



Farington Cricket Facility TA – Response to NH Comments

TO	National Highways	FROM	WSP
DATE	09 December 2022	CONFIDENTIALITY	Public
SUBJECT	Response to National Highways comments on Farington Cricket Facility Transport Assessment		

Introduction

WSP produced a Transport Assessment (TA) and Travel Plan (TP) to accompany a planning application for the development of Farington Cricket Facility (Planning Ref: LCC/2022/0048). Detailed comments have been received from National Highways (NH - National Highways Reference 96192). This Technical Note provides a response to these comments to provide additional clarity and information to NH on the proposed development and its forecast impacts on traffic and transport in the area surrounding the proposed development site.

Comments and Responses

NH request that details on the existing operation of the M65 terminus roundabout and M6 J29/M65 J1 interchange such as:

- ***Evidence outlining the current conditions e.g., site observations, traffic surveys including observed queues.***

These junctions were not included within the TA as they were not included within our original scope agreed with LCC Highways Development Control. As noted within the TA scoping table ‘We do not consider that there will be any material impact on the operation of the highway network that National Highways are responsible for, and our assessment will be limited to the local road network.’

As outlined in the TA the total typical day-to-day traffic impact of the development is three additional vehicles on the network in the AM peak and eleven additional vehicles in the PM peak. We do not consider an assessment of the SRN junctions to be required for this minimal level of additional demand.

For larger event days, the TA details measures that could be put in place to limit impact on the local highway network (e.g. starting T20 matches no later than 16:15 on a weekday to avoid overlap with the PM peak, and the promotion of sustainable modes of transport).

To provide additional information, the forecast traffic flows for these two SRN junctions have been provided below. The total forecast development traffic flows at these two SRN junctions are summarised in Table 1 below and included within the extended traffic flow diagrams in Appendix A, for the peak hours for non-event days and a Saturday T20 event day.



Table 1: Total Forecast Development Traffic Flows – SRN Junctions

	Total Development Traffic: Total Junction Flows			
	AM Peak (07:30-08:30) Typical Day	PM Peak (16:30-17:30) Typical Day	Sat Peak (13:00-14:00) Typical Day	Sat Peak (13:00-14:00) T20 Event Day
M65 Terminus	3 vehicles	8 vehicles	61 vehicles	217 vehicles
M65 / M6	2 on M65 Mainline 1 at junction	7 on M65 Mainline 1 at junction	53 on M65 Mainline 9 at junction	145 on M65 Mainline 75 at junction

The impact of the development traffic on these junctions is minimal during the AM and PM weekday peaks, with less than ten additional vehicles forecast to pass through the two SRN junctions. In the Saturday peak, during a non-event day, the worst-case traffic scenario would see an increase in traffic flows of up to 61 vehicles, with the majority of the vehicles travelling on the grade separated mainline of the M65, rather than directly interacting with the roundabout junction of the M65 and M6. On a full capacity event day, the worst-case scenario forecasts a maximum trip generation of 217 vehicles passing through the two SRN junctions during the Saturday peak hour. The majority of vehicles would be travelling on the grade separated M65 mainline, separated from its junction with the M6 below.

As the largest peak hour impact is on a Saturday, the baseline, Do-Minimum and Do-Something traffic flow diagrams for the Saturday peak hour have been extended to show the forecast traffic flows at the two SRN junctions.

The baseline traffic flows are from the 2016 surveys detailed within the TA and have been factored up to Do-Minimum scenarios as per the method outlined in the TA. Updated traffic flow diagrams including these two SRN junctions are provided in Appendix A of this note.

Table 2 below shows that compared to the 2024 Do-Minimum scenario, the 2024 Do-Something scenario, with the development in typical use, would result in an increase in total vehicles of less than 2% during the Saturday peak hour.

During the Saturday peak hour, prior to the start of a T20 match, the traffic at these two junctions would increase by up to 5.4%.

Table 2: Total Traffic Flows – SRN Junctions

	Do-Minimum (2024)	Do-Something (2024)		% Impact	
	Sat Peak (13:00-14:00)	Sat Peak (13:00-14:00) Non-event Day	Sat Peak (13:00-14:00) (T20)	Sat Peak (13:00-14:00) (Non-event Day)	Sat Peak (13:00-14:00) (T20)
M65 Terminus	4,054	4,115	4,271	+1.5%	+5.4%
M65 / M6	4,586	4,648	4,803	+1.4%	+4.7%

Overall, having assessed the existing and forecast traffic flows at the two SRN junctions, it is concluded that the impact is within the typical day-to-day variation as per statement 3.16 of the IEMA guidelines for



the Environmental Assessment of Road Traffic which state that “It should also be noted that the day-to-day variation of traffic on a road is frequently at least some + or – 10%.”

Given the traffic surveys were undertaken in 2016, more than five years ago, it is requested that the surveyed flows are subjected to validation checks (using WebTris and/or other publicly available traffic data) to ensure the flows are representative of normal traffic patterns.

The 2016 survey data has been compared to more recent publicly available data and data provided by LCC Highways in November 2022. The data from these additional sources of traffic counts are provided in Appendix B of this note.

Table 3 compares the 2016 survey data with more recent data available from DfT’s online traffic count database. A DfT traffic count (ID 17668) on Stanifield Lane has recorded two-way peak hour traffic flows from 2018. The peak hour flows have been compared to the 2016 survey data. The 2016 data is 28% higher in the AM peak and 23% higher in the PM peak compared to the 2018 data.

A DfT traffic count (ID 48595) on A582 Lostock Lane has recorded two-way peak hour traffic flows from June 2021. The 2016 data is 26% higher in the AM peak and 12% higher in the PM Peak on the A582.

Table 3: Comparison of Survey Data with DfT data counts

	DfT Data		2016 Survey Data		% Difference	
	AM Peak (07:30-08:30)	PM Peak (16:30-17:30)	AM Peak (07:30-08:30)	PM Peak (16:30-17:30)	AM Peak (07:30-08:30)	PM Peak (16:30-17:30)
Stanifield Lane DfT Count 17668 (September 2018)	991	1,031	1,267	1,264	+28%	+23%
A582 DfT Count 48595 (June 2021)	3,341	3,806	4,216	4,263	+26%	+12%

LCC Highways have also provided data from traffic counts undertaken in November 2022 on Stanifield Lane, which included both weekday and weekend data between 12/11/2022 and 20/11/2022. Table 4 shows that the 2016 traffic flows were higher than the 2022 data on Stanifield Lane during the weekday and weekend peak hours.

Table 4: Comparison of 2016 Survey Data with 2022 Survey Data

	2016 Data (Total Vehicles)			2022 Data (Total Vehicles)			% Difference		
	AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak	AM Peak	PM Peak	Sat Peak
Stanifield Lane Northbound	668	564	544	419	428	518	+60%	+34%	+5%
Stanifield Lane Southbound	600	700	552	391	428	312	+53%	+63%	+77%

The 2016 survey data therefore provides a robust, worst-case baseline traffic flows compared to more recent data available from 2018, 2021 and 2022. As a result, the assessments included within the TA represent a worst-case scenario.

It is requested that confirmation be provided that the approach to committed / expected developments has been agreed with the Local Planning and Highway Authorities.

The committed and expected developments were confirmed with LCC at scoping stage.

It is requested that analysis/explanation of how committed/expected development link to the TEMPro growth rates that have been derived and applied within the Transport Assessment (TA).

As per LCC guidance, TEMPro growth rates were adjusted to avoid double counting of committed developments. This considered the assumed build out rate of committed developments within South Ribble listed in the TA (Table 6.10). The South Ribble Local Authority area was used to calculate growth rates.

The growth in households and jobs in South Ribble 012 was removed from the total South Ribble forecast as this is accounted for within the growth associated with Cuerden Strategic Site. No further adjustments were made to the forecast South Ribble jobs growth figures.

Of the other residential committed developments within South Ribble in the TA, 2,982 dwellings were proposed, and 401 of these dwellings were built out by 2016. Using the assumed build out rates between 2016 to 2024, the South Ribble household growth was reduced by 1,150 to account for committed developments assumed to be built from 2016 to 2024 within South Ribble Local Authority Area.

For the 2029 scenario, the assumed household growth was reduced by 2,581 to account for residential committed developments built between 2016 and 2029.

In line with National Highways' 'The Strategic Road Network Planning for the Future – a guide to working with Highways England on Planning Matters' (2015) guidance paragraph 101, assessments should be carried out for:

- ***the opening year, assuming full build out and occupation.***
- ***and either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is greater).***

A 2029 Future Year assessment does not align with the above requirement so should be adjusted as appropriate.

The scoping response from NH (10/11/21) suggested that if operational assessments were required at the SRN, the two scenarios listed should be tested. However, throughout the TA we have shown the typical day-to-day use of the facility will have minimal impact on the highway network. The VISSIM modelling scenarios included within the TA were agreed with LCC at scoping stage.

Notwithstanding the above, it is noted that that the end of the local plan period is 2026, while the date ten years after the date of registration of planning application would be 2032. Therefore, to assess the impact of the use of a 2029 future year compared to a 2032 future year scenario, the difference in the background traffic growth between these two years has been assessed using TEMPro 7.2.

The TEMPro background traffic growth for South Ribble between 2029 and 2032 is summarised below.

- AM Peak Period: 2.1%
- PM Peak Period: 1.9%
- Saturday: 2.1%

An increase in traffic of approximately 2%, is unlikely to result in any significant changes to the conclusions of the assessments undertaken within the TA, especially given that the 2016 base data has been shown to be much higher than more recent survey data and therefore already provides an overly robust worst-case assessment of traffic flows in the local area. Therefore, the results and conclusions in the TA provide a worst-case assessment of future traffic conditions.

Furthermore, it is not clear what has been adjusted within TEMPro. Therefore, it is requested that details are provided on the following to help clarify:

- ***Which developments have been used to remove jobs/homes from the TEMPro growth rates;***
- ***Total number of jobs/growth removed – and the totals before and after in TEMPro;***
- ***Which MSOAs has this been applied to; and***
- ***Any other adjustments made.***

See response above to previous comment regarding TEMPro adjustments.

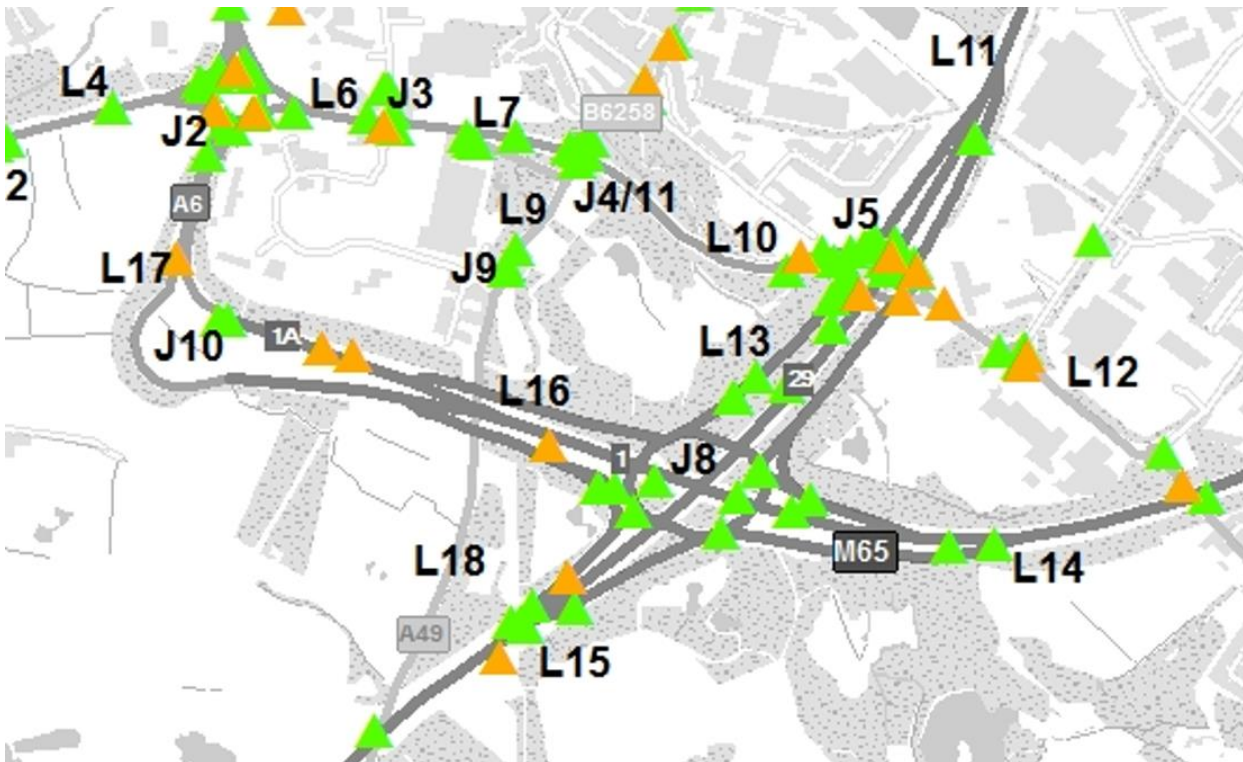
Confirmation that collision data provided is for the latest five-year period that is available is requested.

- ***In addition, it is noted that no details are provided on the collisions recorded on the mainline of the SRN. We request further analysis of the collisions on the mainline of the SRN within the study area, in particular around the merge-diverge on/off slips to ensure the safety impact as a result of weaving is understood. Once this analysis is undertaken, further comment on the appropriateness of the PIC analysis undertaken at the SRN can be provided.***

The latest five-year period of collision data was requested from LCC when preparing the TA. This data covers 2016 to mid-2021. The mainline of the SRN was not included in scope of the detailed analysis within the TA.

However, from the figure included in the Appendix C of the TA shows the location and severity of collisions on the SRN mainline and the SRN junctions including the M65 terminus and the M6/M65. The collisions records provided in Appendix C of the TA include the details of these collisions. The locations of the reported collisions over the five-year period are shown in Figure 1 below, with green representing slight collisions and orange representing serious collisions.

Figure 1: Reported collisions on SRN (LCC latest 5-year period) Green = Slight, Orange = Serious



Over the five years, two slight collisions and two serious collisions were reported between the M65 terminus and the M65/M6 junction.

A total of 13 collisions were reported in close proximity to the M65/M6 junction, including eleven slight and two serious collisions. A number of causes are reported for these collisions including rear end shunts, poor manoeuvres, driver distance and driving above the speed limit.

Although parking would be primarily a matter for the Local Highway Authority (LHA), it is request that confirmation is provided to state that LHA are content with the level of parking to be provided ensure it complies with any relevant parking standards.

WSP have received comments from LCC Highways on the application and no objection has been raised on the level of parking provided.

No details are provided for how the car park will be managed, in particular on event days. It is requested that details are provided in order to allow an understanding of how the car parks will be managed and operated.

The car park management will be included within the Event Management Framework, which will be tailored to each event on a match-by-match basis produced by Lancashire Cricket in cooperation with relevant authorities and groups. The Event Management Framework will include a Match Day Event Plan as well as a Transport Event Plan. An example Event Management Framework was included within the documents provided to accompany the planning application (LCC/2022/0048) and is provided in Appendix C of this note for reference.

The Event Management Framework will be agreed with the relevant authorities prior to staging large events at the facility. On event days, the car parks will be managed by on-site stewards and staff, and other options for the management of the car park, subject to anticipated demand, include pre-booked spaces. Off site parking and other sustainable travel options will be advertised by LC in advance of events.

Although primarily a matter for the LHA, it is requested that further explanation/detail be provided in relation to where the bus/coaches will park during event days in order to understand the totality of potential impact of all vehicle movement to and from the site could have at the SRN.

Within Chapter 7 of the TA, several possible locations for bus/coach parking and Park and Ride have been identified. In addition to the information provided in the TA, WSP, LCC and LC have identified a long list of prospective parking locations that may be suitable for park and ride and coach parking. A plan showing the locations of the sites and list of the details of these sites is included in Appendix D of this note.

Prior to any large event, an Event Management Framework will be produced outlining the location of off-site parking available for that specific event. The availability and suitability of each site will be assessed on an event-by-event basis and would require discussion with landowners in advance of the preparation of the specific Event Management Framework.

It is requested that the Event Management Plan be provided for review to allow for better understanding of how the arrivals and departures to and from the site would be managed. This will enable further comment on the appropriateness of the trip generation forecast(s) to be provided.

For each event, a tailored Event Management Framework will be produced taking into account the details of each event on an event-by-event basis. As part of the planning application, a template Event Management Framework was submitted to provide an example of the type of information that would be included within this document. The template Event Management Framework is included in Appendix C of this note.

As outlined in Section 7.2, 'the precise content of each Event 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. 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.'

It is requested that details of the percentage of spectators that attend existing Lancashire County (LC) matches in terms of LC members and non-LC

The member postcode data has been obtained and used as the most suitable available data source for the home locations of spectators. Obtaining the percentage split of member v non-members does not provide any further details on the likely origins of trips. It is anticipated that the facility will encourage spectators local to the facility to attend cricket matches where in the past they previously may have not attended, and these local trips will be encouraged to be via sustainable modes.

Furthermore, in order to better understand the impact of trips on the SRN, it is requested that the network diagrams are expanded to include the M6 J29 / M65 J1 and M65 Terminus Roundabout.

The traffic flow diagrams have been expanded to include the M6 J29 / M65 J1 and M65 Terminus roundabout and are included in Appendix A of this note. The development traffic distribution has also been expanded to include these junctions and provide a more detailed summary of the routing of the forecast development trips to and from the site.

In post-application discussions with LCC Highways, it was suggested that the distribution of trips to/from Preston postcode areas should be investigated in more detail, with consideration of other routes to/from the site rather than assuming that Watkin Lane would be used as the primary route for vehicles from/to the Preston Postcode areas. The quickest routes to/from the site from the various the Preston postcode areas (Preston, Chorley, Southport and Leyland), have been summarised in Appendix E of this note, and the traffic flow diagrams included in Appendix A include this revised distribution.

It is acknowledged that the proposed measures and the aspiration to imbedded sustainable transport measures will be developed from the onset. Notwithstanding, it is recommended that National Highway are advised on the proposed location and details of the Park and Ride as investigations develop and proposals are firmed up.

Noted. NH will be advised on proposed park and ride as part of the bespoke Event Management Plan which will be produced for each event.

It is noted that this level of parking provision would not be sufficient for the full capacity 5,000 attendance events. As detailed above, details on where the additional parking would be provided and the impact this would have on the SRN should be provided to National Highways when available.

Noted. NH will be advised on proposed park and ride as part of the bespoke Event Management Plan which will be produced for each event.

We request that further details be provided to expand on why the given mode share has been assumed. Given the location of the site, it is anticipated that the car will be the predominant mode of transport used by those accessing the site.

The mode share presented in Table 6.2 of the TA takes into account the level of parking provision (on and off site) as well as accessibility to sustainable travel modes. The Event Management Plan for each event will include measures to encourage sustainable and active travel modes as well as car sharing. This includes the measures outlined within the Travel Plan. Ultimately, mode split is at this stage a projection and a best estimate as to a forecast mode split based on a variety of factors. Should the proposed development be consented and become operational, actual mode split information and data can be collated, and LC can strive to reduce car dependency through encouraging sustainable modes, as the facility becomes established.

It is requested that the Vissim models and supporting files be provided. This will allow for audit of the models and modelled work completed to ensure consistency with the TA submission and review the model simulation output, which would be valuable in terms of gaining an understanding of the operational performance.

VISSIM Models will be provided to National Highways via online transfer link in December 2022. It is requested that NH confirm that they have received all the required files.

It is recommended queue length information is included within the reporting, clearly identifying the location of each queue counter. Queue graphs are typically a more useful output than a single maximum average value because it allows the duration and profile of the queue to be understood and compared between scenarios.

In order to add queue lengths to the VISSIM model reporting, the VISSIM models have been re-run and the updated results, including queue graphs, are presented within the modelling note included in Appendix F of the note.

It is requested that CD 122 Merge/Diverge analysis should be provided for the SRN junctions.

As outlined in the TA the development is forecast to generate few vehicle trips on the SRN in the peak hours. Merge/Diverge assessments were not requested or agreed within the TA scoping and given the minimal increase in traffic flows associated with the development are not required for this development.

Provision of a Framework Travel Plan (FTP) is acknowledged; however it is requested that consideration on how the FTP could incorporate measures to promote sustainable and active travel for spectators and players be undertaken.

As outlined in section 10.1.1 the FTP, '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.'

Appendix A

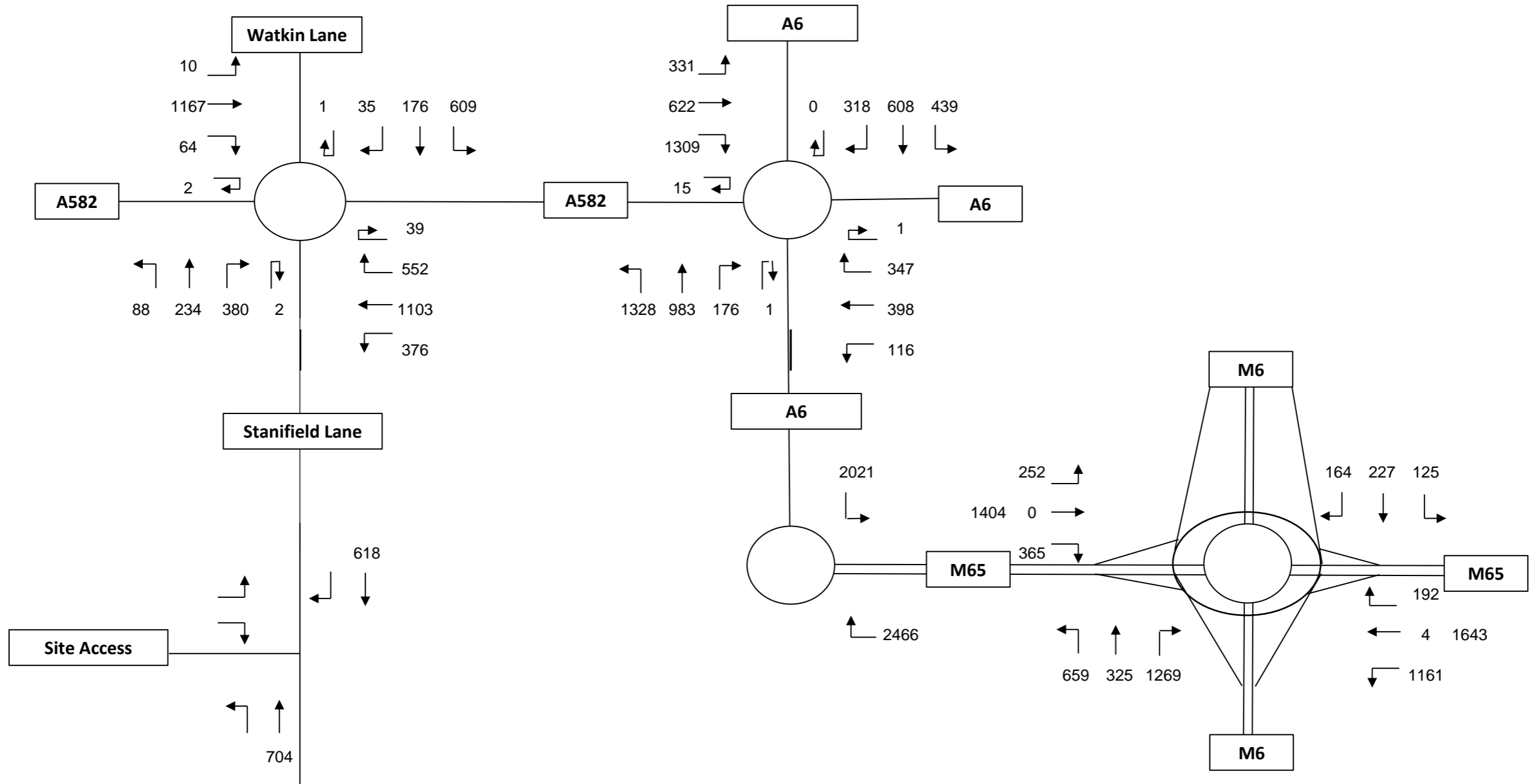
EXTENDED TRAFFIC FLOW DIAGRAMS



2016 AM Flows

Weekday AM Peak Hour: 07:30-08:30 (PCUs)

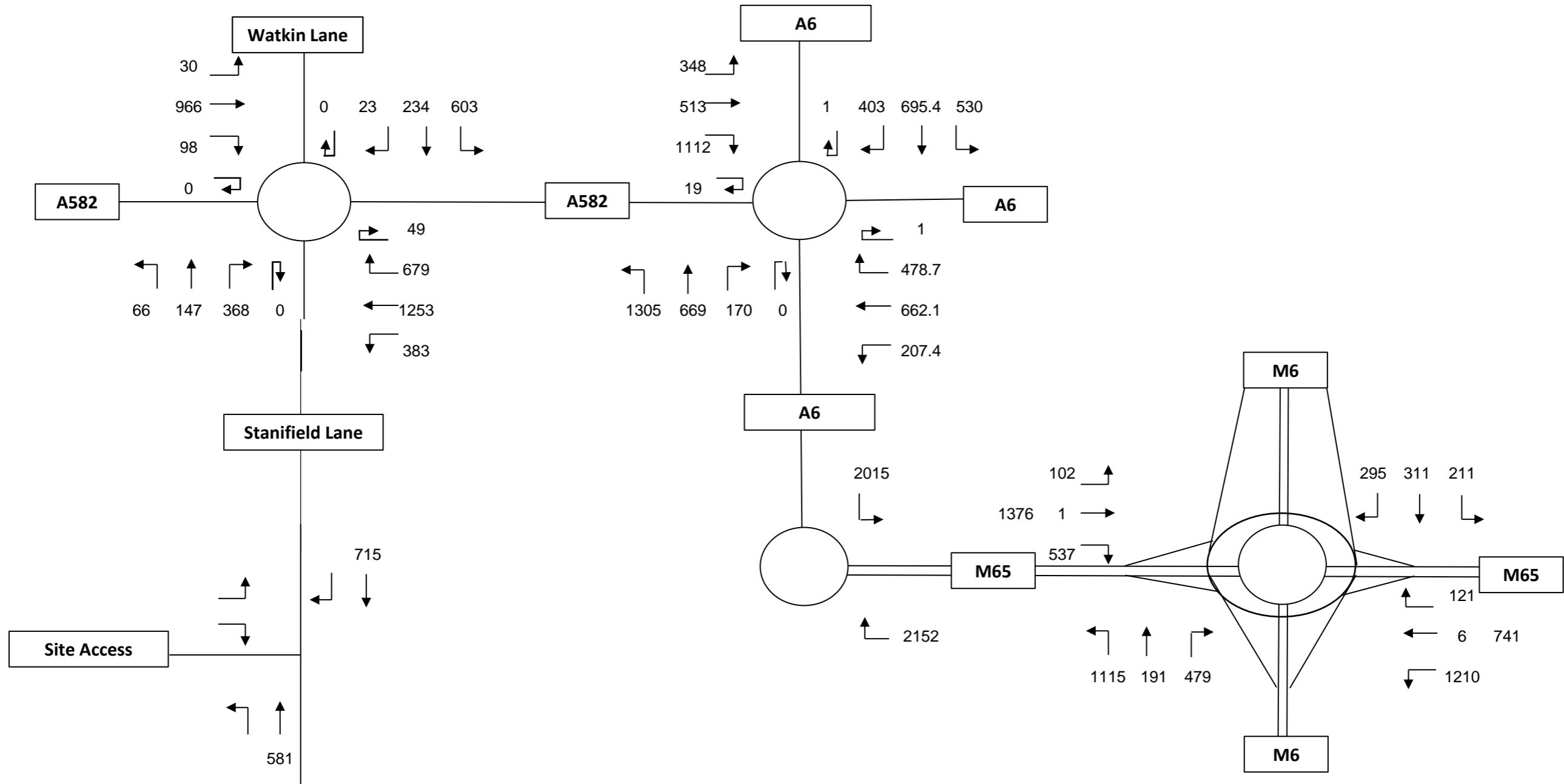
June 2016 Survey Flows



2016 PM Flows

Weekday PM Peak Hour: 16:30-17:30 (PCUs)

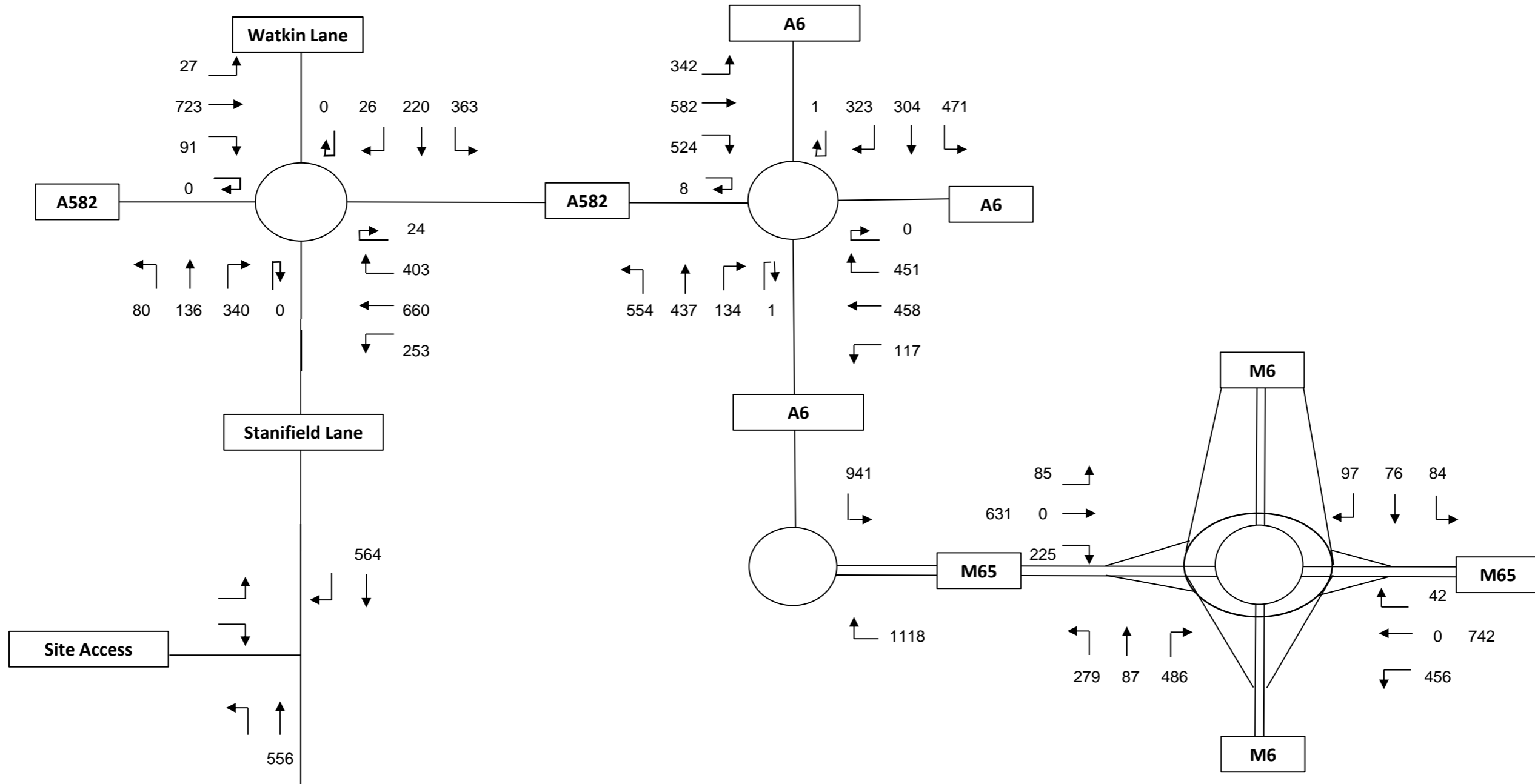
June 2016 Survey Flows



2016 SAT Flows

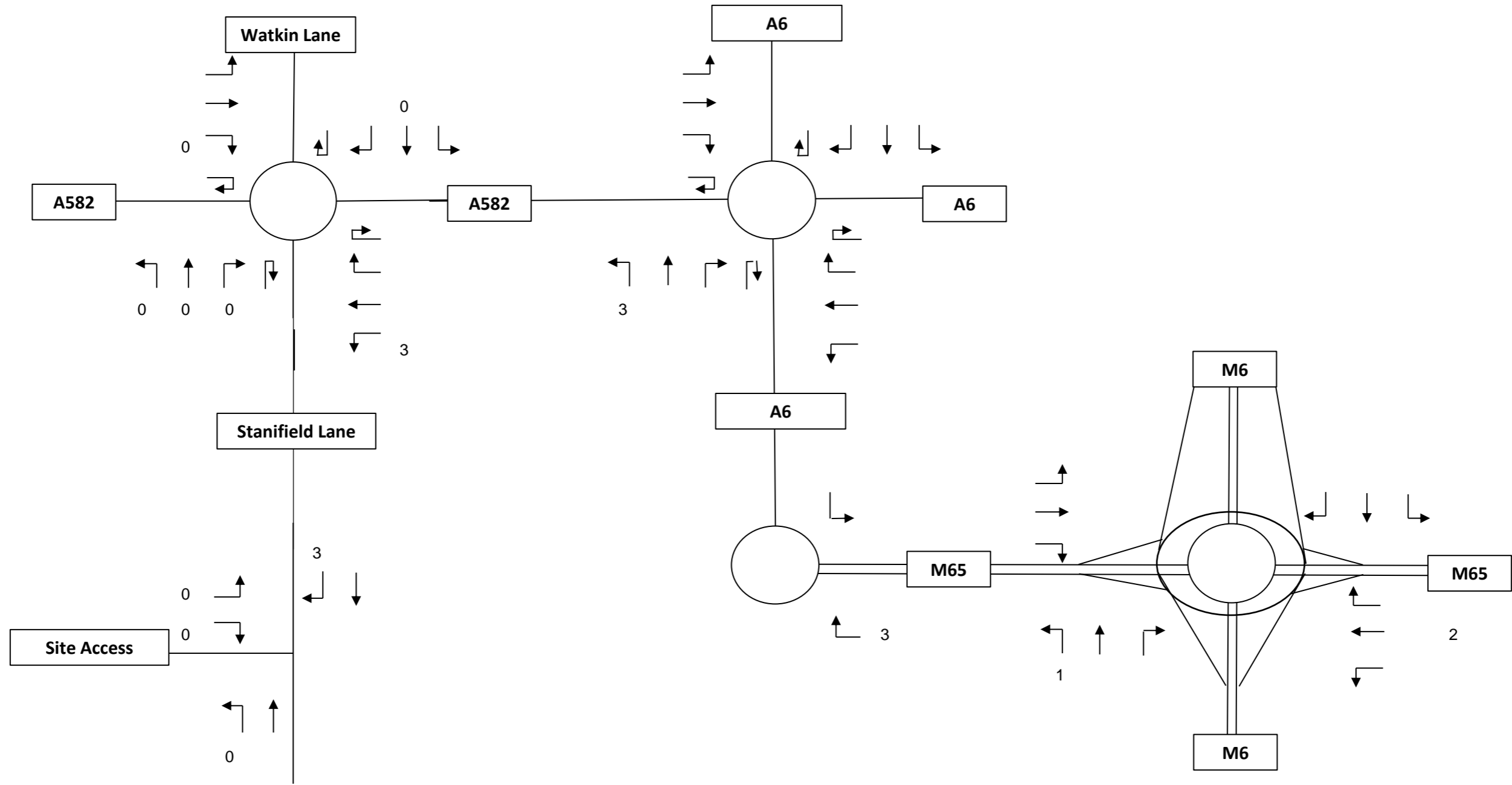
Saturday Peak Hour: 13:00-14:00 (PCUs)

