Lane to the south and west. Figure 2.1 shows the location of the site within the context of the local highway network.

Figure 2-1 - Site Location Plan



2.1.2. To the north of the site lies the village of Lostock Hall, and approximately 2km to the northeast lies the urban area of Bamber Bridge. The city of Preston is approximately 5km to the north of the site. Leyland Business Park is located southwest of the site.

2.1.3. The residential area of Farington is approximately 1km south of the site along Stanifield Lane, which also leads to the town of Leyland, approximately 2.3km from the site. East of the site, adjacent to Stanifield Lane, lies land allocated as the Cuerden Strategic development site and the M65 terminus, leading to the M6 Junction 29.

2.2 EXISTING HIGHWAY NETWORK

Stanifield Lane

2.2.1. Stanifield Lane is a two-way single lane carriageway with a speed limit of 60mph adjacent to the site boundary. Stanifield Lane runs on a north-south orientation linking Farington and Leyland to the south with the A582 and Lostock Hall to the north. Adjacent to the site, Stanifield Lane has a carriageway width of approximately 7.5m, is bordered by open fields and has a footway along its eastern carriageway, as seen in Figure 2.2.

Figure 2-2 - Stanifield Lane by Stoney Lane (Facing North)[1]

2.2.2. To the south of the site, Stanifield Lane turns more residential in nature as it approaches Farington village and is subject to a 30mph speed limit. Gateway features mark the approach to Farington village, and 30mph speed limit signage is present.

[1] Note – all photos within this chapter were taken by WSP in May 2021

Figure 2-3 - Stanifield Lane entering Farington village (Facing South)

A582 – South Ribble Western Distributor

2.2.3. The A582 South Ribble Western Distributor is a radial route connecting Preston with the M65. It runs on an east-west orientation from its junction with the A6 to its junction with the B5253 Flensburg Way. The A582 then runs on a north-south orientation, from its junction with the B5253 towards Preston and its junction with the A59. Adjacent to the site, the A582 is a two-way single lane carriageway with a 60mph speed limit. The A582 has a carriageway width of approximately 7.5m and the route has street lighting present.

2.2.4. A shared footway / cycleway is provided adjacent to the southern side of the carriageway, connecting to pedestrian and cycle facilities at the A582/Stanifield Lane roundabout, as seen on Figure 2.4.

Figure 2-4 - The A582 west of its junction with Stanifield Lane (Facing west)

2.2.5. A planning application for the dualling of the A582 was submitted by Lancashire County Council on 27th February 2020 (LCC Planning Ref: LCC/2020/0014). This proposal would increase the capacity of the A582 directly to the north of the site, to the west of the A582/Stanifield Lane roundabout. As of July 2022, the application is yet to be determined.

A582 / Stanifield Lane/ Watkin Road Roundabout

2.2.6. To the northeast of the site, Stanifield Lane meets the A582 at a four-arm signalised roundabout. The traffic signals along with improved footway and cycle provision were introduced as part of an upgrade to the roundabout completed in 2016. Dedicated on-carriageway cycle lanes are provided to facilitate north-south cycle movements through the roundabout. Signalised pedestrian crossing facilities are also provided at this junction and connect to existing footways.

Fowler Lane and Fowler Avenue

2.2.7. Fowler Lane borders the south and south-west of the site and serves as an access route to residential properties. Fowler Lane can be accessed off Stanifield Lane and runs along the southern and western edge of the site boundary, terminating just south of the A582. It is subject to national speed limit.

2.2.8. Fowler Avenue runs to north-south adjacent to the western boundary of the site and is a residential access route only, subject to a 20mph speed limit.

Wider Highway Network

2.2.9. The site is located approximately 1km from the western terminus of the M65 and the M6 Junction 29. The M65 is a key east-west route connecting southern Preston to nearby towns of Blackburn, Accrington, Burnley and Colne. The M6 is a strategic north-south route providing connections towards Lancaster, Carlisle and Scotland to the north, and towards Greater Manchester, Merseyside, Cheshire and the West Midlands to the south. The A6, located c. 650m from the site provides a north-south connection to Preston City Centre.

M65 Terminus Roundabout

2.2.10. The M65 terminus is a two-arm roundabout, with the M65 as the eastern arm and the link between the M65 and the A6 / A582 roundabout as the northern arm. There are two circulating lanes, however traversing the northern circulating carriageway is prohibited, with no entry to vehicles between the exit onto the link to the A6, and the entrance from the link from the A6. The access and egress to the DVSA Enforcement check site is located between the entrance arm of the M65 and the exit arm of the M65.

M6 J29 / M65 J1

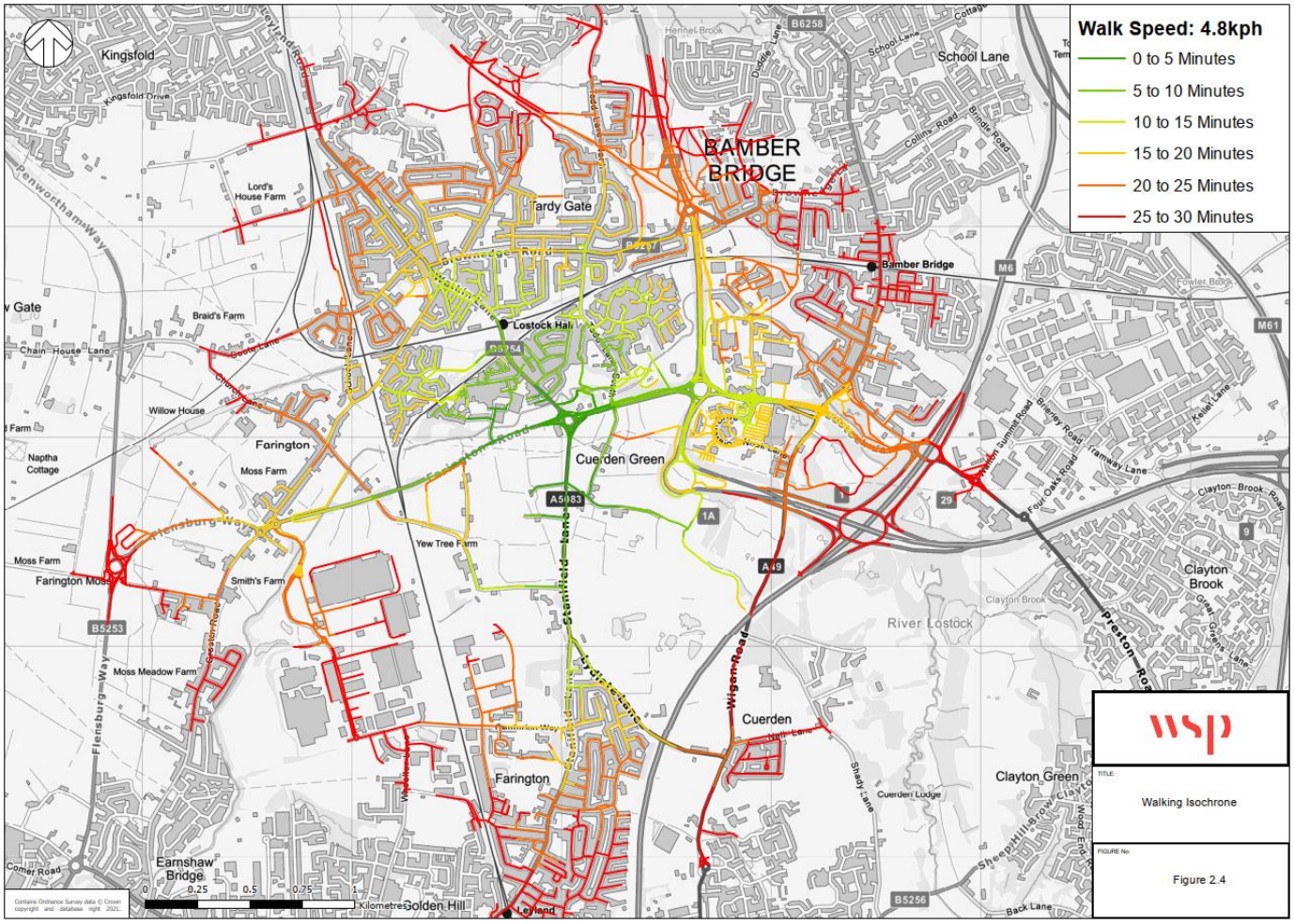
2.2.11. The M6 junction 29 is a grade-separated, partially signalised roundabout where the M65 meets the M6. To the north, is an additional grade separated roundabout, the junction of the M6 and A6.

2.3 ACTIVE TRAVEL

Pedestrian Infrastructure

2.3.1. Figure 2.5 shows the areas located within a 30-minute walk of the site which includes Lostock Hall, Farington and parts of Bamber Bridge. Lostock Hall Rail Station is within a 5 to 10 minute walk of the site, and Leyland Station is approximately a 25 to 30 minute walk from the site.

Figure 2-5 - Walking Isochrones



2.3.2. A footway is present on the eastern side of Stanifield Lane along the entire length of the site providing a pedestrian route towards Farington village and Leyland Station to the south and to the A582 roundabout and Lostock Hall to the north. This route along Stanifield Lane has street lighting along its entire length.

2.3.3. On the western side of Stanifield Lane, a footway is provided immediately north of Fowler Lane for c.90m, as well as at the northern end of Stanifield lane where the footway on the western side extends for c.70m south on the approach to the A528 roundabout.

2.3.4. Pedestrian facilities are also provided at the A528 / Stanifield Lane roundabout with signalised pedestrian crossing facilities and footways on all arms of the roundabout.

2.3.5. On its western arm, a footway/cycleway adjacent to the southern side of the carriageway extends 140m west from the roundabout, before providing a dropped kerb to enable cyclists to re-join the carriageway and continue their route on-carriageway.

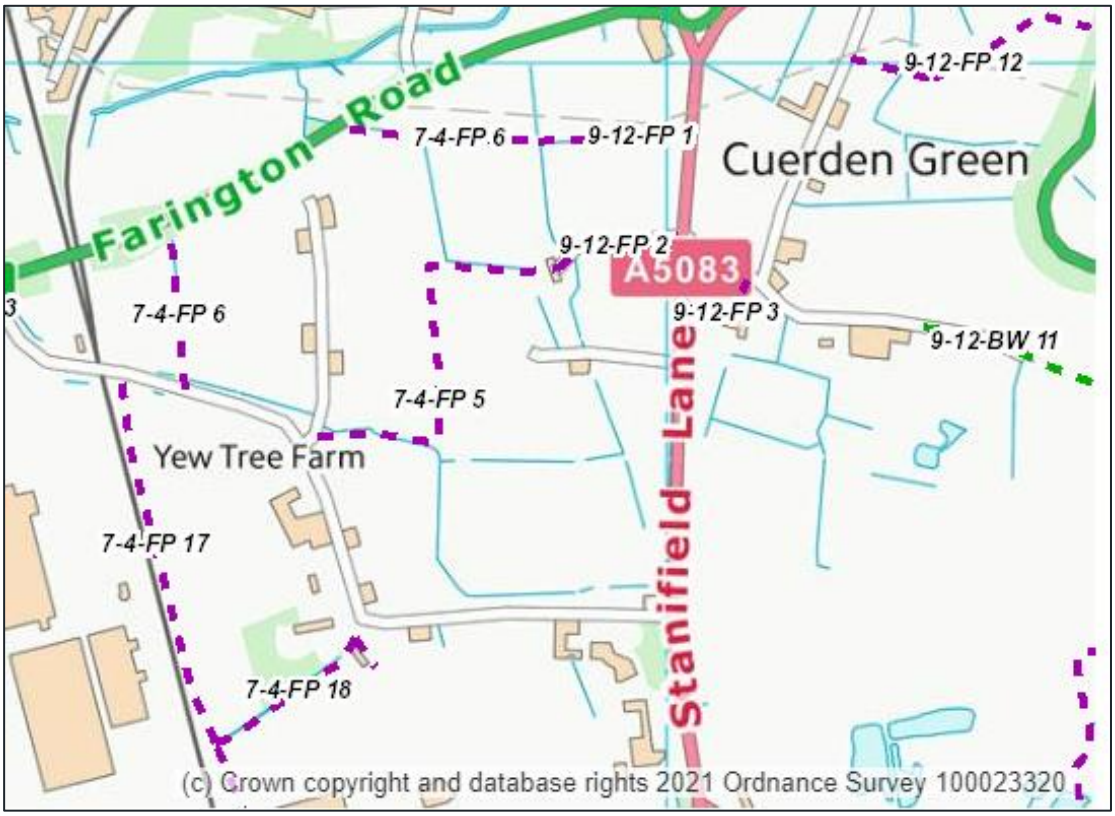
2.3.6. On its northern arm of the A528 / Stanifield Lane roundabout, footways are present on both sides of Watkin Lane and provide a route to the local facilities and residential properties along Watkin Lane and within Lostock Hall. Footways along Watkin Lane provide a signposted pedestrian route to Lostock Hall Rail Station, which is approximately a 10-minute walk from the proposed site access.

2.3.7. A footway on the eastern arm of the A582/Stanifield Lane roundabout extends along the northern side of the A582 to the A6 and to retail and leisure facilities east of the A6.

2.3.8. In addition to the paved footways, there are currently two Public Rights of Way (PRoWs) crossing the application site as shown in Figure 2.6. Footpath 9-12 FP2 / 7-4 FP5 connect Stanifield Lane with Fowler Lane, passing through the existing open fields. Footpath 9-12 FP1/7-4 FP 6 connects Stanifield Lane to A582 Farington Road. This PRoW links to footway on the eastern side of Stanifield Lane, and a footpath on the northern side of the A582.

2.3.9. The PRoWs are un-surfaced and un-lit routes across open fields. Both footpaths are currently signposted. These existing PRoWs will be retained and partially diverted as part of the development proposals, detailed further in Chapter 3.

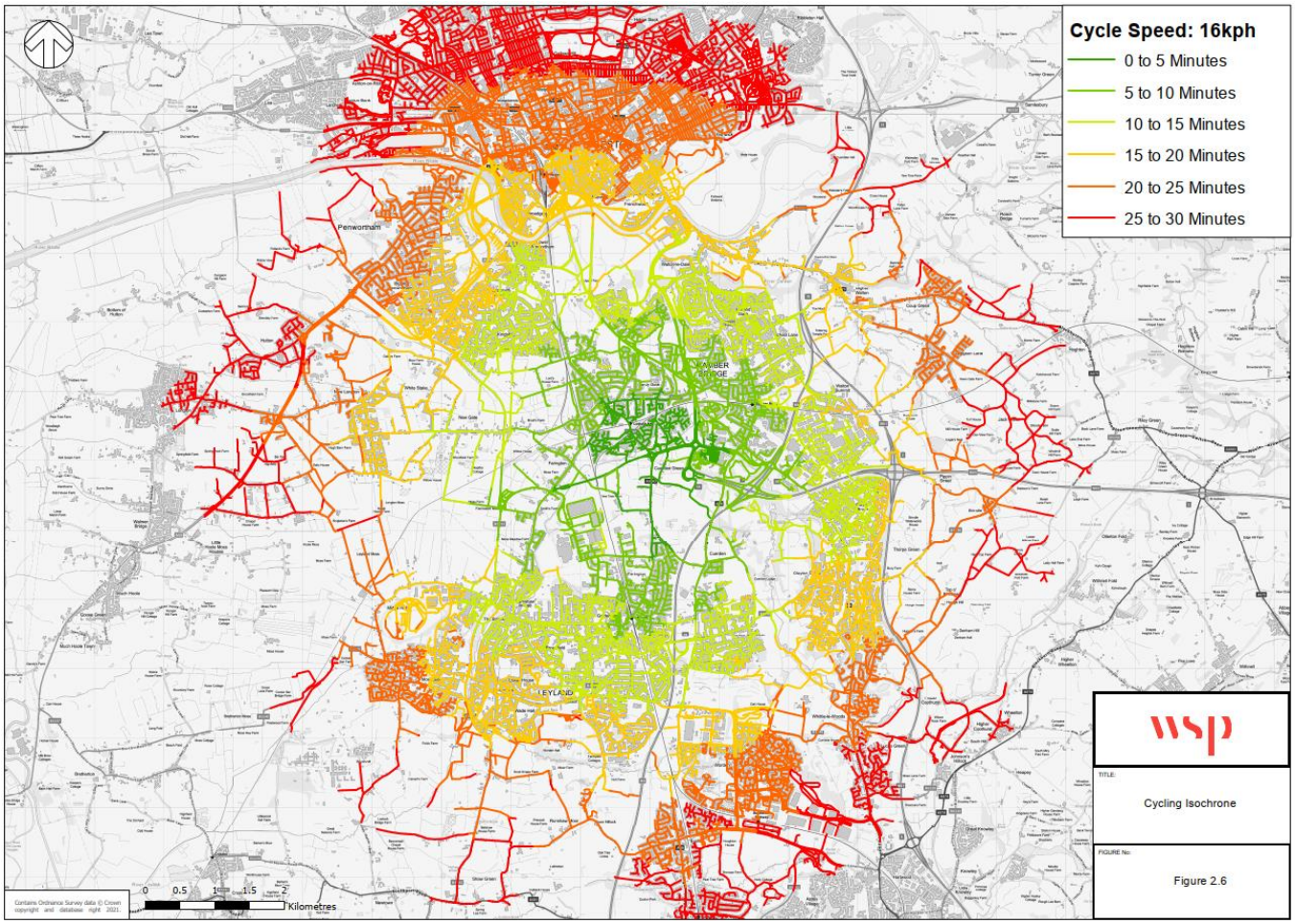
Figure 2-6 - Public Right of Way Plan (Source: Lancashire County Council)



Cycle Infrastructure

2.3.10. Figure 2.7 shows locations within a 30-minute cycle ride of the site. This includes locations such as Farington and Leyland to the south, and Lostock Hall, Bamber Bridge, Penwortham and Preston to the north.

Figure 2-7 - Cycling Isochrones

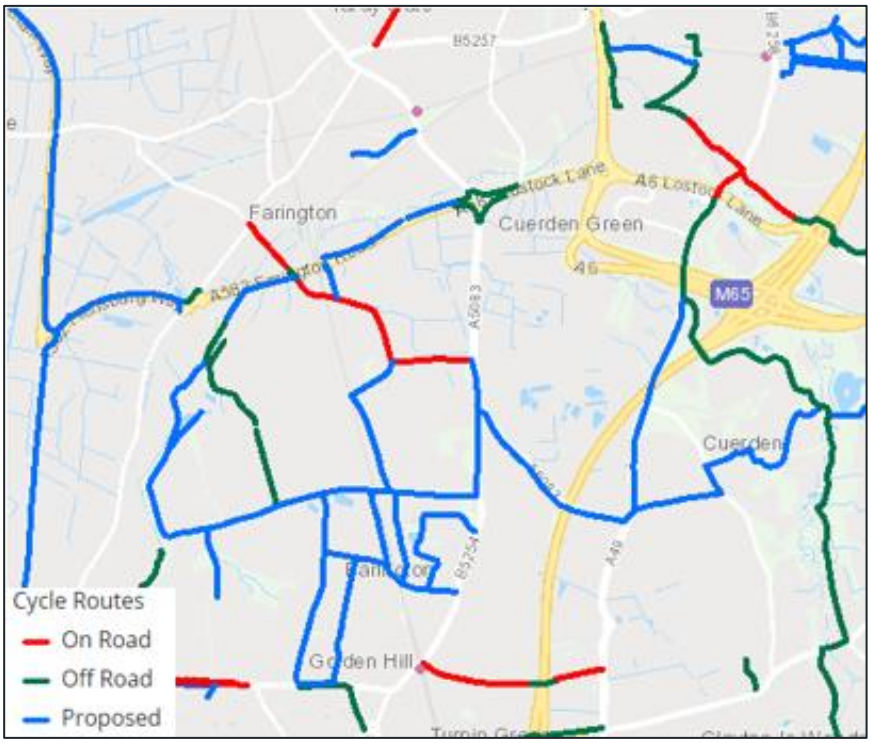


2.3.11. Stanifield Lane provides a suitable on-road cycling route and connects to enhanced cycle infrastructure at the A582 / Stanifield Lane roundabout junction. There is cycle signage along Stanifield Lane, as well as shared cycle/footway at its northern end, as shown in Figure 2.8.

Figure 2-8 - Cycle route signage Stanifield Lane (south of site) and Shared footway/cycleway (north of site)

2.3.12. Figure 2.9 shows the on-road (red lines) and off-road (green lines) cycle routes within the vicinity of the site, as well as cycle routes proposed (blue lines) by Lancashire County Council. Fowler Lane provides an on-road cycle route to the south and west of the site, which will tie into a number of proposed routes in the local area.

Figure 2-9 - Lancashire County Council Cycle route map



2.3.13. The National Cycle Route 55 runs north to south to the east of the site through Cuerden Valley Park and along Wigan Road, identified as the eastern most north-south green/red route on Figure 2.9. At its closest point to the site, the cycle route is approximately 1.2km from the site and can be accessed via shared cycle/footway facilities along the A582 and the A6. Proposed cycle routes, as indicated on Figure 2.9, will also provide a connection to National Cycle Route 55.

2.3.14. The off-road cycle facilities at A582 / Stanifield Lane roundabout are also shown on the above cycle plan. Figure 2.10 shows the marked cycle lane and shared footway/cycle provision on the southern arm approach to the A582/Stanifield Lane roundabout as well as the on-carriageway cycle lane on the circulatory of the roundabout.