June 2016 Survey Flows



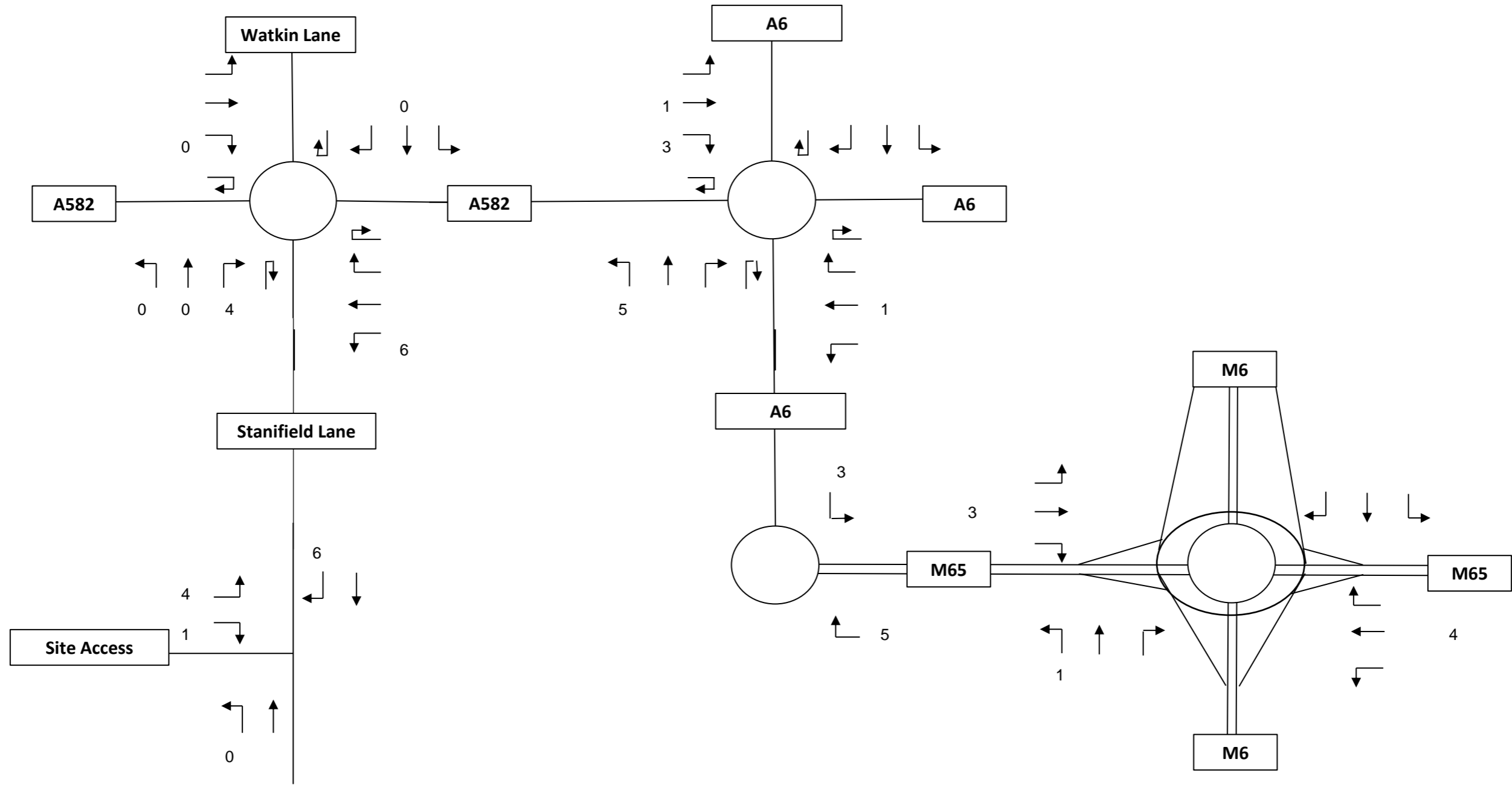
Weekday AM Peak Hour: 07:30-08:30

Development Traffic - Typical Day-to-Day usage



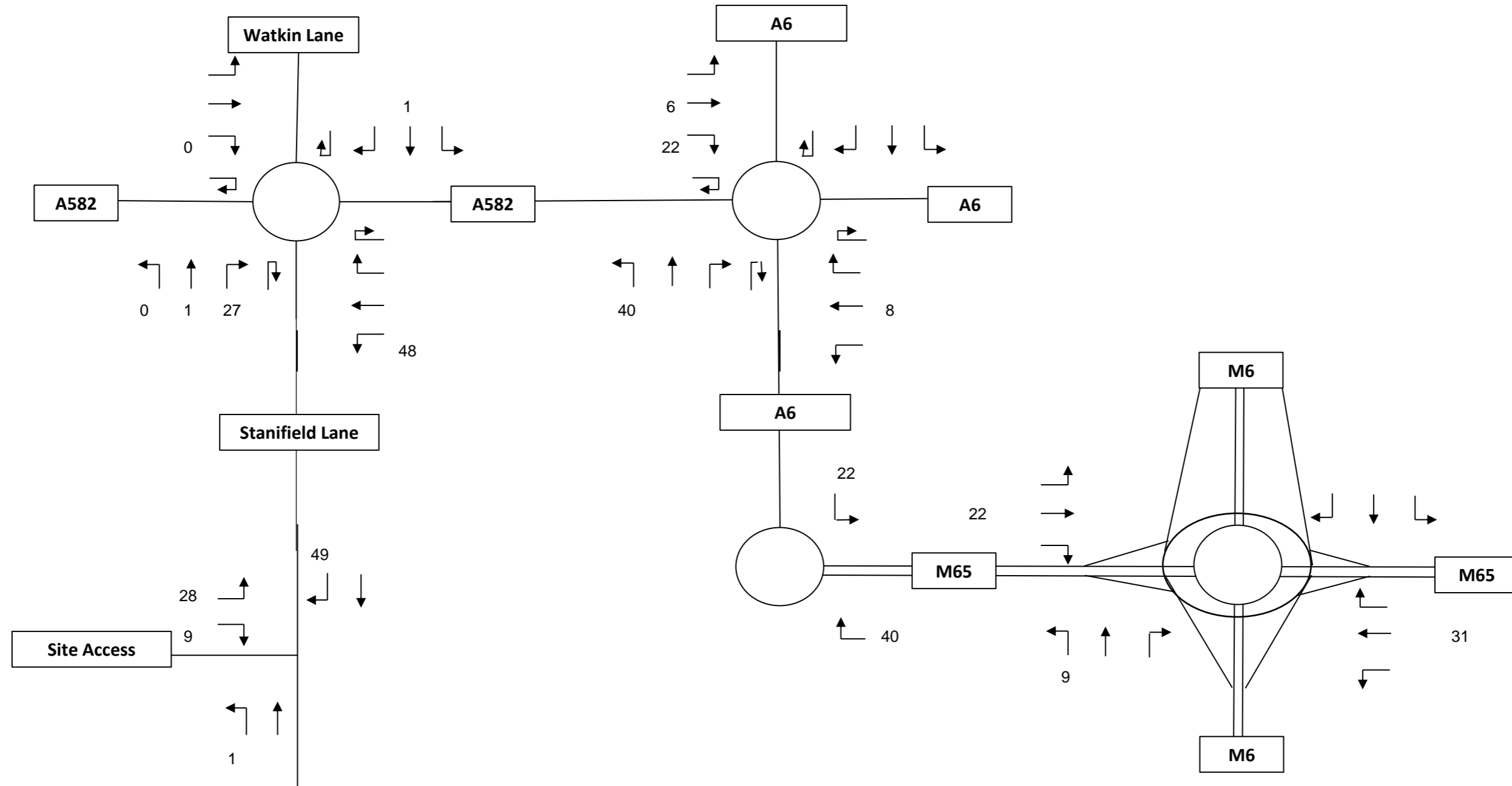
Weekday PM Peak Hour: 16:30-17:30

Development Traffic - Typical Day-to-Day usage



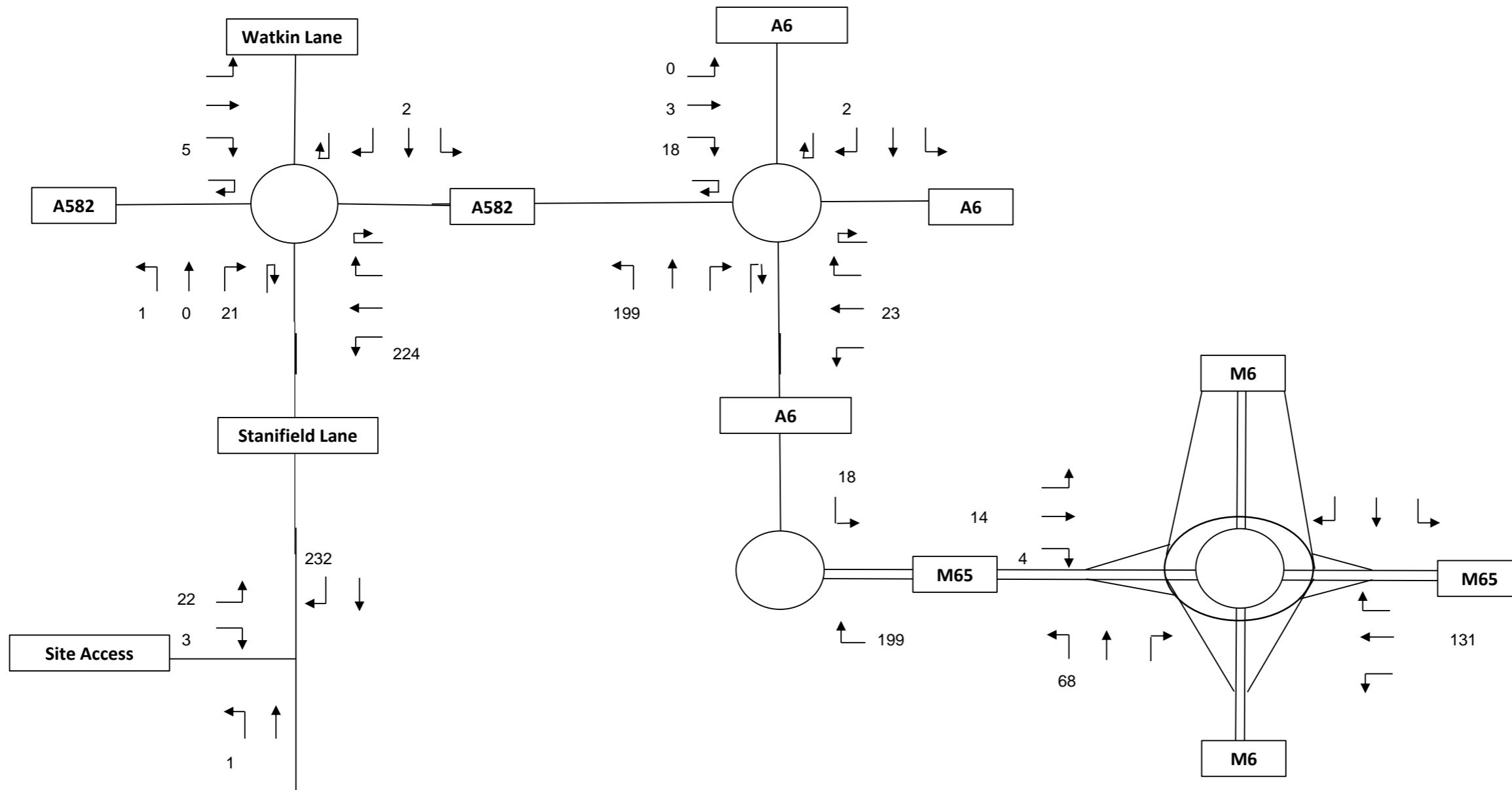
Saturday Peak Hour: 13:00-14:00

Development Traffic - Typical day-to-day usage



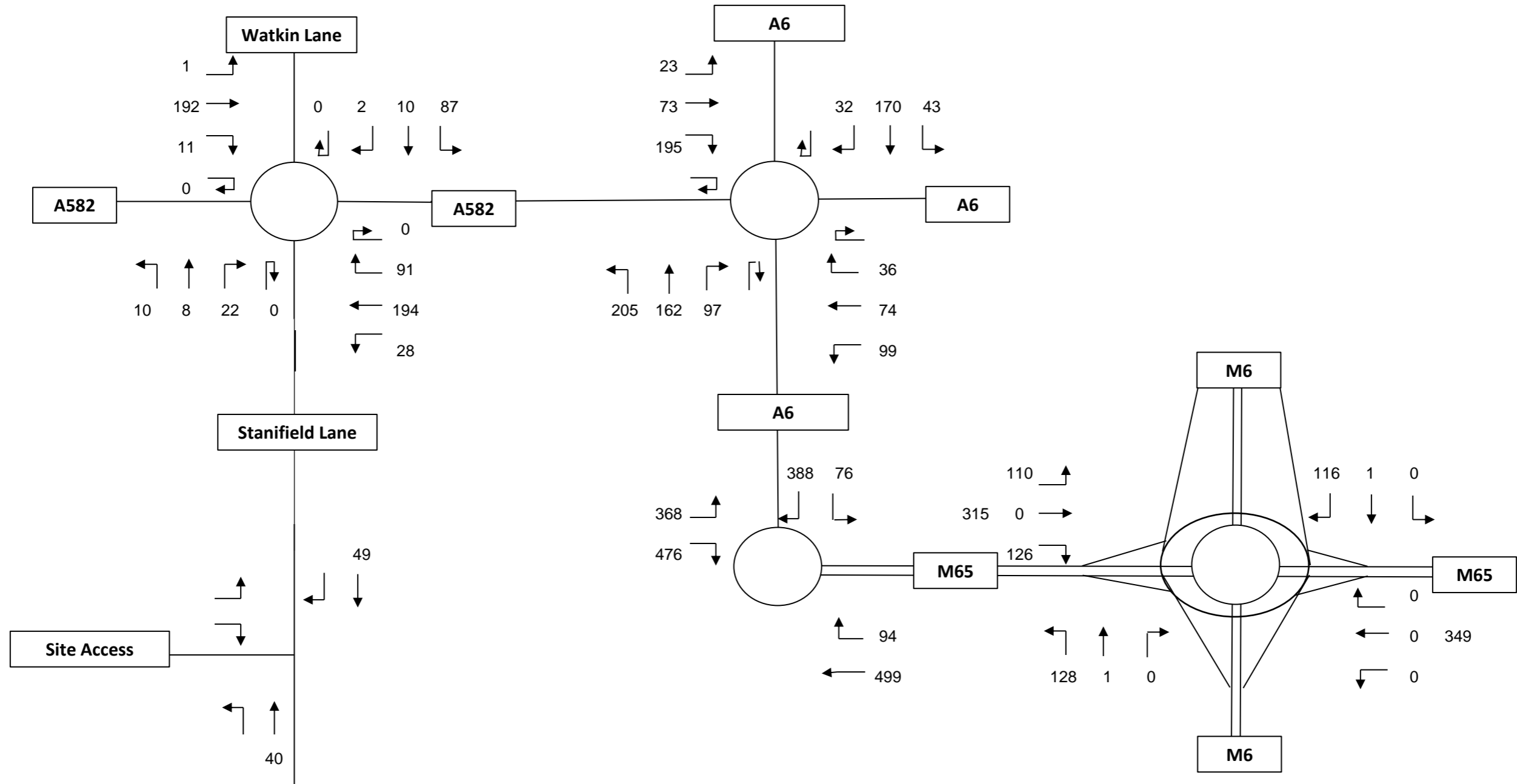
Saturday Peak Hour: 13:00-14:00

Development Traffic - T20 Event Day



Saturday Peak Hour: 13:00-14:00

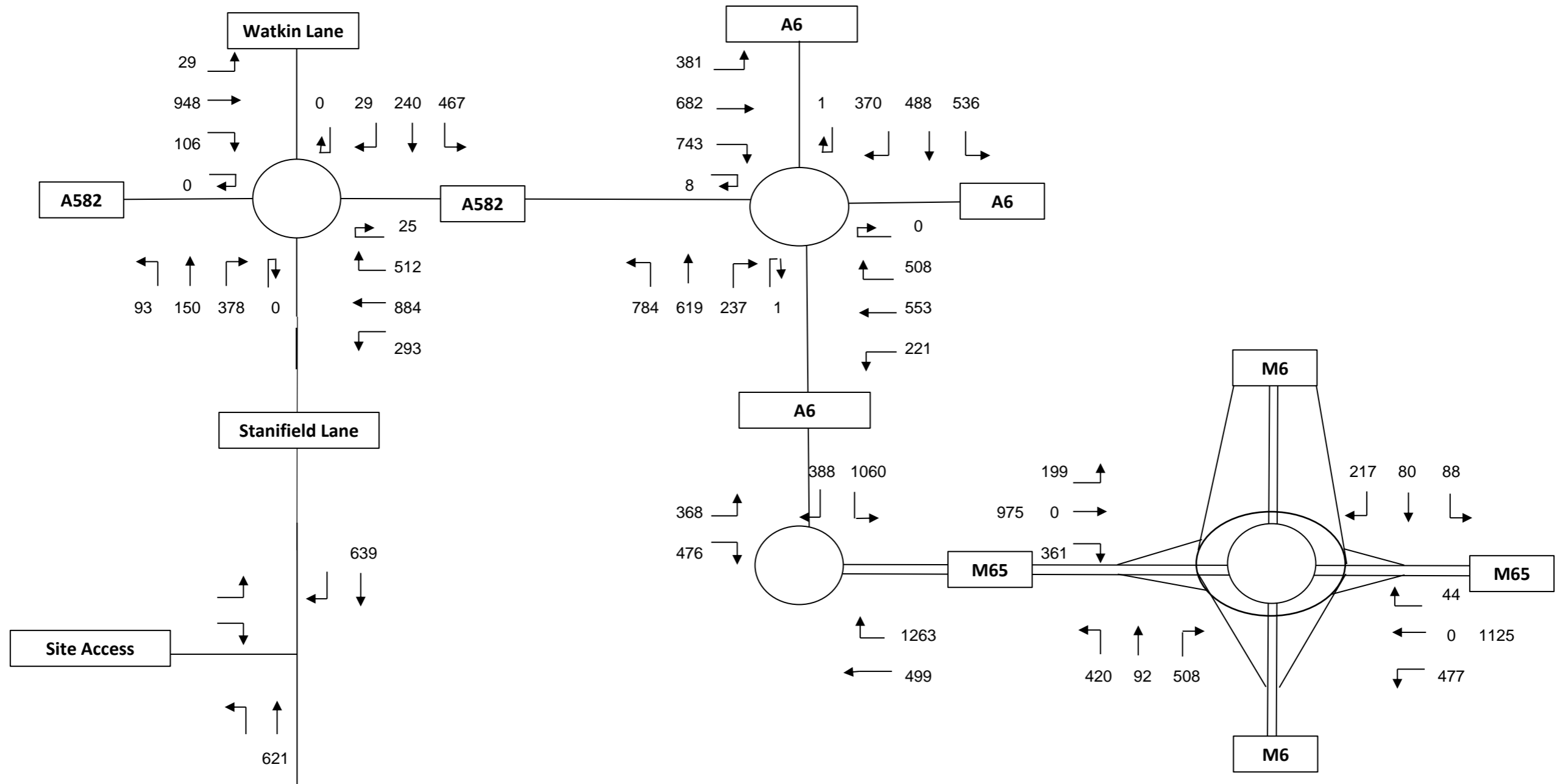
Total Committed Developments (2024)



Saturday Peak Hour: 13:00-14:00

Sat 2016-2024 growth rate: 1.05

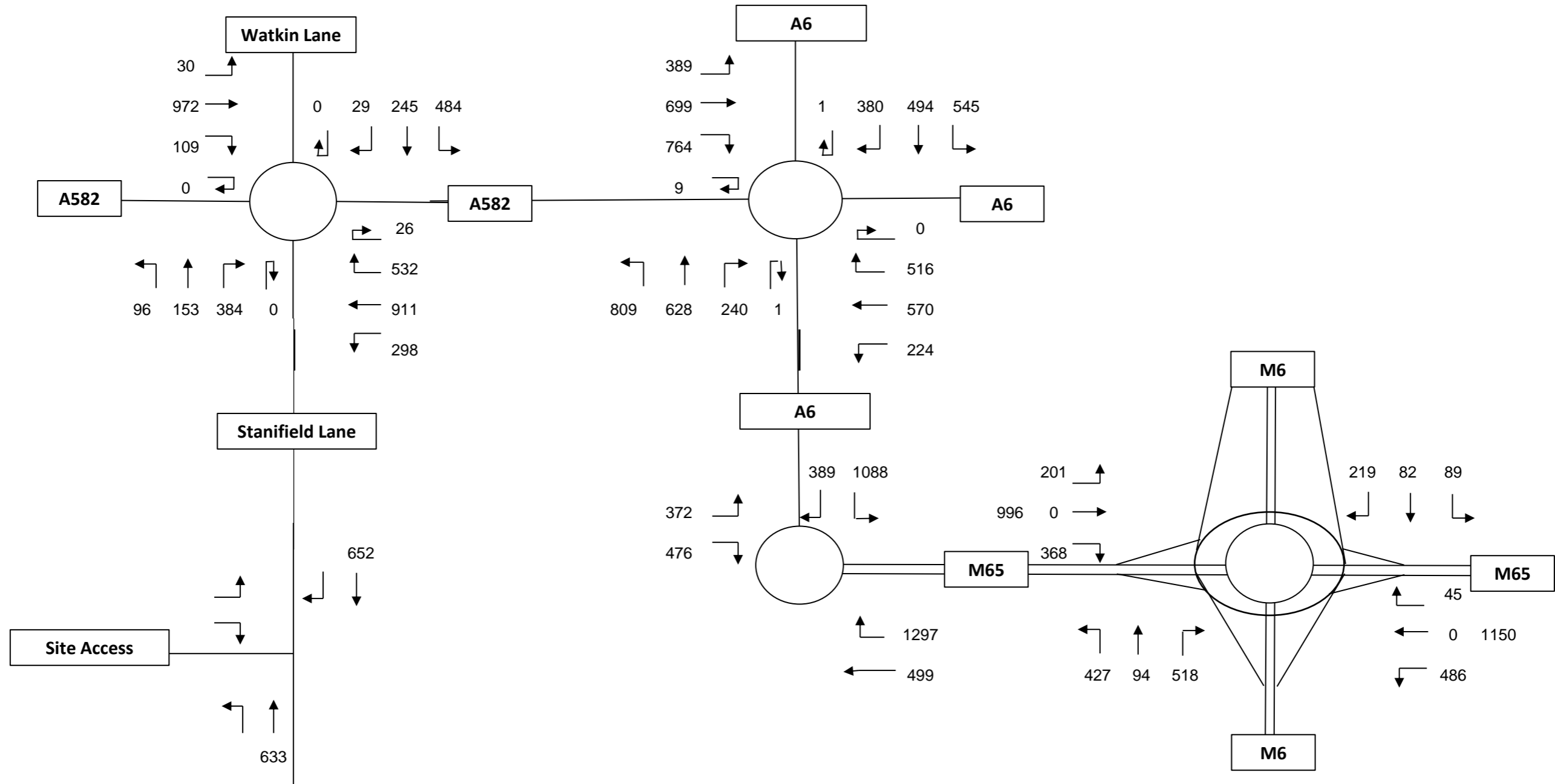
Do-Minimum 2024



Saturday Peak Hour: 13:00-14:00

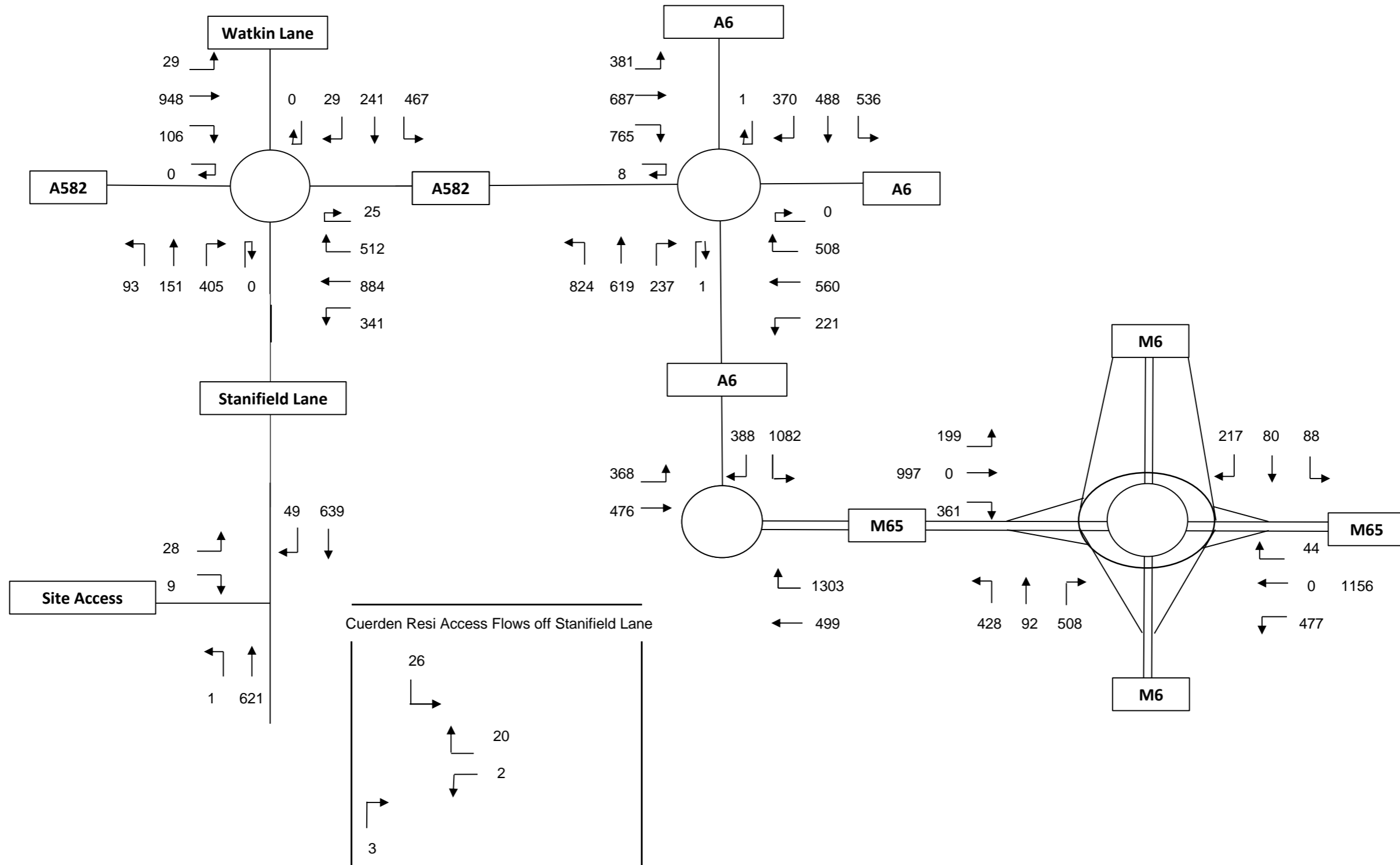
Sat 2016-2029 growth rate: 1.07

Do-Minimum 2029



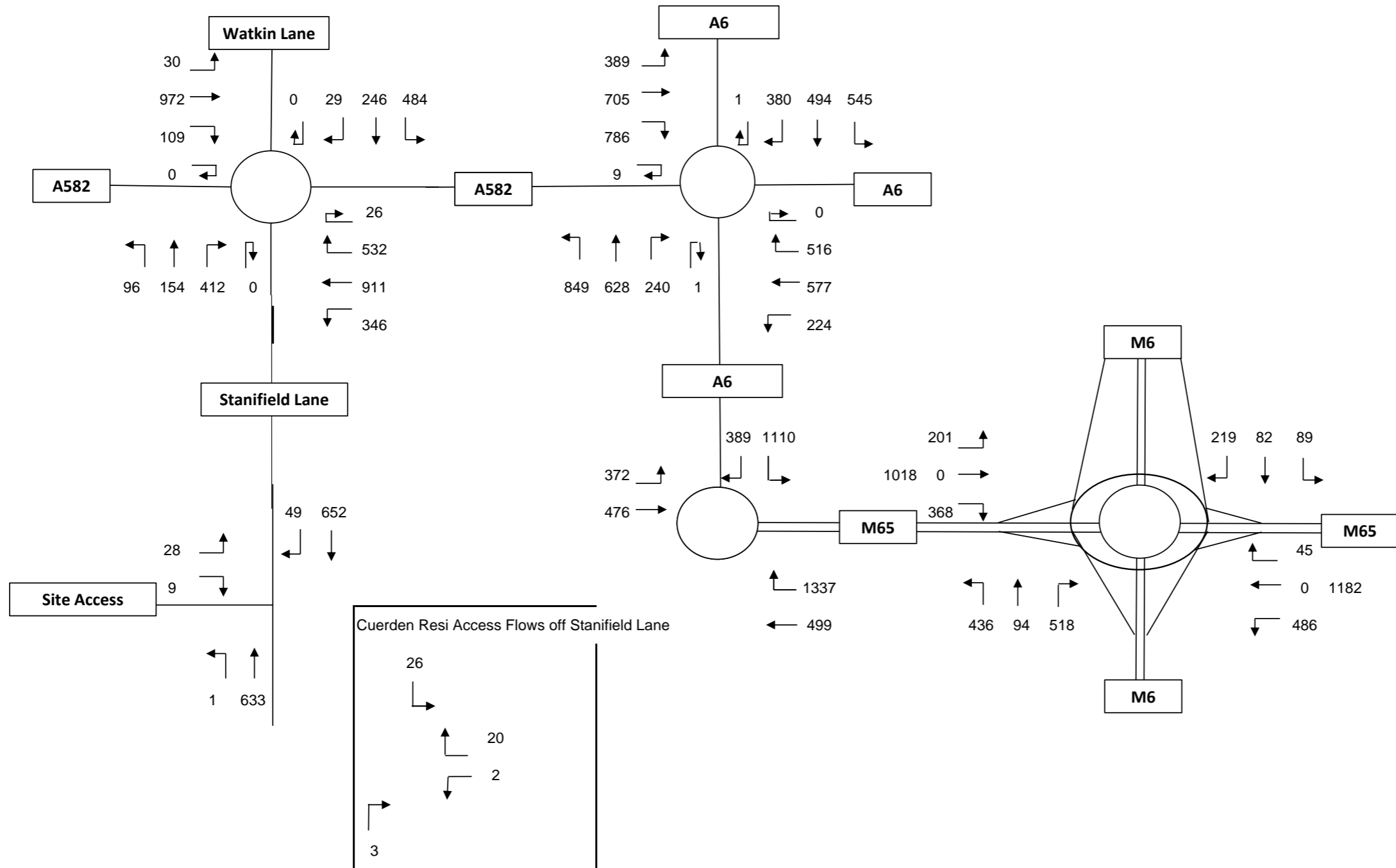
Saturday Peak Hour: 13:00-14:00

2024 Do-Something (Typical day-to-day use)



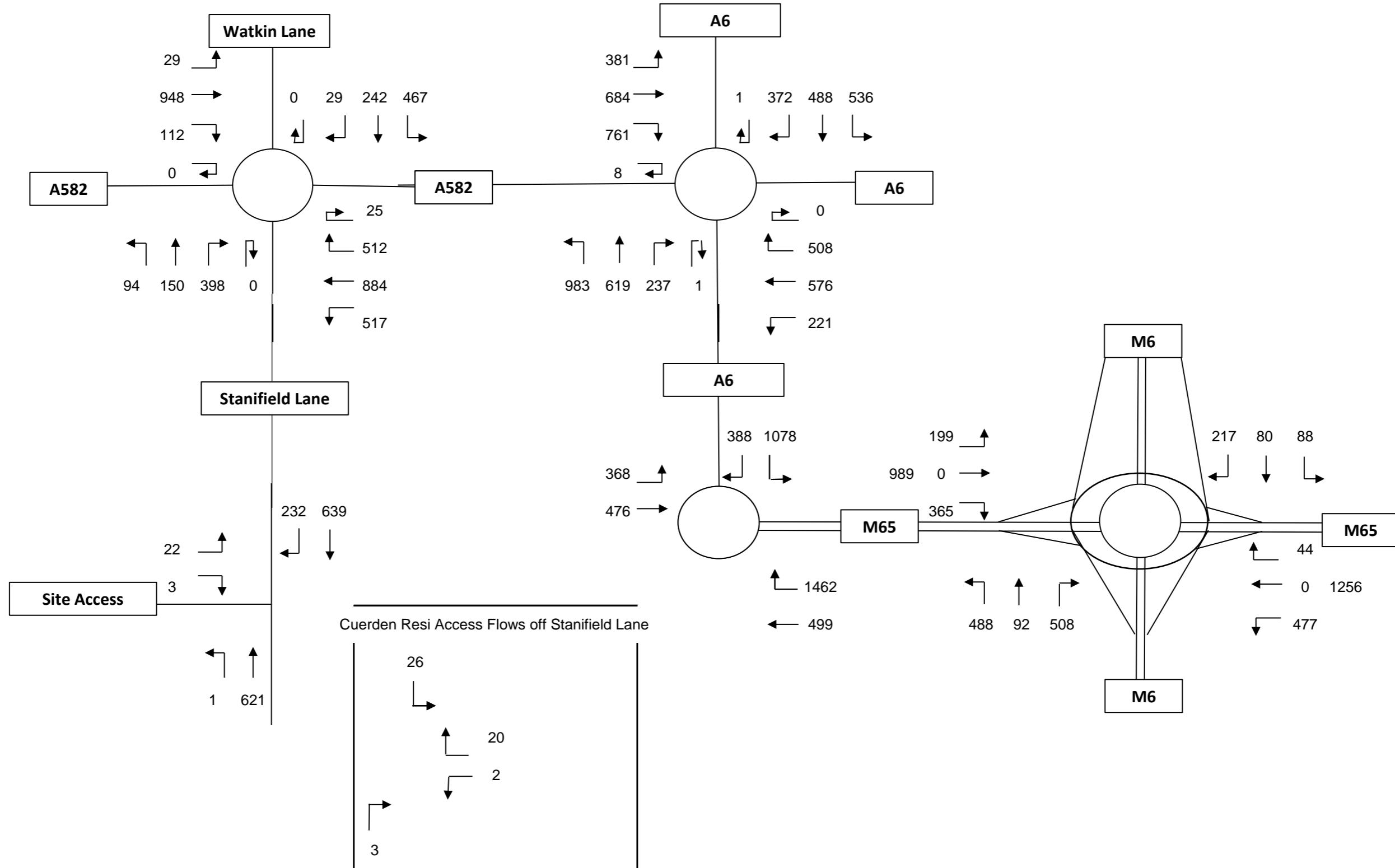
Saturday Peak Hour: 13:00-14:00

2029 Do-Something (Typical day-to-day use)



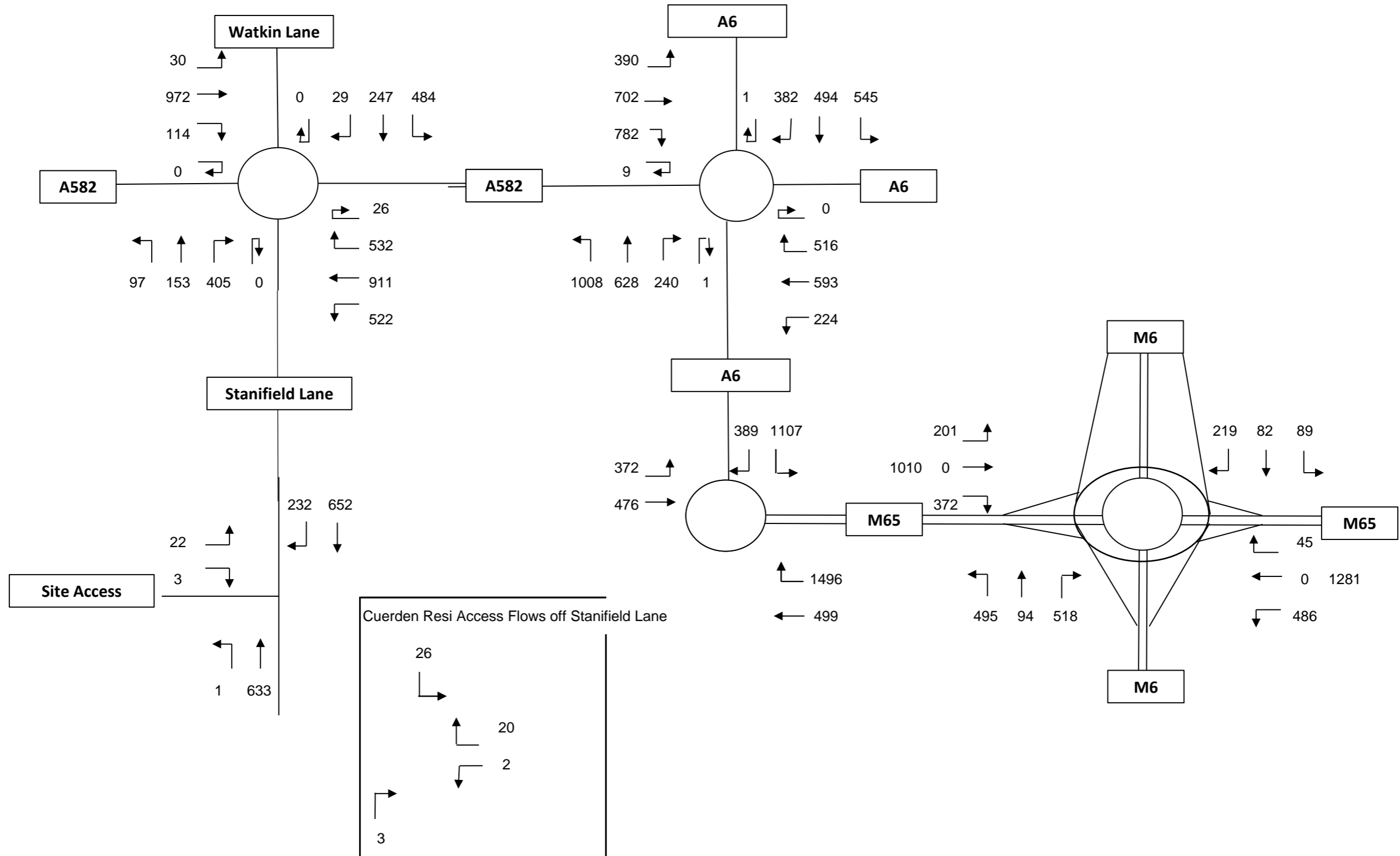
Saturday Peak Hour: 13:00-14:00

2024 Do-Something (T20 Match Day)



Saturday Peak Hour: 13:00-14:00

2029 Do-Something (T20 Match Day)



Appendix B

ADDITIONAL TRAFFIC COUNT DATA



DfT Counts

count_point_id	direction_of_travel	year	count_date	hour	road_name	road_type	all_motor_vehicles	Peak Hour
17668	N	2018	06/09/2018	7	A5083	Major	548	
17668	N	2018	06/09/2018	8	A5083	Major	385	467
17668	N	2018	06/09/2018	9	A5083	Major	314	
17668	N	2018	06/09/2018	10	A5083	Major	486	
17668	N	2018	06/09/2018	11	A5083	Major	470	
17668	N	2018	06/09/2018	12	A5083	Major	508	
17668	S	2018	06/09/2018	13	A5083	Major	478	
17668	S	2018	06/09/2018	14	A5083	Major	509	
17668	S	2018	06/09/2018	15	A5083	Major	538	
17668	S	2018	06/09/2018	16	A5083	Major	529	
17668	S	2018	06/09/2018	17	A5083	Major	620	575
17668	S	2018	06/09/2018	18	A5083	Major	494	
17668	S	2018	06/09/2018	7	A5083	Major	460	
17668	S	2018	06/09/2018	8	A5083	Major	589	525
17668	S	2018	06/09/2018	9	A5083	Major	433	
17668	S	2018	06/09/2018	10	A5083	Major	419	
17668	S	2018	06/09/2018	11	A5083	Major	416	
17668	S	2018	06/09/2018	12	A5083	Major	430	
17668	N	2018	06/09/2018	13	A5083	Major	425	
17668	N	2018	06/09/2018	14	A5083	Major	358	
17668	N	2018	06/09/2018	15	A5083	Major	385	
17668	N	2018	06/09/2018	16	A5083	Major	393	
17668	N	2018	06/09/2018	17	A5083	Major	519	456
17668	N	2018	06/09/2018	18	A5083	Major	383	

Manual count points

Site number: 17668

Site details

Region	North West
Local authority	Lancashire
Road name	A5083
Road classification	'A' road
Managed by	Local authority
Road type	Major
Start junction	A49
End junction	A582
Link length	2.00km (1.24 miles)
Easting, northing	355040, 424950
Latitude, longitude	53.71901200, -2.68277610

Location



Two-way Total Vehicles (DfT)

	DfT (2018)	2016 Surveys (PCU)	2016 Surveys (Veh)
AM Peak	991	1320	1267
PM Peak	1031	1297	1264

Total Vehicles from Survey Data (Stanifield Lane Two-way)

Time	AC	BC	From C	DC	Total
7:30-8:30	171	365	668	63	1267

Total Vehicles from Survey Data (Stanifield Lane Two-way)

Time	AC	BC	From C	DC	Total
16:30-17:30	230	372	564	98	1264

DfT Counts

count_point_id	direction_of_travel	year	count_date	hour	road_name	road_type	all_motor_vehicles	Peak Hour
48595	W	2021	25/06/2021	13	A582	Major	1677	
48595	W	2021	25/06/2021	14	A582	Major	1807	
48595	W	2021	25/06/2021	15	A582	Major	1863	
48595	W	2021	25/06/2021	16	A582	Major	2082	
48595	W	2021	25/06/2021	17	A582	Major	1758	1920
48595	W	2021	25/06/2021	18	A582	Major	1467	
48595	W	2021	25/06/2021	7	A582	Major	1616	
48595	W	2021	25/06/2021	8	A582	Major	1612	1614
48595	W	2021	25/06/2021	9	A582	Major	1353	
48595	W	2021	25/06/2021	10	A582	Major	1319	
48595	W	2021	25/06/2021	11	A582	Major	1436	
48595	W	2021	25/06/2021	12	A582	Major	1542	
48595	E	2021	25/06/2021	13	A582	Major	1542	
48595	E	2021	25/06/2021	14	A582	Major	1663	
48595	E	2021	25/06/2021	15	A582	Major	1736	
48595	E	2021	25/06/2021	16	A582	Major	1868	
48595	E	2021	25/06/2021	17	A582	Major	1903	1886
48595	E	2021	25/06/2021	18	A582	Major	1552	
48595	E	2021	25/06/2021	7	A582	Major	1725	
48595	E	2021	25/06/2021	8	A582	Major	1728	1727
48595	E	2021	25/06/2021	9	A582	Major	1673	
48595	E	2021	25/06/2021	10	A582	Major	1434	
48595	E	2021	25/06/2021	11	A582	Major	1501	
48595	E	2021	25/06/2021	12	A582	Major	1493	

Manual count points

Site number: 48595

Site details

Region	North West
Local authority	Lancashire
Road name	A582
Road classification	'A' road
Managed by	Local authority
Road type	Major
Start junction	A5083
End junction	A6
Link length	0.70km (0.43 miles)
Easting, northing	355345, 425189
Latitude, longitude	53.72118600, -2.67818920

Location



Two-way Total Vehicles (DfT)

	DfT (2018)	2016 Surveys (PCU)	2016 Surveys (Veh)
AM Peak	3341	4369	4216
PM Peak	3806	4330	4263

Total Vehicles from Survey Data (A582 Lostock Ln Two-way)

7:30-8:30	AB	200
	From B	2000
	CB	0
	DB	2016
		4216

Total Vehicles from Survey Data (A582 Lostock Ln Two-way)

16:30-17:30	AB	76
	From B	2334
	CB	0
	DB	1853
		4263

LCC Highways - ATC Count Data - November 2022

Location: A5083 Stanfield Lane, N of Stoney Lane at LC70, Farington
 Grid Ref: 355029 424821
 Dates: 12/11/2022-20/11/2022
 Direction: Northbound

Time	Sat 12/11/2022	Sun 13/11/2022	Mon 14/11/2022	Tue 15/11/2022	Wed 16/11/2022	Thu 17/11/2022	Fri 18/11/2022	Sat 19/11/2022	Sun 20/11/2022	5 Day Average	7 Day Average
00:00	15	16	7	m	9	5	12	19	21	8	13
00:15	13	14	5	8	7	3	7	9	13	6	9
00:30	16	11	5	1	4	3	2	12	16	3	8
00:45	10	10	3	5	4	5	2	6	13	4	6
01:00	15	20	4	5	2	4	3	8	17	4	9
01:15	15	10	3	2	2	1	4	3	11	2	6
01:30	12	15	3	5	2	4	4	12	8	4	7
01:45	7	10	2	0	4	4	2	6	5	2	4
02:00	10	10	3	3	5	2	7	12	12	4	7
02:15	10	16	1	3	3	4	2	15	15	3	8
02:30	12	7	2	3	6	2	5	4	9	4	6
02:45	10	5	1	4	3	6	1	12	9	3	6
03:00	5	9	2	5	2	2	2	5	27	3	7
03:15	12	4	2	3	5	2	2	5	16	3	5
03:30	6	4	2	6	6	5	3	5	10	4	5
03:45	10	5	6	3	2	3	8	7	3	5	5
04:00	5	1	4	3	4	6	9	8	2	5	5
04:15	6	3	3	6	5	3	4	1	2	4	4
04:30	10	8	10	7	5	4	2	7	11	6	7
04:45	4	3	5	6	9	9	13	5	5	8	7
05:00	5	8	13	9	7	4	12	8	3	9	8
05:15	7	2	9	17	18	10	11	9	3	13	10
05:30	9	7	25	22	23	16	20	15	9	21	16
05:45	14	6	19	28	24	28	25	12	7	25	18
06:00	19	5	30	35	34	44	25	12	14	34	24
06:15	11	11	30	43	38	38	33	14	22	36	27
06:30	31	12	73	65	70	65	73	24	17	69	48
06:45	18	17	76	84	70	66	62	23	15	72	48
07:00	26	16	87	91	100	83	78	23	13	88	57
07:15	29	14	90	102	92	105	97	27	11	97	63
07:30	47	15	139	112	75	137	131	36	15	119	79
07:45	50	29	118	103	89	126	88	53	15	105	75
08:00	58	29	137	116	102	110	120	67	22	117	85
08:15	65	22	44	116	61	42	127	65	25	78	63
08:30	62	21	69	111	80	48	82	60	22	78	62
08:45	78	62	114	103	128	83	115	76	47	109	90
09:00	83	66	116	118	119	120	115	80	34	118	95
09:15	77	56	97	85	89	87	80	75	40	88	76
09:30	105	50	80	74	97	97	96	107	54	89	84
09:45	130	85	80	98	98	89	102	112	83	93	97
10:00	115	88	91	93	94	94	102	87	72	95	93
10:15	106	91	95	80	104	106	110	94	76	99	96
10:30	120	104	97	86	88	116	120	113	78	101	102
10:45	114	74	74	99	93	80	74	97	84	84	88
11:00	116	86	108	101	116	95	93	109	84	103	101
11:15	120	110	105	100	95	100	116	139	107	103	110
11:30	118	91	83	97	95	93	46	110	73	83	90
11:45	81	104	98	108	100	90	62	114	98	92	95
12:00	97	112	110	102	116	112	98	134	101	108	109
12:15	131	93	88	89	83	84	89	122	94	87	97
12:30	125	104	108	92	101	92	91	134	113	97	107
12:45	135	136	99	99	121	111	103	131	112	107	116
13:00	122	103	101	90	97	82	97	120	90	93	100
13:15	121	105	97	87	94	82	104	113	113	93	102
13:30	147	113	94	100	113	116	118	105	128	108	115
13:45	128	100	110	79	93	93	95	72	75	94	94
14:00	142	98	104	98	87	79	95	113	100	93	102
14:15	130	95	108	101	112	80	82	110	96	97	102
14:30	87	99	105	95	95	79	115	116	90	98	98
14:45	114	102	98	97	111	106	117	100	93	106	104
15:00	118	104	107	114	124	119	120	117	83	117	112
15:15	102	79	100	100	109	94	95	95	75	100	95
15:30	109	95	96	133	109	93	95	112	82	105	103
15:45	79	87	133	112	106	122	95	120	90	102	98
16:00	85	101	126	131	124	55	23	73	68	92	87
16:15	97	82	116	106	129	98	61	105	65	102	95
16:30	90	88	127	121	94	107	101	83	58	110	97
16:45	82	62	89	90	80	87	92	85	57	88	80
17:00	94	72	90	103	122	123	111	86	76	110	97
17:15	85	59	115	139	100	116	101	77	48	114	93
17:30	81	50	96	95	106	91	97	70	40	97	81
17:45	76	54	108	87	114	77	85	78	53	94	81
18:00	94	52	116	124	134	98	107	78	59	116	96
18:15	72	55	101	87	97	99	88	69	45	94	79
18:30	66	53	78	103	96	90	89	54	57	91	76
18:45	64	64	67	90	88	85	108	69	49	88	76
19:00	52	38	72	72	79	86	75	61	58	77	66
19:15	56	37	74	86	71	69	67	72	48	73	64
19:30	56	48	44	74	81	70	70	73	43	68	63
19:45	35	32	42	58	49	56	60	68	39	53	49
20:00	49	35	49	51	50	50	42	81	38	48	49
20:15	41	38	56	39	51	66	60	59	23	54	48
20:30	32	36	43	41	44	38	40	46	21	41	38
20:45	40	27	34	50	29	51	59	57	21	45	41
21:00	39	34	51	37	46	44	48	67	33	45	44
21:15	38	20	26	22	34	29	23	43	33	27	30
21:30	23	18	36	21	36	38	36	43	20	33	30
21:45	40	21	36	34	32	42	43	60	26	37	37
22:00	35	17	36	33	28	47	32	50	13	35	32
22:15	29	15	33	24	20	24	32	38	14	27	25
22:30	21	12	19	19	19	23	28	56	16	22	24
22:45	19	14	15	9	17	15	23	27	13	16	17
23:00	16	11	16	9	12	18	16	24	5	14	14
23:15	28	13	19	9	15	26	19	28	10	18	19
23:30	22	12	11	7	7	7	23	20	11	11	13
23:45	20	9	5	6	7	7	19	26	5	9	12
Grand Total	5581	4366	5874	5939	5970	5724	5732	5670	4072	5849	5438

Northbound

**nearby road closures on sat 19

Hr commencing	5 Day (hourly)		Saturday 12hr
	Veh per hour	Veh per hour	Veh per hour
00:00	21	54	
00:15	16	54	
00:30	13	56	
00:45	13	52	
01:00	12	49	
01:15	12	44	
01:30	13	39	
01:45	13	39	
02:00	13	42	
02:15	12	37	
02:30	12	39	
02:45	13	33	
03:00	13	33	
03:15	16	33	
03:30	17	27	
03:45	18	31	
04:00	23	25	
04:15	27	25	
04:30	36	26	
04:45	52	25	
05:00	68	35	
05:15	93	49	
05:30	116	53	
05:45	164	75	
06:00	211	79	
06:15	265	86	
06:30	326	104	
06:45	375	120	
07:00	409	152	
07:15	438	184	
07:30	419	220	
07:45	378	235	
08:00	382	263	
08:15	382	288	
08:30	392	300	
08:45	403	343	
09:00	387	395	
09:15	365	427	
09:30	376	456	
09:45	389	471	
10:00	379	455	
10:15	367	456	
10:30	391	470	
10:45	373	468	
11:00	380	435	
11:15	385	416	
11:30	369	427	
11:45	383	434	
12:00	398	488	
12:15	383	513	
12:30	390	503	
12:45	401	525	
13:00	388	518	
13:15	388	538	
13:30	391	547	
13:45	381	487	
14:00	393	473	
14:15	417	449	
14:30	420	421	
14:45	427	443	
15:00	423	408	
15:15	398	375	
15:30	401	370	
15:45	405	351	
16:00	391	354	
16:15	409	363	
16:30	422	351	
16:45	409	342	
17:00	415	336	
17:15	421	336	
17:30	401	323	
17:45	396	308	
18:00	389	296	
18:15	350	254	
18:30	329	238	
18:45	306	228	
19:00	271	199	
19:15	243	196	
19:30	224	181	
19:45	197	157	
20:00	189	162	
20:15			

LCC Highways - ATC Count Data - November 2022

Location: A5083 Stanfield Lane, N of Stoney Lane at LC70, Farington
 Grid Ref: 355029 424821
 Dates: 12/11/2022-20/11/2022
 Direction: Southbound

Time	Sat 12/11/2022	Sun 13/11/2022	Mon 14/11/2022	Tue 15/11/2022	Wed 16/11/2022	Thu 17/11/2022	Fri 18/11/2022	Sat 19/11/2022	Sun 20/11/2022	5 Day Average	7 Day Average
00:00	5	11	4	7	10	7	13	7	35	8	11
00:15	8	5	3	4	4	6	13	14	29	6	10
00:30	0	6	1	1	3	7	9	7	28	4	7
00:45	3	8	3	6	6	6	7	10	30	6	9
01:00	3	4	0	5	6	3	8	8	23	4	7
01:15	4	7	1	3	7	0	3	6	23	3	6
01:30	5	7	1	4	2	4	10	9	17	4	7
01:45	3	3	1	3	3	5	2	7	14	3	5
02:00	4	4	2	3	6	5	7	7	19	5	6
02:15	6	2	1	3	2	7	2	10	10	3	5
02:30	5	3	1	3	3	2	1	10	11	2	4
02:45	2	2	2	5	6	4	2	8	8	4	4
03:00	12	1	0	1	1	2	4	7	15	2	5
03:15	4	3	0	0	3	0	4	1	12	1	3
03:30	2	2	0	3	2	3	1	8	9	2	3
03:45	1	2	3	4	7	4	7	5	15	5	5
04:00	3	1	1	5	3	1	5	2	8	3	3
04:15	5	5	2	7	6	2	4	5	10	4	5
04:30	4	5	5	7	6	4	13	6	20	7	8
04:45	0	1	2	4	7	2	8	8	13	5	5
05:00	4	3	3	2	5	5	8	5	16	5	6
05:15	4	1	4	7	11	8	13	6	18	9	8
05:30	10	3	17	29	26	21	26	14	17	24	18
05:45	9	0	21	31	31	25	36	8	22	29	20
06:00	1	2	15	31	30	10	31	6	12	23	15
06:15	4	2	23	35	45	25	37	11	10	33	21
06:30	8	6	31	56	49	45	57	13	18	48	31
06:45	20	5	60	100	99	82	94	25	27	87	57
07:00	13	5	52	86	107	80	106	17	18	86	54
07:15	11	4	52	100	112	89	83	28	14	87	55
07:30	26	7	72	98	102	94	105	35	13	94	61
07:45	16	19	73	119	110	67	119	44	23	86	66
08:00	21	25	80	96	116	91	97	38	32	96	66
08:15	30	20	65	130	122	84	116	56	24	103	72
08:30	36	12	79	110	125	53	123	40	19	98	66
08:45	40	8	107	178	154	85	137	65	38	132	90
09:00	49	18	49	135	123	104	131	78	42	108	81
09:15	39	18	66	104	100	78	107	74	45	91	70
09:30	51	34	72	86	112	85	106	104	56	92	78
09:45	69	43	64	102	137	72	118	124	76	99	89
10:00	66	47	63	93	113	95	88	77	72	90	79
10:15	82	45	59	104	86	77	99	108	104	85	85
10:30	69	49	79	107	99	82	122	128	110	98	94
10:45	54	45	73	96	111	77	107	100	105	93	85
11:00	79	44	71	99	99	83	93	135	116	89	91
11:15	72	54	69	110	144	97	88	123	157	102	102
11:30	79	73	65	81	95	65	73	131	151	76	90
11:45	81	45	67	92	109	94	73	123	165	87	94
12:00	80	71	77	94	101	103	95	134	253	94	112
12:15	73	62	67	95	89	79	96	133	202	85	100
12:30	76	57	56	82	98	87	106	116	222	86	100
12:45	87	86	76	77	117	84	107	146	227	92	112
13:00	62	57	72	91	93	60	87	121	126	81	85
13:15	74	63	69	89	105	93	97	130	187	91	101
13:30	108	68	65	128	116	83	123	118	125	103	104
13:45	68	72	80	84	87	77	109	119	130	87	92
14:00	75	51	80	88	91	90	135	113	156	97	98
14:15	69	69	76	80	129	89	142	128	194	103	108
14:30	76	46	61	67	113	70	121	107	147	86	90
14:45	79	62	89	112	112	97	102	123	170	102	105
15:00	60	83	78	121	118	96	116	130	169	106	108
15:15	79	55	79	100	105	93	116	124	144	99	99
15:30	62	61	93	102	120	93	111	115	184	104	105
15:45	91	77	94	123	135	98	97	125	170	109	112
16:00	60	62	74	109	126	88	97	124	168	99	101
16:15	58	53	85	96	137	62	117	118	200	99	103
16:30	70	67	100	123	113	112	128	129	203	115	116
16:45	52	45	82	106	116	60	77	104	152	88	88
17:00	86	33	86	142	150	78	98	89	123	111	98
17:15	82	50	97	127	128	101	118	86	134	114	103
17:30	67	32	91	129	128	129	92	93	105	114	96
17:45	58	34	87	134	132	81	100	83	162	107	97
18:00	43	28	77	134	144	98	86	125	130	108	96
18:15	43	18	51	74	99	72	68	117	106	73	72
18:30	36	20	58	85	102	72	88	172	110	81	83
18:45	49	35	87	85	112	76	96	197	199	91	104
19:00	29	27	94	98	98	64	81	149	116	87	84
19:15	26	15	76	60	67	71	84	129	81	72	68
19:30	39	14	69	79	81	52	77	157	82	72	72
19:45	26	14	58	74	53	59	61	107	55	61	56
20:00	22	10	58	49	63	57	68	104	48	59	53
20:15	19	23	67	49	57	62	63	77	47	60	52
20:30	14	26	48	43	49	42	33	92	26	43	41
20:45	22	10	42	46	45	41	54	74	24	46	40
21:00	22	17	38	46	40	48	52	91	48	45	45
21:15	20	19	40	33	39	39	44	71	43	39	39
21:30	20	17	34	41	36	36	32	69	33	36	35
21:45	20	12	28	37	38	50	27	80	55	36	39
22:00	6	10	29	21	27	27	19	52	70	25	29
22:15	17	7	28	28	28	34	16	48	53	27	29
22:30	17	9	20	22	28	35	26	45	44	26	27
22:45	23	6	9	12	19	19	15	59	36	15	22
23:00	8	3	12	17	9	21	13	47	28	14	18
23:15	13	11	14	20	16	20	18	56	29	18	22
23:30	10	3	10	7	8	10	16	44	24	10	15
23:45	7	2	4	4	12	9	13	37	16	8	12
Grand Total	3425	2491	4547	6158	6694	5164	6253	6868	7425	5763	5447

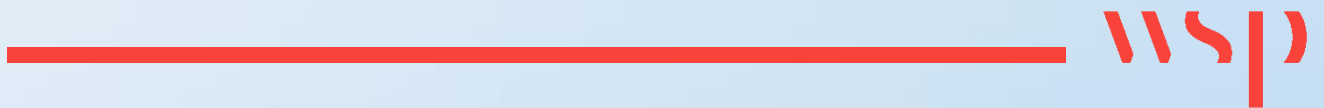
Southbound

*Nearby road closures on sat 19

Hr commencing	5 Day (hourly)		Saturday 12h
	Veh per hour	Veh per hour	Veh per hour
00:00	24	16	
00:15	20	14	
00:30	17	10	
00:45	17	15	
01:00	14	15	
01:15	14	16	
01:30	15	18	
01:45	12	18	
02:00	13	17	
02:15	10	25	
02:30	9	23	
02:45	9	20	
03:00	10	19	
03:15	11	10	
03:30	14	11	
03:45	19	13	
04:00	19	12	
04:15	20	13	
04:30	25	12	
04:45	42	18	
05:00	66	27	
05:15	85	24	
05:30	109	24	
05:45	133	22	
06:00	191	33	
06:15	254	45	
06:30	308	52	
06:45	355	70	
07:00	385	66	
07:15	375	74	
07:30	391	93	
07:45	395	103	
08:00	430	127	
08:15	442	155	
08:30	430	164	
08:45	424	179	
09:00	390	208	
09:15	372	225	
09:30	366	268	
09:45	372	286	
10:00	366	271	
10:15	365	284	
10:30	381	274	
10:45	359	284	
11:00	353	311	
11:15	358	312	
11:30	342	313	
11:45	352	310	
12:00	357	316	
12:15	344	298	
12:30	349	299	
12:45	366	331	
13:00	362	312	
13:15	378	325	
13:30	390	320	
13:45	374	288	
14:00	389	299	
14:15	398	284	
14:30	393	294	
14:45	411	280	
15:00	418	292	
15:15	411	292	
15:30	411	271	
15:45	423	279	
16:00	402	240	
16:15	414	266	
16:30	428	290	
16:45	427	287	
17:00	446	293	
17:15	443	250	
17:30	401	211	
17:45	368	180	
18:00	353	171	
18:15	332	157	
18:30	331	140	
18:45	321	143	
19:00	291	120	
19:15	283	113	
19:30	251	106	
19:45	222	81	
20:00	207	77	
20:15	193	77	
20:30	172	78	

Appendix C

EXAMPLE EVENT MANAGEMENT FRAMEWORK



Farington Cricket Facility
Event Management Framework
July 2022

1. A detailed Event Day Management Plan will be prepared for all ticketed events (an example EDMP is included in **Appendix 1**). This will include details on the following matters (as appropriate):
 - 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, etc) (example enclosed in **Appendix 2**)
 - Site Plan showing the location of temporary facilities (e.g. catering, toilets, lighting, PA system etc)
 - Wayfinding measures (within the site)
 - Contacts List

2. A Letter to Residents will be issued to the addresses listed at **Appendix 3** at the beginning of each season and again at least 14 days prior to a ticketed event. As a minimum, this will provide details of:
 - The type of match and expected spectator numbers
 - Expected arrival and departure times of spectators
 - Expected set up/break down times for event overlay (including pre & post match day)
 - A 'hotline' to report any issues/concerns

An example of the Letters to Residents are provided in **Appendix 4**.

EVENT MANAGEMENT FRAMEWORK

APPENDIX 1



Old Trafford



HOME OF
Lancashire
Cricket

EXAMPLE

MATCH DAY EVENT PLAN

**FARINGTON, LOSTOCK HALL
PRESTON, PR5**

**LANCASHIRE LIGHTNING V
BIRMINGHAM BEARS T20**

FRIDAY 26TH JULY 2024

THIS DOCUMENT HAS BEEN PREPARED FOR THE PURPOSES OF PROVIDING AN EXAMPLE OF WHAT A MATCH DAY EVENT PLAN AT THE FARINGTON FACILITY WOULD LOOK LIKE AND THE TYPE OF INFORMATION IT WOULD CONTAIN. THE DETAILS PROVIDED WITHIN THIS DOCUMENT ARE THEREFORE ENTIRELY HYPOTHETICAL AND SHOULD BE TREATED AS SUCH.

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1 Key Event Information

This fixture will be the second of the 2024 season to be held at our Farington Ground.

1.1 Event Specific Objectives

- Meet Playing Team requirements efficiently.
- Ensure joined up working across all departments to create a safe match day environment.
- Work to satisfy the needs of all internal and external stakeholders.

1.2 Match Times - **the below times are subject to any rain delay**

VEHICLE MOVEMENT STOP @ 13:30

GATES OPEN @ 14:30

PLAY TO START @ 16:00

INTERVAL @ 17:15

PLAY RESUMES @ 18:00

SCHEDULED END OF PLAY @ 19:15

1.3 Attendance Breakdown

Capacity: 5000

Current Ticket Sales: 4500

1.4 Important Dates

Event Prior Date: Lancashire Cricket v Warwickshire CC, 19th – 22nd July

Teams Onsite: Friday 25th July

Training Days: Thursday 24th July

Next Event Date: Academy day

1.5 Addresses & Post Codes

General Site Address: Farington, Lostock Hall, Preston, PR5 5XT

Sat Nav Entry/Exit Address: Lostock Hall, Preston, PR5 5XT

Preferred Deliveries Address: Lostock Hall, Preston, PR5 5XT

1.6 Contacts List

	TITLE	NAME	CONTACT INFO
VENUE	Main Reception Direct Dial		01772 000 ***
	Player and match officials area Direct Dial		01772 000 ***
	Stadium Safety Officer		Laura Strong
	Operations Director		Steve Davies
	Head of Event Operations	Peter Ash	
	Head Groundsman	Matthew Merchant	01772 000 ***
	Head of Stadium Events	Alice McCready	01772 000 ***
	Head of Facilities	Paul Rogers	01772 000 ***
	Head of Commercial Operations	Michael Hewson	01772 000 ***

Health and Safety Coordinator	Michael Foster	01772 000 ***
Head of Marketing	Christian Mullarkey	01772 000 ***
Head of Communications	James Price	01772 000 ***
Head of Ticketing and Hospitality Sales	Jonathon Nuttall	01772 000 ***
Ticketing Services Manager	Sam Boyden	01772 000 ***
Cricket Administration	Diana Lloyd	01772 000 ***
Commercial Partnerships Manager	Tom Foreman	01772 000 ***
Finance Controller	Rhian King	01772 000 ***
HR Director	Joanne Hunt	01772 000 ***
Security Manager		01772 000 ***
Clean Event Venue Manager (External Cleaning Provider)	Paddy Ramsbottom	01772 000 ***
Show Med (Medical Provider)	Allan Withers	Radio Channel 2

1.7 Room Allocation

1.7.1 Pavilion			ZONE
Ground Floor	Gym	OPEN – Players Only	PMOA
	Gym Equipment Store	OPEN – Players Only	PMOA
	Reception	OPEN – From 7:00am	OUTER
	Reception Office	OPEN – From 7:00am	OUTER
	Logistics Store	CLOSED	
	Grounds keeping Vehicle Garage	OPEN	INNER
	Grounds Keeping office	OPEN	INNER
	Grounds keeping mess	OPEN	INNER
	Grounds keeping change	OPEN	INNER
	Floor 1	Conference space	OPEN – From 10:00am
Team Change 1		OPEN – Lancashire Players Only	PMOA
Team Change 2		OPEN – Warwickshire Players Only	PMOA
Officials match room		OPEN – Officials only	PMOA
Players Dining		OPEN – Players Only	PMOA
Physio		OPEN – Players Only	PMOA
Officials Changing		OPEN – Officials only	PMOA

	Officials lounge and dining	OPEN – Officials only	PMOA
	First Aid	OPEN	OUTER
	Team Changing 3	CLOSED	
	Team Changing 4	CLOSED	
	Scorer base	OPEN	INNER
	Studio	OPEN	INNER

1.7.2 Temporary Overlay			ZONE
Temporary Viewing Cabin	Safety Control	OPEN	INNER
	Showmed	OPEN	INNER
Broadcast compound (behind Pavilion Building)	Badger & Combes (streaming) Office	OPEN	INNER

1.8 Ticketing

Tickets for this fixture will be digital via the TIXnGO app or Print at Home.

Tickets will not be on sale from the Ticket Office.

The Ticket Office will be open for customer service and enquiries only.

The match day ticket office is located between the two pitches – follow directions from the main entrance and car park to the field of play.

1.9 Site Plan

The Event Site Plan for this match can be found in Appendix A.

1.9.1 Accreditation Zones

Staff working on this match will be issued wristbands.

Hospitality guests will be issued wristbands on arrival.

ECB accreditation will be in operation for PMOA areas.

STAFF GROUP	ZONE	WRISTBAND COLOUR
LC Casual F&B, Bar Staff	Inner	Green
Cleanevent	Outer	Purple
Catering/Bars	Outer	Purple
Volunteers	Outer	Purple
Additional - staff contractors	Outer	Purple

1.9.2 Entry/Exit Gates

The below entry points and number of entry lanes will be in operation. All gates will be stewarded from 11:00am until after the close of play.

Gate Number/Name	Use	Opening Time	Lane Numbers
Woodcock Estate/Stanifield Lane Gate A	OPEN - Pedestrian	13:00	6
Woodcock Estate/Stanifield Lane Gate B	OPEN - Pedestrian	13:00	6
Stanifield Lane	OPEN – Contractor/Player Vehicle	11:00	N/A
Stanifield Lane	OPEN – Vehicle Entrance	11:00	N/A

1.9.3 Stands/Seating Areas

1 st Pitch	Status
Pavilion Terrace	OPEN
East Viewing bowl	OPEN
West Viewing bowl	OPEN

2 ND Pitch (Community)	Status
Pavilion Terrace	CLOSED
East Viewing bowl	CLOSED
West Viewing bowl	CLOSED

1.9.4 Toilets

Location	Toilet	Status
Pavilion	Male	OPEN
Pavilion	Female	OPEN
Pavilion	Accessible	OPEN
1 ST Pitch	Temporary Facilities – various locations around the ground. Please refer to Site Plan for exact location. Delivery will be one day prior to the match.	OPEN
2 nd Pitch	n/a	n/a

1.9.5 Bars

Location	Bar	Status
Pavilion	Members Bar	OPEN – from 14:30pm
1 st Pitch (near outdoor nets)	Concession Bars –various locations. Please refer to Site Plan for exact location. Set up of bars will be between 1 and 2 days prior to match day.	OPEN – from 14:30pm

1.9.6 Catering

Staff Catering

- The collection point for staff catering will be from the main reception on the ground floor.

Fan Village Catering

- External concession units will be located in the fan village on the Stanifield Side of the ground. Please refer to site plan for exact location.
- All concession units will be set up the day prior to match day.

Player Catering: Men's teams

- LANCASHIRE team catering will be located in the players dining area within the pavilion.
- BIRMINGHAM team catering will be located in the players dining area within the pavilion.

1.9.7 Stewarding Plan

Stewarding Responsibilities

Lancashire Cricket have a core bank of in house stewards and work with G4S for additional stewards on match days.

Stewards will report into and be managed by the site Safety Officer on the day. The Safety Officer will brief and deploy stewards ahead of gates opening at 14:30pm. Stewards will be in position by 13:00pm (or 12:00pm in the case of the main car park and 10:00am in the case of the pavilion car park).

Lancashire Cricket stewards will manage the following areas:

- On site car parks
- Entrance gates/ticket entry points
- Entrances and exit to the Pavilion
- Site perimeter
- Roaming
- Player protection
- Movement behind the site screens during play
- Seating areas
- Broadcast/Press area

Stewarding numbers

For this fixture and expected attendance numbers, we would have approximately 40 stewards on site.

Stewarding positions

Please refer to the Stewarding Dot Plan (Appendix B) for exact positions.

1.10 Temporary Demountable Structures

1.10.1 Merchandise

The Club Shop will be open when gates open for fans.

There will be two mobile units positioned in the fan village, on the Stanifield Side of the ground.

Lighting

We are not expecting to need or install any temporary lighting for this match due to the start times of this match

PA System

A PA system will be in use for this match. This will be operated from PA cabin. The PA system will comprise of a number of low-level speakers that will be distributed around the spectator bowl.

1.11 Cleaning Plan

1.11.1 In House Cleaning Team

The Cleaning Team are contactable via Radio Channel 9.

1.11.2 External Cleaning Contractor

Cleanevent will be onsite from 10:00am Friday the 25th of July.

They will be responsible for the following areas:

- External Car Parks and walkways
- Broadcast Compound
- All gate entry points, including queue lanes
- All temporary toilets
- Boundary and perimeter

The Cleaning Team are contactable via Radio Channel 9.

1.12 Traffic Management/Road Closures (please refer to Event Transport Plan, Appendix C, for further detail)

Road	Status	Timings
Farington Road	OPEN	N/A
Stanifield Lane	OPEN	N/A
Fowler Lane	OPEN	N/A
Fowler Avenue	OPEN	N/A

1.13 Parking

Car Park	Status	Opening time
Farington Main Car Park	OPEN - Pre-booked car park ticket holders only	13:30am (Stewarded from 12:00pm)
Pavilion Parking	OPEN - Contractors, Players & Public only	10:00am (Stewarded from 10:00am)
Emirates Old Trafford Car Park	OPEN – Pre booked coaches. Park and ride	12:00pm (Stewarded from 11:00am)
Offsite car park 1 – Preston	OPEN	13:00pm (Stewarded from 12:30am)
Offsite car park 2 – Preston	OPEN	13:00 (Stewarded from 12:30pm)

1.14 Radio Communication

If you need to contact the Control Room, please use Radio Channel 2 or Call 6905 from an internal phone.

Channel	Channel	Department
Channel 2	Stewarding Ops (Control Room)	Stewarding/Control Room
Channel 3	Venue Ops	Operations

Channel 4	Bars	NOT IN USE
Channel 5	Hospitality	
Channel 6	Ticket/Accounts	NOT IN USE
Channel 7	Emergency	Control Room
Channel 8	Maintenance	Facilities
Channel 9	Cleaning	Housekeeping & Clean Event
Channel 10	Hotel	NOT IN USE
Channel 11	Umpires	Cricket Operations

1.15 Teams & Match Officials Area/PMOA

LANCASHIRE AND BIRMINGHAM TEAMS

Space allocation: See section 1.7.5

Dining areas: *Home Team- Players' Lounge*

Away Team – Players' Lounge

Match Officials – Umpires dressing room

Routes to dressing rooms on arrival:

Home team – From Pavilion parking, through main reception doors

Away team – From Pavilion parking, through main reception doors

Match Officials – From Pavilion parking, through main reception doors

Routes to the Field of Play:

Home team – Changing room stairs to pitch

Away team – Changing room stairs to pitch

Match Officials – Changing room stairs to pitch

Parking arrangements:

Home team – Pavilion Car Park

Away team – Coach parking in Pavilion car park

Match Officials – Pavilion Car Park

1.16 Scorers, scoreboard ops & analysts

Space allocation: See section 1.7.5

Dining areas: Players' Lounge

Routes to and from parking:

Main Farington Car Park

Enter via main Pavilion reception

Parking arrangements:

Main Farington Car Park

1.17 Broadcast, written press & photographers

Space allocation: Press Tent

Dining areas: Press Tent

Routes to and from parking:

Main Farington Car Park

Parking arrangements:

Main Farington Car Park

2 Site Safety

2.1 General Health and Safety

Lancashire Cricket's number one priority is to ensure the health, safety and wellbeing of all staff, visitors, contractors, and members of the public by meeting our obligations under the Health and Safety at Work etc Act 1974 and all relevant regulations.

We will:

- Provide pre-event information as required
- Provide an event induction for event organisers/contractors to communicate hazards on site
- Managing permits as required for higher risk activities and managing potentially conflicting work activities
- Provide mechanisms to record all incidents and near misses that occur at the event
- Provide suitable access and egress and other welfare facilities
- Provide a dedicated point of contact for the event

You will:

- Provide all requested documentation E.G. RAMS, Insurances etc prior to any event and work to these always
- Ensuring the Contractor Health and Safety Standards are read and understood by all contractors and subcontractors
- Ensuring sub-contractors carry out a Lancashire Cricket site induction before commencement of any work
- Ensuring that all contractors carrying out high risk or potentially conflicting work, utilise the permit to work system
- Report all incidents including accidents and near misses to the Club
- Take care of your own safety and to co-operate with Club as requested
- Not knowingly place yourself in situations which expose you to additional risk
- Always work in a safe manner and act responsibly
- Always stay observant and report concerns
- Ask if you have any questions

2.2 Covid-19 Information - Staff

2.2.1 Prior to coming to Work

Things to do

- If you are returning to work for the first time, please speak to the Operations/HR Departments to access any relevant paperwork that may be required prior to attending site.

Things to avoid doing

- Do not come to work if you or anyone in your household are showing any Covid-19 symptoms. Or you have been contacted by WHO Track and Trace Programme.