Figure 2-10 - A582/Stanifield Lane Southern arm approach and western circulatory

2.4 PUBLIC TRANSPORT

Bus

2.4.1. There are bus stops located on Stanfield Lane adjacent to the site. Table 2.1 provides a summary of the bus services and their frequencies. Service number 109 runs a half hourly frequency to Preston and Lostock Hall to the north, and to Leyland, Euxton and Chorley to the south. Service number 111 runs a 12-minute frequency to Preston and Lostock Hall, and to Farington, Leyland and Broadfield. At an hourly frequency the 111 service extends to serve Standish and Wigan. On a Sunday, the 111 runs at a 30-minute frequency.

Table 2-1 – Bus Services serving stops on Stanifield Lane[2]

No.	Operator	Route	Frequency (Weekday and Saturday)	Frequency (Sunday)	First / Last Service (Weekday and Saturday)	First / Last Service (Sunday)
109	Stagecoach	Preston – Lostock Hall – Leyland – Euxton - Chorley	30 mins	60 mins	06:43 / 11:06	08:45 / 18:48
111	Stagecoach	Preston – Lostock Hall – Farington – Leyland – Seven Stars (Standish - Wigan)	12 mins (60 mins)*	30 mins	05:49 / 23:21	09:04 / 22:36

**111 service extends to Standish and Wigan every 60 minutes*

2.4.2. The bus stops on Stanifield Lane consist of a bus stop flag and a printed timetable, as pictured on Figure 2.11.

[2] Information correct as of March 2022

Figure 2-11 - Woodcock Estate Bus Stop and Brook House Farm Bus Stop on Stanifield Lane

Rail

2.4.3. Lostock Hall Rail Station is located approximately 0.5km to the north of the site and can be accessed via footways along Stanifield Lane and Watkin Lane. Table 2.2 summarises rail services from Lostock Hall which include an hourly service to Preston and an hourly service to Blackburn, Burnley and Colne.

Table 2-2 - Rail Services from Lostock Hall Rail Station[3]

Service	Monday-Saturday Frequency	First / Last Service	Sunday Frequency	First / Last Service
Preston	60 mins	07:11 / 00:01	120 mins	10:21 / 22:25
Blackburn - Accrington – Burnley - Colne	60 mins	06:02 / 23:03	120 mins	08:21 / 22:07
Preston - Blackpool North	3 AM services	06:30, 07:36 and 08:35	-	-

[3] Information correct as of March 2022

2.4.4. Leyland Rail Station is located approximately 1.3km to the south of the site and can be accessed via footways along Stanifield Lane. Table 2.3 summarises the rail services operating at Leyland Station which include services to Blackpool, Manchester and Liverpool. Figure 2-12 shows some photographs of the frontage and platforms at Leyland station.

Table 2-3 - Summary of Rail Services from Leyland Rail Station[4]

Service	Monday-Saturday Frequency	First / Last Service	Sunday Frequency	First / Last Service
Liverpool Lime Street	60 mins	06:34 / 22:48	60 mins	08:29 / 22:38
Blackpool North	2 per hour	06:48 / 23:20	30 mins	08:47 / 22:55
Manchester Victoria	120 mins	06:09 / 18:10	3 AM services (terminating at Manchester Oxford Rd)	09:31, 1031 and 11:31
Manchester Airport	60 mins	05:16 / 23:40	60 mins	12:35 / 22:54

Figure 2-12 – Leyland Station

[4] Information correct as of March 2022

2.5 SPEED SURVEY

2.5.1. A speed survey was undertaken on Stanifield Lane, at the proposed location of the site access, on Tuesday 21st September 2021. Results from the speed survey are included in Appendix B. The speed survey was undertaken in accordance with DMRB CA 185 Vehicle Speed Measurements (formally TA 22/81). Surveys were undertaken during two off-peak periods, 10:00 to 12:00 and 14:00 to 16:00, in free-flow conditions. The weather during the surveys was dry and clear, and there were no incidents reported at the site.

Table 2-4 - Speed survey results – Stanifield Lane

	85th Percentile	Average Speed
Northbound	37.5 mph	32.5 mph
Southbound	43.0 mph	37.3 mph

2.5.2. Table 2.4 shows that the speed surveys recorded an average northbound speed of 32.5 mph and an average southbound speed of 37.3 mph. The recorded speeds in both directions are well below the 60 mph speed limit.

2.6 ROAD SAFETY

2.6.1. Personal Injury Accident (PIA) data has been obtained for the latest five-year period (2016 to 2020) from Lancashire County Council Road Safety Team. The PIA data was obtained for the area immediately adjacent on the A582 to the north of the site and along Stanifield Lane to the east of the site, along with the A582 / Stanifield Lane / Watkin Lane roundabout. Additional accident data covering the wider area including the Strategic Road network, as requested by National Highways, was also provided by Lancashire County Council Road Safety Team for the latest five-year period. A plan showing the location and severity of this accidents is included in Appendix C.

2.6.2. A summary of the PIA data for the area adjacent to the site is provided in Table 2.5.

Table 2-5 – Personal Injury Accident Summary: Stanifield Lane / A582

Location	Slight	Serious	Fatal	Total
Stanifield Lane	2	3	0	5
A582 (West of junction)	0	0	0	0
Watkin Lane	3	1	0	4
A582 (East of junction)	1	0	0	1
A582 / Stanifield Lane / Watkin Lane	7	1	0	8

2.6.3. Over the five-year study period, five collisions were recorded on Stanfield Lane between its junction with A582 to the north and with Lydiate Lane to the south. This included two slight and three serious collisions. They occurred at various times throughout the year between June and December and at various times of day. All involved cars and no vulnerable road users. The likely causes identified for

the collisions were driver failing to account for a wet or slippery road (2), sudden braking (1), driver fatigue (1) and the driver using a mobile phone (1).

2.6.4. A total of eight collisions were reported at the A582 / Stanifield Lane Roundabout: seven slight and one serious. The likely causes provided for the seven slight collisions include junction overshoot, tailgating and failure to stop, reckless driving, misjudgement and the driver not paying due care and attention. The cause given for the serious collision is the failure to judge the path of another vehicle.

2.6.5. Three slight collisions and one serious collision were reported on Watkin Lane, north of the junction and one slight collision was reported on A582 east of the junction.

2.6.6. Additional accident data was collated and analysed for the Strategic Road network as requested by National Highways. The PIA data has been summarised in Table 2.6 below.

Table 2-6 - Personal Injury Accident Summary: M65 terminus and M6/M65, A6/M65 junctions

Location	Slight	Serious	Fatal	Total
M65 Terminus	1	0	0	1
M6 / M65	11	2	0	13
A6 / M65	14	4	0	18

2.6.7. Over the five-year period, one slight accident was reported at the M65 terminus, eleven slight and two serious accidents at the M6/M65 and 14 slight and 4 serious at the M65 / A5 junction. A range of likely causes were recorded for the accidents and no discernible pattern in likely cause has been identified across the local network or at a given junction.

2.6.8. In summary, no significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions within the study area. Furthermore, the frequency and severity of the accidents is not considered to be unusual for its location and existing traffic volumes and composition.

3

PROPOSED DEVELOPMENT

3 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT LAYOUT

3.1.1. The proposed development is comprised of two no. cricket ovals and associated pavilion building and spectator seating, covered cricket nets, access, parking, landscaping and associated works (including temporary event overlay facilities on ticketed match days), realignment of Public Right of Way Ref 9-12-FP 1, 7-4-FP 6 and Public Right of Way Ref 9-12-FP 2, 7-4-FP 5. The total site area for the application is 13.7ha.

3.1.2. The cricket ovals will be surrounded by natural sloping terraces which will provide informal seating for spectators. It is anticipated that the facility could accommodate a maximum crowd of 5,000 spectators. The ovals will be in use during the cricket season only, which takes place across the six months of April to September. The training nets will be located to the west of the pavilion building, adjacent to Fowler Avenue. They will be outdoor nets but partly covered to enable use outside of the core cricket season

3.1.3. The pavilion building includes changing rooms, a gym, groundskeeping office and store, a reception area and players' lounge. The changing rooms and gym are for use by the players only; and are not for public use.

3.1.4. Sympathetic natural landscaping, including new trees, wildflower planning and green spaces will be provided to create an attractive setting, encourage wildlife and provide natural screening for local residents.

3.1.5. The proposals will provide a high-quality professional and community cricket facility, supporting the development of community, recreational, youth and elite sport. The ground will be used as Lancashire Cricket Club's second ground, hosting top tier professional cricket matches and elite training. The facility is proposed to become a Centre of Excellence for Women's Cricket in the North West, hosting Women's matches and training sessions. Additionally, the ground will be used by youth, disability and community teams.

3.1.6. The Lancashire Cricket Foundation, the official charity of LC, runs a range of projects, programmes and events designed to engage and inspire individual and communities through cricket. The facility will provide an additional location for such events and programmes to be held and will look to actively engage the local community.

3.1.7. An indicative site layout plan has been provided by Urban Green and is included in Appendix D.

3.1.8. An indicative illustration of the site, produced by BDP, is provided in Figure 3.1 below, showing the two ovals, pavilion building and covered training nets and car parking.

Figure 3-1 - Visual impression of the proposed facility (Source – BDP)

3.1.9. The pavilion building will be located to the west of the site between the two ovals.

3.2 CAR PARKING

3.2.1. The proposals include 265 permanent parking spaces. The main car park located to the east of the site situated near the proposed site access junction onto Stanifield Lane will consist of 215 spaces, 21 of which will be accessible spaces. An additional 50 spaces, including 5 accessible spaces, will be provided adjacent to the pavilion building. On event days, where required, an overflow car park with space for an additional 235 cars will be provided on the site, between the main permanent car park and Stanifield Lane.

3.3 CYCLE PARKING

3.3.1. Cycle parking will be provided with space for up to 50 cycles. The location of the 25 Sheffield style cycle stands is shown on the site layout plan (Appendix D), situated between the cricket ovals and the car park. With cricket being a game played during the summer months between April and September, there are opportunities to maximise cycling to the site, particularly for regular use on non-event days.

3.4 PROPOSED SITE ACCESS

Proposed three-arm priority access

3.4.1. The site is to be accessed off Stanifield Lane approximately 130m to the south of the A582/A5083 roundabout. A site access drawing is provided in Appendix E, Drawing Reference FCR-WSP-ZZ-XX-DR-C-0013.

3.4.2. The access is proposed to be a three-arm priority junction with Stanifield Lane as the major arm, and the new site access road as the minor arm. A ghost island is to be provided for right turning

vehicles approaching the site from the north. The access road is proposed to have two lane exit, one for right turning vehicles and one for left turners.

3.4.3. The access has been designed proposing that a 30mph speed limit would be introduced along Stanfield Lane adjacent to the site, extending the current 30mph limit south of the site. A reduction in speed limit to 30mph is being discussed with the Highway Authority and is subject to agreement. With the proposed 30mph speed limit in place, suitable visibility splays of 2.4m x 43m are provided for vehicles exiting the site.

Alternative site access arrangement

3.4.4. An alternative access arrangement would be required to include access to the Cuerden Strategic site, if this were to be built out as per the consented planning proposals (Ref: 07/2017/0211/ORM). The alternative site access would provide a staggered 4-arm junction with access to the residential section of the Cuerden Strategic Site on the eastern arm. An additional right turn ghost island is provided for access to the Cuerden site, in addition to the proposed ghost island for access to the cricket facility. A site access drawing showing a 4-arm layout is provided in Appendix E, Drawing Reference FCR-WSP-ZZ-XX-DR-C-0011.

3.4.5. This TA includes an assessment of the peak hour operational performance of both the site access junction (three-arm arrangement) and the alternative access arrangement (staggered four arm arrangement to enable access to the Cuerden Strategic site). Including both access options within this TA demonstrates that the Farington Cricket site can be delivered both independent of and alongside the Cuerden Strategic site development.

3.4.6. An independent Stage One Road Safety Audit (RSA) for the proposed site access was carried out to assess the access proposals, by Road Safety Initiatives. A copy of the report is provided in Appendix F. Recommendations included within the RSA will be considered and incorporated in the detailed design of the junction post submission, and will be informed by whether the access will be via a 3-arm or 4-arm arrangement.

Emergency access

3.4.7. An emergency access point off the A582 will provide a secondary point of access for emergency situations only, in the extremely unlikely event that the site access junction is blocked and an emergency vehicle cannot access the site. The suggested location of the emergency access is shown on the site layout plan in Appendix D. This access has been provided at the request of the Local Highway Authority. This access is not intended to be formalised but there will be a clearway from the A582 retained within the site to allow for emergency access in the event of an incident on Stanfield Lane impacting on the ability for emergency vehicles to access the site, on a ticketed event day.

Internal Highway Layout

3.4.8. The internal layout of the site will include a 7m wide access road serving the main car park, as well as an 3.5m access route to the additional parking spaces provided adjacent to the pavilion building. The access route to the pavilion building will have multiple passing places, with the route extended to 6.5m in width as shown on the site layout plan in Appendix D. The internal access route has been tracked for the types of vehicles that might be required to use it, such as coaches, refuse lorries and emergency vehicles.

3.4.9. The internal layout also includes a safe and suitable turning point for coaches as well as provision for servicing and delivery vehicles. Requirements for servicing and delivery are considered further in Chapter 8.

3.4.10. A drop off and pickup area is to be provided adjacent to the main car park. This will be a circular drop off, suitable for coach and bus movements, as well as taxi and private vehicle drop offs.

PRoW Diversion

3.4.11. Two existing public rights of way will require realignment as per the development description. Public Right of Way Ref 9-12-FP 1, 7-4-FP 6 and Public Right of Way Ref 9-12-FP 2, 7-4-FP 5. Submission drawing WDK-BDP-ZZ-XX-DR-A-(0-)-0005 shows the current and proposed alignments of these routes, and further details are provided in the Design and Access Statement.

3.5 OCCASIONAL EVENT DAY REQUIREMENTS

3.5.1. On a ticketed event day, temporary event overlay facilities will be provided on site. This will include space for food and beverage kiosks, LC merchandise shop and additional welfare facilities. Space for team coach parking will be provided to the west of the pavilion car park. Space for set up of broadcasting and media equipment is to be located within the overflow parking area.

3.6 SEASONALITY AND TYPICAL USE

3.6.1. The typical day-to-day use of the facility and details of proposed event days to be held at the facility are provided in Chapter 4. The facility will host cricket matches and training from April to September only, while the training nets, gym and pavilion will be available for use year-round.

3.6.2. The typical anticipated use patterns and seasonality of the facility are discussed further in Chapters 4 and 6 of this TA.

4

PROPOSED USE

4 PROPOSED USE

4.1 INTRODUCTION

4.1.1. The Farington Cricket Facility is proposed as a second home for Lancashire Cricket (LC) and will host a range of cricket matches, training sessions and community programmes. The proposed use of the facility has been informed by data and comments provided by LC and the use parameters outlined in the Planning Statement which supports the planning application. The use of the data provided by LC, who will be the end users of the facility, provides the most suitable indication of the expected usage of the facility.

4.1.2. The assumptions on the usage of the facility have been shared and agreed with LC in advance of preparing this TA. The information provided by LC includes details on the squads likely to use the facility, the typical timing of training sessions for the club and an indicative fixture list outlining the type, timing and frequency of matches likely to be held at Farington. For each match type, maximum crowd capacities have also been provided, and typical match start and end times have been taken from the LC website.

4.1.3. This Chapter outlines the proposed day-to-day usage and the 'ticketed admission' event day usage of the facility. The outlined usage will then be used to assess the transport implications of the proposals and to inform the travel plan and events day management measures recommended for the site.

4.1.4. This TA focuses on activity during the cricket season, between April and September where activity at the site will be at is highest as outlined below.

4.2 USE PARAMETERS

4.2.1. The **use parameters** for the site are listed below:

- The use of the cricket ovals will be during April to September.
- The use of the covered cricket nets and pavilion building will be year-round.
- The Site will host up to 20 days of 'ticketed admission' events per year, to include as follows:
    - Up to two four-day fixtures for Lancashire Men's first team (expected to draw crowds of up to 2,000 spectators per day)
    - Up to six white ball matches for Lancashire Men's first team (expected to draw crowds of up to 5,000 spectators per day)
    - Up to six white ball matches for Lancashire Women's first team (expected to draw crowds of up to 500 spectators per day)
- The pavilion building will provide changing rooms and a gym for use by players only.

Seasonality of use

4.2.2. The use of the facility will vary throughout the year, largely dominated by the cricket season which runs from April to September. The use of the two ovals will be during the cricket season only. The training nets and gym will be available for use by the squads year-round, but the overall level of activity at the site will be significantly reduced outside of the cricketing months.

4.2.3. Groundskeeping staff will maintain the site year-round, with additional staff employed on a seasonal basis during the cricket season and on 'ticketed admission' event days.

Types of use

4.2.4. The proposed use of the facility during the cricket season can be categorised into typical day-to-day usage and 'ticketed admission' event days. Typical day-to-day usage includes training sessions with use of the cricket ovals, training nets and gym, as well as non-ticketed matches on either oval. Use of the pavilion for general site maintenance and groundskeeping also fall within typical usage parameters.

4.2.5. 'Ticketed-admission' event days are those in which fixtures are to be held at the facility expected to draw crowds of up to 500 to 5,000 spectators as outlined by the use parameters expected to be held at the facility a maximum of 20 days per year. This use type accounts for only 11% of days in the cricket season. Therefore, typical day-to-day usage would be the dominant use type during April-September and will be referred to as a 'business as usual' scenario for the proposed facility.

4.3 DAY-TO-DAY USE

4.3.1. Lancashire Cricket have provided WSP with a fixture/training session schedule outlining the expected usage of the two cricketing ovals over the course of a cricket season. As end users of the site, they are best placed to provide the most realistic use schedule for the site.

4.3.2. There will be day-to-day variation in the use of the site throughout the cricket season, with both ovals in use simultaneously on some days, and other days where there will be limited or no use of the ovals.

4.3.3. While the club would look to make full use of the facility, from a groundskeeping perspective, it is not feasible to make use of both ovals intensively on a daily basis. The ground and nets are a finite resource which, if overused, become worn out and unusable for quality cricket practice and first-class matches. Overuse of the existing cricket facilities at Emirates Old Trafford has become a concern for the club over recent years, and the club would be keen to ensure that the ground and nets are used to a suitable and sustainable level at Farington. Therefore, the proposed timetable for use of the Farington ovals shows a varying degree of use of each oval on a day-to-day basis.

Cricket Teams and User groups

4.3.4. The facility is proposed to be used for training sessions by the full range of LC teams from Age-group cricket to Men's and Women's First Teams. LC as a sporting organisation encompasses a broad range of teams including Men's First and Second XI, Boy's Academy, Lancashire Women, Thunder Cricket (Women's regional team representing Lancashire, Cheshire and Cumbria), Performance teams (County Boys, County Girls, Emerging Players Programme) and the Lancashire Disability teams. The Lancashire Cricket Foundation, the club's official charity, also run a range of programmes and outreach events within the community and with school groups.

4.3.5. Table 4.1 outlines the various teams and groups which could make use of the facility. The maximum number of players assumed to be attending a given training session, along with coaching staff numbers are also provided.

Table 4-1 – Lancashire Cricket teams and user groups – Maximum numbers

User Group	Maximum Users
Men's First XI	Up to 30 players with 3 coaching staff
Men's Second XI	Up to 30 players with 3 coaching staff
Lancashire Women	Up to 30 players with 3 coaching staff
Thunder (Regional Women's Team for Lancashire, Cumbria and Cheshire)	Up to 30 players with 3 coaching staff
Boys Academy	2 teams of 15 plus 3 coaching staff per team
Thunder Academy	2 teams of 15 plus 3 coaching staff per team
Lancashire Disability	Up to 30 players with 3 coaching staff
Age Group Cricket (U13 to U18)	2 teams of 15 plus 3 coaching staff per team
Club/Community Sessions (eg Schools)	Up to 60 young players plus 6 coaches

4.3.6. A cricket team is made up of 11 players, however the number of players per squad will vary along with the total number of players who will attend each training session. The numbers would vary depending on the number of players in each squad for a given season and the number of players attending training on a given day which may be reduced due to injury absences or international duties.

4.3.7. As a maximum, it is assumed that the Men's First XI, Men's Second XI, Lancashire Women and Thunder teams would have up to 30 players attending a training session. It is assumed that each squad would have three members of coaching staff per training session. A similar level of players and coaching staff would be present for matches.

4.3.8. The Boys Academy, Thunder Academy and Age-Group training and matches are anticipated to have two teams of up 15 players, and three coaching staff per team.

4.3.9. The facility could also be used to host community events run by the club. For example, school groups could be invited to the site and up to 60 young cricketers could make use of one oval participating in a number of mini-games running simultaneously.

4.3.10. Therefore, a maximum use case for the two ovals would involve one oval being used for a training session / non-ticketed match with up to 30 players and one oval used for a community session with up to 60 players. In this case, the total number of users of the ovals would be 90 players and 12 coaching staff.

4.4 TRAINING SESSION TIMETABLE

4.4.1. It is assumed that the usage of the cricket ovals for training sessions would be split into morning (09:30-12:30), afternoon (13:00-15:30) and evening (16:30-20:00) sessions, as per LC current training timetable shown in Table 4.2. LC have confirmed the current timings of training sessions, and these are anticipated to be the same for session to be held at Farington. Evening sessions will be primarily age group, disability and community use with use of the ovals by the professional teams typically morning and afternoon sessions only. The timing of the training sessions will be consistent on both weekdays and weekends.

Table 4-2 – Timetable for training sessions

Training Session	Time Period
Morning Session	09:30 – 12:30
Afternoon Session	13:00 – 15:30
Evening Session	16:30 – 20:00

4.4.2. The implications of the start and end times of these sessions on traffic generation are discussed further in Chapter 6, however it is worth noting that they lie outside of the highway network peak hours for the local area. The peak hours on the local highway network are 07:30 to 08:30 on weekday mornings, 16:30 to 17:30 on weekday evenings and between 13:00 and 14:00 on a Saturday.

4.4.3. The morning session starts at 09:30 and therefore it is unlikely that users arriving for training sessions would be arriving at the site prior to the end of the morning peak hour. In the afternoon, the evening session begins at 16:30, therefore those attending the evening sessions will have arrived at the facility by the start of the network peak hour. Therefore, only a minimal number of vehicle trips from the site are likely to be generated at the busiest times on the highway network.

4.5 FIXTURE LIST

Non-ticketed Matches

4.5.1. In addition to training sessions, matches will also be held at the facility. Apart from the ‘ticketed - admission’ matches, the matches will be un-ticketed and form part of the day-to-day usage of the site. Table 4.3 below, summarises the frequency of matches that could be held at the site for a typical cricket season, with un-ticketed admission events indicated in bold.

Table 4-3 – Event frequency and anticipated maximum attendance

	Number of days (per year)		Maximum Attendance
First XI County Championship	8		2,000
First XI Royal London Cup (50 over)	4	(up to 6 white ball matches in total)	2,500-3,000
First XI Vitality Blast (T20)	2		5,000
Thunder (Rachel Hayhoe Competition)	6		500
Second XI County Championship	28		250
Second XI 50 over	2		250
Second XI T20	4		250
Lancs Women	4		250
Thunder Academy	6		Less than 100
Boys Academy	4		Less than 100
Age Group	40		Less than 100

4.5.2. Over the course of a typical season, the indicative fixture list includes four days of Lancashire women's teams fixtures, 34 days of Second XI team fixtures, 10 Academy fixtures, 40 Age-Group (U13-U18) fixtures and 14 Lancashire Disability fixtures.

4.5.3. This is an estimate of the number of matches that could be held at Farington and will vary year-on-year depending upon the leagues and competitions the squads are competing in. The availability of other cricket grounds within the region which could be used to host some matches such as Emirates Old Trafford and existing out grounds across the county, will also impact the number of matches held at Farington per season.

4.5.4. Each team would field 11 players and additional squad members may be present. Therefore, it is assumed that there will be up to 30 players per match, the same level as associated with training sessions. Apart from the ticketed event days, the remaining fixtures are not anticipated to draw significant crowds to the site.

4.5.5. The non-ticketed-admission matches such as the Second XI, Women's and Academy teams are anticipated to attract a crowd of less than 250 spectators, which could easily be accommodated by the parking provision on site, along with local sustainable and active travel journeys.

4.5.6. For the majority of fixtures, it is assumed that any spectators will be family and friends of the players who will travel with the players to the site. If they travelled to the site by car, it is assumed that they have travelled with the player for example parents/guardians driving young players to the match.

4.6 TICKETED-ADMISSION MATCHES

4.6.1. As outlined by the use parameters, the site will host up to 20 days of ticketed-admission events per year. The facility is proposed to have a maximum crowd capacity of 5,000 spectators; however, it is anticipated that a maximum capacity crowd of 5,000 would be a rare occurrence, an aspirational level associated with Men's First XI T20 matches only. The Royal London Cup, a 50-over competition is expected to draw crowds of no more than 2,500 to 3,000. Both the T20 and 50-over matches are held on one day only and are categorised as white ball matches. The site usage parameters propose up to six white ball matches for Lancashire Men's first team.

4.6.2. It is proposed that up to two four-day County Championship matches could be held at Farington per year drawing a crowd of up to 2,000 spectators. The County Championship matches are held over 4 consecutive days. LC suggest that maximum spectator levels are typically seen on the first day of this type of event and are likely to reduce over the four days of play.

4.6.3. The site is also expected to host up to 6 white ball matches for Lancashire Women's first team, anticipated to draw crowds of a maximum of 500 spectators per day.

4.6.4. Overall, there are up to 14 days per year where matches could be held at Farington which could result in crowds of over 500 spectators at the facility. Chapter 7 outlines event day management measures used to manage spectator travel to and from the site for these matches. The need for the various measures will be determined on an event-by-event basis.

Match Format and Timing Details

4.6.5. The LC Men's First XI play matches across three competitions;

- County Championship
- Royal London One Day Cup
- T20 Blast

4.6.6. The details of these competitions and matches are outlined below.

County Championship

4.6.7. The County Championship is the country's premier first-class cricket competition and involves matches played across up to 4 days. Matches are played throughout the cricket season.

4.6.8. Tables 4.4 and 4.5 show the County Championship fixtures played by the Men's First XI for 2019 and 2021. No fixtures have been displayed for the 2020 season due to the COVID-19 pandemic, which saw a shortened season take place, all behind closed doors without spectators in attendance.

4.6.9. The format of County Championship first class cricket changed between 2019 and 2021. In 2019, the eighteen county teams were split into two divisions, with Division One comprised of Eight teams and Division Two comprised of ten teams. LC played in Division Two in the 2019 season. LC played seven home matches and seven away matches. Five home matches were played at Old Trafford, Manchester, the team's principal home ground. Additional home matches were played at Aigburth, Liverpool, and at Sedbergh School, Cumbria. LC finished the season as Division Two Champions, and secured promotion to Division One for the next season scheduled to commence in April 2020, although this would be abandoned due to the COVID-19 pandemic.

4.6.10. In 2021, the format of the County Championship was revised. Instead of being divided into Divisions based on previous performance, the eighteen county teams were split into three groups of six

teams, with each side playing ten matches (five at home and five away), within Phase One of the competition. The top two teams from each of the three groups then progressed to Division One, the next two to Division Two and the next two to Division Three. LC were placed into Group 3, and finished first in that Group, qualifying for Division One.

4.6.11. Division One saw LC play a further four matches (two at home and two away), making a total of seven home matches and seven away matches across the whole season. Six of the LC home matches were played at Old Trafford, Manchester, with the final match of the season taking place at Aigburth, Liverpool. Old Trafford was in use for a concert at the time.

Table 4-4 - LC County Championship Matches – 2019 Season

Match	Dates	Opponents (Home or Away)	Venue	Notes
1	11th -14th April	Middlesex (Away)	Lord's, London	Thurs-Sun
2	14th – 17th May	Northamptonshire (Home)	Old Trafford, Manchester	Tues-Fri
3	20th – 22nd May	Worcestershire (Home)	Old Trafford, Manchester	Mon – Wed (match finished in 3 days)
4	27th – 30th May	Gloucestershire (Away)	College Ground, Cheltenham	Mon-Thurs (no play Tues or Wed due to rain)
5	3rd - 6th June	Leicestershire (Home)	Aigburth, Liverpool	Mon-Thurs
6	10th – 13th June	Worcestershire (Away)	New Road, Worcester	Mon-Thurs (no play Tues or Thurs due to rain)
7	17th – 19th June	Derbyshire (Away)	County Ground, Derby	Mon-Wed (match finished in 3 days)
8	30th June – 3rd July	Durham (Home)	Sedbergh School, Cumbria	Sun – Wed
9	7th – 10th July	Northamptonshire (Away)	County Ground, Northampton	Sun – Wed
10	13th – 15th July	Sussex (Home)	Old Trafford, Manchester	Sat – Mon (match finished in 3 days)
11	18th – 20th Aug	Glamorgan (Away)	Colwyn Bay	Sun – Tues (match finished in 3 days)
12	10th – 12th Sept	Derbyshire (Home)	Old Trafford, Manchester	Tues – Thurs (match finished in 3 days)

13	16th – 19th Sept	Middlesex (Home)	Old Trafford, Manchester	Mon - Thurs
14	23rd – 26th Sept	Leicestershire (Away)	Grace Road, Leicester	Mon-Thurs (no play Tues due to rain)

Table 4-5 – LC County Championship Matches – 2021 Season

Match	Dates	Opponents (Home or Away)	Venue	Notes
1	8th -11th April	Sussex (Home)	Old Trafford, Manchester	Thurs-Sun
2	15th – 18th April	Northamptonshire (Home)	Old Trafford, Manchester	Thurs-Sun
3	22nd – 25th April	Kent (Away)	St Lawrence Ground, Canterbury	Thurs-Sun
4	29th April – 2 May	Sussex (Away)	County Ground, Hove	Thurs-Sun
5	6th – 9th May	Glamorgan (Home)	Old Trafford, Manchester	Thurs-Sun
6	20th – 23rd May	Northamptonshire (Away)	County Ground, Northampton	Thurs-Sun
7	27th – 30th May	Yorkshire (Home)	Old Trafford, Manchester	Thurs-Sun
8	3rd – 5th June	Glamorgan (Away)	Sophia Gardens, Cardiff	Thurs – Sat (match finished in 3 days)
9	4th – 7th July	Kent (Home)	Old Trafford, Manchester	Sun – Wed (no play Sun due to rain)
10	11th – 14th July	Yorkshire (Away)	Headingly, Leeds	Sun – Wed (no play on Mon or Wed due to rain)
11	30th Aug – 2nd Sept	Warwickshire (Home)	Old Trafford, Manchester	Mon – Thurs
12	5th – 8th Sept	Nottinghamshire (Away)	Trent Bridge, Nottingham	Sun – Wed
13	12th – 14th Sept	Somerset (Away)	County Ground, Taunton	Sun – Tues (match finished in 3 days)
14	21st – 23rd Sept	Hampshire (Home)	Aigburth, Liverpool	Tues – Thurs (match finished in 3 days)

cricinfo.com

4.6.12. County Championship matches take place over 4 days, with no consistency in terms of the day matches start on, with Monday, Tuesday, Thursday, Saturday and Sunday all used to commence matches across the 2019 and 2021 season, meaning that each weekday saw cricket played. Also notable is that there were several matches that did not see four days played, either due to the match concluding early or due to rain making play impossible.

4.6.13. Table 4.6 shows the actual proportion of cricket played versus that scheduled for the two seasons, split into home and away fixtures. In the 2019 season, of the 28 days of County Championship matches scheduled only 89% saw play. In the 2021 season, of the 28 days of County Championship matches 96% saw play.

Table 4-6 - LC County Championship Matches – Scheduled and Actual Days of Play

	Home Matches			Away Matches		
	Scheduled Days of Play	Actual Days of Play	Percentage	Scheduled Days of Play	Actual Days of Play	Percentage
2019	28	25	89%	28	21	75%
2021	28	27	96%	28	24	86%

County Championship Hours of Play

4.6.14. Regardless of the day of the week play is scheduled for there is a consistency in terms of the hours of play. Play is divided across three sessions, described as morning, afternoon and evening sessions. Table 4.7 shows the timetable for County Championship matches. Morning sessions run from 11:00 to 13:00, afternoon sessions from 13:40 to 15:40 and evening sessions from 16:00 to 18:00. Due to the timings of the start and end of matches, traffic generated from spectators for this type of match is unlikely to fall within the local highway network peak hours, with matches starting two and half hours after the end of the morning peak and matches ending half an hour after the end of the evening peak.

Table 4-7 - Start and end timings for county championship match sessions

Session	Start Time	Finish Time
Morning Session	11:00	13:00
Lunch Interval	13:00	13:40
Afternoon Session	13:40	15:40
Tea Interval	15:40	16:00
Evening Session	16:00	18:00

Note that all timings are bought forward 30 minutes for matches where the first day of the match is scheduled to start in September (i.e. play would commence at 10:30 and finish at 17:30).

Note that on each of the first three days of the match there is the provision for playing time to be extended for up to 30 minutes to account for lost time due to rain/bad light/slow over rate (i.e. play could continue until 18:30 at the latest)

Future County Championship Formats

4.6.15. At the time of writing, the format for the 2022 County Championship has still to be determined, although it is to be expected that there will be in the order of 14 matches played, with seven home matches and seven away. These matches would be hosted across Emirates Old Trafford, the proposed Farington facility and existing out grounds used by the county.

Figure 4-1 - Visual impression of cricket oval (Source – BDP)

One Day Cup

4.6.16. The One Day Cup (currently known as the Royal London One Day Cup for sponsorship reasons) is, as the name suggests, a competition featuring matches played over one day, rather than four days for the County Championship.

4.6.17. In 2019, the competition saw the eighteen county teams split into two groups of nine teams, based on an approximate north and south geographical split (LC being placed in the North Group). Each team played eight matches in the group stage, playing each other member of the group once. Four matches were scheduled as Home fixtures, four Away. The winners of the group qualified

automatically for the semi-finals of the tournament, the 2nd and 3rd place teams in the Group qualifying for a playoff for the opportunity to progress to the semi-finals.

4.6.18. LC finished 3rd in the North Group, qualifying for a playoff. They won the play-off, advancing to the semi-finals, where they were eliminated from the tournament.

4.6.19. The competition was not played in 2020 due to the COVID-19 pandemic.

4.6.20. In 2021, the format was tweaked slightly with the two groups of nine teams no longer being split geographically, with LC placed in Group A. LC were eliminated in the Group Stage of the competition having finished 4th in Group A. Table 4.8 shows the 2021 home game fixtures and start times for LC in this competition.

Table 4-8 - One Day Cup LC Matches 2021 Season

Match	Date	Start Time
Lancashire vs Sussex	Friday 23rd July 2021	11:00
Lancashire vs Middlesex	Tuesday 3rd August 2021	11:00
Lancashire vs Worcestershire	Sunday 8th August 2021	11:00
Lancashire vs Essex	Thursday 12th August 2021	11:00

www.lancashirecricket.co.uk/match-centre

4.6.21. The One Day Cup matches were held on both weekdays and on a weekend. All matches started at 11:00.

T20 Blast

4.6.22. The T20 Vitality Blast is a 20-over competition which has run over the last four seasons by the England and Wales Cricket Board. Typically, T20 matches last around three hours, with each innings lasting around an hour and a half, with a ten-minute break, therefore they are shorter than traditional cricket matches. Due to the shorter nature of the match format, T20 matches can start at various times of the day. Table 4.9 summarises the start time for T20 home game fixtures played by LC teams during the 2021 season.

Table 4-9 - T20 Blast LC home games 2021 season

Match	Date	Start Time
Men's First XI T20 Home games		
Lancashire Lightening vs Derbyshire	Wednesday 9th June 2021	14:30
Lancashire Lightening vs Leicestershire Foxes	Thursday 10th June 2021	18:30
Lancashire Lightening vs Notts Outlaws	Sunday 20th June 2021	14:30
Lancashire Lightening vs Worcestershire Rapids	Thursday 1st July 2021	18:30
Lancashire Lightning v Northamptonshire Steelbacks	Friday 9th July 2021	14:30
Lancashire Lightning v Durham	Friday 16th July 2021	18:30
Lancashire Lightning v Yorkshire Vikings	Saturday 17th July 2021	17:00
Vitality Women's County T20 Home games		
Lancashire Women vs Scotland A	Monday 3rd May 2021	11:00
Lancashire Women vs Scotland A	Monday 3rd May 2021	15:00
Lancashire Women vs Cumbria Women	Sunday 16th May 2021	11:00
Lancashire Women vs Cumbria Women	Sunday 16th May 2021	15:00
Men's Second XI T20 Home games		
Lancashire vs Nottinghamshire	3rd June 2021	12:00
Lancashire vs Yorkshire	10th June 2021	13:00
Lancashire vs Derbyshire	11th June 2021	13:00
Lancashire vs Leicestershire	16th June 2021	11:30

4.6.23. There is no consistency in terms of the day T20 matches are played with T20 matches played on all days of the week in the 2021 season. The start times of T20 matches vary with a range of morning, afternoon and evening start times.

4.6.24. The Men's First XI vitality blast T20 home games were played at either 14:30 or 18:30, with one game scheduled to start at 17:00. If the matches lasted the typical length of three and a half hours, game play would be between 14:30 and 18:00, or 18:30 to 22:00.

4.6.25. The women's vitality county T20 home games were scheduled to include 2 games per day, with one match starting at 11:00 and the next match starting at 15:00, both against the same opponents. The Men's Second XI had four T20 Home games in the 2021 season, one starting at 11:30, one starting at 12:00 and two starting at 13:00.

4.6.26. Lancashire Cricket have indicated that T20 matches held at Farington would most likely start at 14:30 on weekends and no later than 16:15 on weekdays. The start times for the T20 matches at Farington would be considered by the club in event day management plans to ensure minimal impact on the local highway network during the network peak hours.

4.7 USAGE TIMETABLE AND ARRIVAL AND DEPARTURE TIMES

4.7.1. Based on the timetable for training sessions as presented in Table 4.2, and the above match start times, the peak arrival and departures times have been identified. The training sessions and matches are held on any given day of the week, so there is no anticipated difference in the timings of arrival and departure at the facility on a weekday compared to a weekend day, apart from for T20 events where start times on weekday and weekend will differ.

4.7.2. Using the information provided by LC an indicative week-by-week timetable for the facility has been produced to provide an illustration of the likely peak season use of the site. This is provided in Appendix G and outlines typical usage of the two cricket ovals.

4.7.3. The Men's First and Second XI, Lancashire Women, Thunder and Academy fixtures and training are to be held on oval one, whereas oval two will primarily host age group matches, disability cricket and club/community uses such as school group sessions. On Sundays when the first oval is not in use by other users, age-group cricket could run on both ovals.

4.7.4. For non-match days, training sessions start at 09:30 therefore arrivals to the site are likely to be within the hour leading up to 09:30. As indicated on the indicative site timetable in Appendix G, when training sessions are to be held at the facility, they are likely to be both morning and afternoon sessions on the same day for the same squad. Therefore, the squad's training day would finish at around 15:30 and departures from the site would take place within the hour after the end of the session. An evening session starting at 16:30 would see arrivals within the hour up to the start of the session. Therefore, an overlap between departures from the afternoon session and arrivals at the evening session is anticipated between 15:30 and 16:30, with the majority of departure between 15:30 and 16:00 and arrivals largely between 16:00 and 16:30. Departures from the evening session would follow the end of the session at 20:00.

4.7.5. The indicative timetable shows that, while the facility is expected to be well used by all the teams, both ovals will not be used on every day for every session. The pitches will need to be well maintained to a professional standard, and therefore cannot be overused. Therefore, use of both pitches throughout all three session of the day is likely to be a rare occurrence.

4.7.6. When a ticketed-admission match is to be held at the site, the additional oval will be out of use.

4.7.7. These timetables will be used to determine the proposed trip generation at the site, outlined in Chapter 6.

Staff Requirements

4.7.8. In addition to the teams using the cricket facilities a small number of staff will be required on site on a day-to-day basis. The number of ground maintenance and support staff required for non-event days is outlined in Table 4.10 below.

Table 4-10 - Proposed day-to-day staffing of the facility

Staff	Maximum number of staff
Ground Maintenance	5 (non-match days) / 7 (ticketed match days)
Site manager and support staff	Up to 5 staff
Cleaning staff	Up to 3 staff

4.7.9. LC Head Groundsman has provided an estimate of the staffing requirements at Farington based on the need to maintain the two ovals and the training nets. The staffing requirements are as follows:

- Three full time ground staff
- Two seasonal staff (March – September)
- One or Two match day staff

4.7.10. Therefore, a total of five ground staff are expected to be on site during a non-event day during the cricket season, whereas on event days up to seven ground staff will be required.

4.7.11. On event days, additional staffing will be required including security, first aid, car park marshals, hospitality staff for pop-up stalls and media staff.

4.8 SUMMARY

4.8.1. The indicative usage timetable will be used to inform the typical trip generation likely to be generated from the proposed facility on a day-to-day basis during the cricket season. This will be used to inform the typical development traffic generation scenarios and the junction capacity presented within the TA.

4.8.2. For ticketed event days, event day management measures will be put in place to manage expected demand on a match-by-match basis outlined in Chapter 7.

4.8.3. The usage assumptions for the facility have been based on data provided by Lancashire Cricket, the end user of the facility, and therefore is considered the most appropriate method of determining the likely future use of the site.

5

POLICY REVIEW

5 POLICY REVIEW

5.1 INTRODUCTION

5.1.1. The following section of the report sets out the key national, regional and local traffic and transport polices that are relevant to the proposed development. Later sections of the report demonstrate how the proposals accord with these policies.

5.2 NATIONAL POLICY

National Planning Policy Framework (NPPF), July 2021

5.2.1. The latest version of the National Planning Policy Framework (NPPF) was published in July 2021. The Framework identifies that the purpose of the planning system is to contribute towards sustainable development. It maintains that plans and decisions should apply a presumption in favour of sustainable development.

5.2.2. Paragraph 110 of the NPPF states that "*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users;
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

5.2.3. Paragraph 111 of the NPPF states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

5.2.4. Furthermore, paragraph 113 of the NPPF states:

5.2.5. 'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

5.2.6. This TA addresses the above policy guidance by outlining opportunities for sustainable travel to and from the site and by detailing how sustainable and active travel options will be promoted through the Framework Travel Plan and Event-Day Management Plans. A Framework Travel Plan is provided in Chapter 10 and will outline how active and sustainable travel to the site will be promoted.