2.2.2 Travelling to Work

Things to do

- Practice Social Distancing where possible
- Exercise caution on public transport or If the vehicle is not your own, if possible, you should check that the interior of the vehicle is cleaned prior to your travel
- Do bring a water bottle and food for your own consumption
- Allow sufficient time for travel and screening to ensure you turn up on time

Things to avoid doing

- Do not come to work if you or anyone in your household are showing any Covid-19 symptoms. Or you have been contacted by WHO Track and Trace Programme
- Do not make unnecessary stops on the journey
- Do not leave the vehicle unnecessarily when stopped

2.2.3 Arriving at Work

Things to do

- Wear your mask
- Follow any new signage and observe route changes

2.2.4 Whilst Working

Things to do

- Practice Social Distancing where possible
- Wear PPE when appropriate which will be shown on relevant signage
- Tell someone (your host or other member of Lancashire staff) if you start to feel unwell at any point. Ensure you are wearing the correct PPE
- Wash or sanitise your hands regularly
- Obey ALL signage and directions. Natural flow routes may have changed
- Report any concerns or issues to your line manager or other member of Lancashire staff
- Escort any visitors or contractors you may have invited to site following the Contractor Rules and Regulations

Things to avoid

- Do not continue to work if you begin to feel unwell, contact your line manager and ensure you are wearing PPE
- Not following social distancing guidelines or PPE requirements

2.2.5 Leaving Work

Things to do

- Leave as soon as your task/job is completed

- If you wish to leave and return on the same day you must re-enter following all the standard procedures in place

Things to avoid

- Do not linger on site
- Leaving site unnecessarily

2.3 Covid-19 Information - Contractor Management

Please ensure you check with the Operations Department prior to inviting a contractor to site. They will provide you with the best window of opportunity and the Standard Operating Procedures for you to send directly to them prior to their arrival.

All contractors must report to Pavilion reception to complete a health screening questionnaire.

You must also provide them with the relevant PPE based on the tasks they are undertaking.

EVENT MANAGEMENT FRAMEWORK

APPENDIX 2



Old Trafford



HOME OF
Lancashire
Cricket

EXAMPLE

TRANSPORT EVENT PLAN

**FARINGTON, LOSTOCK HALL
PRESTON, PR5**

**LANCASHIRE LIGHTNING V
BIRMINGHAM BEARS T20**

FRIDAY 26TH JULY 2024

THIS DOCUMENT HAS BEEN PREPARED FOR THE PURPOSES OF PROVIDING AN EXAMPLE OF WHAT A TRANSPORT EVENT PLAN FOR A T20 MATCH AT THE FARINGTON FACILITY WOULD LOOK LIKE AND THE TYPE OF INFORMATION IT WOULD CONTAIN. THE DETAILS PROVIDED WITHIN THIS DOCUMENT ARE THEREFORE ENTIRELY HYPOTHETICAL AND SHOULD BE TREATED AS SUCH.

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1 Key Event Information

This fixture will be the second match of the 2024 season to be held at our Farington Ground.

1.1 Event Specific Objectives

- Meet Playing Team requirements efficiently.
- Ensure joined up working across all departments to create a safe match day environment.
- Work to satisfy the needs of all internal and external stakeholders.
- Manage operations to minimise the impact of disturbances on neighbouring residents.

1.2 Match Times - **the below times are subject to any rain delay**

VEHICLE MOVEMENT STOP @ 13:30

GATES OPEN @ 14:30

PLAY TO START @ 16:00

INTERVAL @ 17:15

PLAY RESUMES @ 18:00

SCHEDULED END OF PLAY @ 19:15

1.3 Attendance Breakdown

Capacity: 5000

Current Ticket Sales: 4500

1.4 Important Dates

Event Prior Date: Lancashire Cricket v Warwickshire CC, 19th – 22nd July

Teams Onsite: Friday 25th July

Training Days: Thursday 24th July

Next Event Date: Academy day

1.5 Addresses & Post Codes

General Site Address: [Farington, Lostock Hall, Preston, PR5 5XT](#)

Sat Nav Entry/Exit Address: [Lostock Hall, Preston, PR5 5XT](#)

Preferred Deliveries Address: [Lostock Hall, Preston, PR5 5XT](#)

1.6 Contacts List

	TITLE	NAME	CONTACT INFO
VENUE	Main Reception Direct Dial		01772 000 ***
	Player and match officials area Direct Dial		01772 000 ***
	Stadium Safety Officer		Laura Strong
	Operations Director		Steve Davies
	Head of Event Operations	Peter Ash	
	Head Groundsman	Matthew Merchant	01772 000 ***
	Head of Stadium Events	Alice McCready	01772 000 ***
	Head of Facilities	Paul Rogers	01772 000 ***
	Head of Commercial Operations	Michael Hewson	01772 000 ***

Health and Safety Coordinator	Michael Foster	01772 000 ***
Head of Marketing	Christian Mullarkey	01772 000 ***
Head of Communications	James Price	01772 000 ***
Head of Ticketing and Hospitality Sales	Jonathon Nuttall	01772 000 ***
Ticketing Services Manager	Sam Boyden	01772 000 ***
Cricket Administration	Diana Lloyd	01772 000 ***
Commercial Partnerships Manager	Tom Foreman	01772 000 ***
Finance Controller	Rhian King	01772 000 ***
HR Director	Joanne Hunt	01772 000 ***
Security Manager		01772 000 ***
Clean Event Venue Manager (External Cleaning Provider)	Paddy Ramsbottom	01772 000 ***
Show Med (Medical Provider)	Alan Withers	Radio Channel 2

1.7 Transport Plan

1.7.1 Expected Attendance

For this T20 fixture against Birmingham Bears, the current ticket sales and expected attendance are detailed below.

DAY	Expected attendance
26 th July	4500

1.7.2 Entry/Exit Gates

The below entry points and number of entry lanes will be in operation. All gates will be stewarded from 11:00am until after the close of play.

Gate Number/Name	Use	Opening Time	Lane Numbers
Woodcock Estate/Stanifield Lane Gate A	OPEN - Pedestrian	13:00	6
Woodcock Estate/Stanifield Lane Gate B	OPEN - Pedestrian	13:00	6
Stanifield Lane	OPEN – Contractor/Player Vehicle	11:00	N/A
Stanifield Lane	OPEN – Vehicle Entrance	11:00	N/A

1.7.3 Traffic Management/Road Closures

Road	Status	Timings
Farington Road	OPEN	N/A
Stanifield Lane	OPEN	N/A
Fowler Lane	OPEN	N/A
Fowler Avenue	OPEN	N/A

Temporary Signage and restrictions

To support guests coming to the cricket and local residents, additional signage, where required will be installed on local roads leading to the ground. This is with the aim to avoid back routes being used.

If required, temporary parking restrictions will be put in place on immediate surrounding roads. Details to be set out as necessary.

1.7.4 Car Parking

The below table details the car parks available for this fixture and who is allocated to those car parks.

Car Park	Size	Allocation	Operational Management	Access	Opening day & time
Farington Main Car Park	450 spaces	Pre-booked Car Park Ticket Holders, Board, Committee, Hospitality	-This car park will operate on a pre-booked basis. -This will be manned and controlled by Lancashire Cricket stewards. - Non-booked cars will be directed to the additional offsite car park(s) (detailed below).	Via Stanifield Lane	13:30pm
Pavilion Parking	50 spaces	Players, match officials media, press, staff, broadcast, match day suppliers	This car park will be manned and controlled by Lancashire Cricket stewards.	Via Fowler Avenue entrance	10:00am
Emirates Old Trafford Car Park	50 spaces	Ticket holders	This car park will be manned and controlled by Lancashire Cricket stewards. Ticket holders can pre book a seat on a coach, park at Emirates Old Trafford and be taken to Farington pre match, and taken back post-match.		12:00pm
Additional offsite Preston Car Park 1	500 spaces	Ticket Holders	-Park and Ride - Managed by Lancashire Staff - Spaces to be pre booked with Lancashire Cricket - Shuttle buses will run from car park to Farington		13:00pm

Additional offsite Preston car park 2	500 spaces	Ticket holders	-Park and Ride - Managed by Lancashire Staff - Spaces to be pre booked with Lancashire Cricket - Shuttle buses will run from car park to Farington		13:00pm
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1.7.5 Public Transport

Train Stations	
Preston Station	Links to Liverpool/Manchester/London, connecting trains to Lostock Hall and Leyland
Lostock Hall	15 minute walk
Leyland	20 minute walk

- Above train information to be published in pre match communications to ticket holders, along with train times for each day of fixture

Bus Routes
Relevant bus routes to be published in the pre match comms for ticket holders, along with bus times and map of bus stops.

EVENT MANAGEMENT FRAMEWORK

APPENDIX 3

Farington Residents Letter Distribution List
1 Woodcock Estate
2 Woodcock Estate
3 Woodcock Estate
4 Woodcock Estate
5 Woodcock Estate
6 Woodcock Estate
Sherdley Cottage, Stanifield Lane
1 Fowler Avenue
2 Fowler Avenue
5 Fowler Avenue
6 Fowler Avenue
7 Fowler Avenue
8 Fowler Avenue
1 Fowler Lane
2 Fowler Lane
3 Fowler Lane
9 Fowler Lane
10 Fowler Lane
Fowler House, Fowler Lane
The Nook, Fowler Lane
Corner View, Fowler Lane
9 Orchard Cottage, Fowler Lane
Rigby's Farm, Fowler Lane
Evergreen Lodge, Fowler Lane

EVENT MANAGEMENT FRAMEWORK

APPENDIX 4



Dear Neighbour,

We are writing to inform you that the following ticketed fixture is due to take place at Farington on **Thursday 5 June 2025: Lancashire vs Northants (Vitality Blast)**.

Play will start at 4:00pm and the game is expected to finish by 7:15pm.

At the time of writing, we have sold 3,500 tickets although we are expecting crowds of approximately 4,000 so we expect traffic to be busier than normal in the hours before and after the match. For this particular match there will be no road closures or parking restrictions in place on local roads. There will however be additional, temporary, directional signage in the area.

You may notice more activity than usual on the site on Wednesday 4th June as part of event set up works. This will include deliveries of event overlay facilities including temporary toilets and catering facilities. A similar period of activity will occur on Friday 6th June as part of the break-down and removal of event overlay facilities. These activities will be undertaken during the hours of X:XXam and X:XXpm.

On the day of the match, you will start to see activity on the site from 9:00am. This will include ground preparation works and more event set-up. Stewards will be on site from 10:00am and will be used to direct traffic and visitors into and around the site and to maintain security for the duration of the match.

We will be operating with a PA announcer for this match which will be in intermittent use between the hours of 3:30pm and 7:45pm.

The Club would again like to thank residents of Farington for their support ahead of this game. We will do everything we can to keep disruption to a minimum. As a small token of our appreciation, we would like to offer you complimentary tickets to this game to local neighbours. Please email XXXX with the subject line 'Farington Resident – Ticket Offer'.

If you have any questions ahead of this fixture, please give us a call on XXXX. To find out more about Lancashire's fixtures this summer, visit lancashirecricket.co.uk

Yours sincerely,

Lancashire Cricket



Dear Neighbour,

We are writing to inform you that the fixture list for the Lancashire Cricket domestic season has been confirmed by the England and Wales Cricket Board, which includes three professional fixtures at Farington.

Lancashire vs Somerset (County Championship) – 1 May to 4 May 2025

Lancashire will be taking on Somerset in the County Championship, starting on Thursday 1 May at Farington. This is a four-day fixture, with play starting at 11am and the expected finish time will be 7pm.

We are expecting crowds of around 2,000 so we expect traffic to be busier than normal on these days.

Lancashire vs Northants (Vitality Blast) – 5 June 2025

Lancashire will take on Northants Steelbacks in a Vitality Blast fixture at Farington, which is due to take place on Saturday 5 June. Play will start at 4:00pm and the game is expected to finish by 7:15pm. Tickets are expected to have been sold out in advance of the game.

The Club will be expecting crowds of approximately 4,000 so we expect traffic to be busier than normal on this day. We will be operating with a PA announcer throughout the game, so there may be some additional noise at the ground.

Thunder vs South East Stars (Charlotte Edwards Cup – 29 June 2025

Thunder, the Club's professional women's team will play its first competitive fixture at Farington on Wednesday 29 June against the South East Stars in the Charlotte Edwards Cup.

The game will commence at 4:00pm and is expected to finish by 7:15pm. The Club is expecting crowds of approximately 1,000 spectators. Tickets will be sold on the gate, as well as in advance of the fixture. There will be a PA announcer throughout the game so there may be some additional noise at the ground.

The Club would like to thank residents of Farington for their support ahead of these domestic fixtures. We will do everything we can to keep disruption to a minimum. As a small token of our appreciation, we will be offering two complimentary tickets to each of the above games to local neighbours. Please email XXXXX with the subject line 'Farington Resident – Ticket Offer'.

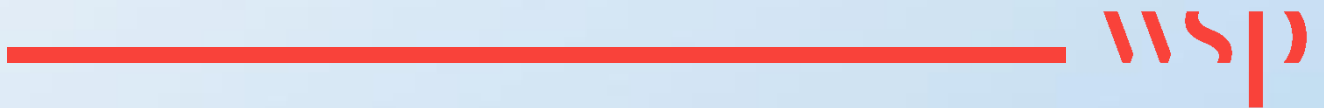
If you have any questions ahead of these fixtures, please give us a call on XXXX. To find out more about Lancashire's fixtures this summer, visit lancashirecricket.co.uk

Yours sincerely,

Lancashire Cricket

Appendix D

POSSIBLE OFF-SITE CAR PARK LOCATIONS

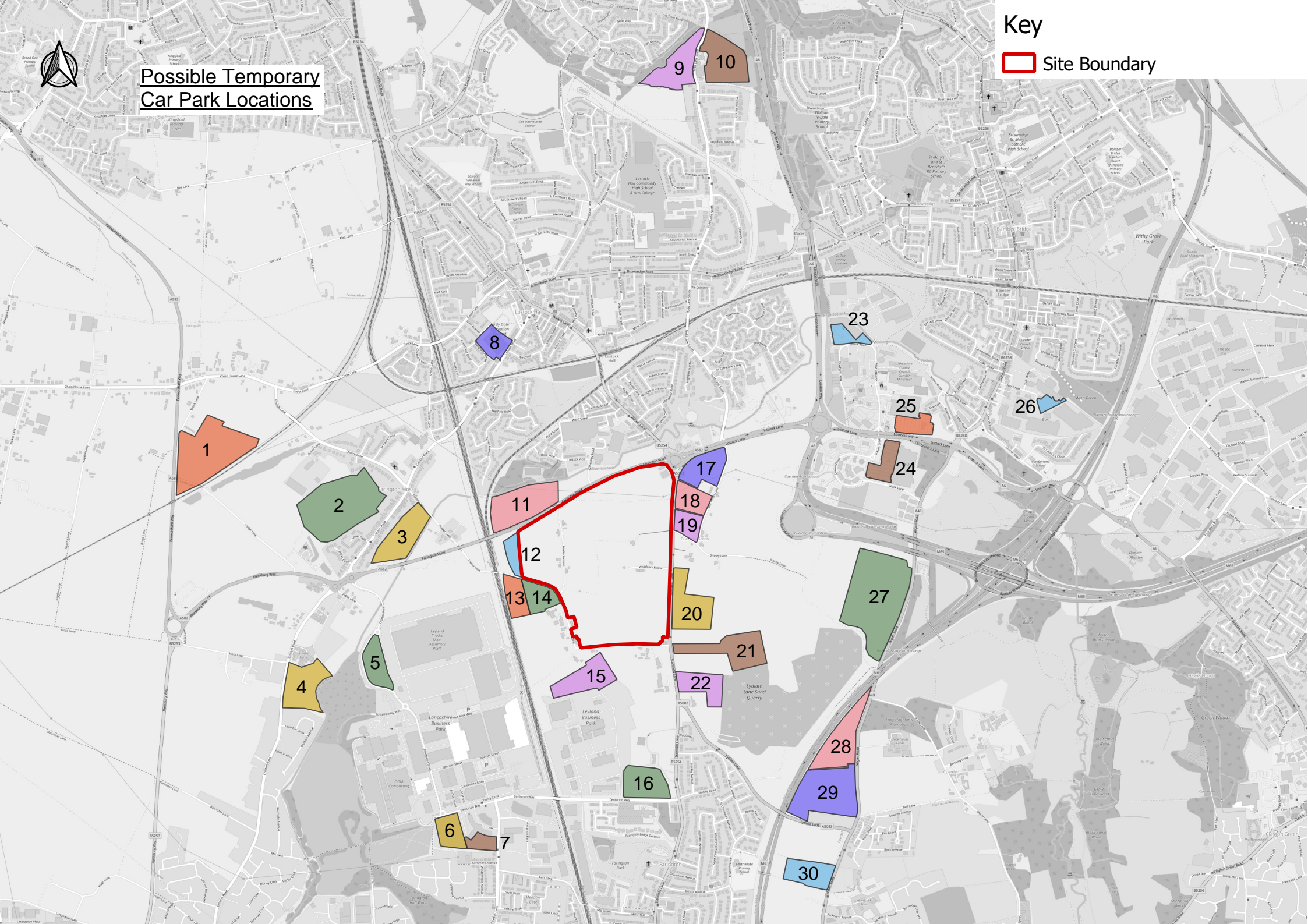




Possible Temporary Car Park Locations

Key

 Site Boundary



Possible temporary car park locations

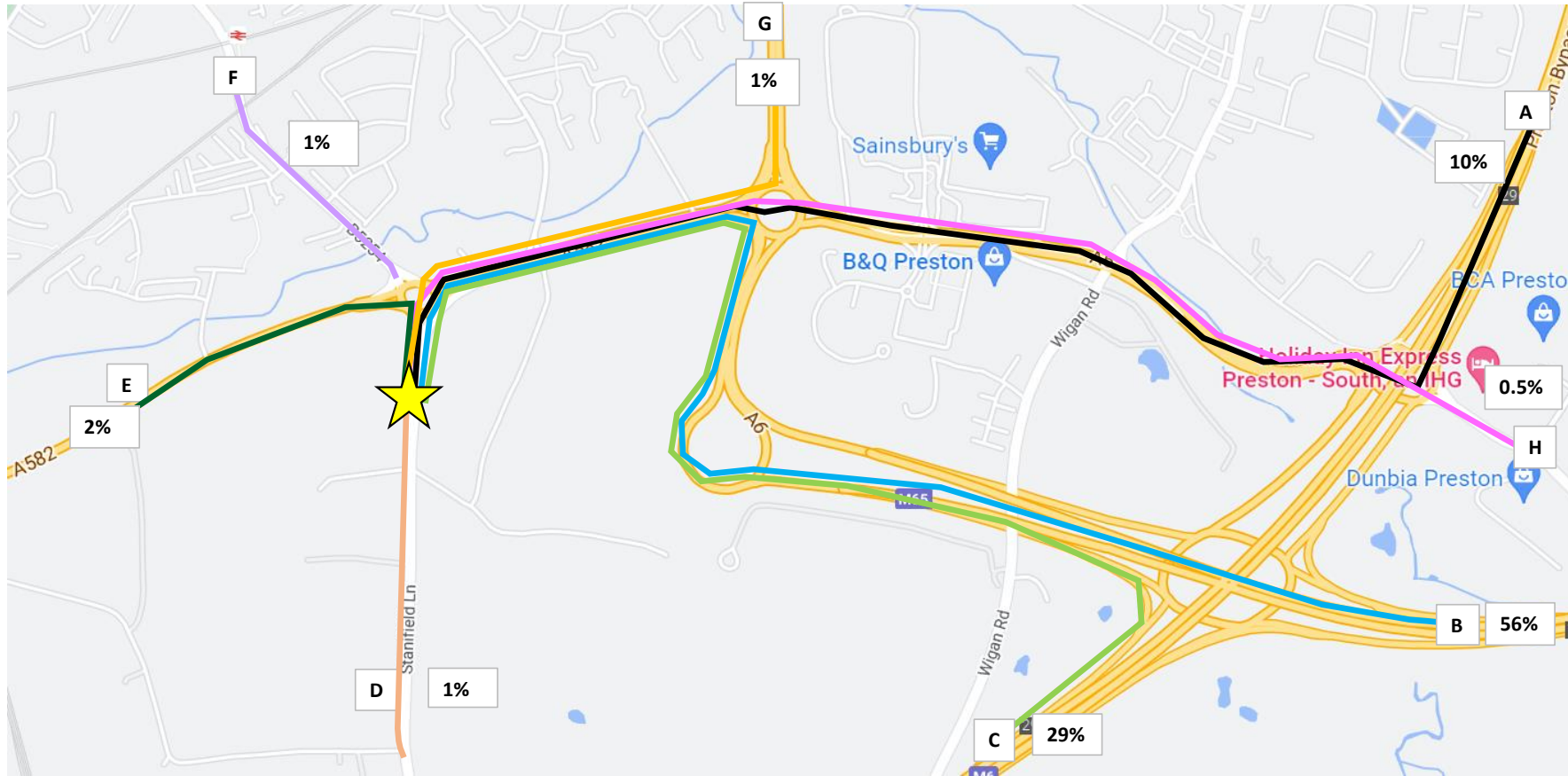
Number	Name	Approx. Area (m2)	Notes
1	Penwortham Way East	64000	Green field with access via gate
2	Church Lane South	71000	Green field with access via gate
3	Fowler Lane West	30000	Green field with access via gate
4	Croston Road East	30000	Green field with access via gate
5	Leyland Trucks Car Park	18000	Staff car park for Leyland trucks with approx 630 spaces
6	Lancashire Business Park 1	15000	Concrete surfaced yard
7	Lancashire Business Park 2	8000	Staff car park for office block with approx 330 spaces
8	Lostock Hall Recreation Ground	13000	Recreation field access via dirt track
9	Todd Lane North West	30000	Green field with access via gate
10	Todd Lane North East	33000	Green field with access via gate
11	Farington Road North	40000	Green field with access via break in hedge
12	Fowler Lane East	9000	Green field with access via gate
13	Fowler Lane South 1	14000	Green field with access via gate
14	Fowler Lane South 2	15000	Green field with access via gate
15	Leyland Business Park	26000	Concrete surfaced yard used for storing lorries
16	Farington Sports Field	24000	Football field accessed off small business park
17	Old School Lane North	22000	Green field with access via gate
18	Old School Lane Central	15000	Green field with access via gate
19	Old School Lane South	12000	Green field with access via gate
20	Stanfield Lane East 1	32000	Green field with access via gate
21	Stanfield Lane East 2	34000	Green field with access via gate
22	Stanfield Lane East 3	20000	Green field with access via gate
23	Matalan Car Park	8000	Customer car park with approx 300 spaces
24	B&Q Car Park	14000	Customer car park with approx 500 spaces
25	Sainsburys Car Park	12000	Customer car park with approx 450 spaces
26	Baxi Manufacturing	5000	Staff car park with approx 160 spaces
27	Wigan Road West 1	90000	Made ground with access via gate
28	Wigan Road West 2	34000	Green field with access via gate
29	Wigan Road West 3	52000	Green field with access via gate
30	Wigan Road West 4	21000	Green field with access via gate

Appendix E

DISTRIBUTION DATA

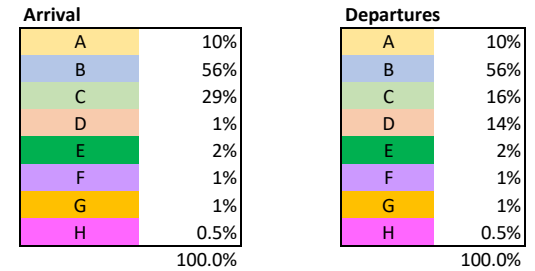
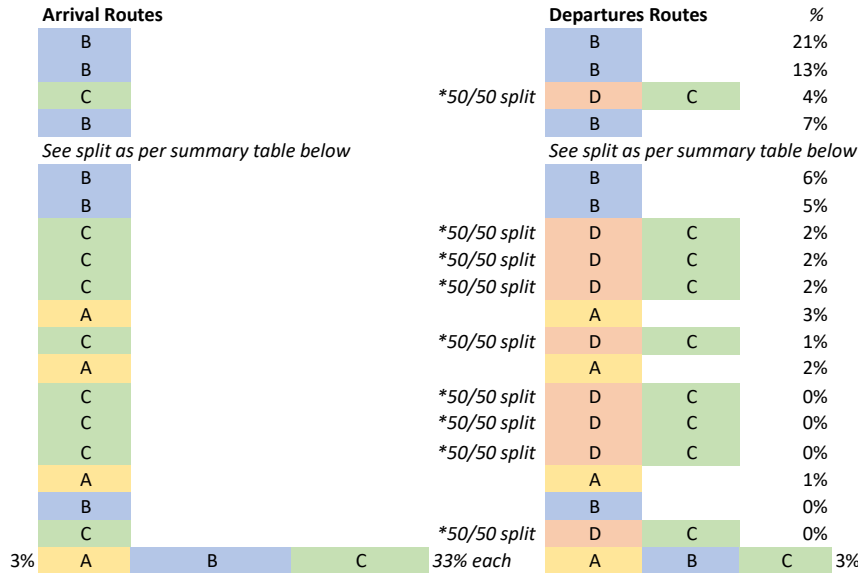


Member Postcodes - Wider Distribution Arrivals

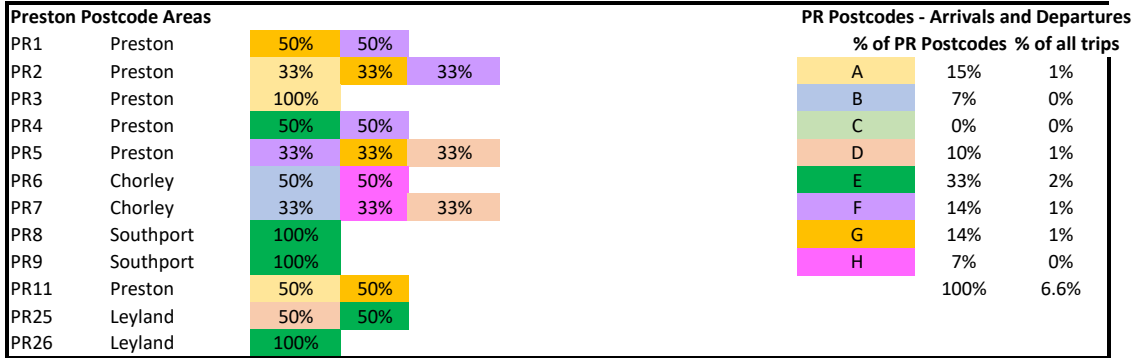


Member Postcodes - Wider Distribution

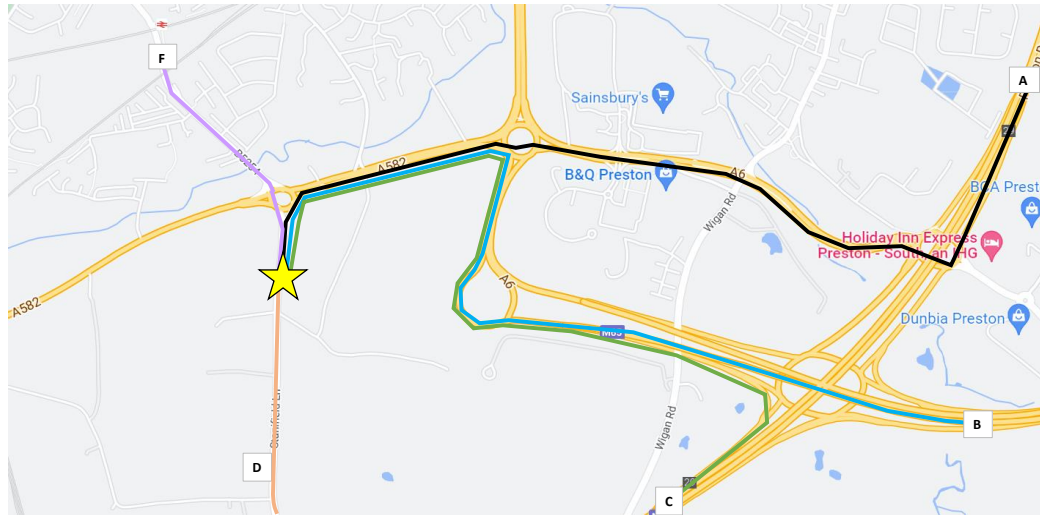
M	Manchester	21%
SK	Stockport	13%
WA	Warrington	9%
BL	Bolton/Bury	7%
PR	Preston	6.6%
OL	Oldham/Rochda	6%
BB	Blackburn	5%
L	Liverpool	4%
CW	Crewe	4%
CH	Chester	4%
LA	Lancaster	3%
WN	Wigan	2%
FY	Blackpool	2%
LL	North Wales	1%
ST	Stoke-on-Trent	1%
SY	Shrewsbury	1%
CA	Carlisle	1%
S	Sheffield	0%
B	Birmingham	0%
	Other	9%



SAT PEAK (T20 Event)	Arrivals	Departures
A	22	2
B	131	14
C	68	4
D	1	3
E	5	1
F	2	0
G	2	0
H	1	0



Player Postcode - Wider Distribution



Player Postcodes	Arrival	Departure
BB1	1 B	B
BB12	1 B	B
BB5	1 B	B
BB6	1 A	A
BB7	1 A	A
BL1	3 B	B
BL2	1 B	B
BL4	1 B	B
BL6	2 B	B
FY3	1 A	A
FY8	1 A	A
L11	1 C	D
L18	2 C	D
L23	1 C	D
L6	1 C	D
LA1	1 A	A
LA3	2 A	A
M16	1 B	B
M20	2 B	B
M27	1 B	B
M28	1 B	B
M30	1 B	B
M32	3 B	B
OL14	1 B	B
OL3	2 B	B
OL4	1 B	B
OL7	1 B	B
PR1	1 F	F
PR6	2 B	B
PR7	1 D	D
SK4	1 B	B
WA14	1 C	D
WA15	2 B	D
WA2	1 C	D
WNS	1 C	D

Arrivals		
A	7	15%
B	29	63%
C	8	17%
D	1	2%
F	1	2%
		100%

Departures		
A	7	15%
B	27	59%
C	0	0%
D	11	24%
F	1	2%
		100%

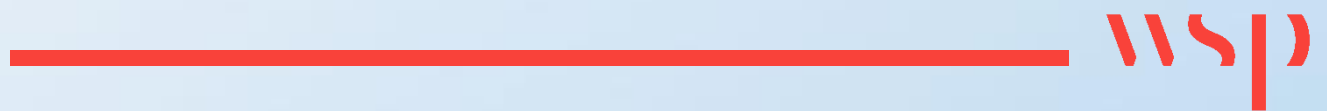
AM PEAK (Non-Event)	Arrivals	Departures
A	3	0
B	0	0
C	2	0
D	1	0
F	0	0

PM PEAK (Non-Event)	Arrivals	Departures
A	6	5
B	1	1
C	4	3
D	1	0
F	0	1

SAT PEAK (Non-Event)	Arrivals	Departures
A	49	37
B	8	6
C	31	22
D	9	0
F	1	9

Appendix F

VISSIM MODELLING REPORT



TECHNICAL NOTE

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SUBJECT:	Farington Cricket VISSIM Assessment Note		
PROJECT:	70082141	AUTHOR:	Raviteja Talluri
CHECKED:	Pallavit Saraf	APPROVED:	HB

1 INTRODUCTION

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. This Technical Note summarises the microsimulation modelling undertaken to support the Transport Assessment. Microsimulation models have been run for the 2024 and 2029 scenarios including a Do-Minimum Scenario (without the proposed development) and a Do-Something scenario (with the proposed development at Farington).

2 MODEL DEVELOPMENT

Existing Model

WSP has received VISSIM models developed by Mott MacDonald in version 5.40-03. Figure 1 shows the modelling extent. 2024 DM and DS models were received. The 2024 DS models were used as they included the committed local network improvements associated with the neighbouring Cuerden Strategic Site already coded into the model. The weekday PM peak and Saturday peak have been modelled for this study.

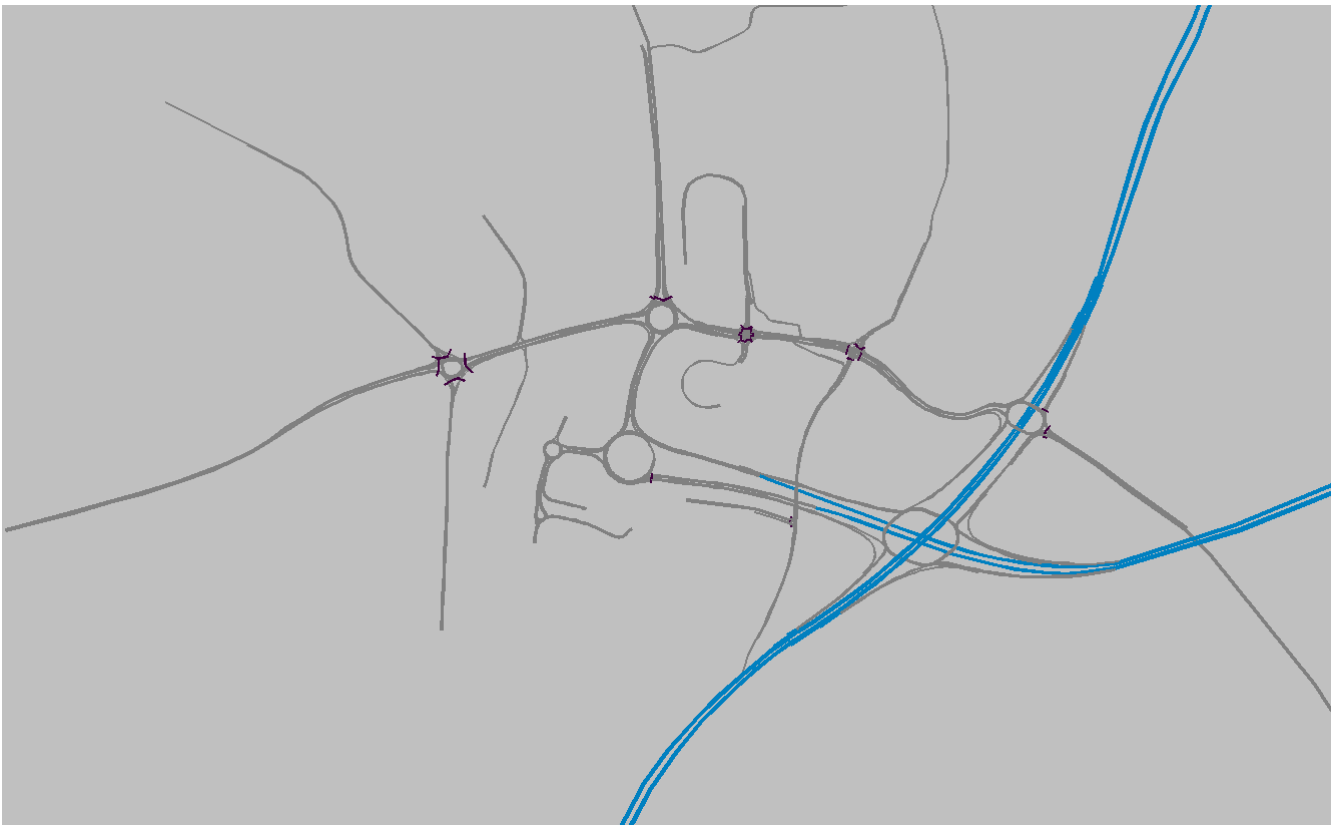


Figure 1 VISSIM Modelling Extent

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Model Update

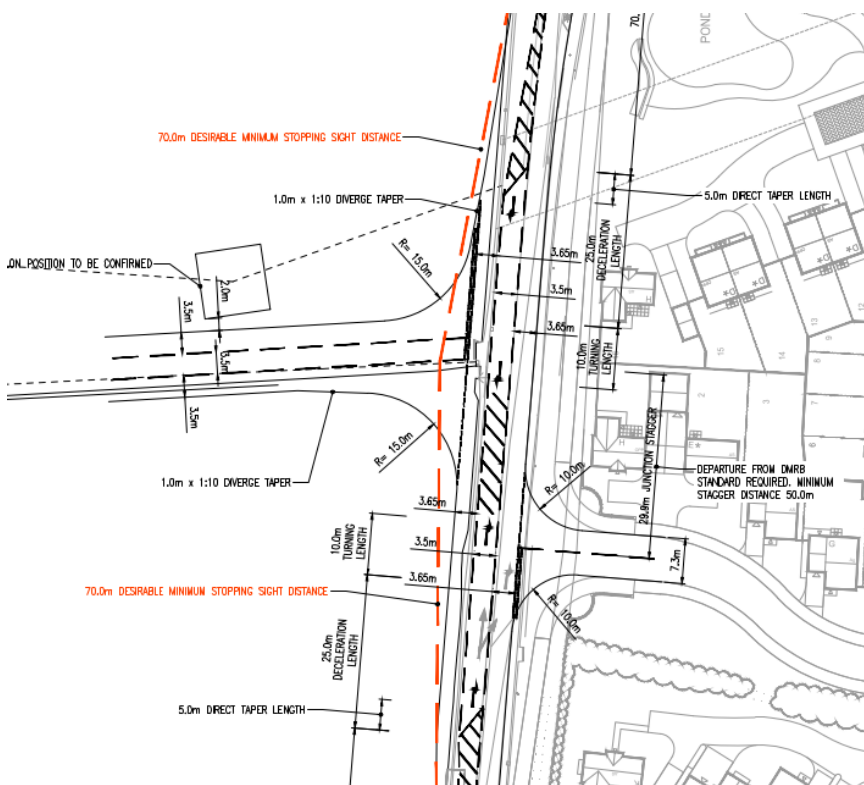
The existing VISSIM models include 2024 background traffic and some committed developments in the model. For our purpose, background traffic for 2024 has been uplifted to 2029 using TEMPRO growth rates and the committed development have been updated to match those outlined within the TA. Two scenarios were prepared:

- **Do Minimum:** Existing committed development trips were removed from the model and revised committed development trips (including Consented Cuerden trips) were added into the model.
- **Do Something:** Farington cricket access has been introduced and development trips from the Farington cricket access were added in the model.

Below changes were made to the models:

- Farington cricket access junction has been coded, as per Drawing (FCR-WSP-ZZ-XX-DR-C-0011)
- Desired speed decisions were added in model, wherever required.
- Development flows were missing in the existing model on Farington Road/B2524 roundabout. This has been added.

The Farington access drawing and VISSIM coding is shown below.



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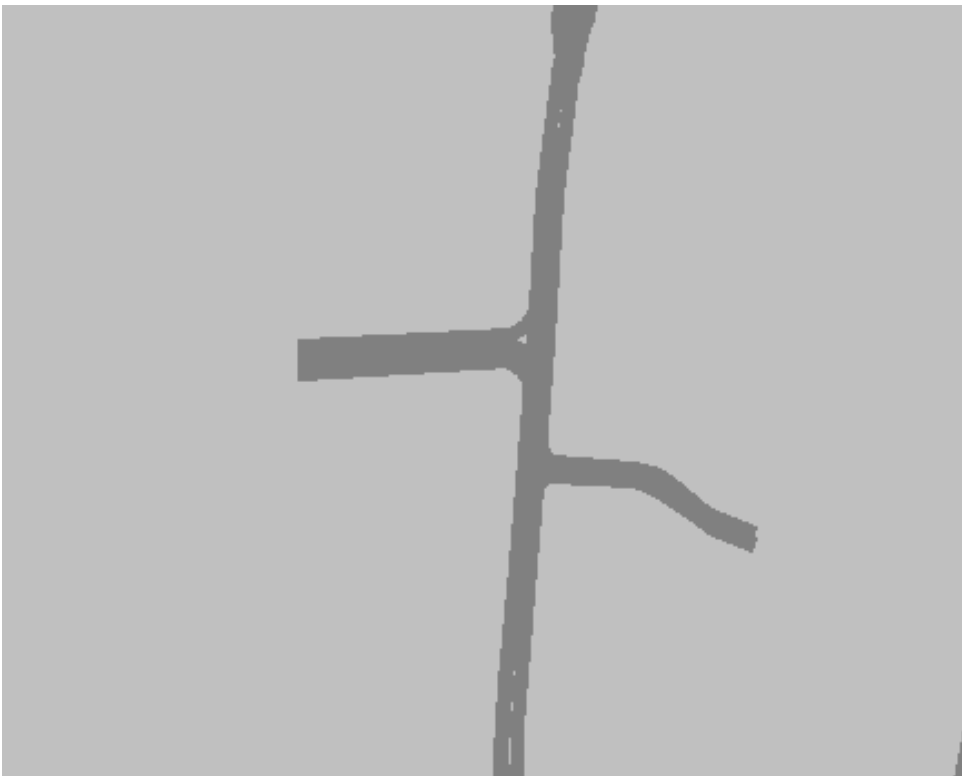


Figure 2 VISSIM screenshot showing the Farington cricket access junction

Apart from above changes, no changes were made to the modelled network.

MODELLED RESULTS

The following results will set out the overall VISSIM model performance of the entirety of the modelling network using overall network performance statistics, journey time outputs taken from an average of 16 VISSIM runs for PM peak (16:30-17:30) and Sat peak (13:00-14:00). Random seeds 10th and 15th were removed from 2024 PM Scenario A, Random seed 12th was removed from both PM and SAT in 2024 Scenario B. Random seed 12th and Random seed 12th, 2nd and 3rd were removed from 2029 Scenario A in both SAT and PM respectively. Random seeds 9th, 11th, 12th and Random seed 12th were removed from Scenario B in PM and SAT respectively.

The following two scenarios were compared for two forecast years 2024 and 2029:

Scenario A- with committed development (Do Minimum).

Scenario B- with committed development and Farington Cricket Access (Do-Something).

Overall Network Performance Statistics

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

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- Total Time Taken (seconds) - Total travel time of vehicles traveling within the network or that have already left the network;
- Total Vehicles - Total number of vehicles which have already reached their destination and have left the network before the end of the simulation;
- Total Delay (seconds); Total delay of all vehicles that are in the network or have already left it;
- Average Vehicle Time (Seconds) - Average time a vehicle is within the model simulation period;
- Average Speed (mph) - Average speed of vehicles in the model simulation period;
- Average Delay / Vehicle - Average delay imposed on each vehicle within the model simulation period; and

The below **Table 1** and **Table 2** sets out the comparison of the network performance statistics for both scenarios for both forecast years.

Table 1 Network Performance Statistics comparison – PM Peak

NPE Statistics	2024		2029	
	Scenario A	Scenario B	Scenario A	Scenario B
Total Time Taken (s)	12790236	12642186	13867732	13928627
Total Vehicles	22428	22556	22138	22094
Total Delay (s)	5201895	5023968	6272650	6342318
Average Time (s) / Vehicle	571	561	628	634
Average Speed (mph)	41	41	38	37
Average Delay / Vehicle	233	223	285	290

Table 2 Network Performance Statistics comparison – Sat Peak

NPE Statistics	2024		2029	
	Scenario A	Scenario B	Scenario A	Scenario B
Total Time Taken (s)	6401492	6972196	6595914	6755293
Total Vehicles	17231	17294	17547	17786
Total Delay (s)	1112060	1585990	1203184	1277426
Average Time (s) / Vehicle	372	403	376	380
Average Speed (mph)	56	53	55	55
Average Delay / Vehicle	65	92	69	72

From the above tables the results conclude:

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- Comparison of scenario A and scenario B Do-Something and Do-Minimum results show that the total time taken decreases for scenario B during the 2024 PM. However, for the 2024 Saturday peak, and both the 2029 PM and Saturday peak the total time taken increases with the development traffic included.
- It is also observed that the average vehicle time in the network reduces from 571 in the DM scenario to 561 seconds in the DS scenario in the 2024 PM peak. In addition, there is a reduced delay (c. 10 seconds) per vehicle along the network, and an increase in throughput through the network.
- In PM peak, the average speed is similar in DM and DS scenario, hence there is not much impact of development traffic. As the PM peak network is congested and due to randomness of the model, some variation in average speed has been observed.
- In the 2024 Saturday peak and 2029 PM and Saturday peaks, it was reported that in the DS (Scenario B) the average vehicle time in the network has increased and the average speeds have reduced which also resulted in the increase in average delay. In Sat peak, average speed has decreased to 53 mph as compared to 56 mph in 2024. In 2029 average speed remains same 55 mph for both the scenarios.

Overall Journey Time

Journey time results have been extracted from the model to provide an overview of travel times along the routes undertaken as part of the traffic surveys and study area.

The below **Table 3** and **Table 4** sets out the comparison of journey times for the two forecast years for both the scenarios.

Appendix A illustrates the journey times in graphical format.

Table 3 Journey Time Results comparison for PM Peak

Journey time (seconds)	2024		2029	
	Scenario A	Scenario B	Scenario A	Scenario B
M65 WB	259	249	297	307
M65 EB	413	396	479	446
A6 EB	383	368	412	381
A6 WB	537	528	649	616
M65 NB	152	152	152	153
M65 SB	188	189	193	193

Table 4 Journey Time Results comparison for Saturday Peak

Journey time (seconds)	2024		2029	
	Scenario A	Scenario B	Scenario A	Scenario B
M65 WB	192	183	193	193

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M65 EB	157	191	157	165
A6 EB	240	261	245	245
A6 WB	257	256	266	269
M65 NB	141	141	141	142
M65 SB	147	149	147	147

The above tables conclude the following results:

- Many routes display negligible difference between the journey times reported for the Do-Minimum and Do-Something scenario.
- In PM peak, journey times are similar in Do-Minimum and Do-Something scenarios. Some variation is observed in some journey times sections, due to congestion in PM peak and randomness in the model.
- In Saturday peak, journey times are also similar in Do-Minimum and Do-Something scenarios. Journey times increase along the M65 EB and A6 EB.

Overall Queue Comparison

Queue comparison results have been extracted from the model to provide an overview of queue length along the routes undertaken as part of the traffic surveys and study area.

The below **Table 5** and

Table 6 sets out the comparison of average queue lengths for the two forecast years for both the scenarios.

Appendix B illustrates the Queue length comparison in graphical format.

Table 5 – Average Queue Length Comparison for PM Peak

Junction No.	Average Length (meters)	PM Peak			
		2024		2029	
		Scenario A	Scenario B	Scenario A	Scenario B
Junction 1	1- A582 Farington Rd (W)	656.9	659.0	769.5	793.6



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	2- Left turn from A582 Farington Rd to B5254 Watkin Ln	6.7	6.5	6.4	6.1
	3- Left turn from B5254 Watkin Ln to A582 Lostock Ln	179.6	171.6	242.5	221.8
	4- B5254 Watkin Ln (N)	84.3	85.2	116.6	74.1
	5- A582 Lostock Ln (E)	549.0	514.7	689.9	659.3
	6- Left turn from A582 Lostock Ln to Stanifield Ln	55.7	30.1	28.9	43.3
	7- A5083 Stanifield Ln (S)	54.2	56.5	63.2	66.4
	8- Left from A5083 Stanifield Ln to A582 Farington Rd	26.4	27.1	31.2	28.3
Junction 2	43- A582 Lostock Ln (W)	160.4	133.0	192.3	178.4



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	44- From A582 Lostock Ln to A6 London Way	0.1	0.1	0.1	0.1
	45- A6 London Way (N)	797.2	765.0	892.2	858.3
	46- Left from A6 London Way to A6 Lostock Ln	796.3	763.7	891.5	857.5
	47- A6 Lostock Ln (E)	143.0	138.0	157.9	147.8
	48- M65 (S)	192.6	167.3	289.7	316.8
	Junction 3	9- A6 Lostock Ln (W)	197.2	181.6	209.1
10- Left from A6 Lostock Ln to Cuerden Way		196.3	180.8	208.2	207.7
11- A6 Lostock Ln (W)		74.6	77.5	95.6	63.2
12- Cuerden Way (N)		385.1	376.9	455.6	495.9



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	13- Left from Cuerden Way to A6 Lostock Ln	375.6	367.2	445.9	486.2
	14- A6 Lostock Ln(E)	247.8	253.2	272.0	272.2
	15- A6 Lostock Ln(E)	254.5	257.8	278.8	277.3
	16- Left from A6 Lostock Ln to Craven Dr	255.9	259.2	280.3	278.7
	17- Craven Dr (S)	143.3	135.3	168.0	163.4
	18- Left from Craven Dr to A6 Lostock Ln	144.7	136.6	169.4	164.9
Junction 4	19- A6 Lostock Ln (W)	224.2	221.5	185.1	188.6
	20- Left from A6 Lostock Ln to B6258 Station Rd	53.7	73.5	53.5	72.8
	21- A6 Lostock Ln (W)	239.7	236.0	227.2	216.4



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	22- B6258 Station Rd (SB)	761.8	771.0	724.4	698.8
	23- Left from B6258 Station Rd to A6 Lostock Ln	331.3	388.9	393.9	269.6
	24- A6 Lostock Ln(E) (lane 2)	150.0	152.3	143.7	147.4
	25- A6 Lostock Ln(E) (lane1)	128.2	128.5	206.4	197.4
	26- Wigan Rd (S)	407.9	417.1	433.1	436.5
	57- Old Lostock Lane to A6	182.0	155.2	238.5	234.2
Junction 5	27- A6 Lostock Ln (W)	66.1	70.0	59.0	63.8
	28- M6 (S)	83.5	80.2	94.8	103.6
	29- M6 (N)	80.2	72.6	82.3	100.6
	30- Church Rd (E)	93.2	88.2	118.5	126.2
Junction 7	53- A5083 Lydiat Ln (W)	28.4	25.4	29.4	32.4



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	54- A49 Wigan Rd (N)	110.2	102.5	93.2	93.4
	55- A49 Wigan Rd (N) (Right turn)	5.8	6.2	8.5	10.7
	56- A49 Wigan Rd (S)	207.6	200.3	234.6	251.1
Junction 8	31- M65 (W)	64.0	64.1	60.4	62.7
	32- M6 (N)	52.9	54.5	54.2	53.5
	33- M65 (E)	15.4	17.0	16.2	18.8
	34- M6 (S)	68.5	70.3	63.5	64.7
Junction 10	35- Slip from M6 (E)	108.1	107.5	131.3	149.0
	36- M65 (E)	72.2	70.5	82.3	84.9
	37- Development access (W)	55.3	57.1	70.6	75.2
	38- M65 (N)	9.1	10.1	9.5	8.2
	39- Left from M65 (N)	51.3	54.0	53.8	47.8
Junction 12	41- Todd Ln S (N)	1.6	0.4	2.2	4.7
	42- Old School Ln (S)	0.0	0.0	0.0	0.1
Roundabout 1	40- Rdbt 1 North arm	0.0	0.0	0.0	0.0

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	49- Rdbt 1 East arm	0.2	0.0	0.0	0.1
	50- Rdbt 1 South arm	0.0	0.2	1.9	4.1
Roundabout 2	51- Rdbt 2 East arm	9.9	9.9	10.8	10.6
	52- Rdbt 2 South arm	4.7	4.8	5.6	5.2
Farington Access 1	58- West arm	0.0	0.0	0.0	0.0
	59- South arm	2.4	4.1	3.7	4.2
	60- North arm	0.5	1.0	2.5	2.1
Farington Access 2	61-East arm	0.2	0.2	0.7	0.8
	62-North arm	2.0	0.8	10.0	18.3
	63-South arm	0.0	0.0	0.0	0.0

Table 6 - Average Queue Length Comparison for Saturday Peak

Junction No.	Average Length (meters)	Saturday Peak			
		2024		2029	
		Scenario A	Scenario B	Scenario A	Scenario B
Junction 1	1- A582 Farington Rd (W)	74.0	60.0	80.2	79.2
	2- Left turn from A582 Farington Rd to B5254 Watkin Ln	6.9	28.8	7.0	6.8



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	3- Left turn from B5254 Watkin Ln to A582 Lostock Ln	72.5	60.2	73.8	79.1
	4- B5254 Watkin Ln (N)	41.8	58.7	42.7	44.5
	5- A582 Lostock Ln (E)	76.7	64.6	77.6	78.6
	6- Left turn from A582 Lostock Ln to Stanifield Ln	27.6	27.4	28.1	57.6
	7- A5083 Stanifield Ln (S)	53.6	49.4	52.7	60.9
	8- Left from A5083 Stanifield Ln to A582 Farington Rd	22.2	18.2	25.1	24.7
Junction 2	43- A582 Lostock Ln (W)	36.0	31.2	36.3	36.1
	44- From A582 Lostock Ln to A6 London Way	0.2	0.2	0.4	0.2



TECHNICAL NOTE

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	45- A6 London Way (N)	35.9	323.3	38.3	72.2
	46- Left from A6 London Way to A6 Lostock Ln	50.3	326.4	54.0	76.8
	47- A6 Lostock Ln (E)	56.4	53.1	56.7	56.4
	48- M65 (S)	30.0	38.5	29.4	31.4
Junction 3	9- A6 Lostock Ln (W)	80.7	97.5	87.7	88.0
	10- Left from A6 Lostock Ln to Cuerden Way	79.9	96.6	86.9	87.1
	11- A6 Lostock Ln (W)	90.1	66.6	94.7	93.2
	12- Cuerden Way (N)	92.0	85.7	96.3	101.0
	13- Left from Cuerden Way to A6 Lostock Ln	86.2	80.2	90.3	94.7
	14- A6 Lostock Ln(E)	147.8	132.3	162.5	162.7



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	15- A6 Lostock Ln(E)	153.8	135.6	167.0	169.6
	16- Left from A6 Lostock Ln to Craven Dr	155.3	137.1	168.5	171.0
	17- Craven Dr (S)	235.5	329.0	254.4	247.1
	18- Left from Craven Dr to A6 Lostock Ln	236.8	330.5	255.8	248.6
Junction 4	19- A6 Lostock Ln (W)	66.5	90.4	71.5	73.1
	20- Left from A6 Lostock Ln to B6258 Station Rd	65.6	102.0	69.6	69.4
	21- A6 Lostock Ln (W)	80.5	85.1	86.4	89.8
	22- B6258 Station Rd (SB)	225.7	640.5	304.5	332.4
	23- Left from B6258 Station Rd to A6 Lostock Ln	57.4	49.9	99.7	76.5



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	24- A6 Lostock Ln(E) (lane 2)	65.8	220.6	68.4	66.5
	25- A6 Lostock Ln(E) (lane1)	55.5	82.7	57.4	58.8
	26- Wigan Rd (S)	57.7	201.7	62.3	62.1
	57- Old Lostock Lane to A6	22.5	23.8	30.6	45.3
Junction 5	27- A6 Lostock Ln (W)	24.2	26.6	28.1	25.8
	28- M6 (S)	19.6	12.5	20.0	20.6
	29- M6 (N)	34.1	30.3	33.7	35.3
	30- Church Rd (E)	18.9	14.4	19.7	21.6
Junction 7	53- A5083 Lydiate Ln (W)	19.3	19.4	19.2	19.9
	54- A49 Wigan Rd (N)	82.4	88.3	85.1	86.0
	55- A49 Wigan Rd (N) (Right turn)	10.7	19.0	10.2	10.9
	56- A49 Wigan Rd (S)	61.8	61.6	62.9	68.8
Junction 8	31- M65 (W)	25.3	41.7	27.8	26.5



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	32- M6 (N)	14.5	13.0	15.3	15.0
	33- M65 (E)	3.7	2.7	3.7	4.4
	34- M6 (S)	8.6	6.7	9.5	8.7
Junction 10	35- Slip from M6 (E)	62.3	23.9	61.9	75.9
	36- M65 (E)	43.3	18.9	43.1	47.9
	37- Development access (W)	30.9	25.4	30.9	31.8
	38- M65 (N)	16.6	0.0	17.8	16.7
	39- Left from M65 (N)	22.2	29.7	22.4	22.8
Junction 12	41- Todd Ln S (N)	0.0	0.0	0.0	0.0
	42- Old School Ln (S)	0.0	0.0	0.0	0.0
Roundabout 1	40- Rdbt 1 North arm	0.0	0.0	0.0	0.0
	49- Rdbt 1 East arm	0.0	0.0	0.0	0.0
	50- Rdbt 1 South arm	0.0	0.0	0.0	0.1
Roundabout 2	51- Rdbt 2 East arm	6.3	3.6	6.7	5.8
	52- Rdbt 2 South arm	2.8	2.4	2.6	2.5

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Farington Access 1	58- West arm	0.0	0.0	0.0	0.0
	59- South arm	5.9	5.6	5.2	31.8
	60- North arm	0.0	0.0	0.0	0.1
Farington Access 2	61-East arm	0.2	0.1	0.2	0.2
	62-North arm	0.4	0.1	0.4	0.1
	63-South arm	0.0	0.0	0.0	0.0

The above tables conclude the following results:

- There is a notable decrease in the average queue length for the Do-Something scenario compared with the Do-Minimum in 2024 but increase in 2029 for both PM and Saturday peaks.
- It is also observed that there's a decrease of queue length in Saturday compared to PM peak in both scenarios because of congestion in PM peak.
- There are few variations observed in the average queue length between scenarios because of the randomness in the model.

4 CONCLUSION

The forecast years of 2024 and 2029 have been selected for assessment and Committed development traffic has then been added to the 2024 and 2029 flows to form the Do Minimum (DM) scenario and the Farington cricket access and development flows have been added to form the Do Something (DS) scenario.

In the PM peak and Saturday peak there is a slight drop in the overall network performance in the Do-Something scenario compared to the Do-Minimum, except for the 2024 PM peak. In PM peak, not much variation is observed and in SAT peak overall the network performance has dropped slightly however journey times along key routes are almost similar. It is observed that some journey times increase in the Do-Something scenarios with the introduction of the Farington Cricket development flows, however a number of routes see negligible impact on journey times as a result of the development.

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 in network performance and journey time results over the peak periods assessed.

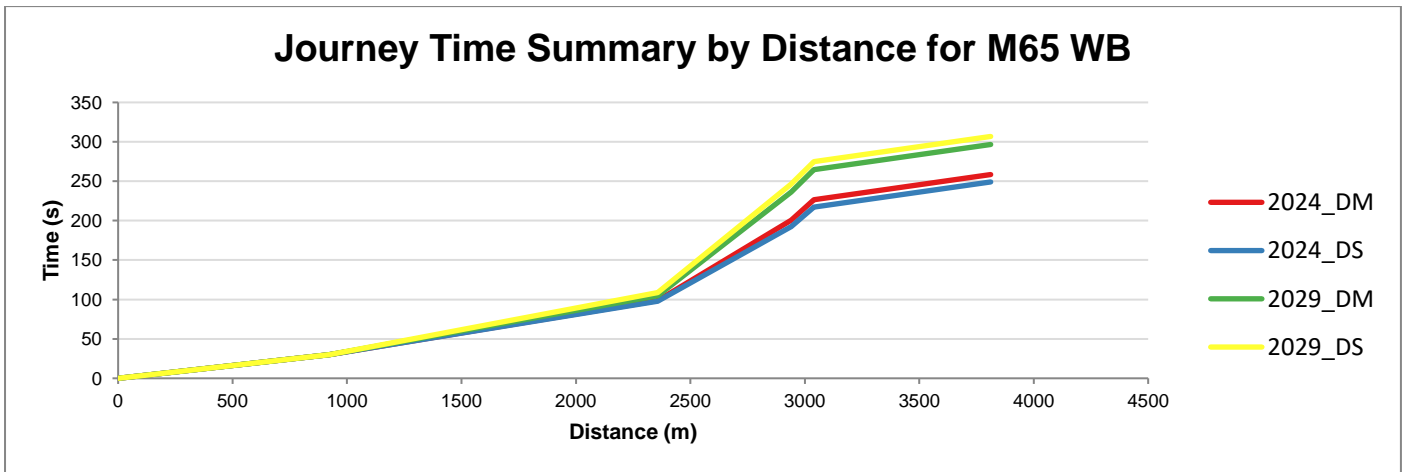


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APPENDIX A – JOURNEY TIME GRAPHS

PM Peak

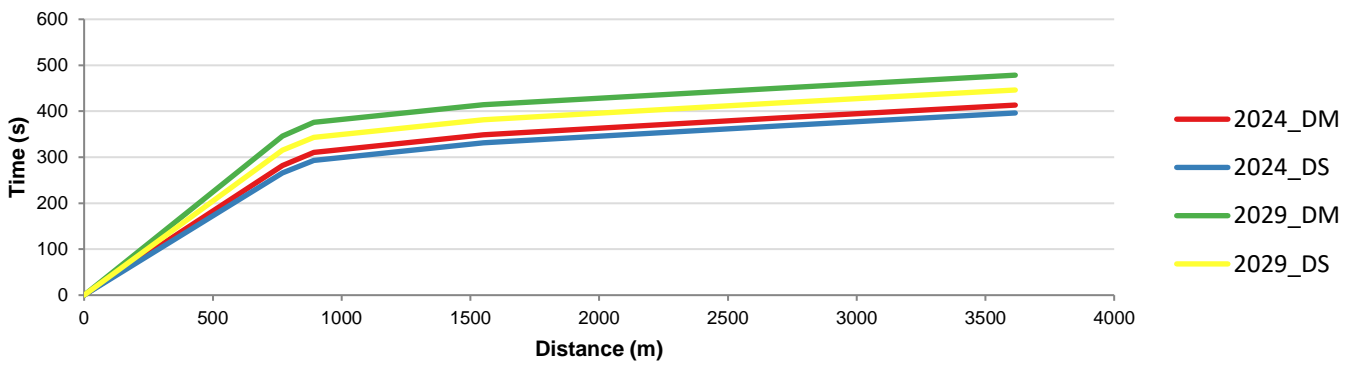




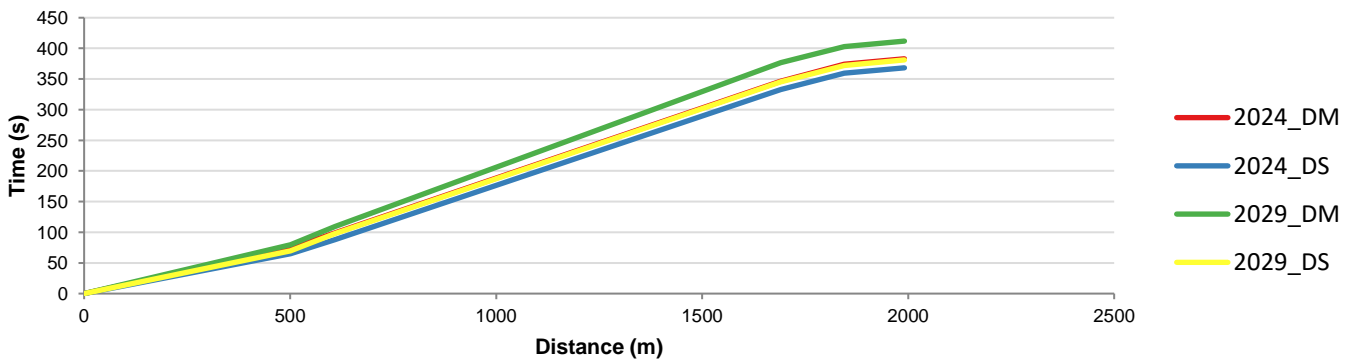
TECHNICAL NOTE

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Journey Time Summary by Distance for M65 EB



Journey Time Summary by Distance for A6 EB

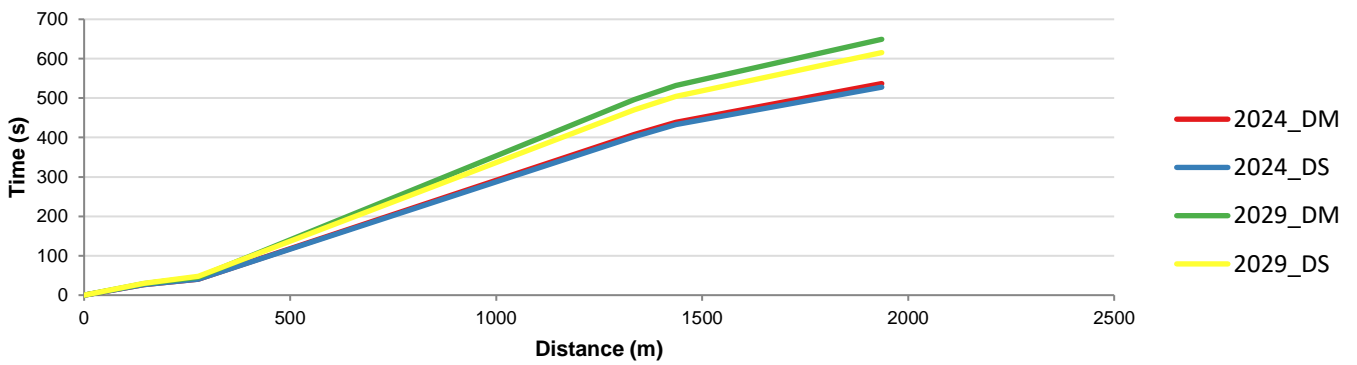




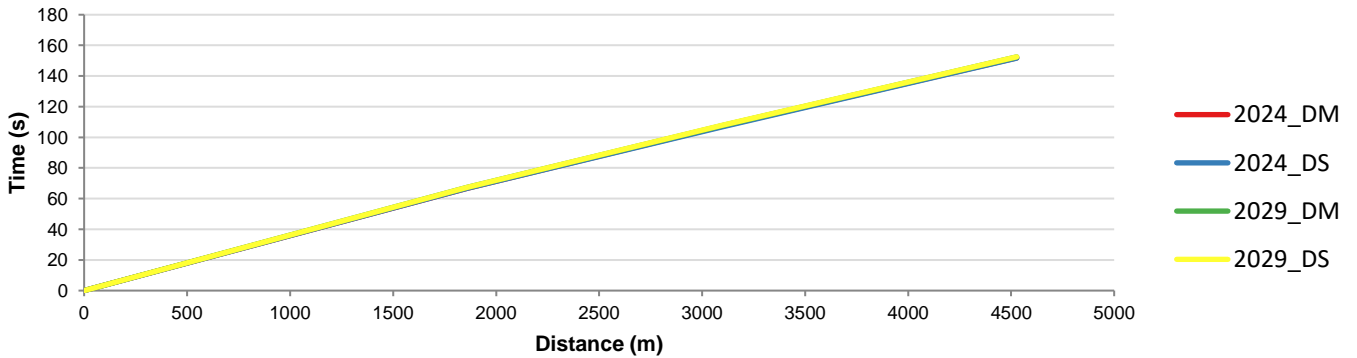
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Journey Time Summary by Distance for A6 WB



Journey Time Summary by Distance for M65 NB

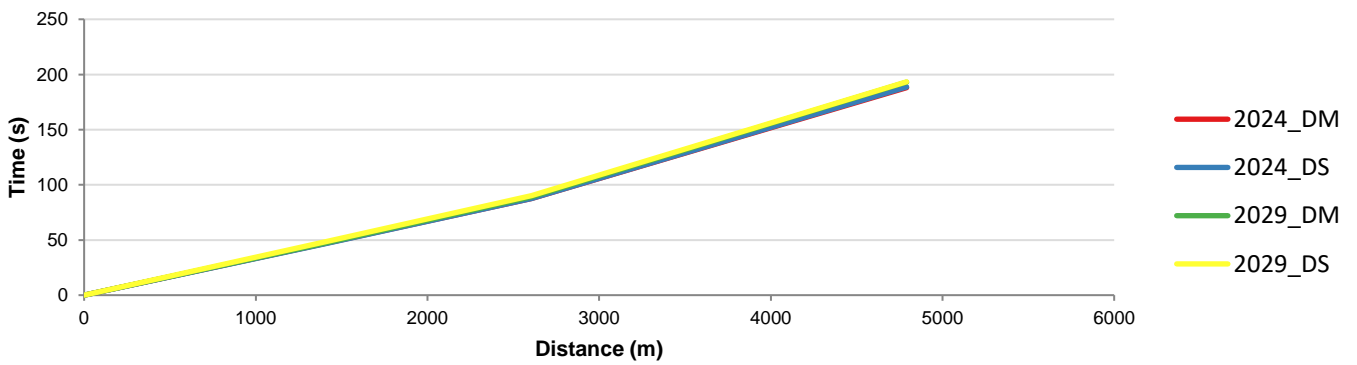




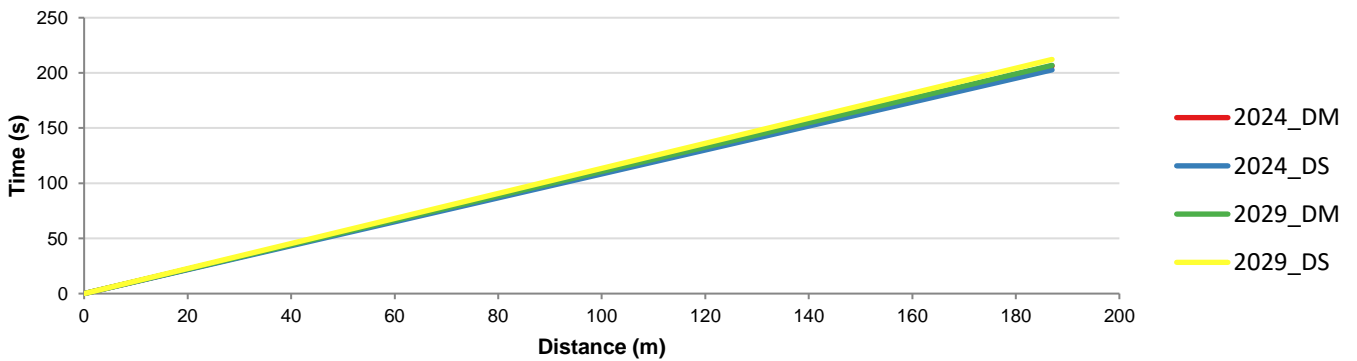
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Journey Time Summary by Distance for M65 SB



Journey Time Summary by Distance for 71 - Station Rd SB

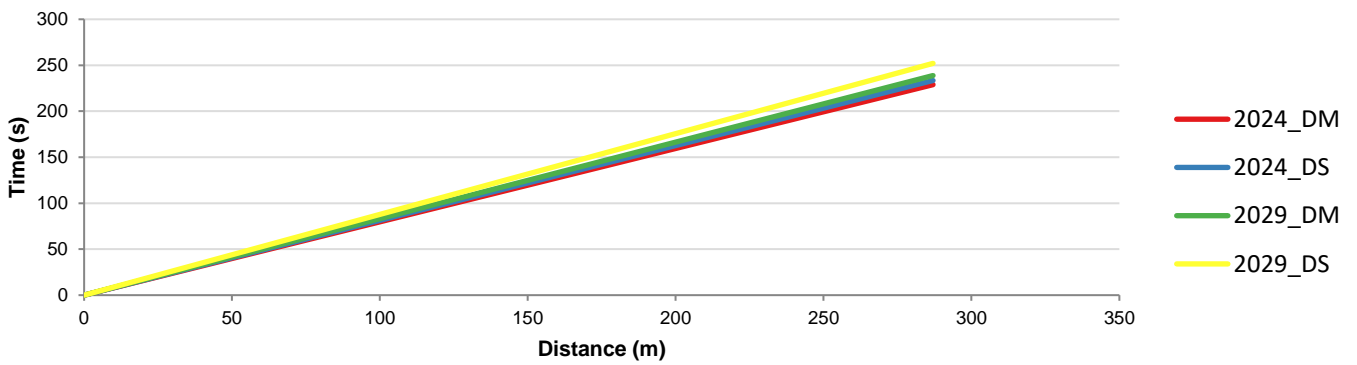




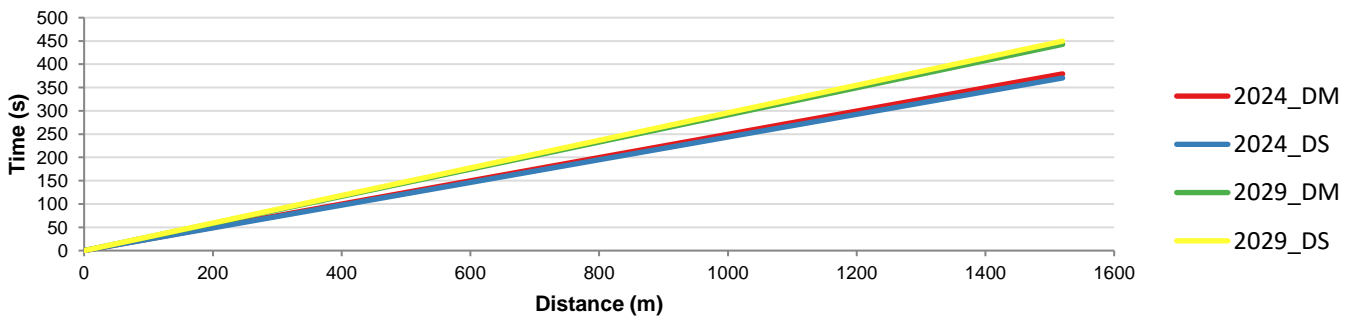
TECHNICAL NOTE

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Journey Time Summary by Distance for 72 - Wigan Rd NB



Journey Time Summary by Distance for 101 - A582 - Centurion Way Rdbt

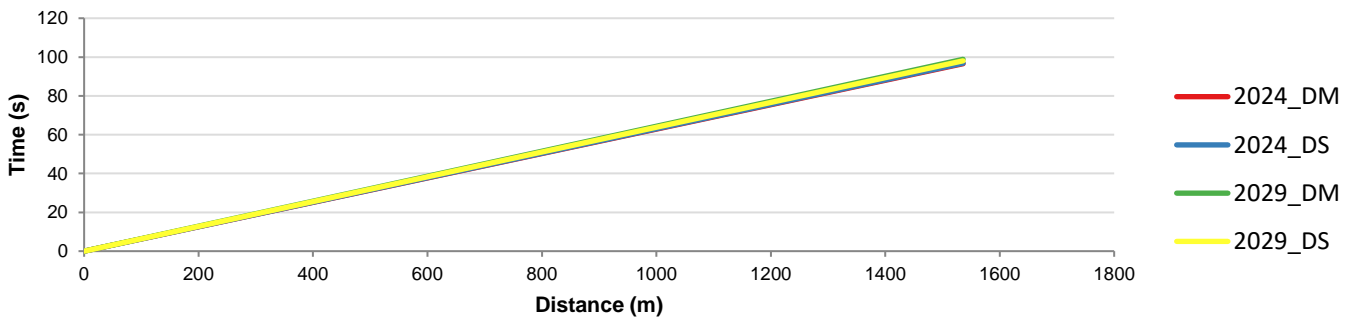




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Journey Time Summary by Distance for 102 - A582 Lostock Ln (A5083 - B5254 Rdbt)