5.2.7. Chapter 3 outlines the site access proposals, which have been designed to provide safe and suitable access to all users.

5.2.8. Chapter 9 assesses the impact of the proposed development on the local highway network and concludes that the residual cumulative impacts of the development are not severe.

Planning Policy Guidance

5.2.9. The Government's Planning Practice Guidance (PPG) supplements the NPPF. The PPG clarifies the over-arching principles of Travel Plans, Transport Assessments and Transport Statements. The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required and outlines the process for determining the scope of the assessment. The PPG has been considered in the production of the TA.

National Highways policy (DfT Circular 02/2013)

5.2.10. The Department for Transport Circular 02/2013, published in September 2013, outlines policy relating to the strategic road network and the delivery of sustainable development.

5.2.11. Paragraph 9 states that 'Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed.'

5.2.12. Paragraph 26 states that 'The Highways Agency expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites.'

5.2.13. The measures outlined in the Framework Travel Plan and Event Day Management Plan will help to ensure that the forecast trip generation of the site can be accommodated within the existing capacity of the SRN. The site is located in a sustainable location, accessible by local bus and rail services as well via use of existing cycling and walking infrastructure.

5.2.14. Paragraph 22 states that 'where proposals are not consistent with the adopted Local Plan then a full assessment of their impact will be necessary, which will be based on the performance and character of the strategic road network as determined by the presumption that the Plan proposals will be fully implemented.'

5.2.15. The modelled scenarios will take into account committed and expected developments to ensure a comprehensive range of future scenarios and developments are tested, as agreed with the Local Highway Authority and National Highways at TA scoping stage.

5.3 REGIONAL POLICY

Lancashire County Council Local Transport Plan (2011-2021)

5.3.1. The Lancashire County Council Local Transport Plan covers the period 2011 to 2021 and set out the following transport goals to increase prosperity and well-being for all communities in Lancashire:

- *'To help to secure a strong economic future by making transport and travel into and between our major economic centres more effective and efficient and by improving links to neighbouring major economic areas and beyond'.*
- *'To provide all sections of the community with safe and convenient access to the services, jobs, health, leisure and educational opportunities that they need'.*
- *'To improve the accessibility, availability and affordability of transport as a contribution to the development of strong and cohesive communities'.*
- *'To create more attractive neighbourhoods by reducing the impact of transport on our quality of life and by improving our public realm'.*

- *'To reduce the carbon impact of Lancashire's transport requirements, whilst delivering sustainable value for money transport options to those who need them'.*
- *'To make walking and cycling more safe, convenient and attractive, particularly in the more disadvantaged areas of Lancashire, bringing improvements in the health of Lancashire's residents.'*
- *In all that we do, to provide value for money by prioritising the maintenance and improvement of Lancashire's existing transport infrastructure where it can help to deliver our transport goals.'*

5.3.2. The Local Transport Plan also sets out seven transport priorities developed to deliver improvements and drive targeted investment in transport. These priorities include:

- *"Improving access into areas of economic growth and regeneration;*
- *Providing better access to education and employment;*
- *Improving people's quality of life and wellbeing;*
- *Improving safety of our streets for out most vulnerable residents;*
- *Providing safe, reliable, convenient and affordable transport alternatives to the car;*
- *Maintaining our assets; and*
- *Reducing carbon emissions and its effects"*

5.3.3. The development proposals will provide a new leisure facility in Farington which will actively engage the local community and provide improvements to wellbeing and access to sport. It will improve access to health and leisure facility and give the local community an opportunity to access first class cricket matches locally.

5.3.4. The site will be accessible via existing walking and cycling infrastructure, and via sustainable transport modes. The proposed development will be delivered in accordance with the aims and objectives outlined in the Local Transport Plan.

Central Lancashire Core Strategy (2012)

5.3.5. The Central Lancashire Core Strategy Local Development Framework was adopted in 2012 and sets out the spatial planning proposals for Preston, South Ribble and Chorley.

5.3.6. The core strategy identifies the following Strategic Objectives relevant to the application site:

5.3.7. SO 3: To reduce the need to travel, manage car use, promote sustainable modes of travel and improve the road network to the north and south of Preston.

5.3.8. SO 19: To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facilities and services

5.3.9. The proposals will promote sustainable modes to travel to and from the site and will bring a new sport and recreation facility that will welcome and encourage community uses.

5.3.10. Policy 3 of the Core Strategy outlines a series of measure to approach planning for travel:

(a) Reducing the need to travel

(b) Improving Pedestrian facilities

(c) Improving opportunities for cycling

(d) Improving public transport

(e) *Enabling travellers to change their mode of travel on trips*

(f) *Encouraging car sharing*

(g) *Managing car use*

(h) *Improving the road network*

(i) *Enabling the use of alternative fuels for transport purposes*

5.3.11. The framework travel plan associated with the development proposals outlines a range of measures to encourage and promote active and sustainable transport modes, as well as car sharing. This TA outlines the existing active and sustainable travel options to/from the site and how the site will tie into these existing networks to reduce the need for single occupancy vehicle trips.

Central Lancashire Highways and Transport Masterplan (2013)

5.3.12. The Central Lancashire Highways and Transport Masterplan adopted in 2013. The masterplan includes reference to improvements of the A582 South Ribble Western Distributor, to increase capacity on the A582 by upgrading it to dual carriageway along its full length between Cuerden and Preston city centre.

5.3.13. As part of the proposals a number of improvements have already been delivered including improvements of Stanifield Roundabout. The existing roundabout was widened to create extra lanes and install traffic lights to increase capacity and traffic flows through the junction. Cycle and pedestrian facilities have also improved with on and off-carriageway cycle lanes, shared use cycle/footways and controlled crossings.

5.3.14. A planning application for the dualling of A582 was submitted in February 2020 (Planning Ref: LCC/2020/0014) and is yet to be determined. The dualling of the A582 is considered as an 'expected development' in the remainder of this TA.

5.4 LOCAL POLICY

South Ribble Borough Council – Local Plan (2015)

5.4.1. The South Ribble Local Plan was adopted in July 2015 and sets out the vision for development within the Borough. Policy F1 outlines parking standards for development proposals within South Ribble.

5.4.2. Policy F1 states that 'In general, parking requirements will be kept to the standards as set out unless there are significant road safety or traffic management implications related to the development of the site.'

5.4.3. 'The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement.'

5.4.4. Due to the unique nature of the development, guidance on parking provision for cricket pitches is not included within the summary table including in the local plan. For general leisure, the parking standards suggest the following provision:

- For developments with over 200 bays, 4 bays + 4% of total should be disabled parking provision.
- Minimum coach parking to be considered on a case-by-case basis but provision of drop of for at least 1 coach should be provided as a minimum.

5.4.5. This TA outlines the parking provision proposed at the site, including disabled parking bays, cycle parking and provision for coaches, taking into account the above guidance but also the considering the unique requirements of the site.

5.5 SUMMARY

5.5.1. In summary, the proposed development is located in a sustainable and accessible location and accords with the principles of national, regional and local transport planning policy.

6

TRIP GENERATION AND DISTRIBUTION

6 TRIP GENERATION AND DISTRIBUTION

6.1 INTRODUCTION

6.1.1. Due to the nature of the development and its proposed uses, outlined in Chapter 4, the level of activity on site will vary on a day-to-day basis. To consider the potential trip generation, movements to and from the site associated with the following activities have been considered:

- Cricket uses:
  - Matches on both cricket ovals
  - Training Sessions on both cricket ovals
  - Nets and Gym Training Sessions
  - Community/school cricket sessions run by the club
- Groundskeeping and Pavilion staff

6.1.2. The use of the facility will vary throughout the year, largely dominated by the cricket season, April to September. The use of the two ovals will be during the cricket season only, whereas the training nets and gym will be available for use by the squads year-round. The pavilion will be available for private hire hospitality functions throughout the year. Groundskeeping staff will maintain the site year-round, with additional staff employed on a seasonal basis during the cricket season and on 'ticketed admission' event days.

6.1.3. Due to the seasonal nature of activity at the site, the below trip generation focuses on the cricket season when trip generation at the site will be at its highest. 'Ticketed-admission' event days are to be held a maximum of 20 days per year (11% of days within the cricket season). The remaining days would see 'business as usual' at the facility, with training session for the various squads, community and school events and matches for non-first team squads.

6.1.4. This day-to-day usage of the facility will vary as a result of which squads are using the facility and the level of activity for community cricket uses. However, a typical maximum level of use for the site is used within the trip generation exercise to provide a robust assessment of proposed vehicle movements to and from the site.

6.1.5. This typical maximum level of use has also been considered in assessments for Noise and Air Quality that have been submitted alongside the planning application.

6.2 TRIP GENERATION

6.2.1. As outlined in Chapter 4, Lancashire Cricket have provided WSP with a fixture list outlining the expected usage of the facility, included in Appendix H. As end users of the site, they are best placed to provide the most realistic use schedule for the site. The day-to-day trip generation for the site has been calculated based on the indicative timetable included in Appendix G.

6.2.2. The trip generation exercise below outlines a maximum use scenario for a non-event day based on the information provided by the club.

Typical day-to-day users during cricket season

6.2.3. During the cricket season the facility will host training sessions for the following teams:

- Lancashire Cricket Men's & Women's First XI
- Lancashire Second XI
- Lancashire Academy
- Thunder (regional side – covering Lancashire, Cumbria & Cheshire)
- Thunder Academy (as above)
- Lancashire age-group teams (U13-18)
- Lancashire Disability

6.2.4. As outlined in Chapter 4, the maximum number of players and coaching staff associated with each of the above is 30 players plus 3 coaching staff. A nets training session could host up to 30 players and would be supervised by coaching staff. The gym could be used on a more ad-hoc basis by the players.

6.2.5. Community events run by the club such as school groups could involve up to 60 young cricketers using one oval, participating in a number of mini-games running simultaneously.

6.2.6. Where school groups are invited during term time it is likely the groups would be transported to and from the site by bus. During the summer holidays and at weekends, (as a worst-case scenario in trip generation terms) the young players would be more likely to travel to the site individually accompanied by an adult. As the facility becomes established it is anticipated that car sharing arrangements will reduce the overall numbers of private cars accessing the site, however this is not considered within this assessment.

6.2.7. In addition to training sessions, matches will also be held at the facility. Apart from the 'ticketed - admission' matches, the matches will be un-ticketed and form part of the day-to-day usage at the site. For the Age-Group, Academy and Disability fixtures, it is assumed that any spectators will be family and friends of the players who will travel with the players to the site. If they travelled to the site by car, it is assumed that they have travelled with the player – for example parents/guardians driving players to the match.

6.2.8. The white ball fixtures for Lancashire Women's first team are expected to draw crowds of up to 500. White ball fixtures tend to draw larger crowds than red ball fixtures and therefore the level of spectators associated with additional women's fixtures are not at a level where ticketing would be required. The Men's Second XI fixtures held at the site would also not be at a level where ticketing would be required. The Men's second XI and Women's matches (excluding women's white ball), are expected to have maximum spectator numbers of 250.

6.2.9. The 'ticketed-admission' events include up to two four-day fixtures and up to six white ball fixtures for the Men's First team, and up to six white ball fixtures for Lancashire Women's first team.

Typical Weekly trip generation – Cricket Oval Use

6.2.10. The proposed use of the cricket ovals for a number of example weeks in June is provided in Appendix G. The timetable shows the anticipated usage of the two ovals split into the three sessions per day: Morning (09:30-12:30), Afternoon (13:00-15:30) and Evening (16:30-20:00), as per existing LC training times.

6.2.11. The overlap periods between the morning and afternoon sessions (12:30-13:00), and the afternoon and evening sessions (15:30-16:30) will be the main arrival and departure times for users of the site. These fall outside of the peak hours for the local highway network.

6.2.12. The below trip generation is based on the worst-case scenario assumptions whereby all users of the site arrive in single occupancy vehicle. This provides a very robust assessment of likely vehicle trip generation. As outlined within travel plan and events management plan, sustainable and active travel modes to and from the site will be encouraged as well as car sharing to reduce single occupancy car trips to/from the site. The Travel Plan outlines measures that will be put in place to encourage mode shift towards sustainable modes, however as a baseline a worse case single vehicle occupancy scenario is tested below.

Example week 1

6.2.13. Figure 6.1 shows the timetable for the cricketing ovals for an example week (week 1) in June. On the Monday, there is no proposed use of the ovals in the morning and afternoon sessions therefore it is likely only staff will be on site during the day. Oval 2 is used by Lancashire Disability in the evening session, with up to 30 players and 3 coaching staff arriving at the site in time for the start of the session at 16:30 and departing after the session ends around 20:00.

6.2.14. On the Tuesday, the Men's second XI team have an afternoon T20 fixture on Oval 1. On the Wednesday, the Men's First XI squad would use the facility for training. This would include use Oval 1 throughout the day, as well as use of the gym and training nets. For the evening session, an Age-Group fixture with 11 players per side would be held on Oval 2.

6.2.15. During the rest of week 1 (Thursday to Sunday), there is a first team county championship match on Oval 1. When a ticketed-admission event is held on Oval 1, and Oval 2 would be out of use.

Figure 6-1 - Example day-to-day usage of the cricket ovals during cricket season (Week 1)

	Pitch	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
AM 09:30-12:30	1			**First XI** – Training	**First XI** - County Championship Division One	**First XI** - County Championship Division One	**First XI** - County Championship Division One	**First XI** - County Championship Division One
	2							
PM 13:00-15:30	1		**Second XI** – T20	**First XI** – Training	**First XI** - County Championship Division One	**First XI** - County Championship Division One	**First XI** - County Championship Division One	**First XI** - County Championship Division One
	2							
Eve 16:30-20:00	1				**First XI** - County Championship Division One	**First XI** - County Championship Division One	**First XI** - County Championship Division One	**First XI** - County Championship Division One
	2	**Disability Cricket**		**Lancashire Age Group Cricket** – Fixture				

6.2.16. Using the example above, Table 6.1 summarise the daily trip generation associated with the use of the ovals. On the two days where only one squad is using the site, the ovals will generate a maximum of 66 two-way trips. On the Wednesday where the ovals are used for the Men's First XI squad training and an Age Group match, the ovals use will generate a maximum of 132 two-way

trips. As noted previously, these trips will be concentrated around the start and end times of the scheduled training sessions which fall outside of the local highway network peak hours.

Table 6-1 - June Timetable Week 1 (Monday-Wednesday) ovals trip generation

	Monday			Tuesday			Wednesday		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
08:30 - 09:30	0	0	0	0	0	0	33*	0	33
12:30 - 13:00	0	0	0	0	0	0	0	0	0
15:30 - 16:30	**33***	0	33	**33***	0	33	33*	33*	66
20:00 - 21:00	0	**33***	33	0	33*	33	0	**33***	33
Daily Total	**33**	**33**	**66**	**33**	**33**	**66**	**66**	**66**	**132**

**30 players with 3 coaching staff*

Typical Busy day use

6.2.17. Week 2 of the indicative timetable also highlights the variability in expected use of the two ovals throughout a given week, shown in Figure 6.2. An example busy typical use day is shown on the Sunday of Week 2.

6.2.18. In the morning session, Lancashire Age-Group matches being played on both Oval 1 and Oval 2. In the afternoon, there is another Age-Group match on Oval 1, and Oval 2 is used from club community use. As stated previously, the community use could consist of a maximum of 60 players participating in multiple mini games on the same oval.

Figure 6-2 - Example day-to-day usage of the cricket ovals during cricket season (Week 2)

	Pitch	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
AM 09:30 -12:30	1		**Women's Academy-** Training	**Women's Academy -** Fixture				**Lancashire Age Group** - Fixture
	2					**Club/ Community**	**Club/ Community**	**Lancashire Age Group** - Fixture
PM 13:00- 15:30	1		**Women's Academy-** Training	**Women's Academy -** Fixture				**Lancashire Age Group** - Fixture
	2					**Club/ Community**	**Club/ Community**	**Club/ Community**
Eve 16:30- 20:00	1			**Women's Academy -** Fixture				
	2	**Disability Cricket**		**Lancashire Age Group Cricket** – Fixture				

6.2.19. Table 6.2 below outlines the trip generation for the ovals on this example Sunday associated with the Age Group matches and the community mini-games use. This is used as a busy typical use day scenario.

Table 6-2 - June Timetable Week 2 (Sunday) ovals trip generation

	Sunday		
	Arrivals	**Departures**	**Two-way**
08:30 - 09:30	66 (2 Age-Group matches)	0	66
12:30 - 13:00	33 (1 Age-Group match) 60 (Community Use) **93 total**	66 (2 Age-Group matches)	159
15:30 - 16:30	**0**	33 (1 Age-Group match) 60 (Community Use) **93 total**	93
Daily Total	159	159	318

6.2.20. In addition, practice nets and the gym could be in use by up to 30 players throughout the day. The arrivals and departures associated with these uses are discussed further below.

Staff Trip Generation

6.2.21. LC Head Groundsman has provided an estimate of the staffing requirements at Farington based on the need to maintain the two ovals and the practice nets. This includes:

- Three full time groundstaff
- Two seasonal staff (March – September)
- One or Two match day staff

6.2.22. Additional staffing requirements for the site on a day-to-day basis will be relatively few and will include cleaning staff, a site manager and support staff. It is anticipated that up to 20 staff would be on site over the course of the day.

6.2.23. The following staffing requirements and their typical hours on-site are assumed to inform the trip generation:

- Cleaning staff - 3 staff members – 07:30 – 10:30
- Grounds keeping staff – 3 staff members 06:00-16:30, 2 staff members 12:30-19:30
- Site manager and support staff – 2 staff members 08:30 – 16:30, 1 staff member 08:30-12:30, 1 staff members 12:30-19:30

6.2.24. Through the travel plan, staff will be encouraged to travel to the site via sustainable and active travel modes where possible. To assess a worst-case scenario vehicle trip generation, for the purpose of this exercise it has been assumed that all staff travel to/from the site by single occupancy car. This provides a robust assessment of vehicle trip generation for the site.

Total Development Trip Generation

6.2.25. Taking into account the trip generation from the two ovals, the gym/nets and the on-site staff, Table 6-4 shows the daily trip generation that has been assumed as a typical busy non-match day on site. The development trip generation is provided on an hour-by-hour basis using the timing of the training sessions and typical staff working hours.

Table 6-3 – Typical busy use day (Non-event) trip generation profile

	Arrivals				Departures				2 Way
	Ovals Use	Gym /Nets Training	Staff	Total	Ovals Use	Gym /Nets Training	Staff	Total	Total
Prior to 07:30			**3**						**3**
07:30-08:30 (AM peak)			3	3				0	3
08:30-09:30	67	6	3	76				0	76
09:30-10:30				0			3	3	3
10:30-11:30		6		6				0	6
11:30-12:30				0	6			6	6
12:30-13:30	93	6	3	102		67	1	68	170
13:30-14:30				0	6			6	6
13:00-14:00 (Peak hour average)*	*47*	*3*	*2*	*51*	*3*	*34*	*1*	*37*	*88*
14:30-15:30		**6**		**6**				**0**	**6**
15:30-16:30				**0**	**6**	**93**		**99**	**99**
16:30-17:30 (PM Peak)		**6**		**6**			**5**	**5**	**11**
17:30-18:30			**4**	**4**	**6**			**6**	**10**
18:30-19:30			**4**	**4**				**0**	**64**
19:30-20:30				**0**	**6**		**3**	**9**	**69**
20:30-21:30				**0**				**0**	**0**
21:30-22:30				**0**				**0**	**0**
22:30-23:30				**0**			**8**	**8**	**8**
Total	**30**	**160**	**20**	**220**	**30**	**160**	**20**	**220**	**440**

**1300-1400 peak hour flows calculated as average of 12:30-13:30 and 13:30-14:30*

6.2.26. The busiest hours for vehicle movements will be during the break between the morning session and afternoon session (12:30-13:00), where a two-way trip generation of 170 vehicles is forecast. Between the afternoon and evening session (15:30-16:30) there is a forecast trip generation of 99 vehicles. These fall outside of the local highway network peak hours and the impact on the operation of the highway network will be minimal.

Network peak hours trip generation

6.2.27. Through the scoping process, LCC Highways have clarified that they are not accepting the validity of any newly collated traffic count data in the County since March 2020 due to the impact of Covid-19 on traffic flows on the network.

6.2.28. As a consequence of this, network peak hours have been identified using traffic flow data collated for the Cuerden Strategic site planning application. The network peak hours are highlighted in pink on Table 6.4. There are a total of 3 trips generated from the site during the morning peak hour (07:30-08:30), associated with staff arrivals. In the evening peak (16:30 – 17:30) there are 11 two-way trips generated by the site. These peak hour development trips are considered minimal and will have a negligible impact on the local highway network.

6.2.29. The weekend peak hour on the local highway network was identified as 13:00-14:00. The overlap between the morning and afternoon training sessions is 12:30-13:00, therefore the trip generation between 12:30-13:30 as shown in the table above will be within the first 30 mins of this hour (ie. 12:30-13:00) and any residual trips within the peak hour will be minimal. As a sensitivity test, the average of the trip generation between 12:30-13:30 and 13:30-14:30 has been used to assess a robust scenario of potential traffic flows within the Saturday peak hour, 13:00-14:00. This results in 88 two-way trips generated from the site.

6.2.30. This trip generation is used as a typical busy day (non-event) scenario for the junction capacity assessments outlined in Chapter 9.

Maximum Capacity Ticketed Admission Scenario

6.2.31. Trip generation has also been calculated for a maximum capacity ticked admission scenario. The site can host a maximum of 5,000 spectators which will be associated with T20 matches as the format of these matches typically draw in the higher spectator numbers. The use parameters for the development state there could be up to 6 white ball matches per year at the site, a mix of T20 and 50-over games, therefore a T20 match will be a rare occurrence of the site and will be managed with an events day management plan and events plans drawn up by the club on an event-by-event basis.

6.2.32. This trip generation exercise has assessed a 5,000 capacity T20 match for the site, in which the on-site parking provision of 500 spaces is fully utilised. The events day management plan highlights the travel options and measures that would be put in place to manage the spectators not parking on site.

6.2.33. Lancashire Cricket have suggested that T20 matches could be held at Farington on both a weekday or a weekend. On a weekend, T20 matches would typically start at 14:30. T20 games at Farington on a weekday would start no later than 16:15 in order to avoid overlap with the PM peak. Start times for all ticketed events would be documented, agreed and publicised in advance with a number of key stakeholders, including local residents, South Ribble Council and the LCC as the Local Highway Authority.

Weekend T20

6.2.34. Based on events day planning information for recent T20 match and out ground fixtures provided by LC the following information has informed the arrivals and departure profiles associated with a weekend T20 match.

- Gates would open one and a half hour before the start of the match – therefore spectator parking and drop off arrivals would be between 13:00 and 14:30.
- Site would be cleared 45 minutes after end of play (apart from any hospitality functions / staff / players) – therefore spectator parking departures and pick up would be between 17:15 and 18:00.
- Non-spectator parking includes: Players, Coaching Staff, Stewards, Press, officials, LC staff, grounds keeping and hospitality/pavilion staff.
- It has been assumed that staff arrivals would be staggered from 08:30 to 14:30 (with the exception of groundskeeping staff who typically arrive at 06:00) and staff departures from 17:30 to 20:30.

6.2.35. Assumptions on parking requirements of non-spectators have been made based on information provided by LC from previous event management plans. A maximum of 100 non-spectator parking spaces is assumed to be required on site on a maximum capacity match day. This includes parking spaces for players and staff as outlined below:

- Home Team, Away Team and Coaching staff = 28
- Officials = 3
- Stewards = 19
- Press = 15
- Grounds Keeping = 7
- Additional LC staff = 3
- Hospitality / pavilion / cleaning = 25
- Total = 100

6.2.36. Table 6.5 summarises the arrival and departure profile for spectators (including drop offs), players and staff for a maximum capacity event day with a 14:30 start time.

Table 6-4 – Maximum capacity weekend event trip generation profile

	Arrivals					Departures					Two-way
	Taxi /drop off	Players	Staff	Spectators	Total	Taxi/drop off	Players	Staff	Spectators	Total	Total
Prior to 07:30			7		7						7
07:30-08:30 (AM peak)					0					0	0
08:30-09:30			13		13					0	13
09:30-10:30			12		12					0	12
10:30-11:30			25		25					0	25
11:30-12:30		28			28					0	28
12:30-13:30	50		15	150	215					0	215
13:30-14:30				250	250	50				50	300
13:00-14:00 (Peak hour average)*					*233*	*25*				**0**	*258*
14:30-15:30					**0**					**0**	**0**
15:30-16:30					**0**					**0**	**0**
16:30-17:30 (PM Peak)					**0**				50	50	50
17:30-18:30	50				**50**	50		40	350	440	490
18:30-19:30					**0**		28	7		35	35
19:30-20:30					**0**			13		13	13
20:30-21:30					**0**			12		12	12

21:30-22:30					**0**					0	0
22:30-23:30					0					0	
Total	**100**	**28**	**72**	**400**	**600**	**100**	**28**	**72**	**400**	**600**	**1200**

**1300-1400 peak hour flows calculated as average of 12:30-13:30 and 13:30-14:30*

6.2.37. The busiest time for vehicle movements will be following the end of the game where spectators (parked and pick-up) and some staff will depart the site between 17:30 and 18:30 where up to 490 two-way vehicle movements could be expected at the site. As a T20 start time of 14:30 would be for matches held at on a weekend, this lies outside of the network peak hours. The departures of spectators will be considered by the club and managed as part of the events day managements plans.

6.2.38. For the weekend peak hour, 13:00-14:00 a maximum of 258 two-way trips are anticipated at the site as a result of a proportion of spectators arriving on site (parking and drop off) in advance of the start time of 14:30. This trip generation has been assessed in the worst-case maximum capacity event scenario in the junction capacity assessments.

Weekday T20

6.2.39. The arrivals and departure profiles associated with a weekday T20 match have also been assessed based on the above assumptions and the information provided by LC. Lancashire Cricket propose that T20 games at Farington on a weekday would start no later than 16:15 in order to avoid overlap with the PM peak. The below analysis is based on a 16:00 start time.

- Gates would open one and a half hour before the start of the match – therefore spectator parking and drop off arrivals would be between 14:30 and 16:00.
- Site would be cleared 45 minutes after end of play (apart from any hospitality functions / staff / players) – therefore spectator parking departures and pick up would be between 18:45 and 19:30.
- It has been assumed that staff arrivals would be staggered from 08:30 to 16:00 (with the exception of groundskeeping staff who typically arrive at 06:00) and staff departures from 19:00 to 22:00.

6.2.40. Assumptions on parking requirements of non-spectators are the same for weekday and weekend T20 matches, with a maximum of 100 non-spectator parking spaces assumed to be required on site on a maximum capacity match day as outlined in Section 6.2.38 above.

6.2.41. Table 6.6 summarises the arrival and departure profile for spectators (including drop offs), players and staff for a maximum capacity event day with a 16:00 start time.

Table 6-5 – Maximum capacity weekday event trip generation profile

	Arrivals					Departures					Two-way
	Taxi /drop off	Players	Staff	Spectators	Total	Taxi/drop off	Players	Staff	Spectators	Total	Total
Prior to 07:30			7		7					0	7
07:30-08:30 (AM peak)					0					0	0
08:30-09:30					0					0	0
09:30-10:30			13		13					0	13
10:30-11:30			12		12					0	0
11:30-12:30			25		25					0	25
12:30-13:30		28			28					0	28
13:30-14:30			15		15					0	15
14:30-15:30	25			200	225	25				25	250
15:30-16:30	25			200	225	25				25	250
16:30-17:30 (PM Peak)					0					0	0
17:30-18:30					0					0	0
18:30-19:30	50				50	50		40	400	490	540
19:30-20:30					0		28	7		35	35
20:30-21:30					0			13		13	13
21:30-22:30					0			12		12	12
22:30-23:30					0					0	0
Total	100	28	72	400	600	100	28	72	400	600	1200

6.2.42. The busiest time for vehicle movements will be following the end of the game where spectators (parked and pick-up) and some staff will depart the site between 18:30 and 19:30 where up to 540 two-way vehicle movements could be expected at the site. A T20 start time of 16:15 at the latest would be for matches held at on a weekday. This results in vehicle movements associated with the event avoiding the network evening peak hour. The departures of spectators will be considered by the club and managed as part of the events day managements plans.

6.3 TRIP DISTRIBUTION

6.3.1. Postcode data from LC has been used to determine the home locations of players and members to inform the likely distribution of trips to/from the site for training sessions and non-ticketed matches.

Player data

6.3.2. To establish the direction players are likely to travel to and from the site, player postcodes have been analysed for three current LC junior teams up to Under-15 age. This is considered representative of the home postcode locations for players registered to Lancashire Cricket for the 2021 season across the various teams and age groups.

6.3.3. The postcode data is summarised in Table 6.7 below.

Table 6-6 – LC Player Postcodes 2021

Postal District	Number and % of Total Players	Assumed Route via
M – Manchester	9 (20%)	M61
BL – Bolton/Bury	7 (15%)	M61
BB – Blackburn	5 (11%)	M65
L – Liverpool	5 (11%)	M6
OL - Oldham/Rochdale/Ashton	5 (11%)	M61
PR – Preston (and Chorley)	4 (9%)	Local network
WA – Warrington	4 (9%)	M6
LA – Lancaster	3 (7%)	M6
FY – Blackpool	2 (4%)	M6
SK – Stockport	1 (2%)	M61
WN – Wigan	1 (2%)	M6
Total	**46 (100%)**	

6.3.4. Of the 46 player postcodes obtained, 20% are from the Manchester postcode area, 15% from Bolton/Bury, 11% from Blackburn, 11% from Liverpool, 11% from Oldham. Additional player locations include Preston (9%), Warrington (9%), Lancaster (7%), Blackpool (4%), Stockport (2%) and Wigan (2%).

6.3.5. Although the player home postcodes are from across Lancashire, Greater Manchester, Merseyside and Cheshire, due to the proximity to the SRN, the vehicle routes to and from Farington can be grouped into the following routes:

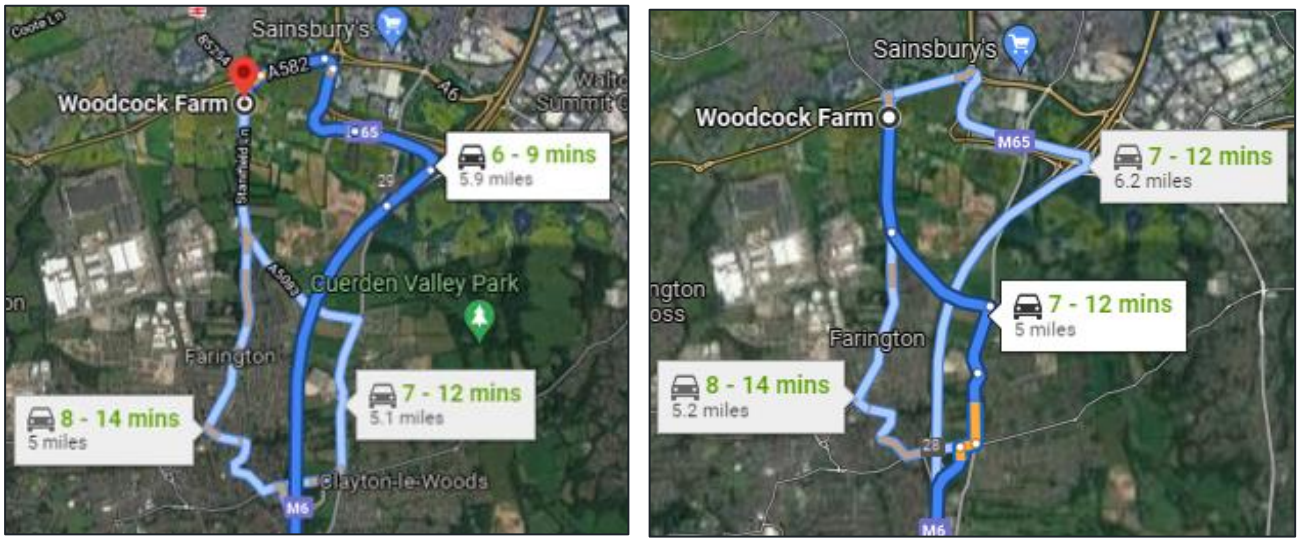
- M6 South – from Merseyside, Cheshire (Warrington) and Wigan
- M6 North – from Lancaster and Blackpool
- M65 and M61 - from Blackburn, Greater Manchester (excluding Wigan)
- Local routes to Preston postcodes (including Preston town centre and Chorley)

6.3.6. The following routing assumptions have been based on Google maps typical travel times:

- Travelling from M6 South – route via A582 onto Stanifield Lane southbound
- Travelling to M6 South – 50/50 split routing via Stanifield Lane northbound and A582 eastbound OR Stanifield Lane southbound and onto A5083 southbound.
- Travelling from M6 North, M61 or M65 - route via A582 westbound onto Stanifield Lane southbound
- Travelling to M6 North, M61 or M65 - route via Stanifield Lane northbound onto A582 eastbound

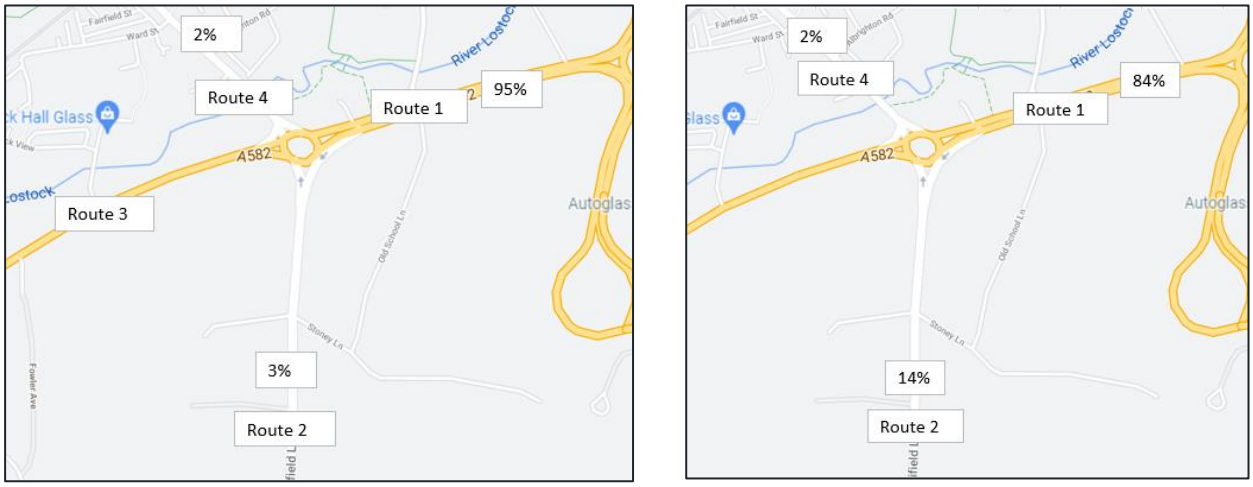
6.3.7. Figure 6.3 below shows that travelling from the M6 south it is quickest to depart the M6 at its junction with the M65 and route along A582 to Stanifield Lane. However, when departing the site towards the M6 south, it is an equal journey time to access a given point on the M6 south routeing via the M6 junction 29 or the M6 via junction 28.

Figure 6-3 - Google maps routing to site from M6 south (left) from site to M6 South (right)



6.3.8. Using the above routing assumptions, and the player postcodes to inform the distribution, Figure 6.4 below shows the arrivals and departures distributed over the local highway network.

Figure 6-4 - Player Arrivals (left) and Departure (right) distribution



6.3.9. Player arrivals are distributed as follows:

- 95% routing via A582 (East) – Route 1
- 3% from Stanifield Lane (South) – Route 2
- 2% from Watkin Lane – Route 4

6.3.10. Player departures are distributed as follows:

- 84% along A582 (East) – Route 1
- 14% along Stanifield Lane (South) – Route 2
- 2% from Watkin Lane – Route 4

6.3.11. Applying the above distribution to the proposed peak hour trip generation for a typical busy day at the facility, Table 6.8 shows the likely two-way trips along Stanifield Lane north of the site access junction and Stanifield Lane south of the access junction. These traffic flows have been used in the junction capacity assessments in Chapter 9. Typical day-to-day development traffic flow diagrams are provided in Appendix I.

Table 6-7 – Peak Hour trip generation – Non Event Day

	AM Peak (07:30-08:30)			PM Peak (16:30-17:30)			SAT Peak (13:00-14:00)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Stanifield Lane (North)	3	0	3	6	4	10	50	32	82
Stanifield Lane (South)	0	0	0	0	1	1	2	5	7
Total	**3**	**0**	**3**	**6**	**5**	**11**	**52**	**37**	**89**

Spectator Distribution

6.3.12. To establish which direction spectators are likely to travel to and from the site, LC member postcodes have been analysed. As of August 2021, Lancashire Cricket had 5,420 official members. Table 6.9 summarises the home postcode areas of LC members.

Table 6-8 – Home postcode areas of LC members

Postal District	% of Total Member	Number of members
M – Manchester	21.3%	1155
SK – Stockport	13.0%	705
WA – Warrington	8.9%	485
BL – Bolton/Bury	6.9%	374
PR – Preston	6.6%	356
OL – Oldham/Rochdale/Ashton	5.5%	299
BB – Blackburn	5.4%	294
L – Liverpool	4.2%	229
CW – Crewe	4.0%	218

CH – Chester	3.7%	199
LA – Lancaster	2.9%	158
WN – Wigan	2.3%	125
FY – Blackpool	1.9%	103
LL – North Wales	0.9%	48
ST – Stoke-On-Trent	0.8%	41
SY – Shrewsbury	0.7%	39
CA – Carlisle	0.6%	33
S – Sheffield	0.5%	26
Other (Less than 0.5% per area)	9.5%	536

6.3.13. Of the 5,420 member postcodes obtained, 21% are from a Manchester postcode area, 13% from Stockport, 9% from Warrington, 7% from Bolton/Bury and 7% from Preston. A range of additional member home locations cover areas across the Northwest and a smaller proportion form further afield. Similar to the player postcodes, the majority of members are located across Lancashire, Greater Manchester, Merseyside and Cheshire and therefore the majority of those driving to the site by car will be able to make use of the site's close proximity to the SRN.

6.3.14. Using the routing assumptions explained above, and the members postcodes to inform the distribution, Figure 6.5 below shows the arrivals and departures distributed over the local highway network. This includes the following:

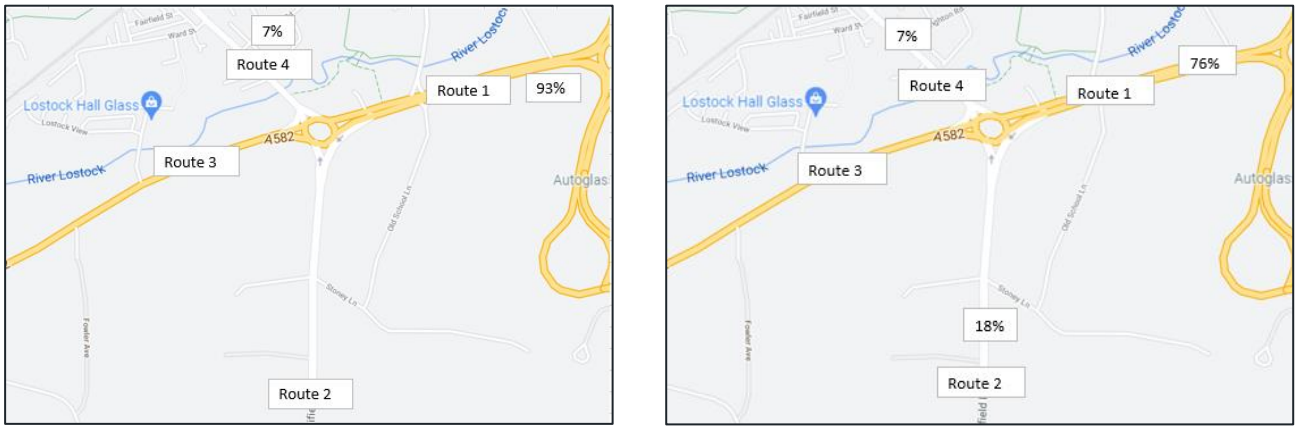
6.3.15. Spectator arrivals are distributed as follows:

- 93% routing via A582 (East) – Route 1
- 0% from Stanifield Lane (South) – Route 2
- 7% from Watkin Lane – Route 4

6.3.16. Spectator departures are distributed as follows:

- 76% along A582 (East) – Route 1
- 18% along Stanifield Lane (South) – Route 2
- 7% from Watkin Lane – Route 4

Figure 6-5 - Spectator Arrivals distribution (left) and Departure distribution (right)



6.3.17. As the facility will look to encourage local community to use the site, a higher proportion may travel from the local area using the local road network.

6.3.18. Applying the above distribution to the proposed peak hour trip generation for a maximum capacity event at the facility, Table 6.10 shows the likely two-way trips along Stanifield Lane north of the site access junction and Stanifield Lane south of the access junction during a Saturday peak hour. These traffic flows have been used in the junction capacity assessments in Chapter 9. Peak hour development traffic flow diagrams for a T20 event day are provided in Appendix I.

Table 6-9 – Peak Hour trip generation – Event Day

	SAT Peak (13:00-14:00)		
	Arr.	Dep.	Two-way
Stanifield Lane (North)	233	21	254
Stanifield Lane (South)	0	4	4
Total	**233**	**25**	**258**

6.4 BASELINE TRAFFIC FLOWS

6.4.1. As agreed with Lancashire County Council during TA scoping, pre-COVID traffic data is to be used to establish the baseline traffic flows for the traffic capacity assessments.

6.4.2. Following a review of recent applications in the local area and their corresponding Transport Assessments, the traffic flows from the planning application for the Cuerden Strategic mixed-use site (South Ribble Planning Reference 07/2017/0211/ORM) were identified as suitable for use within our traffic assessment.

6.4.3. The Cuerden Strategic site TA includes manually classified turning count data for the junction of A582 Farington Rd/A5083 Stanifield Lane/B5254 Watkin Lane roundabout. The traffic surveys were undertaken on Wednesday 15th June, Saturday 25th June and Sunday 26th June 2016, and therefore cover both weekday and weekend conditions.