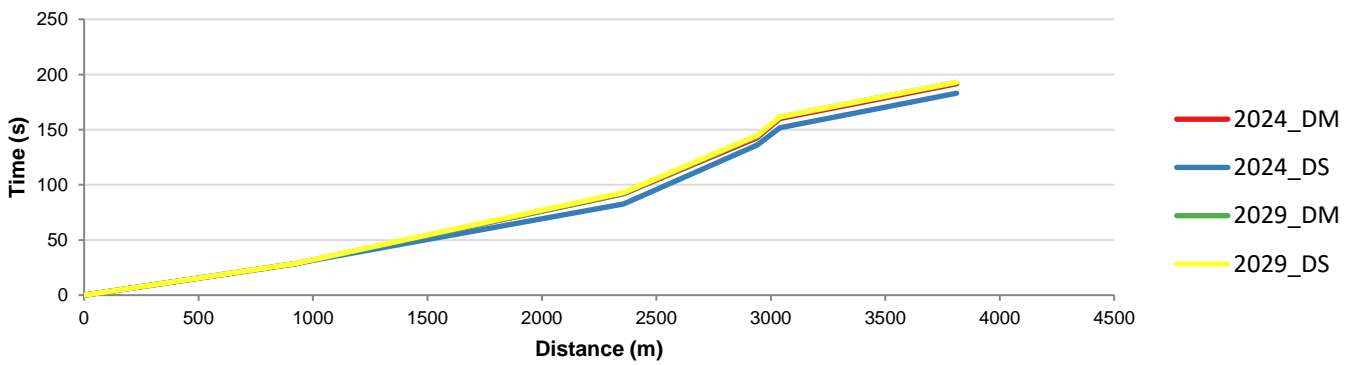
Sat Peak



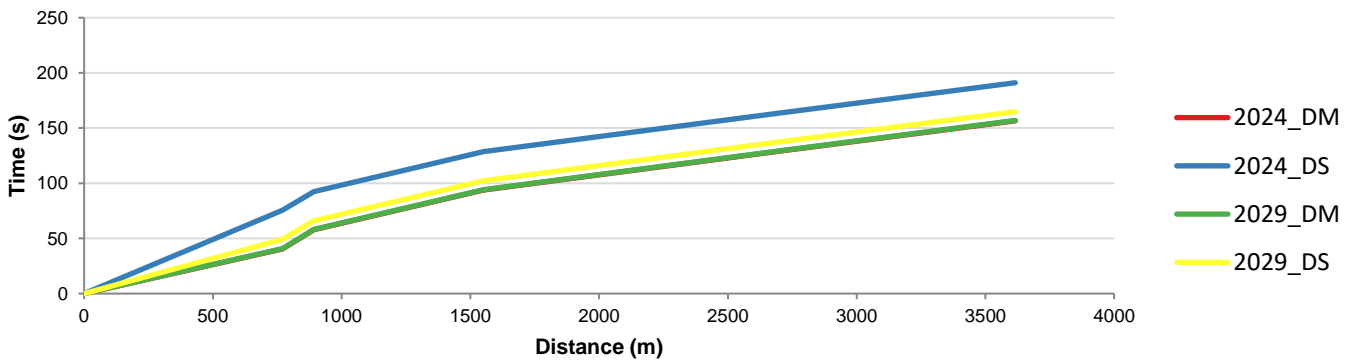
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Journey Time Summary by Distance for M65 WB



Journey Time Summary by Distance for M65 EB

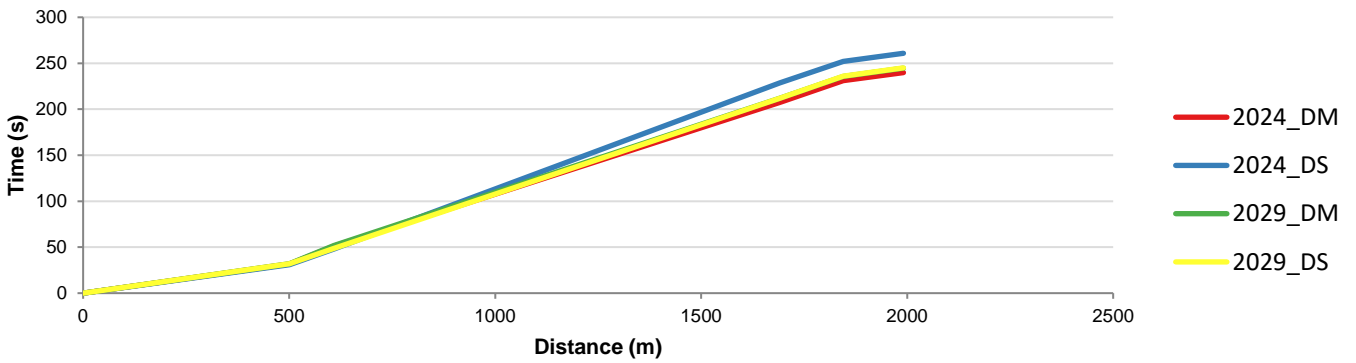




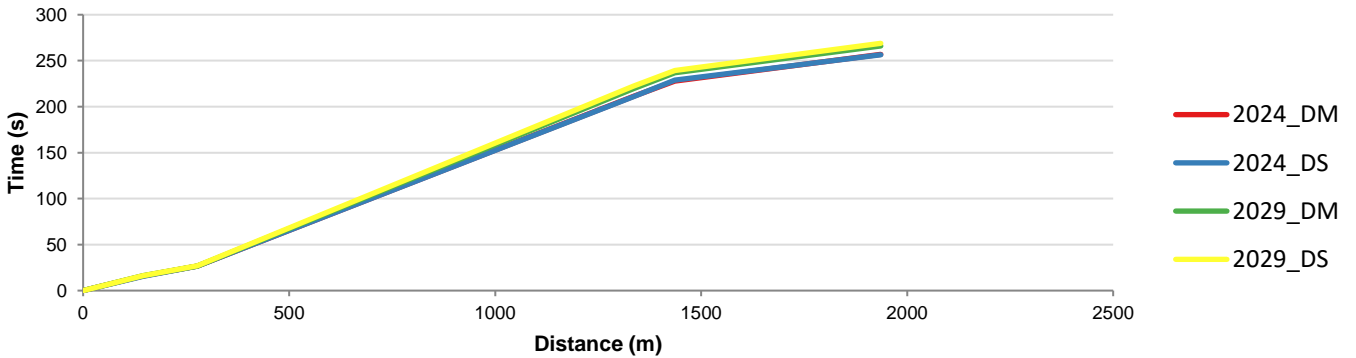
TECHNICAL NOTE

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Journey Time Summary by Distance for A6 EB



Journey Time Summary by Distance for A6 WB

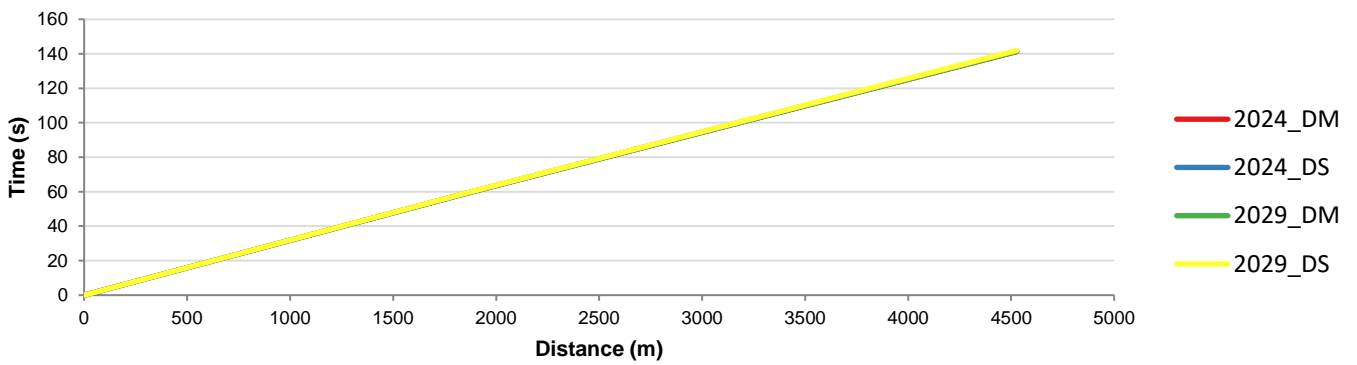




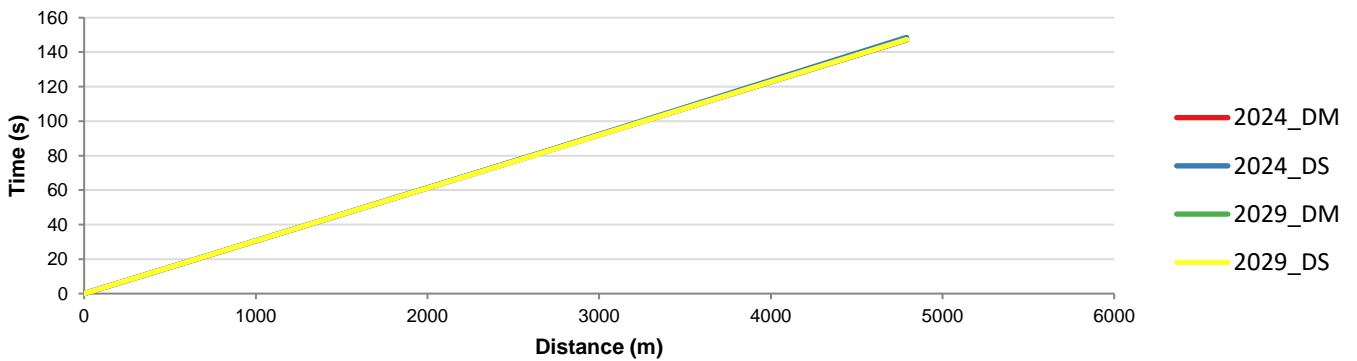
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Journey Time Summary by Distance for M65 NB



Journey Time Summary by Distance for M65 SB

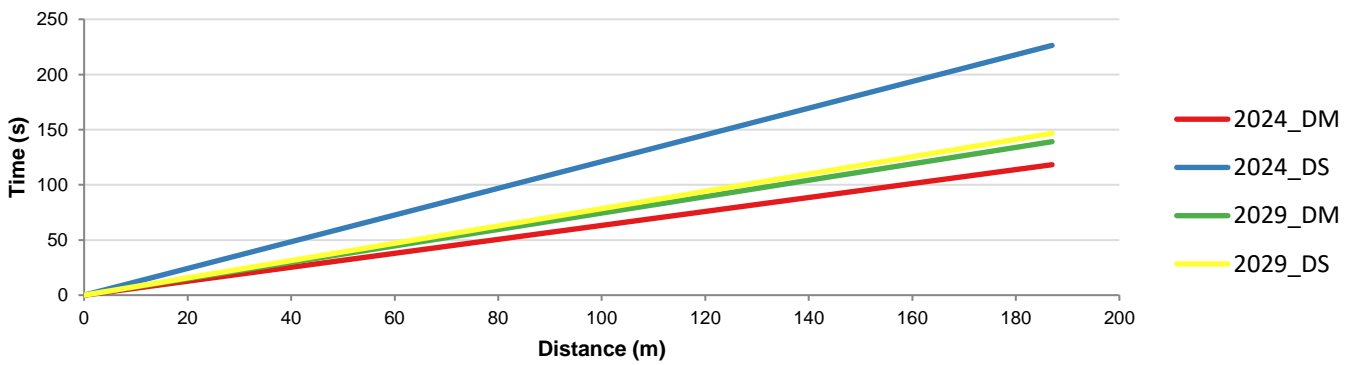




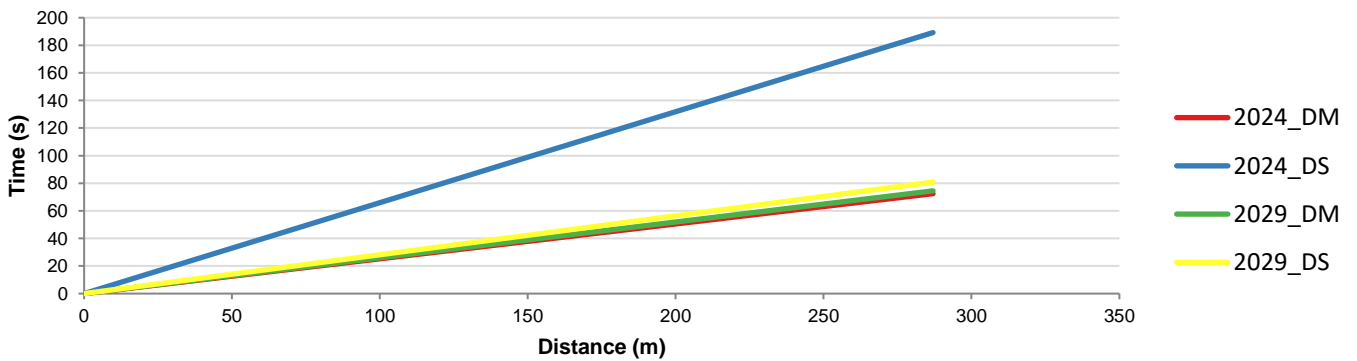
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

Journey Time Summary by Distance for 71 - Station Rd SB



Journey Time Summary by Distance for 72 - Wigan Rd NB

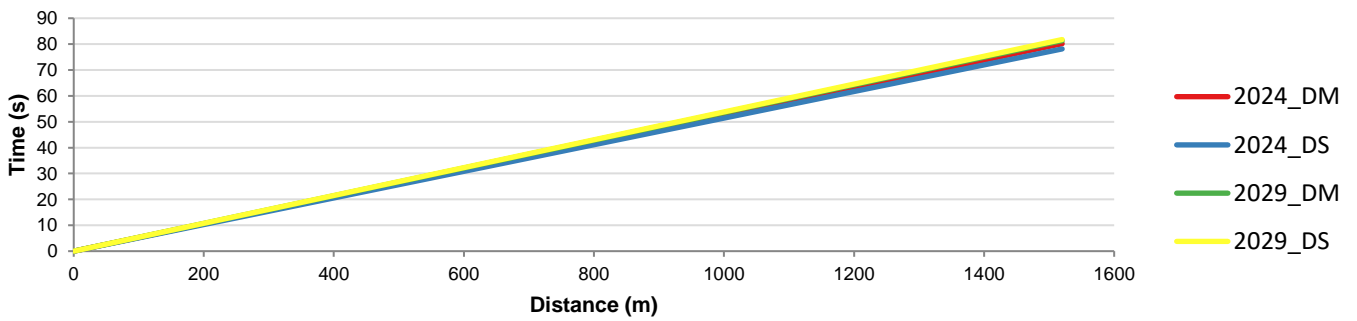




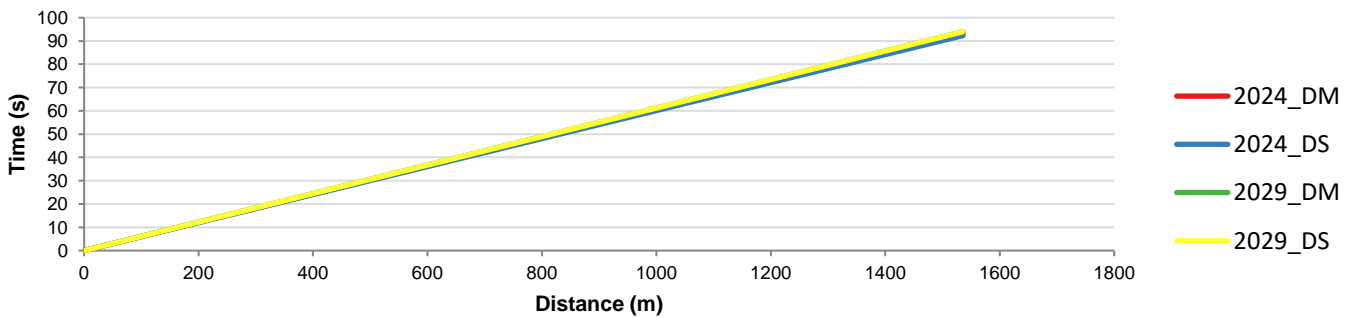
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Journey Time Summary by Distance for 101 - A582 - Centurion Way Rdbt



Journey Time Summary by Distance for 102 - A582 Lostock Ln (A5083 - B5254 Rdbt)



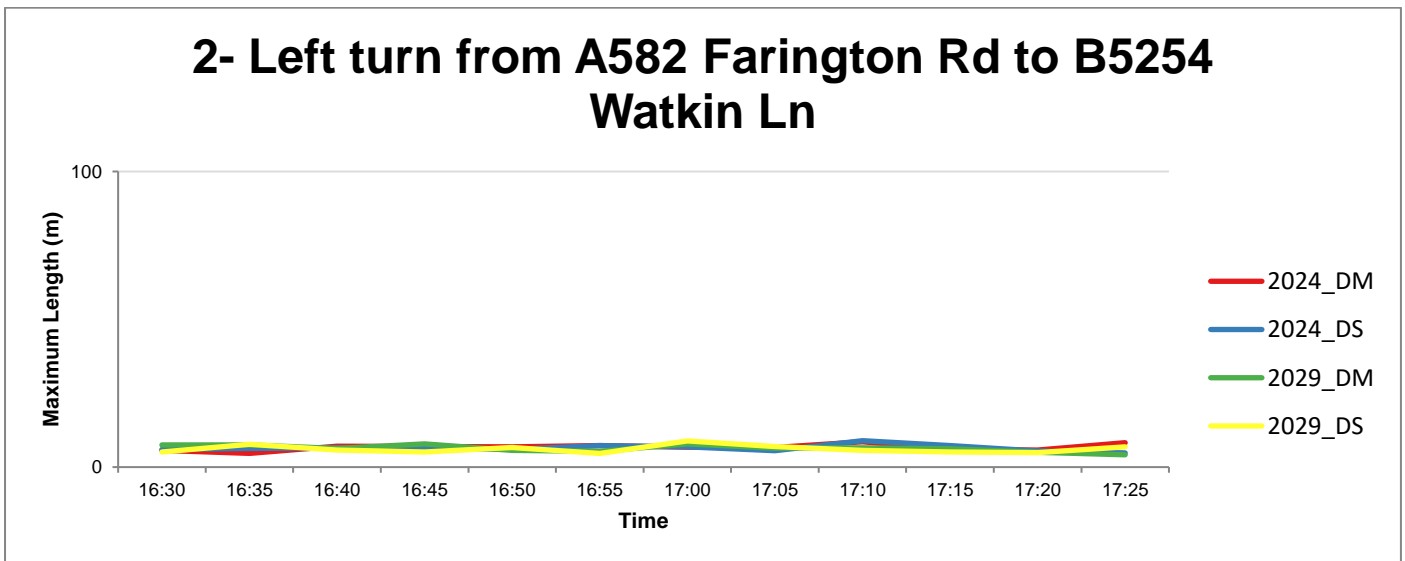
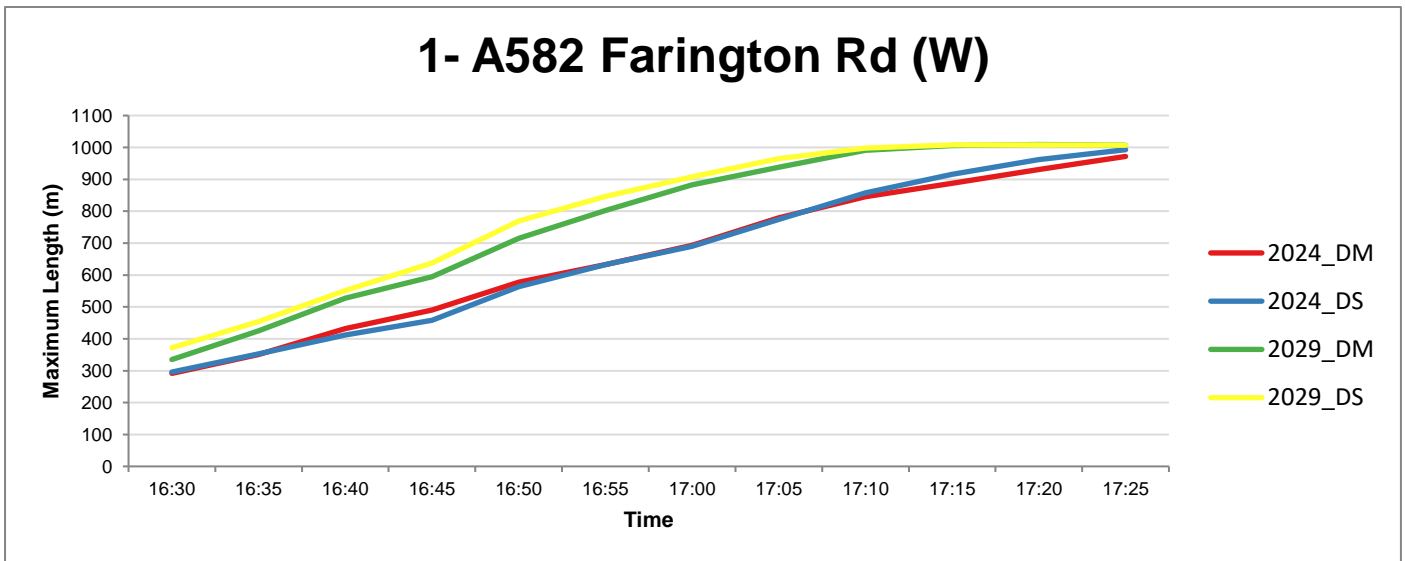


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CHECKED:	Pallavit Saraf	APPROVED:	HB

APPENDIX B – QUEUE GRAPHS

PM Peak

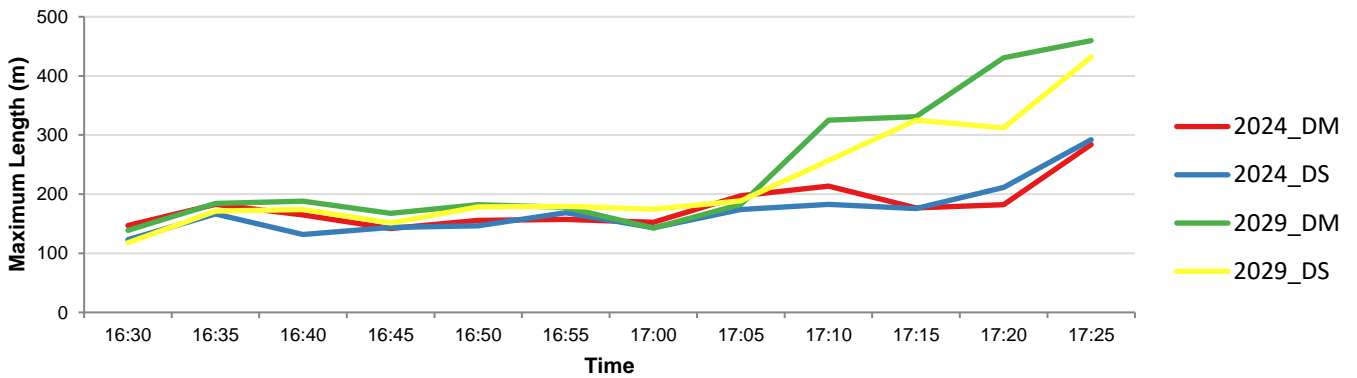




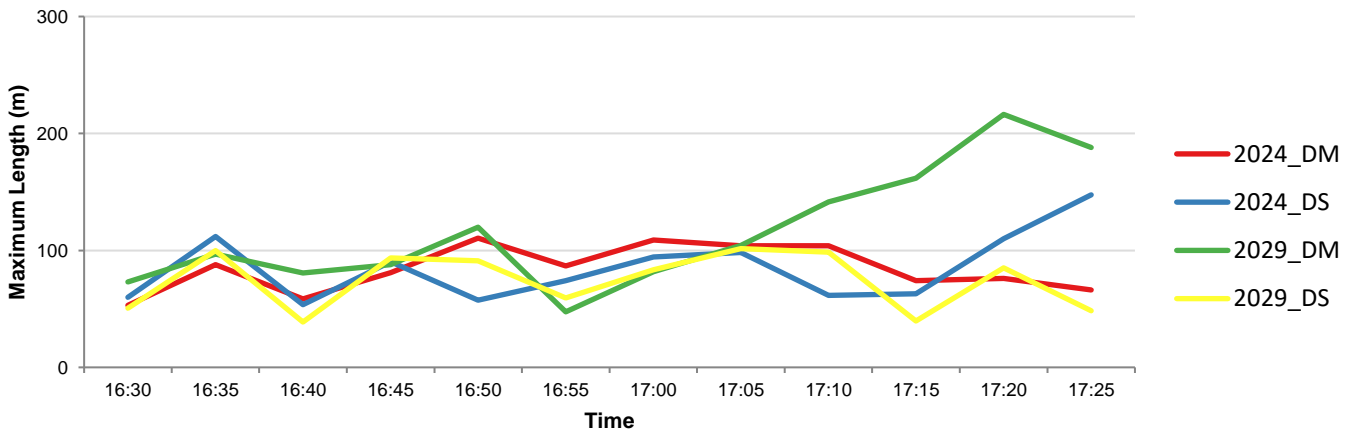
TECHNICAL NOTE

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PROJECT:	70082141	AUTHOR:	Raviteja Talluri
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3- Left turn from B5254 Watkin Ln to A582 Lostock Ln



4- B5254 Watkin Ln (N)

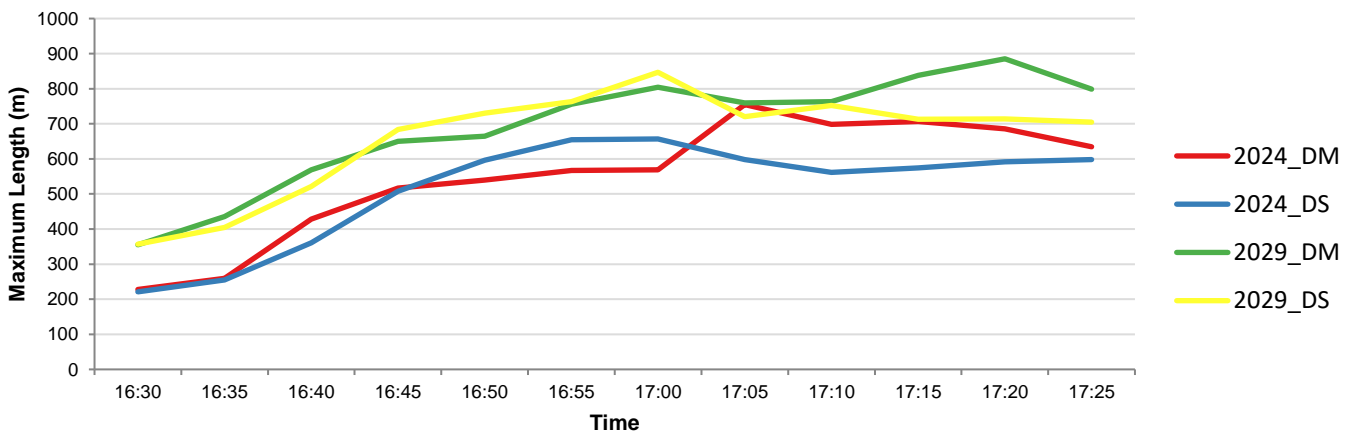




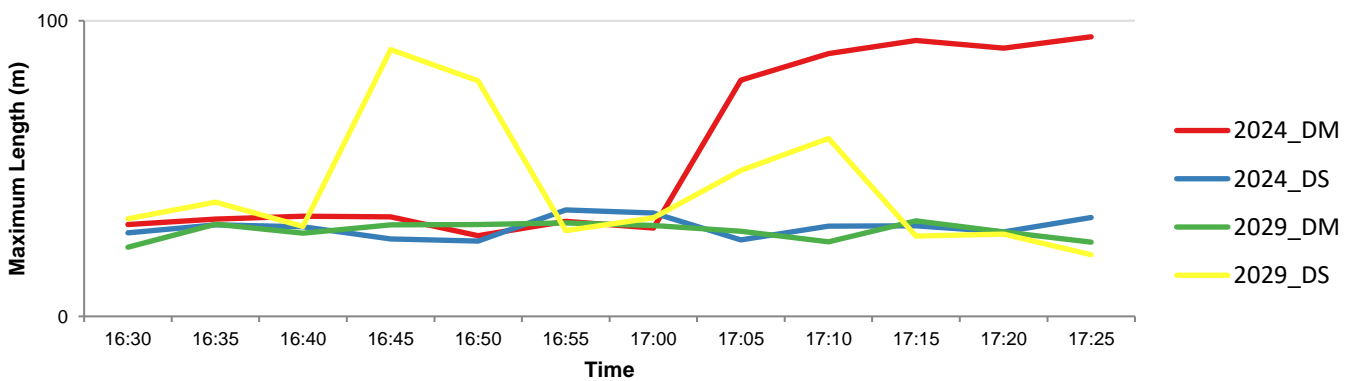
TECHNICAL NOTE

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5- A582 Lostock Ln (E)



6- Left turn from A582 Lostock Ln to Stanifield Ln

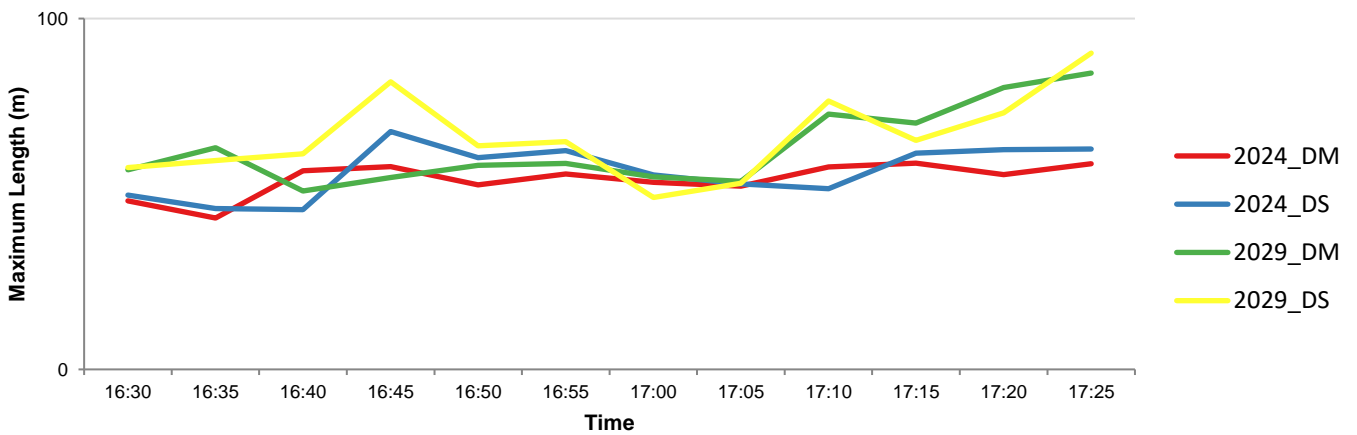




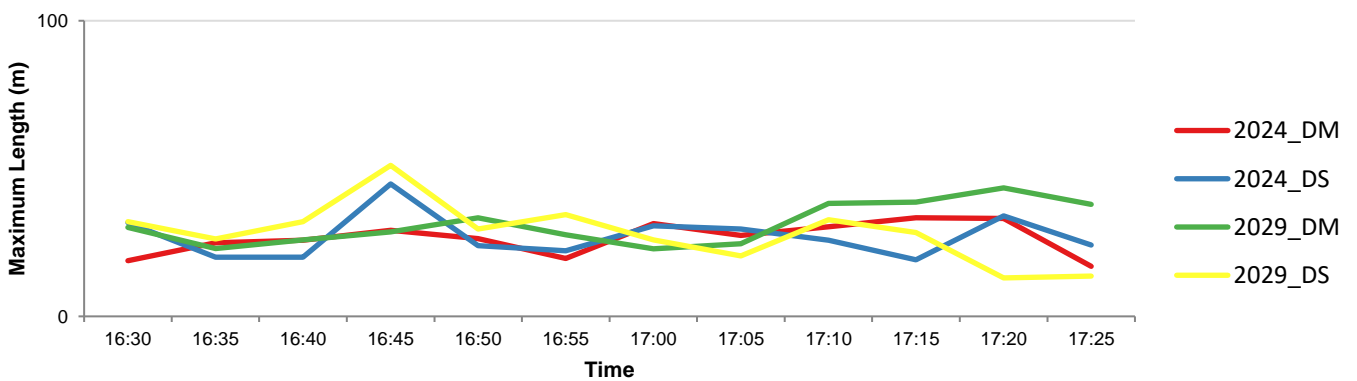
TECHNICAL NOTE

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7- A5083 Stanifield Ln (S)



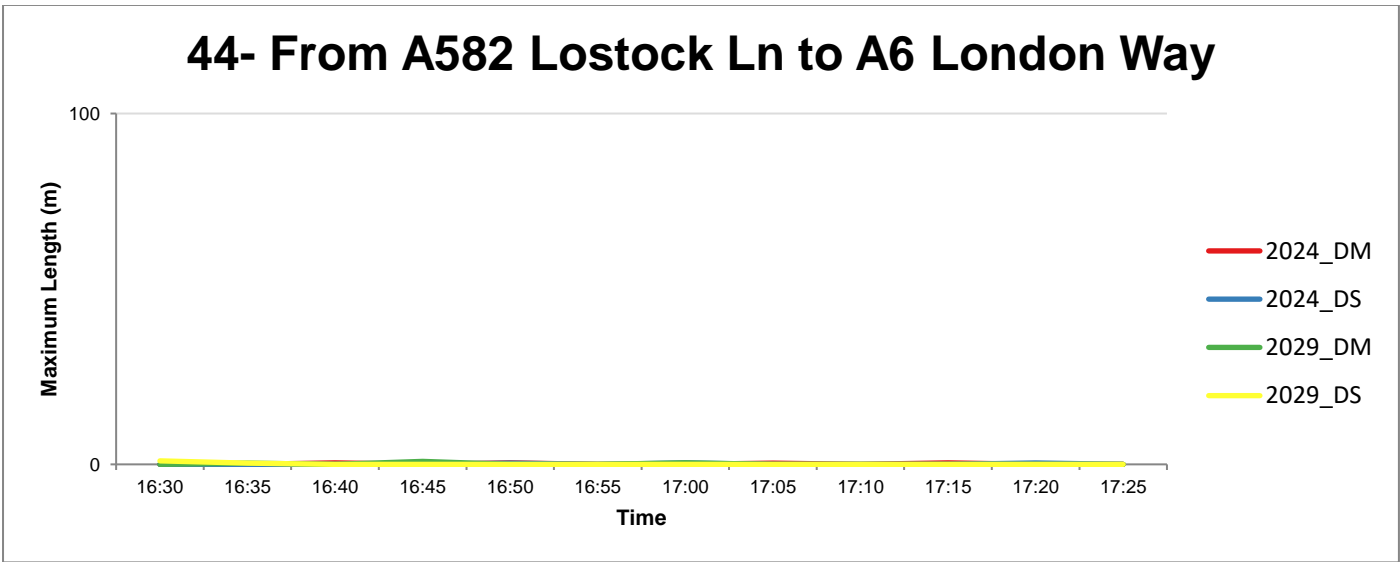
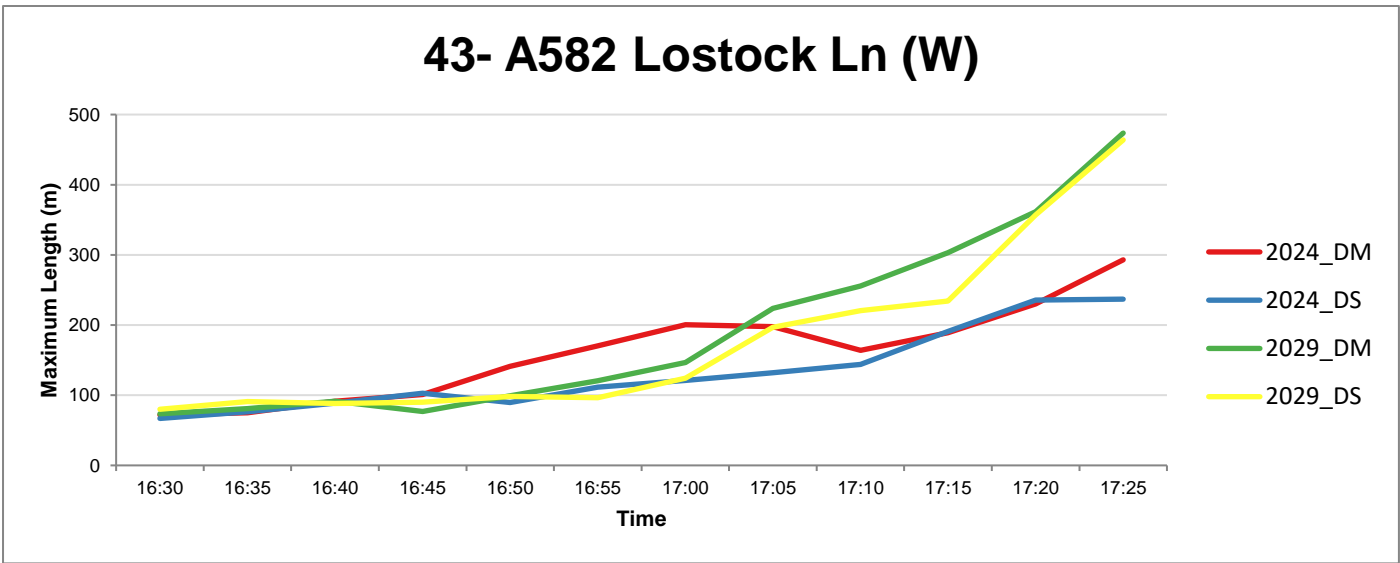
8- Left from A5083 Stanifield Ln to A582 Farington Rd