6.4.4. The traffic flows identified weekday network peaks at 07:30-08:30 in the morning and 16:30-17:30 in the evening. A Saturday peak hour was identified as 13:00-14:00. Traffic flow diagrams for these peak hours are provided in Appendix I.

6.4.5. Queue lengths were also recorded and used to validate modelling results. The queue data form the Cuerden TA will also be used to inform the junction capacity modelling for this TA.

6.4.6. To account for a degree of background traffic growth, TEMPro growth rates have been applied to the 2016 traffic surveys to provide 2024 opening year and 2029 future year traffic flows. Committed and expected developments were also considered and further details are included below.

6.5 COMMITTED DEVELOPMENTS

6.5.1. Committed developments, those in the local area with planning consent, were considered in the development of future year traffic flows. Committed development flows have been taken from traffic flow diagrams available within the TA and supporting planning documents of recent planning applications; Cuerden TA Addendum and Land west of Lancashire Business Park. The committed development sites are outlined in Table 6.11 below. The Cuerden TA Addendum provides an assumed level of build out at the committed development sites for the years 2016, 2019 and 2024. The 2024 assumed level of build out was used for the 2024 opening year traffic flow scenario, and full build out of these sites assumed for the 2029 future year scenario to provide a robust representation of committed developments in the local area.

6.5.2. The 2024 assumptions have been compared against the updated information of current and future levels of build out and the assumptions show an ambitious level of build out compared to the observed level of build out at these sites in late 2021. Therefore, the use of the 2024 committed development flows as per the Cuerden TA Addendum provides a robust assessment of traffic from these developments.

Table 6-10 – Committed developments

Site	Development Proposals	Status	Assumed Build out by 2021
Cuerden Mixed-Use Site (07/2017/0211/ORM)	Mixed-use development (Retail, Leisure, Employment)	Approved December 2017	0
Leyland Test Track [5]07/2017/3361/ORM	950 dwellings, employment use	Approved Nov 2019	0
Land west of Lancashire Business Park 07/2020/00781/OUT	Up to 612,500 sqft of B2 and B8	Approved May 2021	0
Former New Mill Site Land off Wesley St, Bamber Bridge 07/2012/0728/OUT	200 dwellings	Approved Aug 2013, partially built out	103[6]
Land Formerly Gas Works, Leyland Rd, Lostock Hall 07/2013/0008/ORM	281 dwellings	Approved April 2014, partially built out	71*
Vernon Carus, Penwortham 07/2014/0190/ORM	385 dwellings	Approved Dec 2015, No build out	0*

[5] The Leyland Test Track (07/2017/3361/ORM) application covers the wider Test Track site and was approved in 2017. A further application was recently approved in 2022 for the revision of a small section within the norther east of the wider Test Track site (07/2021/0034/FUL). The TA for this revised application forecasts a net increase of 18 two-way vehicles in the AM peak and 77 two-way vehicles in the PM peak at the Test Track site. Once distributed across the local highway network, the net increase in flows at the A582/Stanifield Lane junction are less than 10 two-way trips in the AM peak and less than 30 two-way trips in the PM peak. For the purpose of this TA the committed development flows from the 07/2017/3361/ORM application have been used. In July 2022, a reserved matters application for Phase 3-5 (07/2022/00106/REM) was approved, with a reduction in the number of proposed residential units by 10 units. This change would have minimal impact on overall proposed trip generation from this site.

[6] Level of build out on site by March 2021 (Data source: SRBC and Chorley Planning Portal)

Land to the rear of 2 Leyland Lane 454 Croston Road 07/2012/0627/ORM	175 dwellings	Approved Aug 2013, partially built out	24*
Land off Croston Road 07/2014/0184/ORM	400 dwellings	Approved Mar 2016, No build out	0*
North of Altcar Lane 07/2016/0310/OUT	200 dwellings	Approved Feb 2017, partially built out	92*
Land Near Shaw Road Brook Rd, Altcar Lane 07/2016/0591/OUT	400 dwellings	Approved Sept 2017, partial built out	32
Land south of Cuerden Farm and Woodcocks Farm 10/00414/OUTMAJ	300 dwellings	Approved July 2011, fully built out	300
Land north of Lancaster Lane 12/00941/OUTMAJ	160 dwellings	Approved October 2012, fully built out	160
Land Adjoining Cuerden Residential Park 12/00872/FULMAJ	52 dwellings	Approved Aug 2013, fully built out	52

6.5.3. The weekday AM, PM and Saturday committed development flows are included in the Traffic Flow Diagrams provided in Appendix I.

6.5.4. As discussed with LCC Highways (05/01/222), the consented Cuerden scheme will be used as a committed development even though a revised application at this site is expected to be submitted in 2022. As a revised application is yet to be submitted, the full development flows from the Cuerden scheme, as consented, are used and provide a robust worst-case representation of likely flows from this site. The revised application is anticipated to result in a reduction in the overall trip generation from the proposed site, due to the changes of use proposed. The assumption that the Cuerden site is fully built out, as consented, provides a robust assessment as there is currently no construction on the site and the build out is therefore unlikely to be complete by 2024 or 2029. The revised application at the Cuerden site assumes an opening year of the development of 2032.

6.5.5. The development flows for the Leyland Test Track and Land West of Lancashire Business Park have been taken from the traffic flow diagrams provided in the Land West of Lancashire Business Park application. This provided weekday AM and PM peak traffic flows only, therefore TRICS data for Saturday has been applied to the development quantum and distributed across the network as per the distribution provided within the Leyland Test Track TA.

6.6 EXPECTED DEVELOPMENTS

6.6.1. As requested by LCC, expected developments within the local area have also been considered. These are developments for which applications have been submitted but are yet to be decided

upon. This includes an application at Pickerings Farm as well as the application for the dualling of the A582.

6.6.2. An outline application for a residential led mixed-use development of up to 920 dwellings, a local centre and primary school at Pickerings Farm was submitted in August 2021 (South Ribble Planning Reference: 07/2021/0886/ORM), along with an application for an additional 180 dwellings (South Ribble Planning Reference 07/2021/00887/ORM). Both applications were refused in November 2021. To date, no appeal has been launched however as the site is included within the South Ribble Local Plan (Policy C1) as an allocated residential led development, the proposed applications have been considered as an expected development. The background TEMPro growth factors applied to the traffic flows, outlined further in Section 6.7, account for a level of housing growth across South Ribble. As Pickerings Farm is included within the local plan, the traffic growth associated with this development is included within the TEMPro growth rates applied to the traffic flows and is therefore considered as part of the traffic flow scenarios.

6.6.3. A planning application for the dualling of A582 was submitted in February 2020 (Planning Ref: LCC/2020/0014) and is yet to be determined. The dualling of the A582 is considered as an expected development.

6.6.4. The details of these expected developments are provided in Table 6.12 below. Weekday traffic flows associated with the A582 dualling are available within the supporting information from the A582 dualling planning application. The forecast changes in traffic flows associated with this scheme are considered further in Chapter 9.

Table 6-11 – Expected Developments

Site	Development Proposals	Status
Pickerings Farm 07/2021/00886/ORM & 07/2021/00887/ORM	1,100 dwellings and local centre (Local Plan up to 1350 dwellings)	Application submitted August 2021; Refused in November 2021 but included in local plan
A582 Dualling LCC/2020/0014	Dualling of A582	Application submitted Feb 2020

6.7 FORECAST TRAFFIC FLOWS

6.7.1. The 2016 surveyed traffic flows have been factored using TEMPro 7.2. Trip ends by time period were selected for the 2016 base year and the 2024 and 2029 future years. The following parameters were used in the calculation of growth rated:

- South Ribble Local Authority District was selected for the geographic area.
- All trip purposes
- Car drivers only
- Origin/Destination
- Urban Road type
- Principal Roads

6.7.2. As per LCC guidance, the TEMPro growth rates have been adjusted to avoid double counting of future developments in the region. Following the method of adjustment outlined in the Cuerden TA, the growth rates have been revised by removing of housing and job growth associated with South Ribble MSOA 012 (as this is covered by the Cuerden committed development flows) and removing development levels accounted for by the committed developments. The level of growth associated with the expected (but unconsented) development at Pickerings Farm is accounted for within the growth rates. The 2016 flows have been factored using these revised growth rates to create the 2024 and 2029 future traffic flows. The growth rates are provided in Table 6.13.

Table 6-12 – TEMPro growth rates – South Ribble

	AM Peak Period	PM Peak Period	Saturday Peak Period
2016-2024	1.05	1.04	1.05
2016-2029	1.07	1.06	1.07

6.8 TRAFFIC FLOW DIAGRAMS

6.8.1. The TEMPro growth rates, committed developments and development traffic have been applied to the 2016 surveyed traffic flows and presented within the traffic flow diagrams provided in Appendix I. The traffic flow diagrams include the following scenarios:

- 2016 surveyed traffic flows[7]
- 2024 Committed development flows
- 2024 Do-Minimum – 2016 flows * TEMPro growth + committed developments
- 2024 Do-Something – 2024 Do-Minimum + Proposed development traffic
  - Day-to-day development traffic
  - T20 weekend peak development traffic
- 2029 Do-Minimum – 2016 flows * TEMPro growth + committed developments
- 2029 Do-Something – 2029 Do-Minimum + Proposed development traffic
  - Day-to-day development traffic
  - T20 weekend peak development traffic

[7] It should be noted that the surveyed traffic flows have not been collated or commissioned by WSP as part of this project due to Lancashire County Council Highways concerns over the robustness of traffic count data collated since March 2020 as a consequence of the Covid-19 pandemic and the impact on travel patterns.

7

EVENT MANAGEMENT

7 EVENT MANAGEMENT

7.1 EVENT DAY MANAGEMENT PLANS

7.1.1. Outside of typical day-to-day usage of the site there will be up to 20 days of ticketed-admission events held at the facility per year.

- Up to two four-day fixtures for Lancashire Men's first team (expected to draw crowds of up to 2,000 spectators per day)
- Up to six white ball matches for Lancashire Men's first team (expected to draw crowds of up to 5,000 spectators per day)
- Up to six white ball matches for Lancashire Women's first team (expected to draw crowds of up to 500 spectators per day)

7.1.2. These event days will require event day management measures put in place to promote active and sustainable travel to the site, and to manage any anticipated additional demand on the local highway network and increased parking demand.

7.1.3. As outlined in Chapter 4, the scale and nature of each event will depend on the type of cricket match to be held at the facility as well as factors such as publicity, match importance and the recent success of the team. A maximum capacity crowd of 5,000 will be a rare occurrence at the site, most likely to be associated with T20 matches. A full capacity crowd of 5,000 is seen as an absolute maximum and is an ambitious estimate of likely spectator numbers.

7.1.4. Observations from recent LCC matches at out grounds noted attendances of 875 at Sedbergh (One-day cup – 23/07/2021) and Aigburth (County Championship – 21-23rd/09/2021) noted attendances and up to 1,200.

7.1.5. Confirmed Spectator Numbers from the County Championship match at Liverpool Cricket Club, Aigburth were provided by LC Ticketing and Membership Services, as follows:

Day 1 (Tues 21st September 2021): 1,192

Day 2 (Weds 22nd September 2021): 1,072

Day 3 (Thurs 23rd September 2021): 1,028

7.1.6. It should be noted that the Championship match played at Liverpool was the final Men's first team fixture of the Summer. Going into the match, LC had an opportunity to win the County Championship, and, as such, spectator numbers are considered to be higher than they would otherwise have been for a more 'regular' match.

7.1.7. The scale of the event day management plan and the measures put in place will be proportionate to the size of the anticipated crowd for each given event.

7.1.8. This Chapter outlines the typical contents of these Event Day Management Plans and provides further detail on the active and sustainable travel measures that could be implemented, as well as possible measures to implement in response to anticipated parking demand.

7.2 CONTENTS OF EVENT DAY MANAGEMENT PLANS

7.2.1. An Event Day Management Plan would be produced in advance of all ticketed events by LC in accordance with the Event Management Framework submitted as part of the application. The

precise content of each Event Day Management Plan will vary depending on the type of match and expected capacity. LC have significant experience in planning and managing events (including International cricket matches and large concerts hosted at Emirates Old Trafford). They would adopt the same meticulous approach to planning for and managing events at Farington.

7.2.2. As the facility plays host to more events, the Event Day Management Plans will evolve to reflect lessons learned from prior events and to reflect trends in terms of spectator demographics, actual attendance figures, mode splits and event operations.

7.2.3. Typically, an Event Day Management Plan is likely to outline and document (albeit not limited to) the following:

- The type of event and expected spectator numbers
- Arrival and departure times for staff and spectators
- Arrival and departure times/days for event overlay facilities (e.g. catering vans, toilets, lighting, PA system etc)
- Crowd management and stewarding/security
- Dependent on predicted capacity, an Event Day Travel Plan (to include arrangements for access, parking, signage, road closures etc)
- Site Plan showing the location of temporary facilities (e.g. catering, toilets, lighting, PA system etc)
- Wayfinding measures (within the site)
- Contacts List

7.2.4. Where an Event Day Travel Plan is required, this will detail parking areas, both on and off site, public transport options and active travel options.

7.2.5. Some of the measures that LC are likely to want to draw attention to in their Event Day Management Plans and Travel Plans are referenced in the remainder of the chapter. The measures have the benefit of making the site accessible by a range of travel modes, will help to ensure that the spectator experience is a positive one and will minimise against disruption on the local and strategic road network, and inconvenience to local residents.

7.3 ACTIVE TRAVEL

7.3.1. **Pre event travel communications to ticket holders** – Prior to event days, pre-event travel communications to ticket holders will outline and encourage active and sustainable travel to/from the site. Details of local bus and rail services, along local walking and cycling routes could be provided.

7.3.2. **Walking and cycling** – the existing pedestrian and cycling infrastructure surrounding the site and the local area can facilitate active travel trips to/from the site on event days. Spectators local to the ground will be able to travel to the match via a range of active and sustainable travel modes. Walking and cycling isochrones provided in Figures 2.5 and 2.7 show local areas within a 30-minute walk or cycle to the ground. Cycle parking will be provided at the ground to facilitate travel via this mode and the site will be designed to tie into the existing pedestrian and cycle facilities provided along Stanifield Lane leading to the wider residential areas of Farington to the south and Lostock Hall and Bamber Bridge to the north.

7.4 SUSTAINABLE TRANSPORT

7.4.1. **Bus** – Bus stops located on Stanifield Lane, adjacent to the site are served by frequent local bus routes to Preston, Lostock Hall, Farington and Leyland. These timetabled services provide a sustainable mode of transport to the site and operate up to a 12-minute frequency on weekdays and Saturday, and up to 30 minute frequency on Sunday, therefore providing a convenient service for arriving and departing the site throughout the hours of game play.

7.4.2. **Rail** – Use of existing rail services to Leyland and Lostock Hall Stations provide a sustainable mode of travel to the site. Lostock hall is c.10-minute walk to the site, while Leyland Station is c.25-minute walk. The pedestrian route from both stations to the site would be along existing footways along Stanifield Lane and additional temporary signposting could be added to provide a clear pedestrian route to and from the stations. Up to hourly services are available from/to stations within Greater Manchester, Merseyside, Burnley, Blackburn and Preston.

7.4.3. **Shuttle buses** – On larger event days shuttle buses could be operated from Leyland and/or Preston rail stations to the site, providing an alternative connection with timetabled rail services. Adjacent to the north side of the permanent car park is a set down area for two buses. This is shown in Drawing Number WSP-2141-SK-003 in Appendix J.

7.4.4. **Coach / Minibuses** - On larger event days there may be demand for coaches from Emirates Old Trafford to Farington, which could be facilitated by LC. This method of travel could be promoted and made available at the point of match ticket sale to encourage use of this more sustainable mode of travel for fans based within closer proximity to the LC first ground.

7.4.5. It has been assumed that on larger event days up to 4 coaches could be provided offering travel between Emirates Old Trafford and Farington, with capacity to transport up to 200 spectators. Depending on the location of the away team and demand from the away supporters a number of away coaches could be provided to transport away fans to Farington. Demand would vary on a match-by-match basis therefore an average of one away coach has been assumed as a typical level of demand, equating to 50 spectators.

7.4.6. **Car sharing** – Spectators will be encouraged to car share where possible, where car travel is unavoidable. Due to the nature of spectator events, it is anticipated that many spectators would attend the event in groups and therefore there is potential for car sharing with those who you are attending the match with.

Taxi and Drop-off

7.4.7. It is likely that any drop off and taxi trips will come from within a 20-30-minute drive of the site encompassing Preston, Blackburn, Leyland and Chorley.

Off Site Park and Ride

7.4.8. A desktop assessment of sites has identified two potential park and ride locations which could accommodate parking demand above and beyond on-site and near-by off-site provision. One potential site is the existing Park and Ride at Walton-Le-Dale, which has an 800-space car park. The Walton-Le-Dale Park and Ride is located off the A6 approximately 4.5 km from the Farington site and bus journeys between the two would have a typical journey time of 5 to 10 minutes.

7.4.9. Another potential site is the car park associated with Leyland Trucks off Centurion Way approximately 1km to the west of the site. Buses running to and from the site would have an approximate journey time of 5 minutes.

7.4.10. Availability of each site for use would vary on an event-by-event basis and the potential use of the site would need to be discussed with landowners in advance of the preparation of the specific event day management plan. As such, it is not possible at this stage of the scheme development to be overly prescriptive on where off-site park and ride might take place from.

7.5 EVENT DAY PARKING STRATEGY

Typical car occupancy

7.5.1. It is assumed that on more popular event days, such as the T20 fixtures, spectators who travel to the site by car are likely to be travelling with other spectators and car sharing will be encouraged via LC website travel information page.

7.5.2. A planning application for a temporary event car park to serve the Ageas Bowl, Hampshire's premier cricket pitch, included details on the average car occupancy for cricket spectators for larger events. It noted that each car parking either on- or off-site would have an average occupancy of three spectators.

7.5.3. Observations from a LC match at Sedbergh School support this average occupancy. Car parking and attendance at LC's Royal London One Day Cup match against Sussex on Friday 23rd July 2021 were recorded on site and are provided in Table 7.1.

Table 7-1 – Sedbergh Car parking and attendance figures

	Number of cars after play commenced
Temporary Car Park 1	109
Temporary Car Park 2	143
Pay and Display Car Park	53
On-street unrestricted parking	17
Total number of parked cars	322
Spectator attendance	875
Assumed Car occupancy	2.7 per vehicle

Observations from LC Royal London One Day Cup at Sedbergh School July 2021

7.5.4. The match was held at Sedbergh School, a location with poor public transport provision and in a rural location with a small local population. As a result, it is assumed that the large majority of spectators are to have travelled to the match by car. The observations from the two temporary car parks, the local pay and display car park adjacent to the ground and limited unrestricted on-street parking within an hour of the match starting indicated a total of 322 cars parked associated with the cricket match. With a reported attendance of 875 this results in an assumed car occupancy of 2.7 spectators per vehicle.

Figure 7-1 - Photos from Lancashire v Sussex – Sedbergh School July 2021

On-site Parking

7.5.5. As detailed in Chapter 3, permanent car parking for 265 cars is proposed at the site. On event days, where demand requires it, an overflow car park with capacity for a further 235 cars would be proposed for use (in a field adjacent to the permanent car park). Therefore, a maximum of 500 spaces are available for parking on site. As detailed in Chapter 6, up to 100 of the spaces would be used by staff and players on a maximum capacity event day. Therefore 400 on-site parking spaces would be available to accommodate spectators.

7.5.6. Using an assumed car occupancy of between 2.7 (as observed at Sedbergh) and 3 (as observed at Southampton) spectators per car, the 400 on-site parking spaces would accommodate between 1,080 -1,200 spectators, equating to up to 24% of a full capacity 5,000 attendance. This number of spaces is likely to be able to accommodate many Championship matches played at Farington without the need for additional off-site car parking. This would, for example, been sufficient to accommodate spectator numbers consistent with the One Day Cup match in July 2021 and the Championship match at Liverpool CC in September 2021.

Off-site parking

7.5.7. For larger events, the Event Day Management Plan would include an off-site parking strategy (as part of the Event Day Travel Plan) utilising additional nearby locations to increase parking capacity for the event. The use of these sites would involve discussion with local landowners. Availability of suitable land for use would vary on an event-by-event basis depending on weekday or weekend

match and the availability would need to be discussed with local landowners in advance of the preparation of the specific Event Day Management Plan. Clear signage for any off-site car parking would be provided.

Figure 7-2 – Off Site Car Parking – Sedbergh School July 2021

7.5.8. It is not possible at this stage of the scheme development to be overly prescriptive on where off-site parking might take place from, as this will be dependent on the time and day of the event, the availability of land in the local area suitable for car parking, and discussions between local landowners, the local highway authority and LC.

7.5.9. Using an assumed car occupancy of between 2.7 and 3 spectators per car, 450 off-site parking spaces would accommodate between 1,215 - 1,350 spectators, equating to approximately 25% of a full capacity 5,000 attendance.

7.5.10. The on and off-site parking would therefore be expected to accommodate approximately 50% of the maximum capacity crowd. The remaining 50% of spectators are assumed to travel to the site via the range of methods outlined below, some of which will only be required on event days where full capacity of 5,000 spectators is expected.

Prevention of On-Street Parking

7.5.11. Parking on-street nearby the facility will be discouraged, with formal parking provision clearly signposted and advertised. Temporary TROs could be used to prevent on-street parking on residential streets.

Figure 7-3 – On Street Parking Prevention near Sedbergh School

Signage

7.5.12. Clear signage to car parking will be provided, with Lancashire Cricket often using AA signage which provide temporary clear signage to event day parking, familiar to all motorists through its application across the country. An example of this at Sedbergh school is provided in Figure 7-4.

Figure 7-4 – AA Car Park Signage at Sedbergh School, July 2021

Summary of modes

7.5.13. Table 7-2 summarises the methods of travel to the site by various modes for a maximum capacity 5,000 spectator event and outlines the anticipated mode share.

Table 7-2 – Mode of travel split

Mode of travel	Anticipated approx. mode share	No. of spectator car parking spaces	No. of spectators (5,000 capacity crowd)
On-site parking	24%	400	1,080-1,200
Off-site parking	27%	450	1,215-1,350
Rail and Ride (Preston or Leyland)	10%	-	5,00
Rail and Walk (Leyland & Lostock Hall)	10%	-	5,00
Local walking, cycling, bus, taxi and drop-off	20%	-	1,000
Off-site Park and Ride	5%	80	250
Coaches (4% home, 1% away)	5%	-	250

7.5.14. As the on-site car parking can accommodate up to 1,200 spectators, for crowds of 1,080 or under all parking demand should be accommodated on site.

Figure 7-5 - Visual Impression of pedestrian route to Pavillion (Source: BDP)

8

SERVICING AND REFUSE

8 SERVICING AND REFUSE

8.1 SERVICING

8.1.1. Servicing to the proposed development will all take place via the access junction and the internal road serving the rear of the pavilion building. Servicing requirements will be dependent on the activity occurring on site, and will fall into two principal categories, Day to Day Servicing and Event Day Servicing.

Day to Day Servicing

8.1.2. Day to day servicing will likely primarily consist of deliveries and collections to and from the pavilion building. Expected deliveries may likely include the following:

- Cleaning products;
- Cricket playing kit;
- Cricket playing equipment;
- Ground keeping equipment (until such time as they are stocked fully on site)

8.1.3. It is anticipated that these deliveries would arrive on site using a range of vehicle types, typically a 10m Rigid HGV and an 8m Panel Box Van. Smaller 'Transit' style vans would likely also be used for servicing, and the UK is generally seeing a shift towards smaller, albeit more frequent, delivery profiles, including use of electric vehicle fleets. It is to be expected that this trend will continue and be applicable to the proposed development.

8.1.4. Drawing WSP-2141-SK-001 and WSP-2141-SK-002 included in Appendix J, show the entry and exit paths for a 10m Rigid HGV and an 8m Panel Box Van into the site, with the ability to turn around and exit the site in forward gear close to the pavilion building.

Event Day Servicing

8.1.5. Event day servicing is likely to be more bespoke to the specific event, the date on which it is played, the hours of play specified and the likely number of spectators expected.

8.1.6. Amongst the vehicle movements associated with servicing event days are likely to be the following:

- Food deliveries for catering services;
- Drinks deliveries for the licenced bar;
- Minibuses for stewards/security staff;
- Team Coaches;
- Minibuses/Coaches for Park and Ride (see previous Event Day Management Plan chapter);
- Outside broadcast equipment;
- Temporary toilets;
- Temporary food and beverage stands;
- Temporary retail kiosks;
- St John Ambulance vehicle;
- Event Day Signage;
- Event day cones/fences/partitions
- Tents/Gazebos/Marquees

8.1.7. Many of the above are likely to arrive in the day, or days preceding, the event, rather than on the event day itself. Table 8.1 below shows some of the types of temporary event day amenities that would be transported to the site for the specific event.

Table 8-1 – Temporary event day amenities

	
Team Coach – Sussex Sharks at Sedbergh	**Gazebo and Temporary Toilets - Sedbergh**
	
Gazebos and Tents - Sedbergh	**Food and Beverage Stalls - Sedbergh**
	

Food and Beverage Stalls - Sedbergh	Food and Beverage Stalls - Sedbergh
	
Food and Beverage Stall - Sedbergh	**Fencing and Gazebo Shelters for spectators**
	
Advertising Hoardings - Sedbergh	**Temporary Spectator Signage - Sedbergh**
	
Merchandise Stall – Liverpool CC	**Ticket Office – Liverpool CC**

	
Food and Beverage Stalls – Liverpool CC	**Portable Toilets - Liverpool**
	
Portable Toilets - Liverpool	**Temporary Seating and on-site Ambulance - Liverpool**
	
Temporary Public Address - Liverpool	**Pitch Roller - Liverpool**

8.1.8. It is understood that there may be some provision required for an occasional articulated vehicle to access the site ahead of an event day. This is likely to be very rare however could be required in order to transport outside broadcast equipment onto the site. The manoeuvre is shown to track into the site in Drawing WSP-2141-SK-002, in Appendix J.

8.2 REFUSE

Day to Day Collection

8.2.1. In terms of collections, there are likely to be commercial recycling and waste collections that occur on a periodic basis, anticipated to be no more than four times per week for day-to-day servicing (two for general waste and two for recycling collections). Collections would be likely be via a 10.4m standard refuse vehicle, however Drawing WSP-2141-SK-002 in Appendix J demonstrates how larger vehicles up to 11.2m in length could be used to access the site.

8.2.2. The site layout has designated an area for refuse and recycling adjacent to the parking area next to the pavilion. This area is approximately 130 sqm, and would therefore be capable of accommodating multiple 1,100 litre commercial bins, which typically are 1.3m by 1m in terms of size.

Event day Refuse

8.2.3. Event day refuse and recycling is likely to be more substantial and might require specific event day waste and recycling contractors collecting refuse in the days after the event. There are likely to be locations around the proposed development for temporary refuse and recycling points in addition to the main refuse area adjacent to the parking area next to the pavilion building.

8.2.4. There may also be refuse and recycling bins located in the main spectator car park close to the access junction. Drawing WSP-2141-SK-002, included in Appendix J, shows how a larger 11.2m refuse vehicle could access this area, departing in forward gear.

9

JUNCTION CAPACITY ASSESSMENTS

9 JUNCTION CAPACITY ASSESSMENTS

9.1 SCOPE OF ASSESSMENT

9.1.1. The impact of the proposed development traffic on the local highway network has been assessed at the below junctions as agreed with Lancashire County Council:

- Site Access Junction (4-arm) – Stanifield Lane / Site Access / Cuerden residential site access
- Site Access Junction (3-arm) – Stanifield Lane / Site Access
- A582 Farington Rd / B5254 Watkin Lane / Stanifield Lane

9.1.2. Prior to the build out of the Cuerden strategic site, the site access will be a 3-arm priority junction. However, when the Cuerden site is built a staggered 4-arm priority junction will form the site access layout. Both scenarios have been assessed to show that the Farington Cricket site can be delivered both independent of and alongside the Cuerden Strategic site development.

9.2 SCENARIOS

9.2.1. The following scenarios have been used within the junction capacity assessments:

- 2024 Future year baseline
- 2024 + Proposed Development
- 2029 Future year baseline
- 2029 + Proposed Development

9.2.2. For the AM, PM and Saturday peak periods, the trip generation associated with typical day-to-day use the cricket facility has been assessed. An additional scenario for Saturday peak has been included to assess the impact of a T20 event day on the Saturday network peak hour. Event management plans will ensure T20 matches on weekdays will be scheduled to start and end outside of the network peak hours, and therefore no impact is anticipated on peak hour traffic levels for a weekday T20 match.

9.2.3. The full outputs from the junction capacity assessments are provided in Appendix K.

9.3 SITE ACCESS JUNCTION

9.3.1. Junction capacity assessments of the proposed site access arrangements have been undertaken using Junctions 10 software, the industry standard for undertaking capacity assessments of priority-controlled junctions. The queue levels at each approach are presented in PCU[8]s. This is a term to standardize all vehicles. A single car equates to 1PCU, whereas an HGV equates to 2+ PCUs depending on its size and number of axles.

9.3.2. As outlined in Chapter 3, two junction layouts have been considered for the site access. A 4-arm junction with the Farington Site access as the western arm, and the proposed residential access to

[8] Passenger Car Unit

the Cuerden strategic site as the eastern arm. As the Cuerden site is a consented scheme, it is assumed that the site access will be the 4-arm layout.

9.3.3. However, as the Cuerden site is yet to be built and is currently undergoing a new planning application, a 3-arm priority layout has also been considered for the Farington site to show that safe and suitable access can be provided independent of the Cuerden scheme.

Four-arm access junction

9.3.4. Table 9.1 below shows the junction modelling outputs for the 4-arm site access junction in a 2024 opening year scenario and 2029 future year scenario. The development traffic for typical day-to-day usage of the facility has been used for the AM and PM weekday peak, and a Saturday peak hour.

Table 9-1 – Four-Arm Site Access Junctions 10 outputs (Typical day-to-day use)

Arm/Movement	AM Peak (07:30-08:30)			PM Peak (16:30-17:30)			Sat Peak (13:00-14:00)		
	2024 with-development (Typical day-to-day use)								
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Site Access (LT lane)	0	0	0.00	0	7	0.01	0	8	0.07
Site Access (RT Lane)	0	0	0.00	0	16	0.01	0	14	0.02
Stanifield Lane (Northbound)	0	7	0.00	0	8	0.01	0	7	0.01
Cuerden Strategic Site Access	0	23	0.27	0	20	0.14	0	15	0.09
Stanifield Lane (Southbound)	0	7	0.01	0	7	0.01	0	7	0.09
	2029 with-development (Typical day-to-day use)								
Site Access (LT lane)	0	0	0.00	0	7	0.01	0	8	0.07
Site Access (RT Lane)	0	0	0.00	0	17	0.01	0	15	0.02
Stanifield Lane (Northbound)	0	7	0.00	0	8	0.01	0	7	0.01
Cuerden Strategic Site Access	0	24	0.28	0	21	0.15	0	15	0.09
Stanifield Lane (Southbound)	0	7	0.01	0	7	0.01	0	7	0.10

9.3.5. The proposed site access junction operates well within capacity for the three peak hours and therefore will have minimal impact on the operation of the local highway network. A maximum RFC[9] of 0.28 is reported on the eastern arm in the morning peak, associated with departures from the Cuerden residential plot. The site access arm has a maximum RFC of 0.07, associated with development traffic leaving the site on a Saturday. There is no queueing reported on any of the arms of the junction.

9.3.6. Additionally, the development traffic associated with a T20 match day has been modelled to assess the operation of the site access junction. It is assumed that T20 matches held on a weekend (Saturday or Sunday) would have a 14:30 start time. A proportion of trip generation associated with the T20 matches will be during the weekend peak hours (13:00-14:00), therefore the site access junction has been modelled for a 2024 and 2029 Saturday peak, with T20 scenario.

9.3.7. As outlined previously, potential impacts on the evening peak during a weekday would be avoided by event day management considering appropriate start and end times to mitigate the impact of the event on the highway network.

9.3.8. Table 9.2 shows the junction modelling outputs for the 4-arm site access junction for a 2024 and 2029 future year for the Saturday peak, with proposed development trips associated with a 14:30 T20 start time.

[9] RFC = Ratio of Flow to Capacity. When this figure exceeds 0.85 then an arm on a junction is considered to exceed practical capacity. Theoretical capacity is 1.0

Table 9-2 – Four-Arm Site Access Junctions 10 outputs (T20 event day)

Arm/Movement	Sat Peak (13:00-14:00)		
	Queue (PCU)	Delay (s)	RFC
	2024 with development (T20 event)		
Site Access (LT lane)	0	7	0.05
Site Access (RT Lane)	0	20	0.02
Stanifield Lane (Northbound)	0	6	0.01
Cuerden Strategic Site Access	0	15	0.09
Stanifield Lane (Southbound)	1	11	0.45
	2029 with development (T20 event)		
Site Access (LT lane)	0	7	0.05
Site Access (RT Lane)	0	21	0.02
Stanifield Lane (Northbound)	0	7	0.01
Cuerden Strategic Site Access	0	15	0.09
Stanifield Lane (Southbound)	1	12	0.45

9.3.9. The proposed site access junction operates well within capacity for this weekend peak hour T20 scenario and therefore will have minimal impact on the operation of the local highway network. A maximum RFC of 0.45 is reported on Stanifield Lane (southbound) as a result of traffic from the north turning right into the Farington site. A queue of 1 PCU is reported for this arm, no queueing is observed on the others arms of the junction.

Three-arm access junction

9.3.10. Table 9.3 shows the junction modelling outputs for the 3-arm site access junction in a 2024 and 2029 with development scenario. The development traffic for a typical busy non-event day has been used for the AM and PM weekday peak, and a Saturday peak hour.

Table 9-3 - Three-Arm Site Access Junctions 10 outputs (Typical day-to-day use)

Arm/Movement	AM Peak (07:30-08:30)			PM Peak (16:30-17:30)			Sat Peak (13:00-14:00)		
	2024 with-development (Typical day-to-day use)								
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Site Access (LT lane)	0	0	0.00	0	8	0.01	0	8	0.07
Site Access (RT Lane)	0	0	0.00	0	17	0.01	0	15	0.02
Stanifield Lane (Southbound)	0	7	0.01	0	7	0.01	0	7	0.09
	2029 with-development (Typical day-to-day use)								
Site Access (LT lane)	0	0	0.00	0	8	0.01	0	8	0.07
Site Access (RT Lane)	0	0	0.00	0	18	0.01	0	16	0.02
Stanifield Lane (Southbound)	0	7	0.01	0	7	0.01	0	7	0.10

9.3.11. The proposed site access junction operates well within capacity for the three peak hours and therefore will have minimal impact on the operation of the local highway network. The site access arm has a maximum RFC of 0.07, associated with development traffic leaving the site on a Saturday. There is no queueing reported on any of the arms of the junction.

9.3.12. Table 9.4 shows the junction modelling outputs for the 3-arm site access junction for a 2024 and 2029 future year for the Saturday peak, with proposed development trips associated with a 14:30 T20 start time.

Table 9-4 - Three-Arm Site Access Junctions 10 outputs (T20 event day)

Arm/Movement	Sat Peak (13:00-14:00)		
	Queue (PCU)	Delay (s)	RFC
	2024 with development (T20 event)		
Site Access (LT lane)	0	8	0.05
Site Access (RT Lane)	0	21	0.03
Stanifield Lane (Southbound)	1	11	0.45
	2029 with development (T20 event)		
Site Access (LT lane)	0	8	0.05
Site Access (RT Lane)	0	22	0.03
Stanifield Lane (Southbound)	1	12	0.45

9.3.13. The three-arm site access layout has also been modelled for a 2024 and 2029 Saturday peak, with T20 scenario. The proposed site access junction operates well within capacity for this weekend peak hour T20 scenario and therefore will have minimal impact on the operation of the local highway network. A maximum RFC of 0.45 is reported on Stanifield Lane (southbound) as a result of traffic from the north turning right into the Farington site. A queue of 1 PCU is reported for this arm, no queueing is observed on the others arms of the junction.

Site Access Results Summary

9.3.14. The junction capacity assessments of the site access layouts show that both the three- and four arm layouts can easily accommodate the level of vehicle movement associated with the proposed development during typical day-to-day usage and during a T20 weekend peak scenario. The junction modelling results show minimal queuing and delay associated with the proposed access junction and the impact of the local highway network to be negligible.

9.4 A582 / STANIFIELD LANE / WATKIN LANE

9.4.1. A junction capacity assessment has been undertaken using LinSig software, the industry standard for undertaking capacity assessments of signalised junctions. The validated LinSig model of the A582 / Stanifield Lane roundabout was provided by LCC Highways and has been updated with the traffic flows associated with the development. The model was previously used by LCC to support the planning application for the A582 dualling. This junction currently operates on MOVA which creates additional capacity beyond that shown in the LinSig modelling, resulting in LinSig overestimating the degree of saturation on the signalised roundabout.

9.4.2. For signal-controlled junctions, operational performance is reported in terms of Degree of Saturation (DoS). A DoS result of below 90% typically demonstrates that a junction arm or turning movement is operating 'within capacity'. A result between 90-100% DoS is considered to indicate a junction is close to capacity. A Practical Reserve Capacity (PRC) is also presented for the junction, a positive PRC value generally indicates that no junction arms have a DoS of greater than 90%.

9.4.3. As the proposed development traffic passing through the A582 / Stanifield Lane roundabout consists of only 3 vehicles in the AM peak and 10 vehicles in the PM peak, the junction capacity assessments at this roundabout have been carried out for the Saturday peak only.

9.4.4. A worst-case development scenario has been assessed for the Saturday peak, using the proposed vehicle trip generation associated with a weekend T20 event starting at 14:30. The level of development traffic associated with typical Saturday usage is less than the T20 development traffic. Therefore, a T20 scenario represents the maximum proposed trip generation associated with the development during the peak hour.

9.4.5. Table 9.5 below summarises the LinSig model outputs for the 2024 Do-Minimum and 2024 Do-Something scenarios.

Table 9-5 - LinSig Model Outputs - 2024 Do-Minimum and Do-Something (T20)

	2024 Do-Minimum Sat (13:00-14:00)		2024 Do-Something T20 Sat (13:00-14:00)	
	Queue	**DoS**	**Queue**	**DoS**
PRC / Cycle Time	*37.0% / 60"*		*35.3% / 60"*	
Watkin Lane	6	63.3%	6	66.5%
Lostock Lane (3/2 +3/1)	6	53.4%	7	65.6%
Lostock Lane (3/3 + 3/4)	8	65.7%	8	63.0%
Stanifield Lane (5/2+5/1)	2	25.6%	2	26.9%
Stanifield Lane (5/3)	6	57.8%	7	64.1%
Farington Road (7/2+7/1)	8	62.0%	7	59.6%
Farington Road (7/3+7/4)	7	65.3%	7	62.7%

9.4.6. The Do-minimum results show that in the Saturday peak the roundabout is operating well within capacity in the 2024 opening year. The Do-Something scenario shows that the addition of trips associated with the proposed development on a T20 event day reduces the Practical Reserve Capacity of 37.0% in the 2024 Do-minimum to 35.3% in the 2024 Do-something scenario. For this scenario, the additional development flows are largely on Lostock Lane turning left onto Stanifield

Lane towards the site. The signal timings have been optimised within LinSig to account for this and the resulting model output shows a similar overall level of operation of the junction is expected, indicating that the junction will operate within capacity with the development traffic added to the network.

9.4.7. Table 9.6 below summarises the LinSig results for the 2029 Do-Minimum and 2029 Do-Something scenarios.

Table 9-6 - LinSig Model Outputs – 2029 Do-Minimum and Do-Something (T20)

	2029 Do-Minimum Sat (13:00-14:00)		2029 Do-Something T20 Sat (13:00-14:00)	
	Queue	**DoS**	**Queue**	**DoS**
PRC / Cycle Time	*29.2% / 60"*		*29.2% / 60"*	
Watkin Lane	7	69.1%	7	68.6%
Lostock Lane (3/2 +3/1)	6	55.2%	5	51.7%
Lostock Lane (3/3 + 3/4)	8	68.4%	5	50.7%
Stanifield Lane (5/2+5/1)	2	28.2%	2	27.4%
Stanifield Lane (5/3)	7	65.7%	7	65.1%
Farington Road (7/2+7/1)	8	66.5%	8	66.5%
Farington Road (7/3+7/4)	8	69.7%	8	69.7%

9.4.8. The 2029 Do-minimum results show that in the Saturday peak the roundabout is operating within capacity with a PRC of 29.2%. The Do-Something scenario shows that the addition of trips associated with the proposed development on a T20 weekend event day has minimal impact on the operation of the junction. For this scenario, the additional development flows are largely on Lostock Lane turning left onto Stanifield Lane towards the site. The signal timings have been optimised within LinSig to account for this and the resulting model output shows a similar overall level of operation of the junction is expected, indicating that the junction will operate within capacity with the development traffic added to the network.

Summary

9.4.9. The impact of the 3 additional vehicles at this junction in the AM peak period, and 10 additional vehicles at this junction in the PM peak period will result in minimal impact on the junction and this level of increase will be imperceivable to highway users.

9.4.10. For a Saturday peak hour, the junction is due to operate well within capacity in both 2024 and 2029 Do-Minimum scenarios. With the addition of traffic associated with a T20 match at the facility on a Saturday, it has been shown that the junction will continue to operate within capacity during the weekend peak hour.

9.4.11. The site access has been shown to operate well within capacity and will be able to safely accommodate the proposed development traffic.

Expected development

9.4.12. The planning application for the A582 dualling included a Transport Assessment report which considered the impact of the dualling scheme in the AM and PM weekday peak periods. The results showed an overall decrease in flows through A582 / Stanifield Lane in the AM peak and an overall increase in flows through the junction in the PM peak. The impact of the A582 dualling was not assessed for the weekend peak in the associated planning application.

9.4.13. However, if the A582 dualling resulted in an increase in traffic flows at the Stanifield Lane junction during the Saturday peak, the above modelling shows that there is spare capacity at the junction during the weekend peak in the 2029 maximum event day (T20) scenario.

9.4.14. As outlined in Chapter 6, the impact of the Pickerings Farm development is included within the TEMPro growth applied to the background traffic flows. Therefore, this expected development is captured within the presented modelling results.

9.5 VISSIM MODELLING

9.5.1. As part of scoping discussions, LCC Highways requested that microsimulation modelling should be carried out to assess the impact of the proposed development on the wider highway network.