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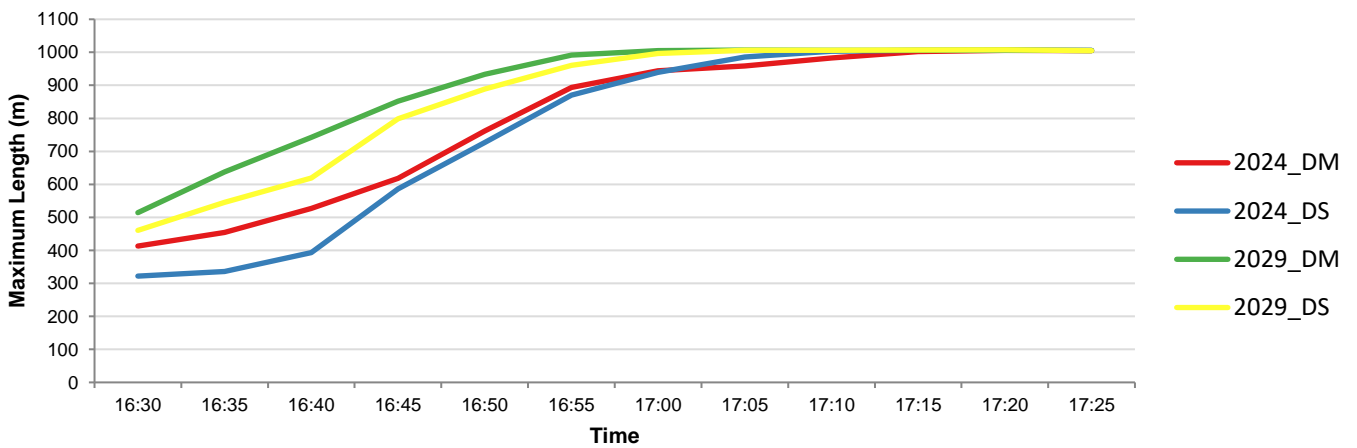




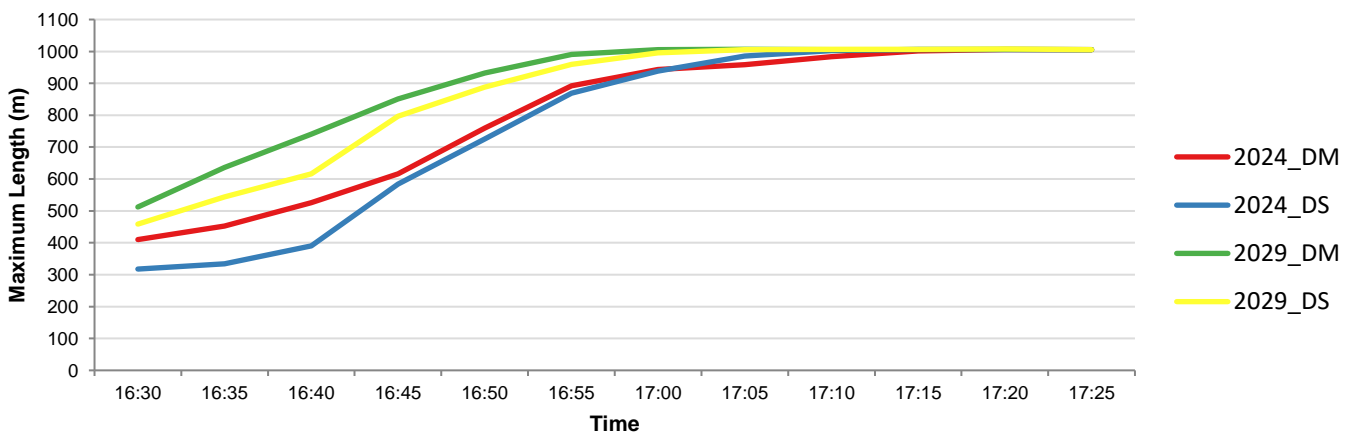
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45- A6 London Way (N)



46- Left from A6 London Way to A6 Lostock Ln

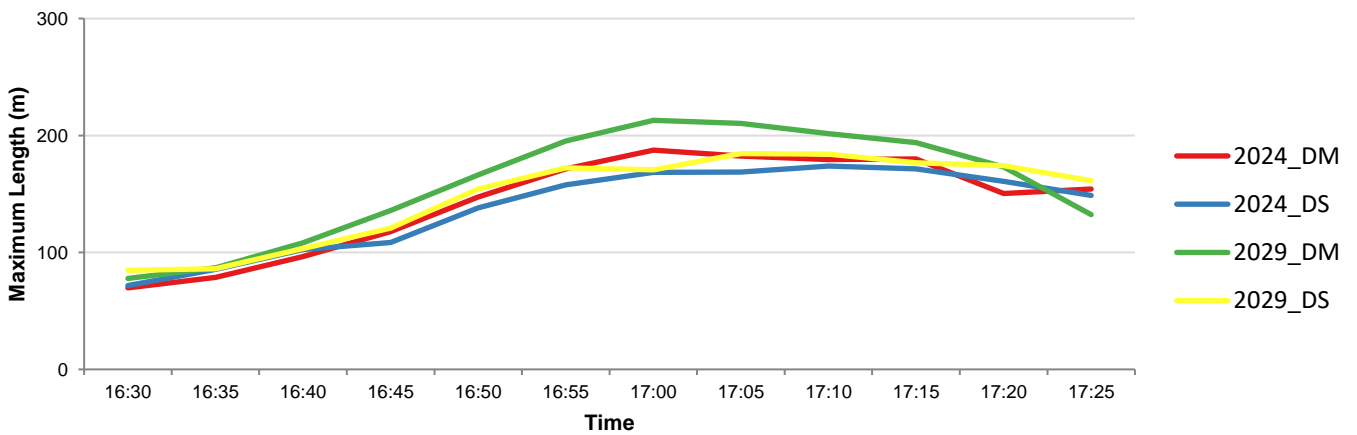




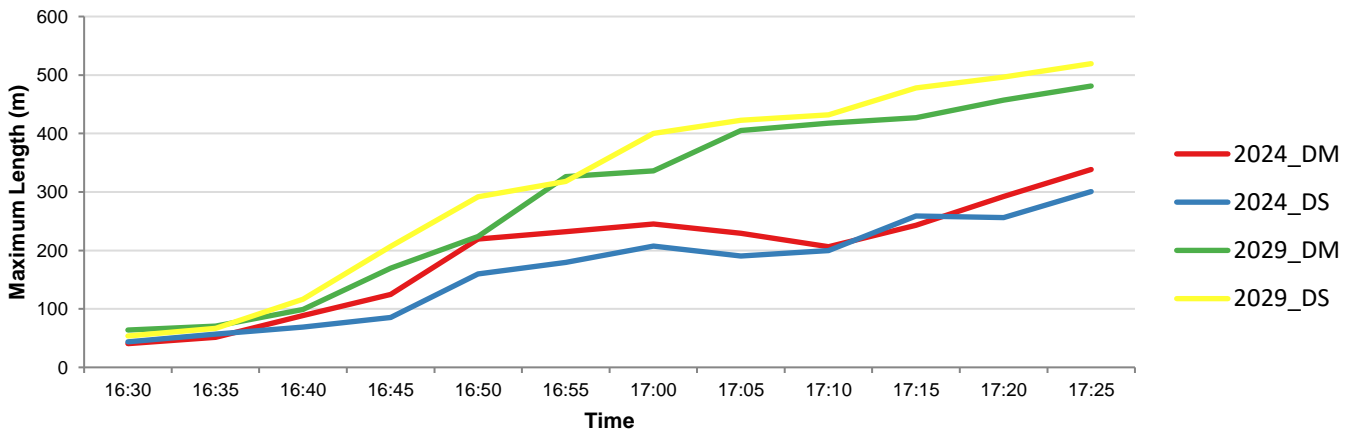
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47- A6 Lostock Ln (E)



48- M65 (S)

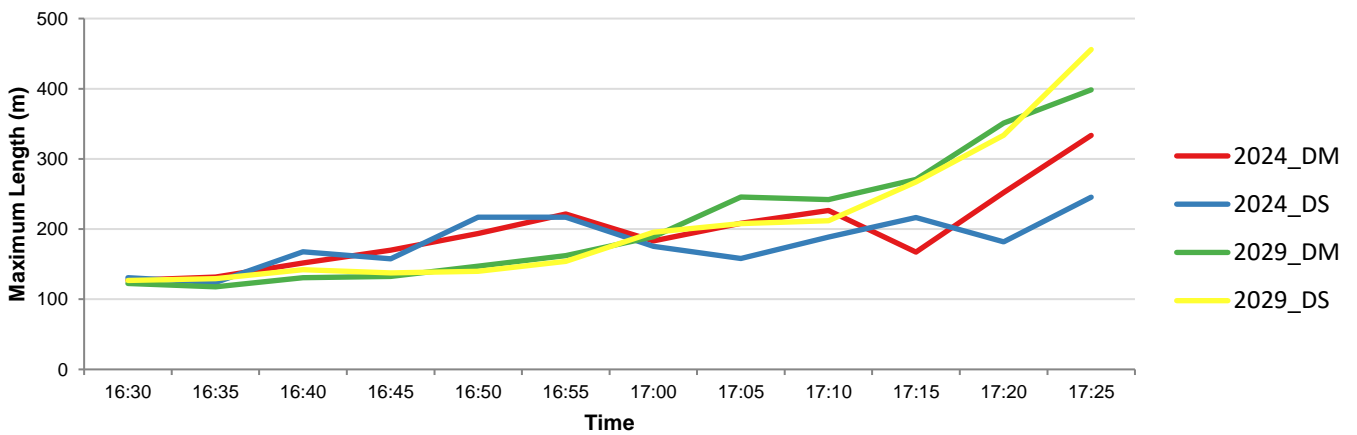




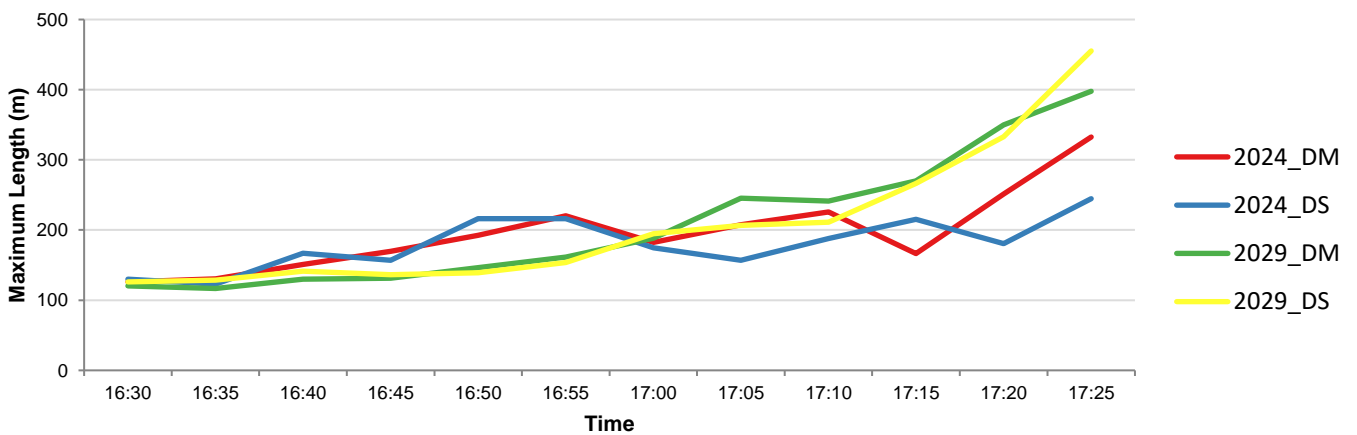
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9- A6 Lostock Ln (W)



10- Left from A6 Lostock Ln to Cuerden Way

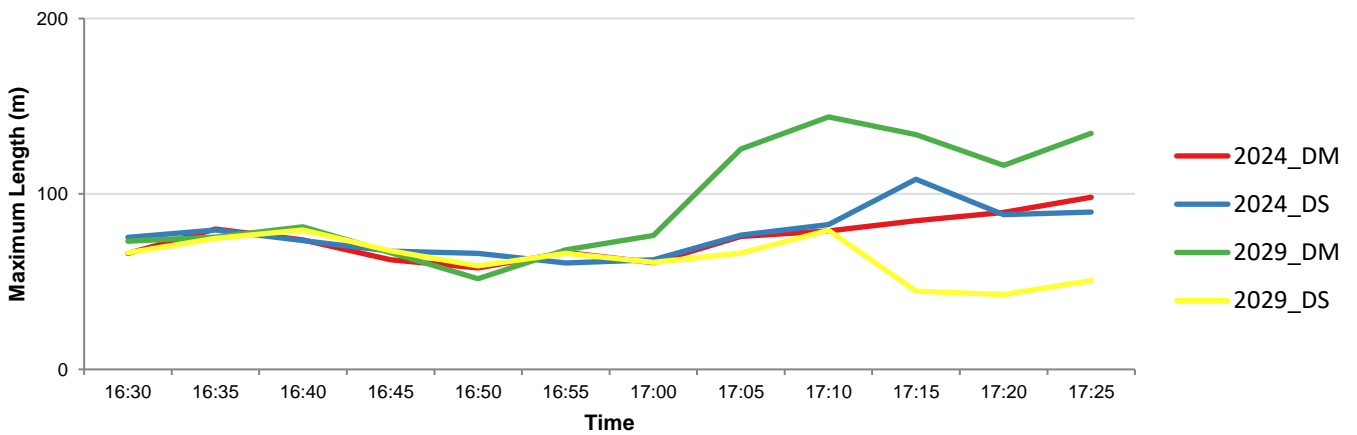




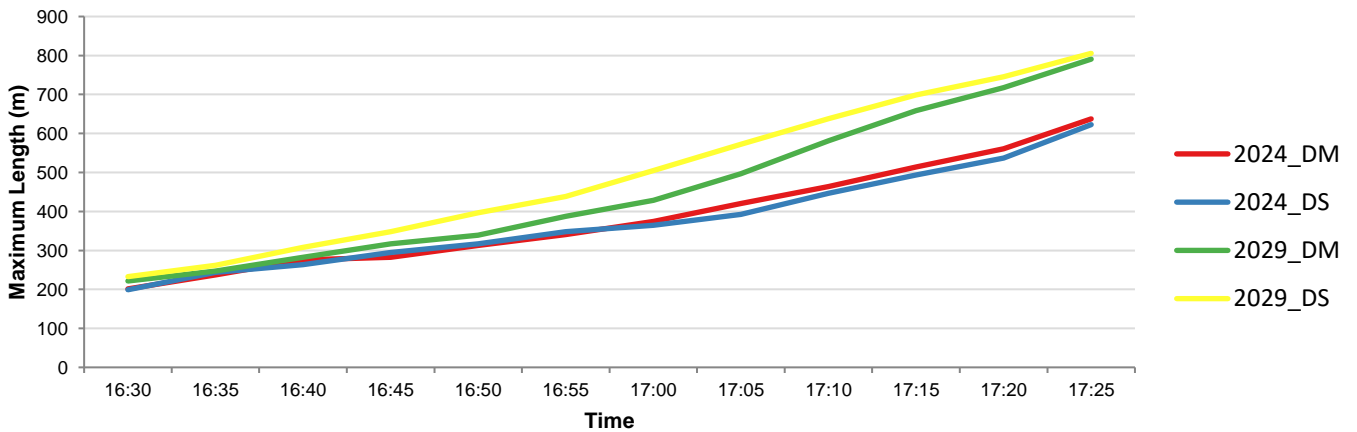
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11- A6 Lostock Ln (W)



12- Cuerden Way (N)

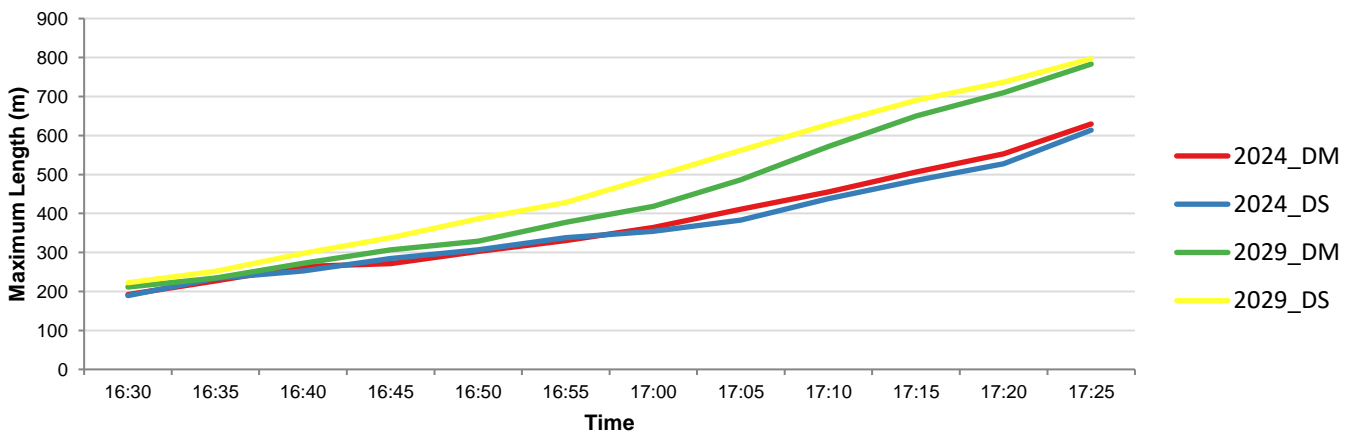




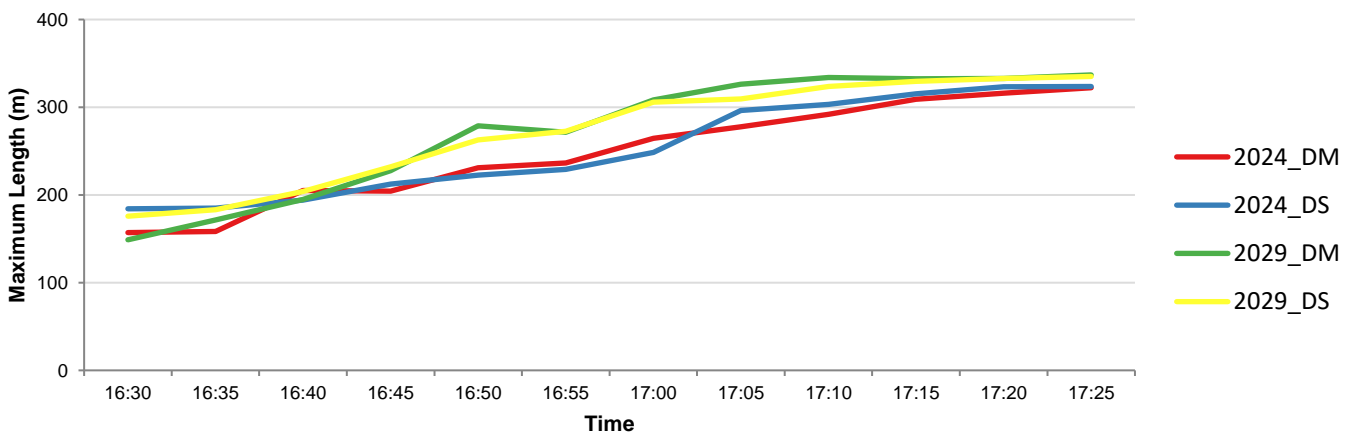
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13- Left from Cuerden Way to A6 Lostock Ln



14- A6 Lostock Ln(E)

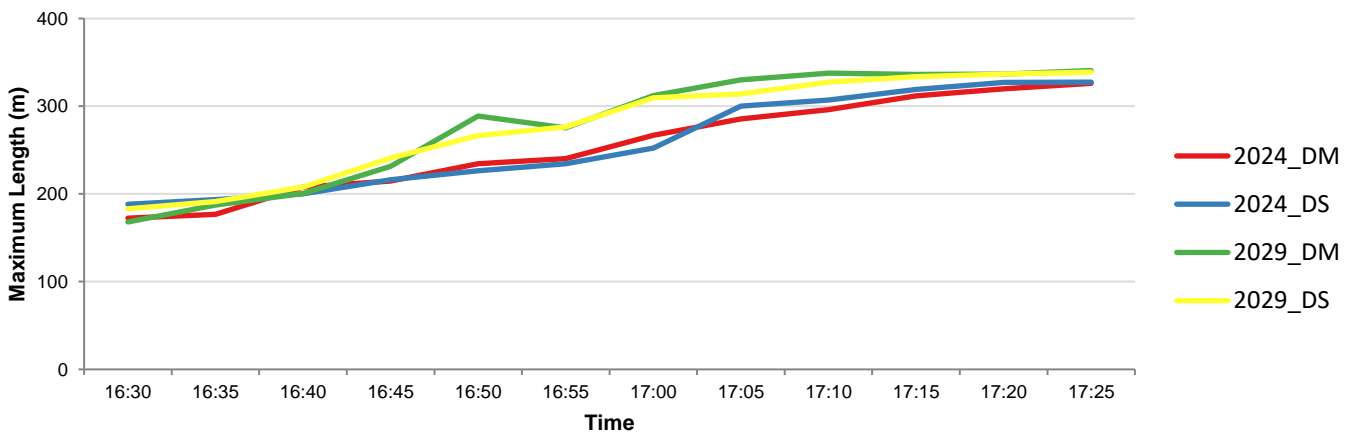




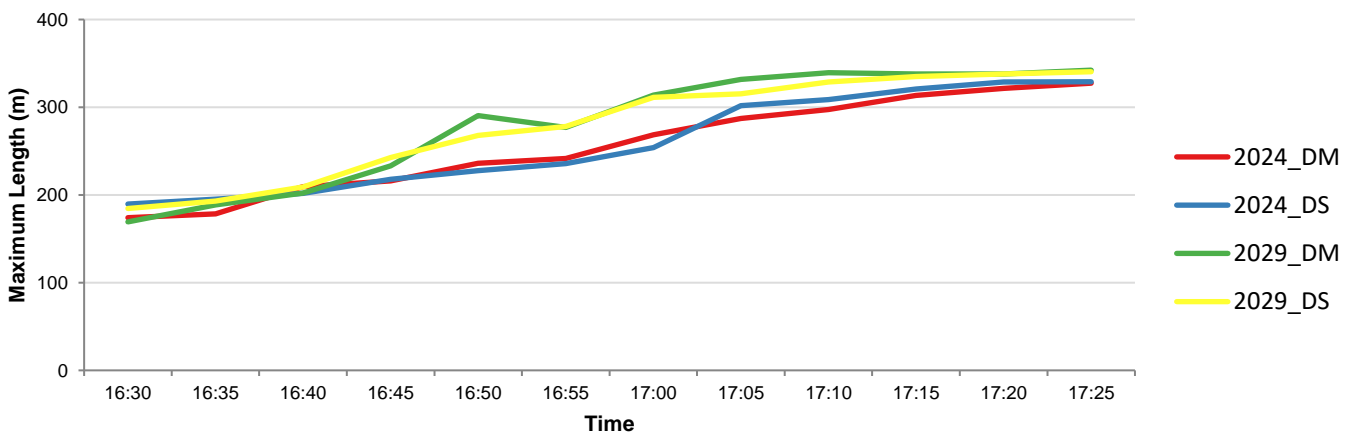
TECHNICAL NOTE

DATE:	08 December 2022	CONFIDENTIALITY:	Public
SUBJECT:	Farington Cricket VISSIM Assessment Note		
PROJECT:	70082141	AUTHOR:	Raviteja Talluri
CHECKED:	Pallavit Saraf	APPROVED:	HB

15- A6 Lostock Ln(E)



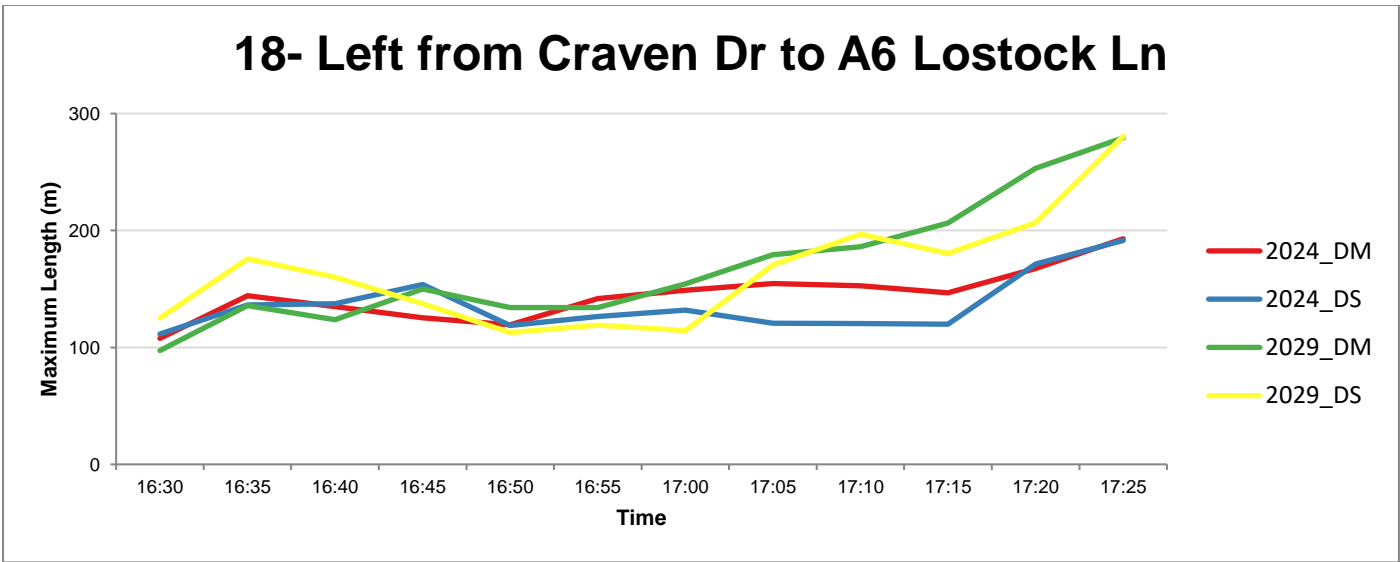
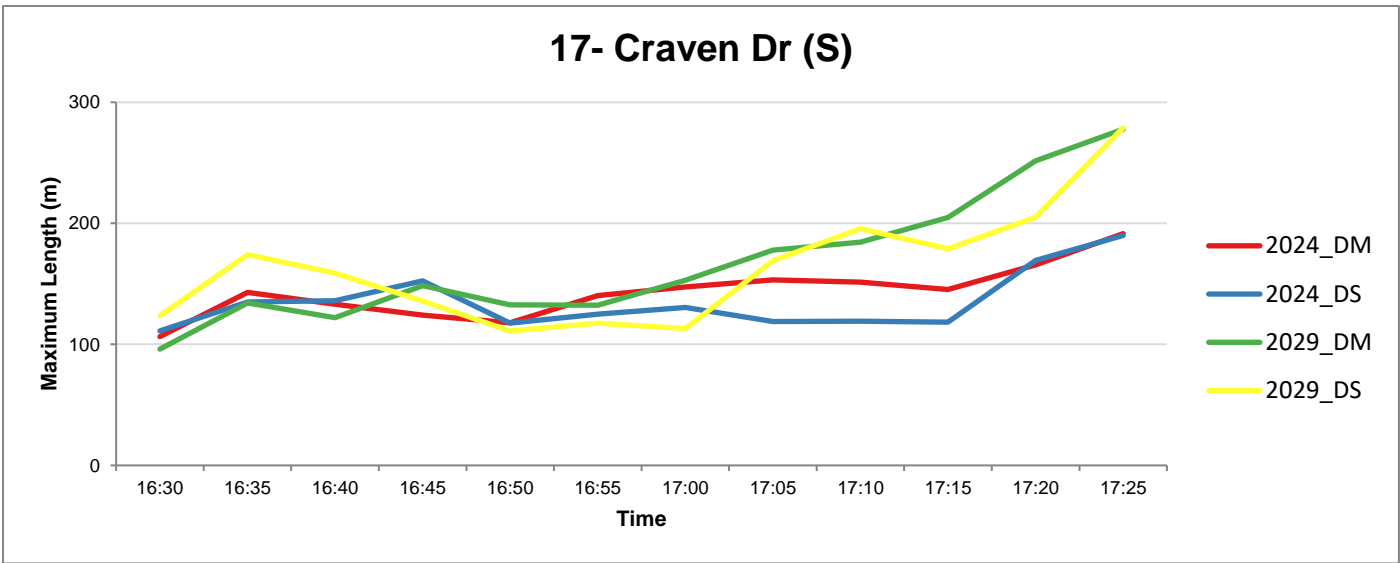
16- Left from A6 Lostock Ln to Craven Dr





TECHNICAL NOTE

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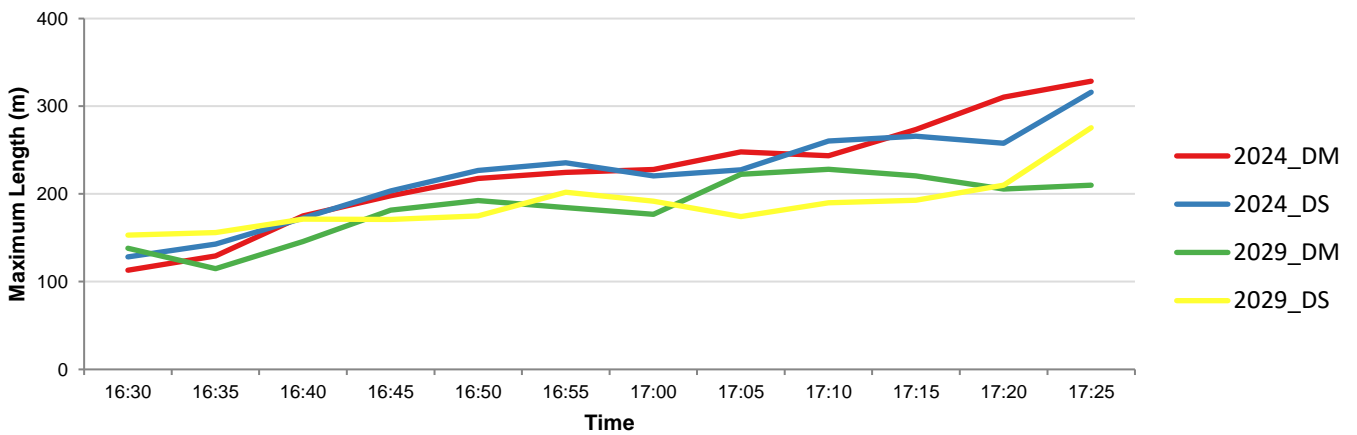




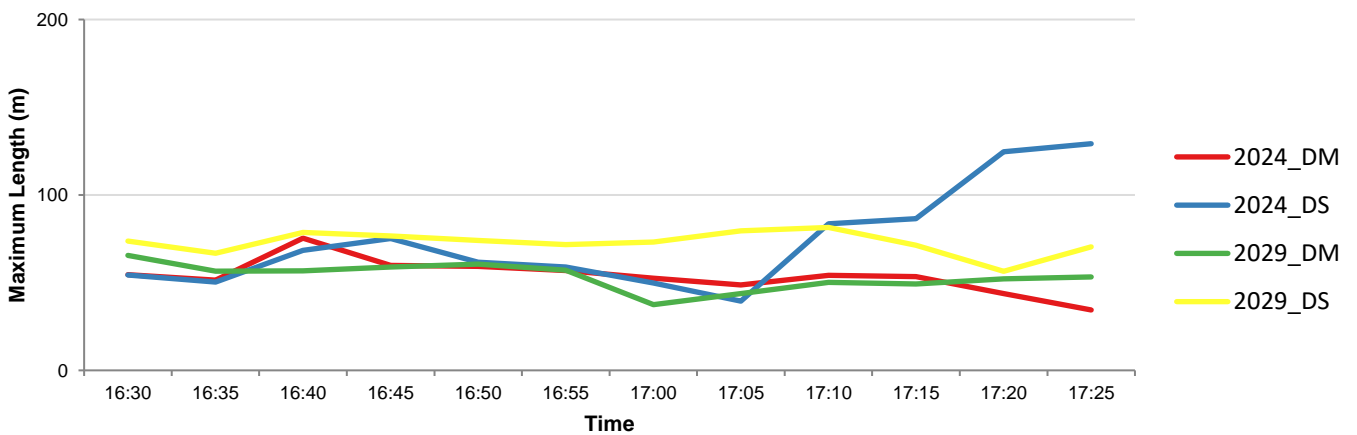
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

19- A6 Lostock Ln (W)



20- Left from A6 Lostock Ln to B6258 Station Rd

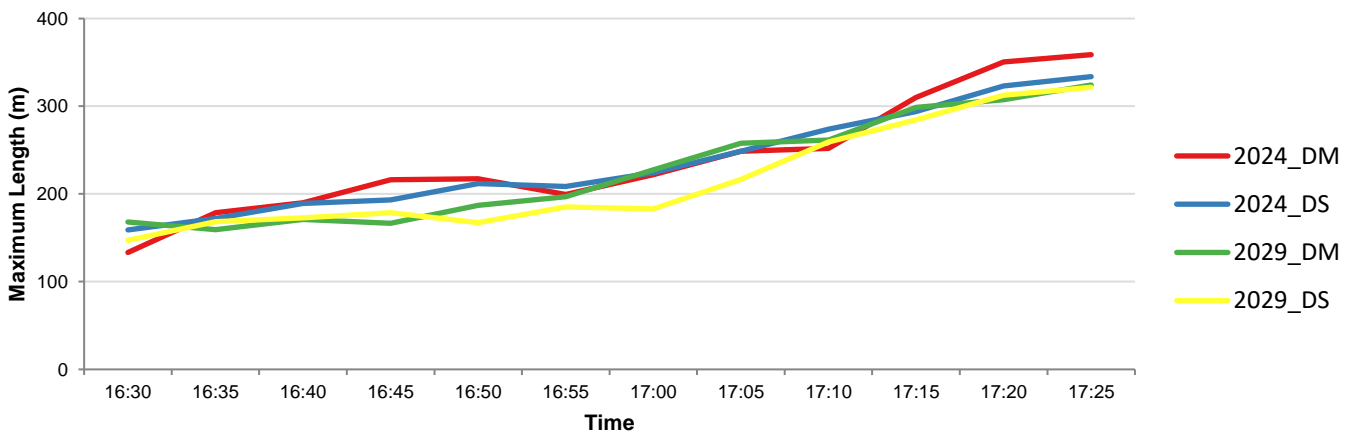




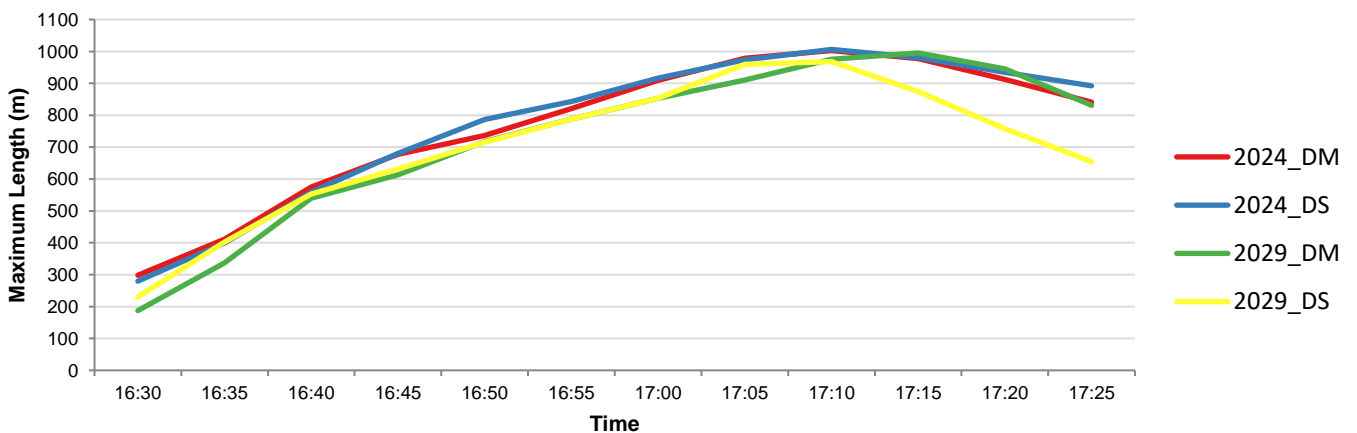
TECHNICAL NOTE

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PROJECT:	70082141	AUTHOR:	Raviteja Talluri
CHECKED:	Pallavit Saraf	APPROVED:	HB

21- A6 Lostock Ln (W)



22- B6258 Station Rd (SB)