9.5.2. Throughout the scoping and through the preparation of this TA, it has been argued by WSP that the proposed level of traffic generated from the site during the peak periods would not be sufficient to warrant the need for microsimulation modelling, especially in the weekday peak periods with an addition of only 3 vehicle trips in the AM peak and 11 vehicles in the PM peak.

9.5.3. Due to the variability in microsimulation modelling and the inherent randomness of each model run, the results of multiple model runs are averaged to provide summary statistics. The impact of the addition of such few development trips is likely to be masked by the variability inherent in microsimulation modelling. However, to meet the requests of LCC Highways, modelling of the PM peak and weekend peak has been carried out as summarised below.

9.5.4. A higher number of development trips is anticipated during the weekend peak hour on event days. The development is proposed to generate up to an additional 258 two-way vehicle trips during the weekend peak, on the infrequent occasion that a full capacity match is played at the site.

9.5.5. A VISSIM model developed by Mott MacDonald, which supported the consented planning application at the Cuerden strategic site in 2017 [Planning Ref: (07/2017/0211/ORM)] has been obtained and used to assess the impact of the proposed development. A Technical Note provided in Appendix L includes details of the model, the updates made to the model and a summary of the modelling results.

9.5.6. The demands in the model have been updated to reflect the below scenarios:

- 2024 Do Minimum: 2024 baseline traffic + committed developments

- 2024 Do Something: 2024 Do-Minimum + Proposed Farington Cricket Development
- 2029 Do Minimum: 2029 baseline traffic + committed developments
- 2029 Do Something: 2029 Do-Minimum + Proposed Farington Cricket Development

9.5.7. Figure 9.1 shows the extent of the modelled network for the Do-Minimum scenario, with the Farington site access off Stanifield Lane added to the model network for the Do-Something scenario.

Figure 9-1 - VISSIM Modelling Extent

9.5.8. The microsimulation modelling results detailed in Appendix L show that:

- Comparing overall network performance statistics of the Do-Minimum and Do-Something modelling, there is a small increase in the average time per vehicle and the average delay per vehicle, and a small reduction in the average speed in the 2024 Saturday peak and both the 2029 PM and Saturday peak periods.
- The comparison of the 2024 PM peak with and without development scenarios shows an overall improvement in network performance statistics with the development added, with reductions in overall delay and average time per vehicle.
- The changes to journey times as a result of the development are variable across the network. Journey time comparisons show some small increases in journey times on some routes in the 2024 and 2029 Do-Something scenarios, while some routes have the same journey times for both the Do-Minimum and Do-Something scenarios. Other routes show a small decrease in journey times in the Do-Something scenario.

9.5.9. Overall, the VISSIM modelling has shown that the proposed development traffic does not result in significant changes to the performance of the local highway network, with results showing small

changes network performance and journey time results over the peak periods assessed. These reported changes are partly due to the variability of the model and the averaging of multiple random models runs, as well as the increase in vehicle trips associated with the development.

9.6 SUMMARY

9.6.1. With reference to Paragraph 111 of the NPPF which states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe', the results of the junction modelling and microsimulation modelling shows that the impacts of the proposed development are minimal and therefore are not considered to be severe.

9.6.2. The development and application of bespoke Event Day Management plans will provide additional mitigation measures (for example, in scheduling event start times so that arrivals and departures to the proposed development will be outside of network peak periods) designed to ensure that there will not be an unacceptable impact on road safety or that the residual cumulative impacts of the proposed development are minimal and not severe.

10

FRAMEWORK TRAVEL PLAN

10 FRAMEWORK TRAVEL PLAN

10.1 INTRODUCTION

10.1.1. A Framework Travel Plan (FTP) is included in this document, aimed at promoting sustainable and active travel for regular users of the facility. Therefore, this FTP is primarily focused on staff, but the principles can also be promoted to players, as well as to spectators with the principles outlined complementing the measures outlined within the events day management plan.

10.2 PURPOSE

10.2.1. As noted in the UK Government's *'Guidance: Travel Plans, Transport Assessments and Statements'* published by the Ministry of Housing, Communities & Local Government, Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. Travel Plans are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel, such as travel on public transport, on foot and by bicycle. Government guidance also highlights that Travel Plans should also not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding area[10].

10.2.2. The purpose of this Chapter is to provide a site-specific FTP for the proposed development at Farington, which will provide overarching aims, objectives, targets and measures, as well as methods for monitoring travel use. The FTP contains measures that will encourage a variety of travel options, which give employees, players and spectators travelling to the site an opportunity to make more informed choices about how they travel and how they can make a valuable contribution to a sustainable environment.

10.2.3. This Travel Plan is a 'living' document and will evolve over time. By keeping Travel Plans up to date, they can remain effective in enabling mode shift from single occupancy car use to more sustainable forms of transport. A single point of contact, in the form of a Travel Plan Coordinator (TPC) will need to be assigned by the applicant to maximise mode shift. The TPC will take responsibility for sustainability and Travel Planning issues for the applicant.

10.3 POLICY

10.3.1. Published in April 2009, the Good Practice Guidelines: Delivering Travel Plans through the Planning Process guidelines document sets out actions that can be taken to produce high quality and robust travel plans. The guidance notes that travel plans are important for promoting sustainable travel and helping to reduce single occupancy car use for access to and from development sites.

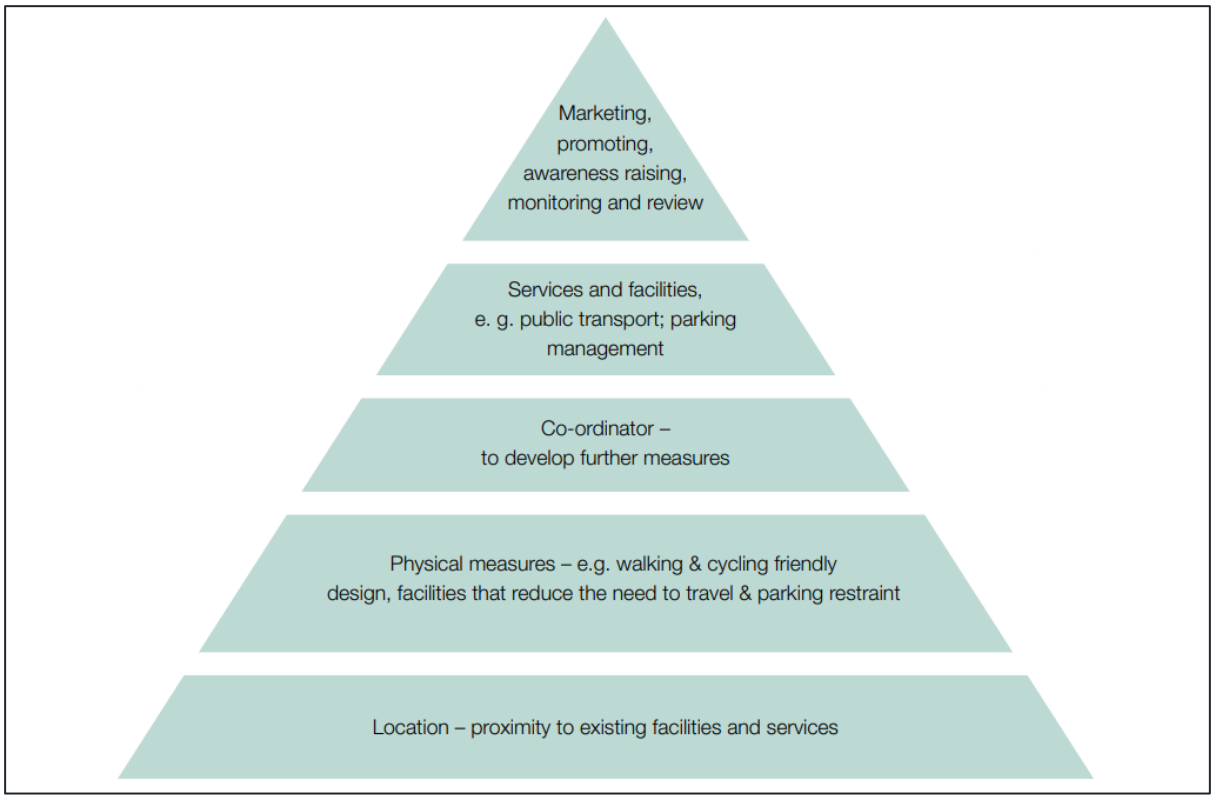
10.3.2. These 'sustainable travel' modes include measures to promote public transport, walking and cycling. Benefits of these measures include improved health through greater walking and cycling, whilst

[10] https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

reductions to single occupancy car use can reduce overall levels of noise, air pollution and the traffic impact of the development.

10.3.3. As per Figure 10.1, the good practice guidelines highlight that the development of a successful travel plan can be viewed as a pyramid. If the location of the site is wrong, the subsequent measures of design, identifying a coordinator, establishing services and facilities and promotion and awareness-raising will be less effective. This TA demonstrates how the site location is appropriate for the development proposed, with this FTP containing a variety of 'hard' and 'soft' measures to help promote sustainable site access.

Figure 10-1 - Travel Plan Pyramid



10.3.4. The guidance document notes that hard measures can include the site location and layout, with soft measures including awareness raising linked to objectives, outcomes and targets. These softer measures can include both 'carrots' and 'sticks' to encourage changes in travel behaviour. This can require incentives, such as travel discounts, and movement restraint, such as restricting car parking or charging for its use.

10.3.5. The policy document also notes that travel plans should be viewed as the primary outcome from transport assessments. Considering the assessment and travel plan as an integrated package helps to deliver a more effective approach in managing the transport impacts of the development.

10.3.6. The National Planning Policy Framework (NPPF) favours sustainable development. At the heart of the Framework "is a presumption in favour of sustainable development" and is essential to the framework's core land-use planning principles.

10.4 DEVELOPMENT PROPOSALS

10.4.1. The chapters within this TA outline the Development Proposals, Proposed Usage and Trip generation of the site. They also contain a description of the site's location in relation to the highway network, local public transport provision and existing pedestrian and cycle facilities in proximity to the site.

10.4.2. In summary, the proposals are for a cricket facility for Lancashire Cricket comprising two cricket ovals, training nets and a pavilion including changing rooms, a gym and a hospitality area.

10.4.3. The site is located off Stanifield Lane in Farington, Lancashire. It is well served by local bus services and is within walking distance to nearby rail stations of Lostock Hall and Leyland. The site benefits from nearby pedestrian and cycle infrastructure, which will tie into provision within the site. Overall, the site is well located to take advantage of sustainable and active transport modes.

10.5 TRAVEL PLAN OBJECTIVES, TARGETS AND MANAGEMENT

10.5.1. To help achieve measurable outputs from the Travel Plan process, it is important to establish modal split targets, against which progress towards more sustainable modes of travel can be measured. The targets will be confirmed once the site is operational.

10.5.2. This section also sets out the proposed management of the Travel Plan, an important element of the Travel Plan to make proposed site users aware of the sustainable travel options available to them.

Objectives

10.5.3. The underlying vision of this site FTP will be to 'Maximise the potential of achieving and maintaining the lowest level of single occupancy car trips made by employees to the site, while encouraging the highest level of sustainable and active travel (walking and cycling) on as many journeys as possible and facilitating this wherever possible'.

10.5.4. The objectives of the Travel Plan that sit under this vision are as follows:

- To minimise the traffic generated by staff
- To reduce the number of single occupancy vehicle journeys
- To continually increase the proportion of commuting by walking, cycling and public transport
- To increase modal choice for staff for travel to work
- To reduce the carbon footprint of the development

Mode share targets

10.5.5. Following an initial staff travel survey of the site within 6 months of the opening, mode share targets will be set by the Travel Plan Coordinator.

Management

10.5.6. The applicant will appoint site Travel Plan Coordinator (likely to be the site manager) who will be required to play a key role in ensuring the successful implementation of the proposed Travel Plan measures.

10.5.7. Key responsibilities of the Travel Plan Coordinator will be as follows:

- Ensure all measures within the Travel Plan are promoted and that staff (including new staff as they start working at the facility over time) are aware of the measures
- Harness commitment to sustainable travel from site staff

- Provide regular updates to staff on available public transport services for travel to and from the site
- Take responsibility for coordinating the monitoring and management of the Travel Plan, including through regular modal split surveys
- Amend Travel Plan measures and targets if necessary, based on the results of the Travel Plan monitoring and/or feedback from site staff and stakeholders on the sustainable travel options for the site

10.5.8. It is important that the Travel Plan actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening. The appointed TPC will play a key role in ensuring that this takes place.

10.6 TRAVEL PLAN MEASURES

10.6.1. As there is no single solution to deal with the transport requirements for the site, a combination of measures is required in order to allow people to 'pick and mix' according to what complements their own day to day requirements and lifestyle.

10.6.2. It is important that the Travel Plan measures include both 'carrots' and 'sticks' to encourage changes in travel behaviour. However, the focus should be on the incentives for staff to travel more sustainably, rather than lots of disincentives to travel by car. Experience has suggested that putting the incentives in place first can help make site users more supportive of the Travel Plan and is more effective in encouraging changes to travel behaviour. Disincentives would then be put in place later on.

10.6.3. The main emphasis of the FTP will be to keep single staff occupancy car use to a minimum. However, it must be recognised that the car may be the only option for some employees, particularly those living further away from the site and away from any suitable public transport routes, as well as those staff who may have caring or childcare responsibilities.

10.6.4. The measures for implementation under this FTP set out in Table 10.1 are based upon the proposed site access information and development proposals.

10.6.5. The timescales for each action are set out under four categories:

- Short (0-6 months post site opening)
- Medium (6 months to 1 year of site opening)
- Long (1 to 3 years of site opening)
- Ongoing

Table 10-1 – Travel Plan Measures

Measure	Responsibility	Timescale
General		
Designate a Travel Plan Coordinator to implement and manage the plan	Site management	Short
Undertake staff travel survey within 6 months of opening	Travel Plan Coordinator	Ongoing
Repeat staff travel survey every 2 years	Travel Plan Coordinator	Ongoing

Measure	Responsibility	Timescale
Car park management		
Monitor car park usage and communicate car park policies to ensure an effective car park management strategy	Travel Plan Coordinator	Short/Ongoing
Introduce electric vehicle charging points in the site car park in line with demand from staff for charging points	Site management	Medium/Long
Car sharing		
Introduce an informal car share scheme and communicate it to staff	Travel Plan Coordinator	Short
Consider introducing car share bays	Site management/Travel Plan Coordinator	Medium
Public Transport		
Liaise with public transport providers to encourage improved bus services and ticketing discounts	Site management/Travel Plan Coordinator	Short
Liaise with local authority to deliver improvements to local bus stops that serve the site, including provision of digital signage with real time service updates	Site management/Travel Plan Coordinator	Medium
Consider the offer of interest free loans for staff to purchase public transport tickets	Site management/Travel Plan Coordinator	Short
Walking		
Provision of walking incentives such as personal alarms, visibility jackets and pedometers to staff on request	Travel Plan Coordinator	Short
Cycling		
Introduce and then promote the use of safe site cycle parking facilities	Site management/Travel Plan Coordinator	Short
Discuss opportunities to provide discounts at local cycle stores	Travel Plan Coordinator	Short
Hold bike maintenance checks on site and provide safe cycling equipment	Travel Plan Coordinator	Medium/Ongoing
Information and Communication		
Produce a ‘How to Get to Site’ guide	Travel Plan Coordinator	Short/Ongoing
Provision of walking, cycling and public transport information to all staff	Travel Plan Coordinator	Short/Ongoing

Measure	Responsibility	Timescale
Organise and run Travel Plan events – in line with national campaigns such as 'bike to work', 'car sharing days' and 'walk to work week'.	Travel Plan Coordinator	Short/Ongoing
Communicate measures through staff groups/meetings, newsletters or intranet/e-mail and the internet, including sharing information of relevant journey planning software	Travel Plan Coordinator	Short/Ongoing

10.6.6. The Travel Plan will be in place prior to site operation to ensure the implementation of measures prior to development commencing. Revisions to the Travel Plan will take place at regular intervals, including following the completion of the initial staff travel survey.

10.6.7. The Travel Plan Coordinator will take responsibility for coordinating the travel plan monitoring and managing the performance of the Travel Plan.

10.7 MONITORING

10.7.1. The Travel Plan Coordinator will undertake the first monitoring survey after 6 months of the completion of the development. The travel survey will then be repeated every 2 years. The exact nature of the survey will need to be discussed and agreed with LCC, with questions likely to include:

- *What is your home postcode?*
- *What mode(s) of travel do you use to travel to work? Which days of the week do you use this/these modes?*
- *What time do you normally arrive at work?*
- *What time do you normally leave work?*
- *If you drive to work on your own, what measures (if at all) would encourage you to travel to work by another mode?*

10.7.2. Once the travel characteristics of the site are known (after the initial staff travel survey) it will be possible to refine Travel Plan targets. These targets could include:

- reduction in single occupancy car driving to work and an increase in car sharing
- provision of enhanced cycle facilities where required
- increase in the proportion of staff walking, cycling or using the bus to travel to work
- increase in the number of 'local' resident staff (i.e. reduction in the average distance for the journey to work) when recruiting new members of staff.

10.8 SUMMARY

10.8.1. This FTP has provided overarching travel aims, objectives, targets and measures, as well as methods for monitoring and managing site travel that will in turn will provide a focused, consistent approach for travel planning across the site.

10.8.2. The Travel Plan contains measures that will encourage a variety of travel options, which give employees, players and spectators travelling to the site an opportunity to make more informed choices about how they travel and how they can make a valuable contribution to a sustainable environment. The measures will help to encourage the use of sustainable modes of travel for site access and help to reduce single car occupancy journeys.

10.8.3. Although this FTP focuses on staff travel, the principles can be applied to players and spectators. The measures outlined in the FTP complement the Event Day Management Plan measures outlined in Chapter 7, which focuses more on spectator travel.

11

SUMMARY

11 SUMMARY

11.1.1. WSP have been commissioned by Lancashire Cricket (LC), Lancashire County Council (LCC) and Eric Wright Construction to prepare a Transport Assessment (TA) to accompany a full planning application for Farington Cricket Facility in South Ribble, Lancashire.

11.1.2. The site is located in existing fields within the Woodcock Estate, circa 1.3km to the north of the village of Farington in South Ribble. The site is bordered by Stanifield Lane on its eastern edge, the A582 Farington Road to the north, and Fowler Avenue and Fowler Lane to the south and west.

11.1.3. The proposal includes two full-sized cricket ovals with natural sloping terraces and training facilities including outdoor covered training nets, a club pavilion building including a gym and changing rooms.

11.1.4. Permanent car parking with 265 spaces will be provided along with cycle parking. On ticketed match days, where required, an overflow car park with an additional 235 spaces will be provided adjacent to the main permanent car park. Temporary event overlay facilities will also be provided on ticketed matchdays.

11.1.5. The proposed use of the site has been informed by information provided by Lancashire Cricket and a typical fixture list and training session usage timetable have informed the likely usage of the site.

11.1.6. The proposed site access will be via a new priority-controlled junction off Stanifield Lane, with the site access as the minor arm. A ghost right turn island is to be provided and the site access arm will consist of two lanes, one for right turning vehicles and one for left turning vehicles.

11.1.7. The development proposals accord with the national, regional and local transport policy of promoting sustainable development and facilitating means of travel by sustainable modes. The Framework Travel Plan and Event Day Management plan will promote the use of sustainable travel modes, for staff and players who use the facility on a regular basis and for spectators who might visit the facility less frequently, for specific events.

11.1.8. Due to the proposed variation in use of the site throughout the year and on ticketed-admission event day, as well as typical day-to-day usage, the proposed trip generation at the site has been outlined for a busy non-event day and a 5,000 maximum capacity event day.

11.1.9. Junction capacity modelling has been undertaken at both the proposed site access junction and the A582/Stanifield Lane/Watkin Lane signalised roundabout. Capacity modelling has been undertaken based on 2024 and 2029 future year assessments, and has accounted for committed developments in the local area (i.e. those with planning consent, including the adjacent Cuerden Strategic Site), and Expected developments (i.e. those that have not been consented but are anticipated to come forward, such as the A582 dualling). The capacity modelling has considered AM peak, PM peak and Saturday peak period, and the modelling results indicate that the proposed development does not compromise the operation and capacity of these two junctions on the local network, in any modelled scenario. Additional microsimulation modelling supports the overall conclusions of the junction capacity modelling.

11.1.10. Paragraph 111 of the NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

11.1.11. As a result of the above assessments and evaluations, it has been demonstrated that the residual cumulative impacts of development are not severe and there are no overriding reasons to preclude Lancashire County Council from recognising that the proposals are acceptable in transport terms.

Appendix A

TA SCOPING

Appendix B

SPEED SURVEY DATA

Appendix C

PERSONAL INJURY ACCIDENT DATA

Appendix D

SITE LAYOUT PLAN

Appendix E

SITE ACCESS ARRANGEMENTS

Appendix F

ROAD SAFETY AUDIT REPORT

Appendix G

CRICKET OVALS USE TIMETABLE

Appendix H

LC INDICATIVE USE AND FIXTURES

Appendix I

TRAFFIC FLOW DIAGRAMS

Appendix J

SERVICE AND REFUSE ARRANGEMENTS

Appendix K

JUNCTION CAPACITY ASSESSMENT RESULTS

Appendix L

VISSIM MODELLING

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