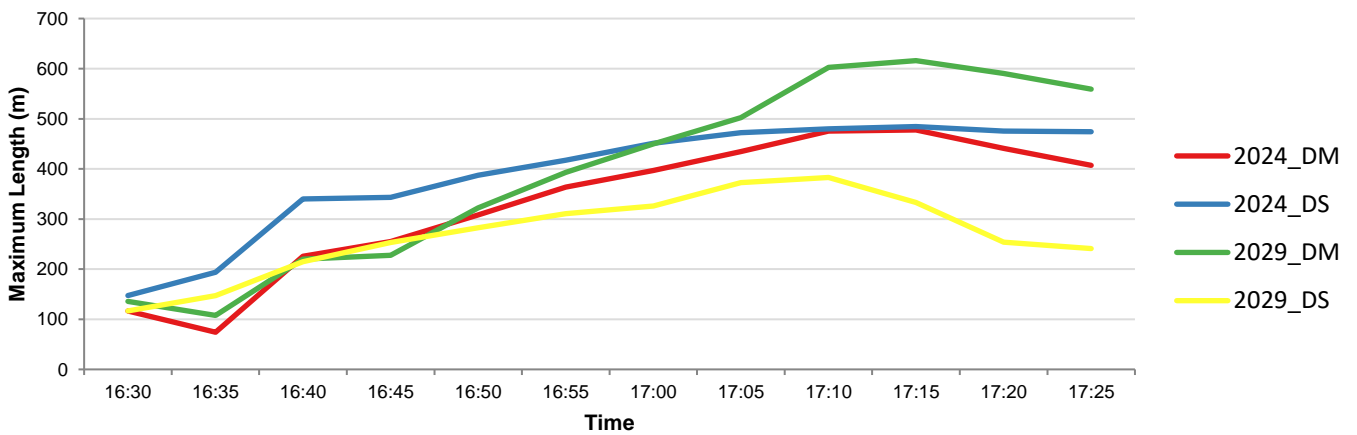




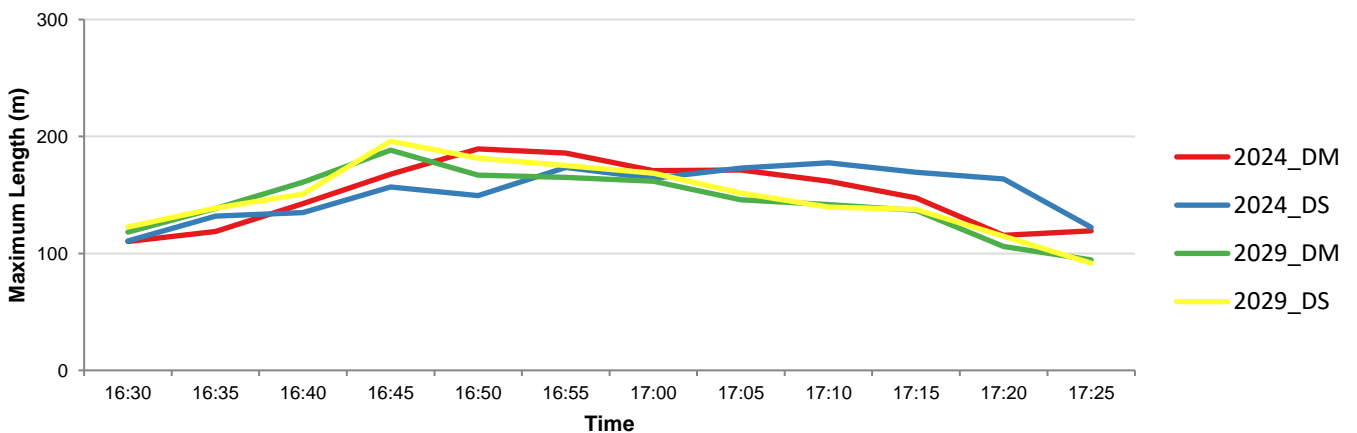
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

23- Left from B6258 Station Rd to A6 Lostock Ln



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

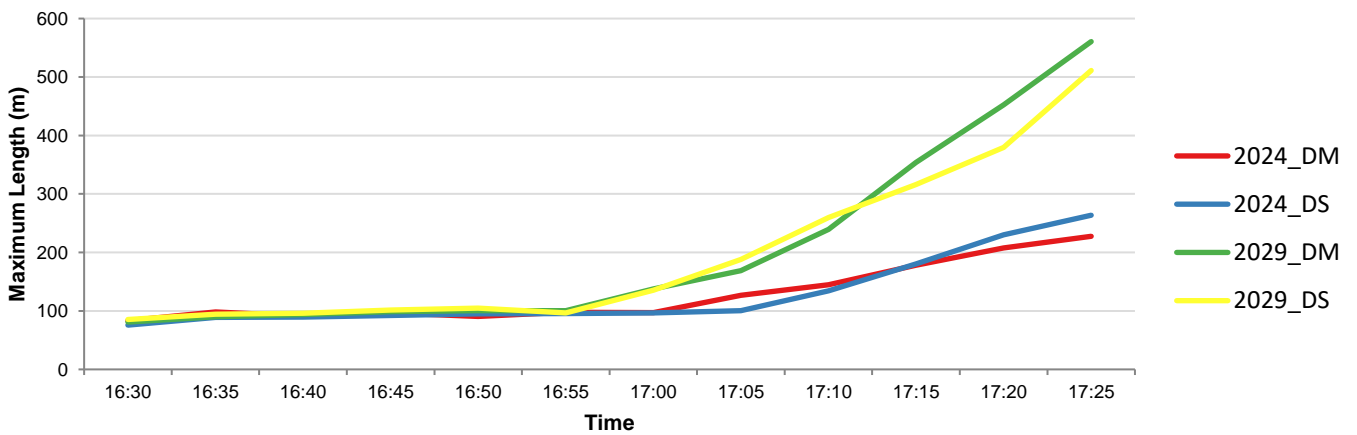




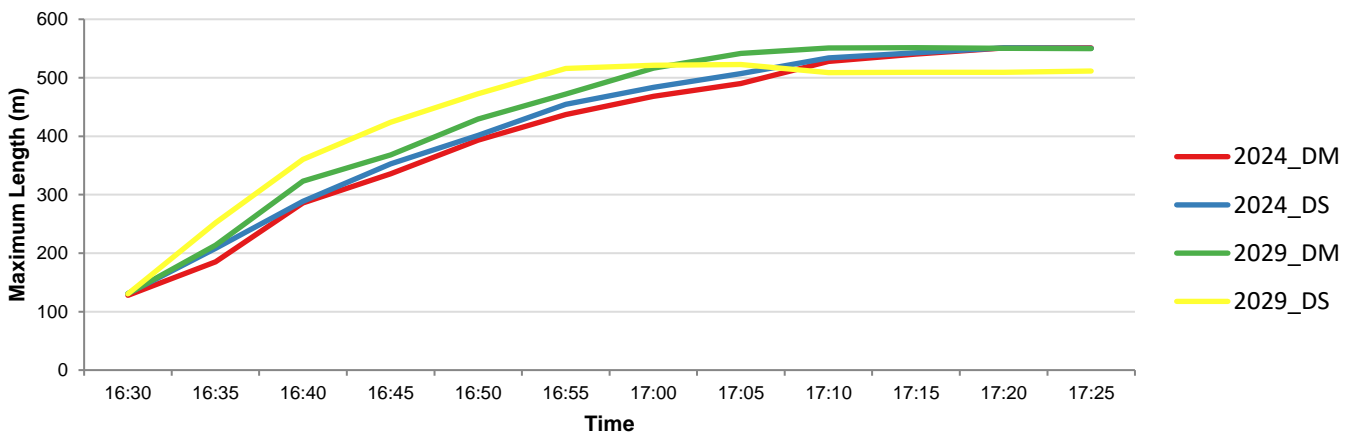
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

25- A6 Lostock Ln(E) (lane1)



26- Wigan Rd (S)

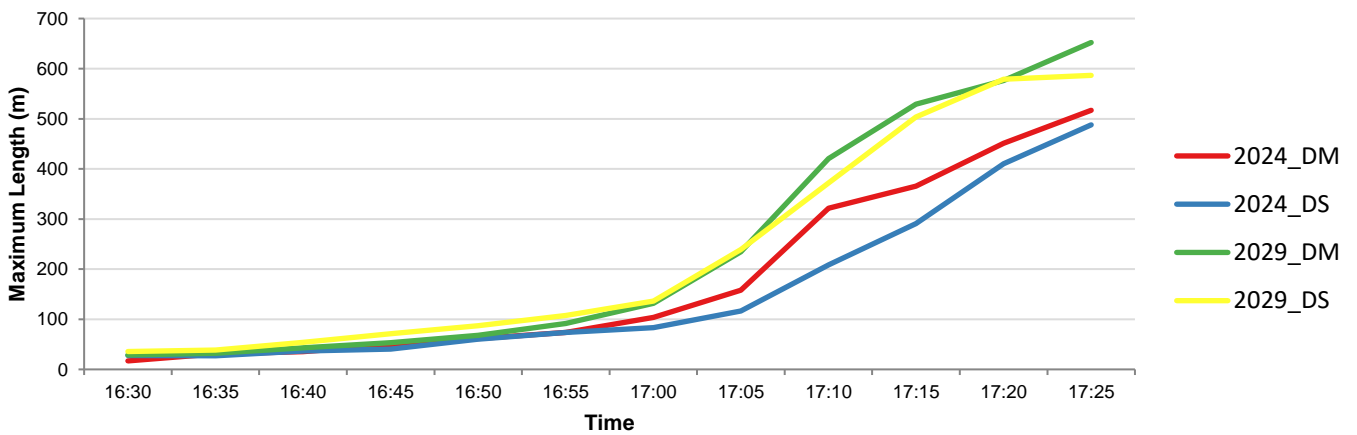




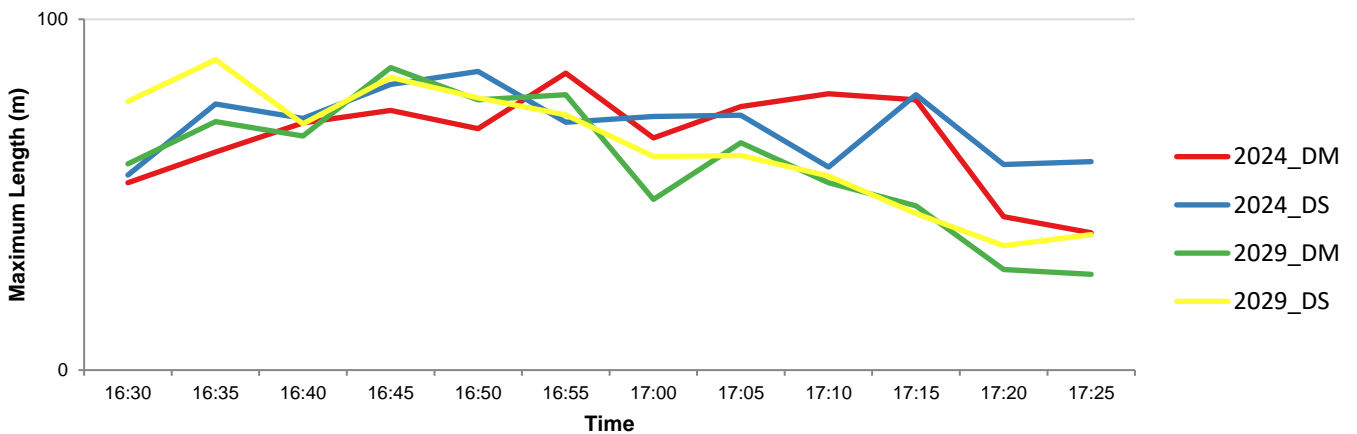
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CHECKED:	Pallavit Saraf	APPROVED:	HB

57- Old Lostock Lane to A6



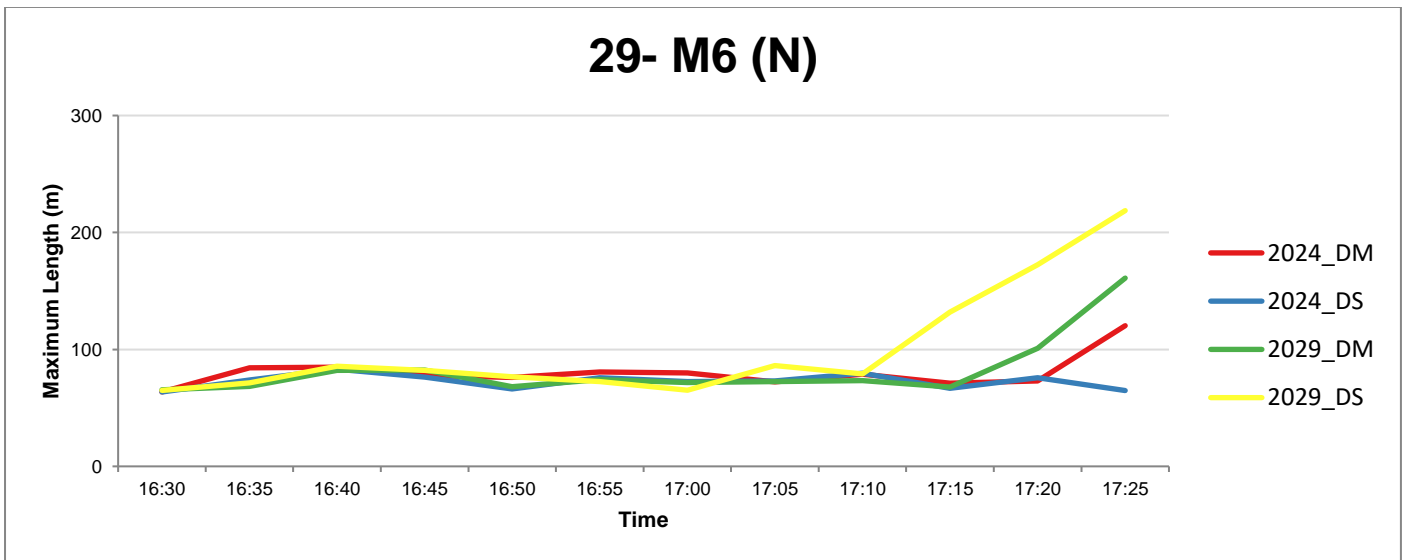
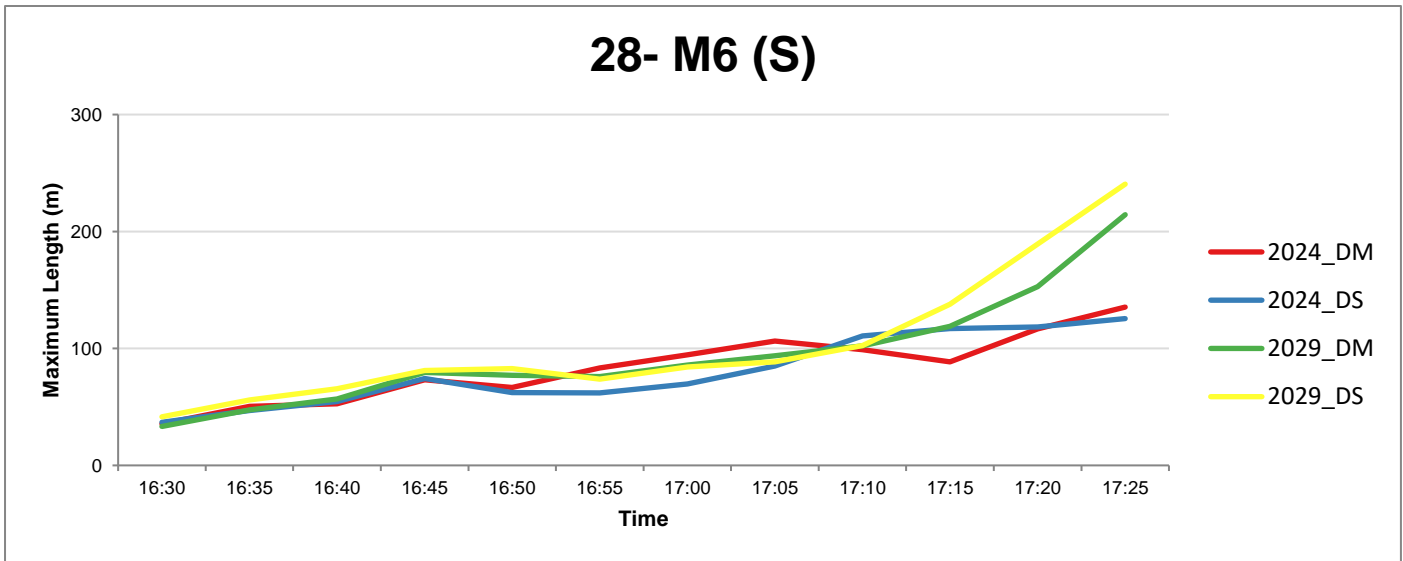
27- A6 Lostock Ln (W)





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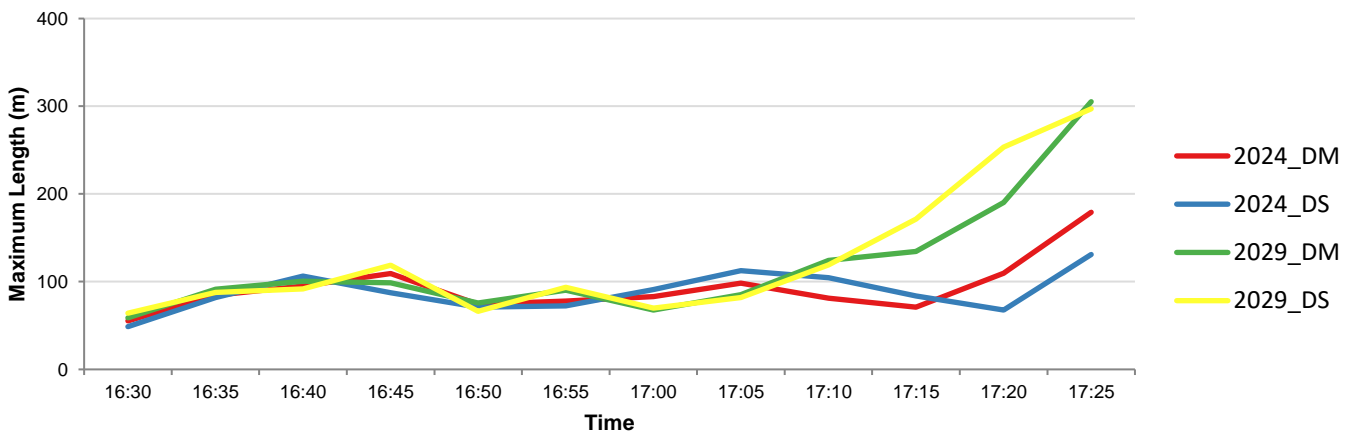




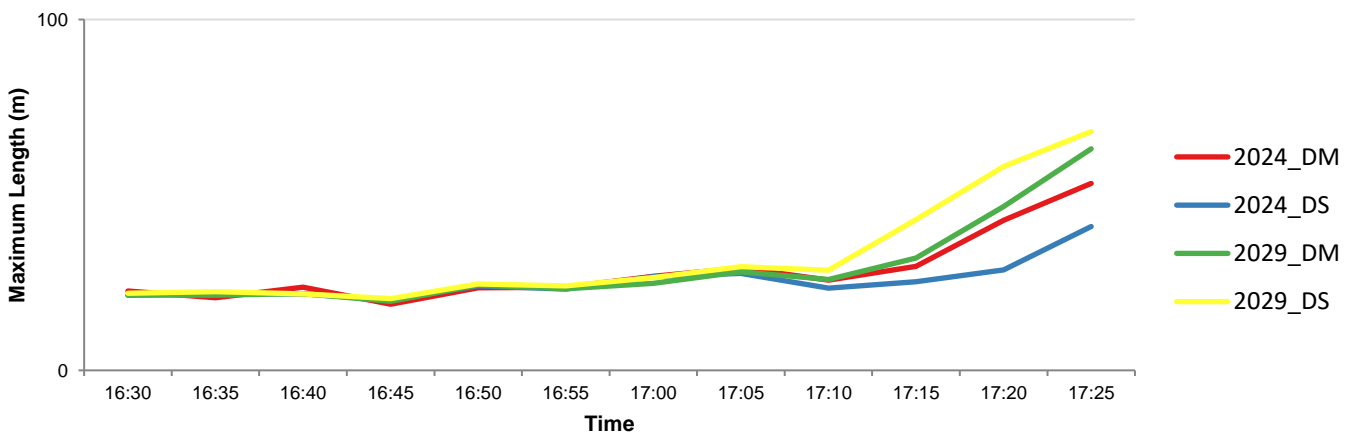
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CHECKED:	Pallavit Saraf	APPROVED:	HB

30- Church Rd (E)



53- A5083 Lydiate Ln (W)

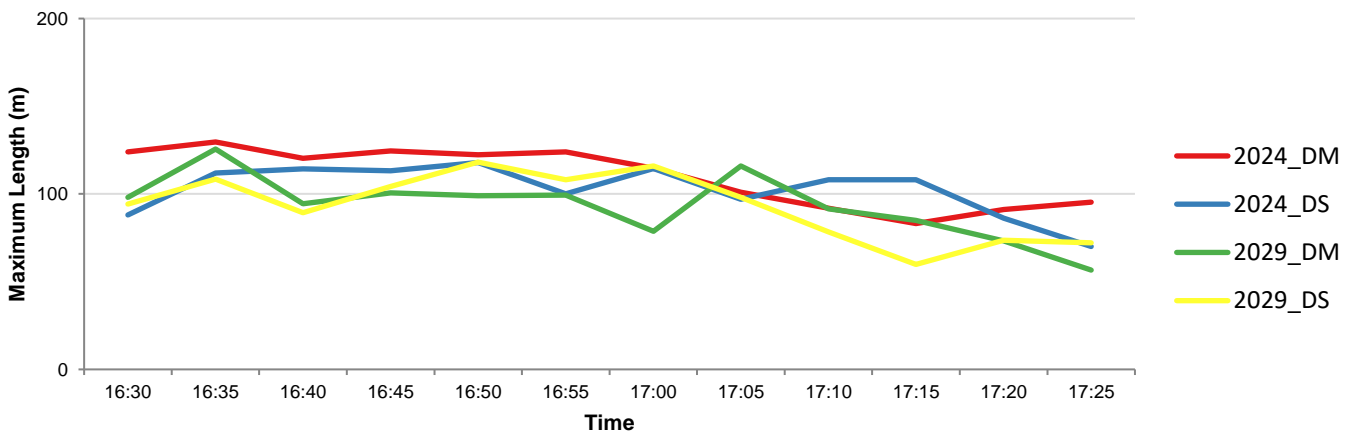




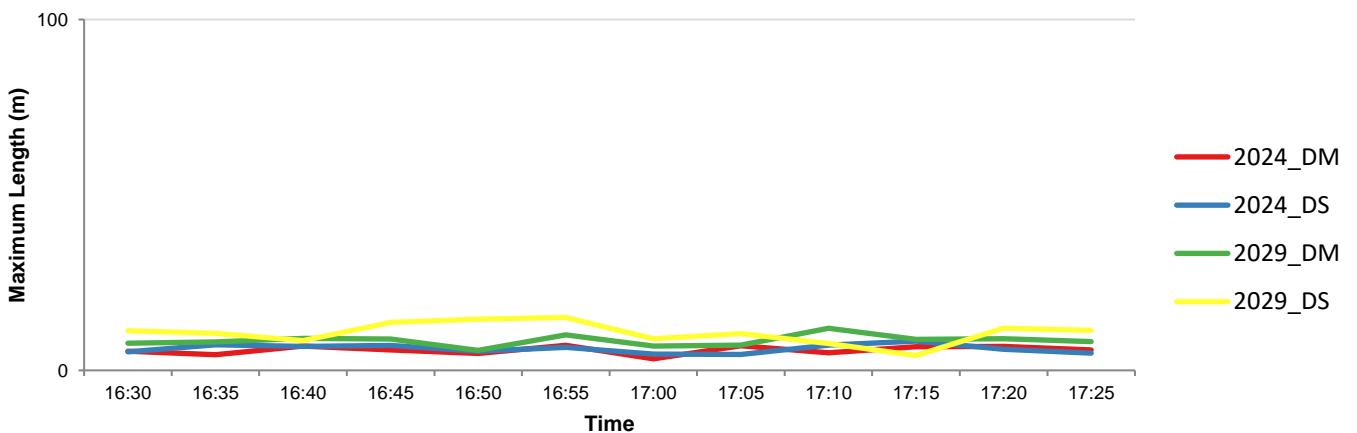
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

54- A49 Wigan Rd (N)



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

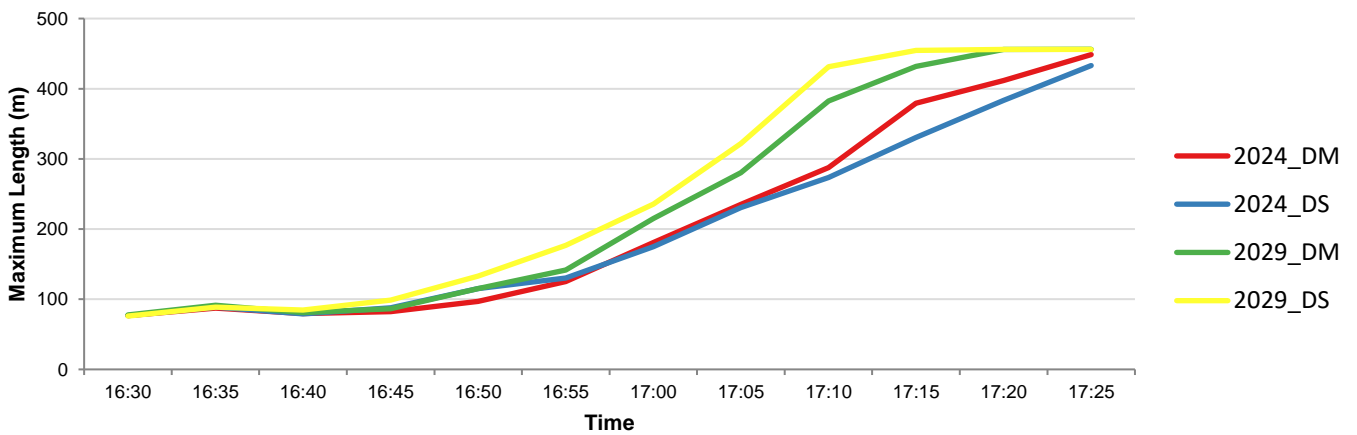




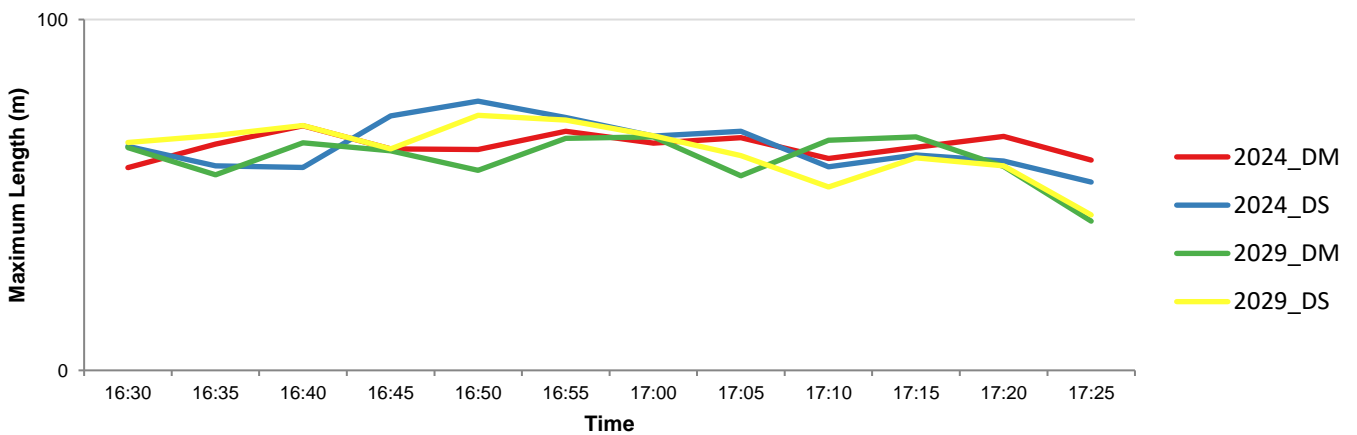
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

56- A49 Wigan Rd (S)



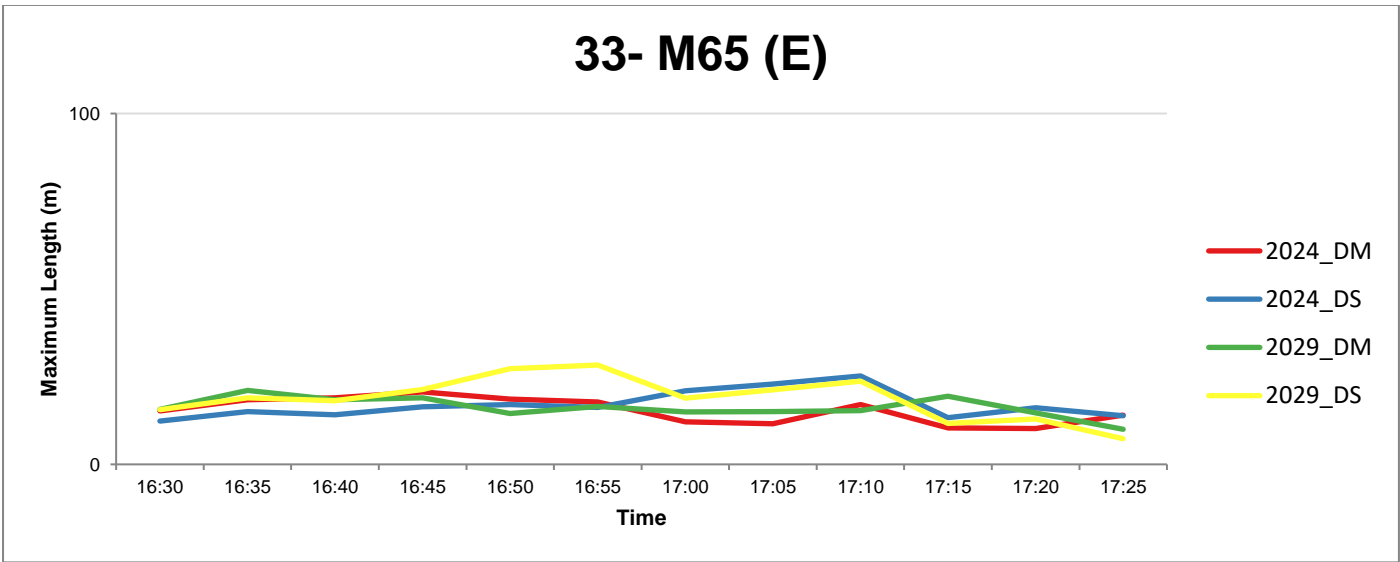
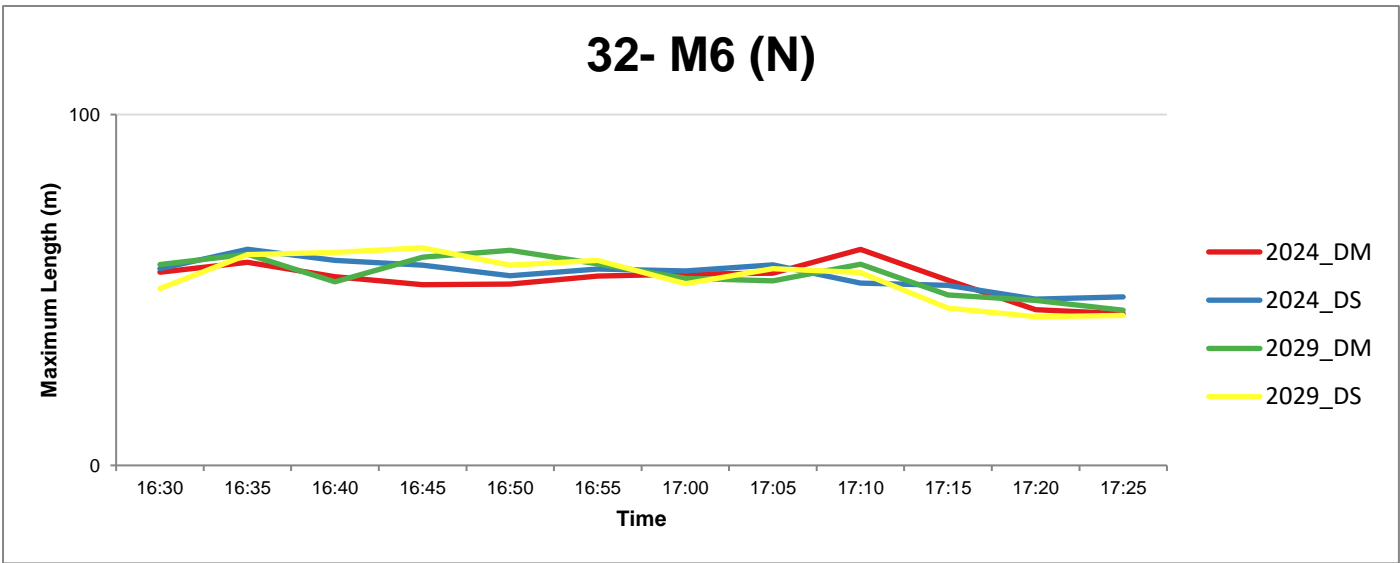
31- M65 (W)





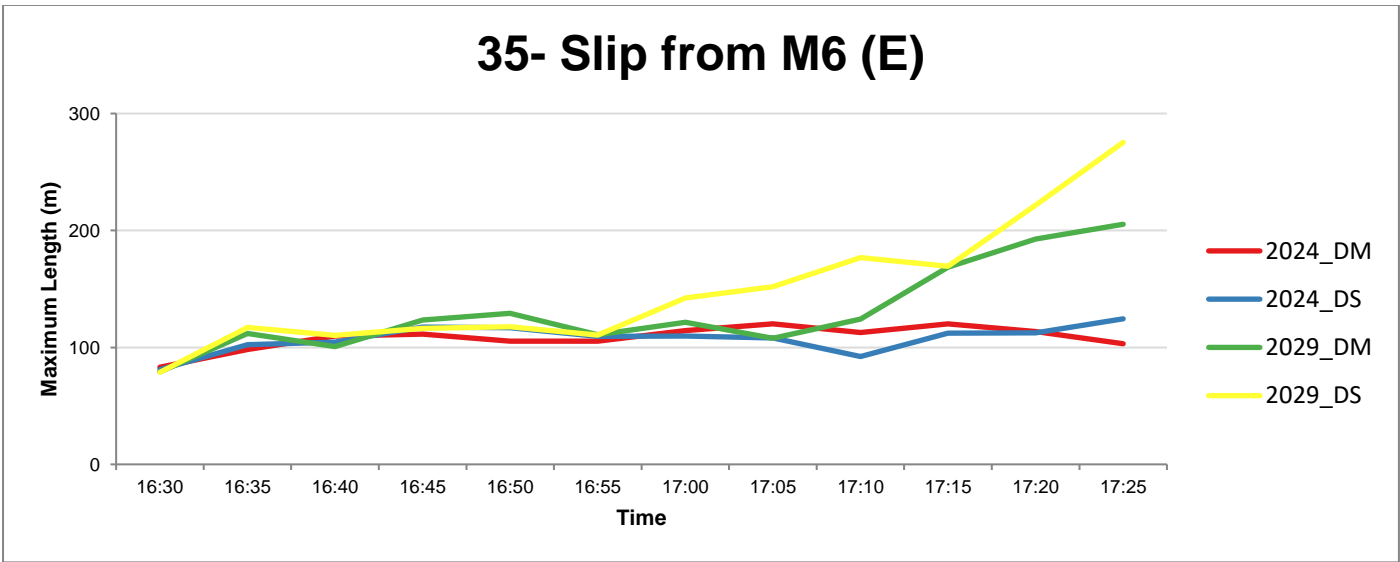
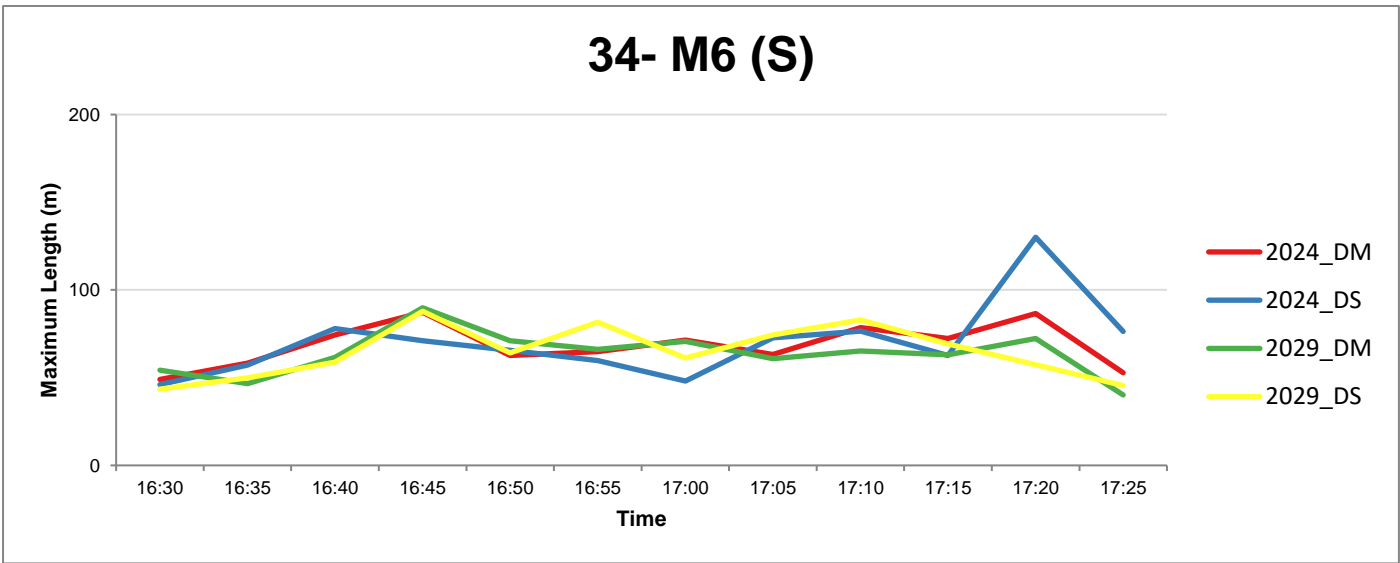
TECHNICAL NOTE

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TECHNICAL NOTE

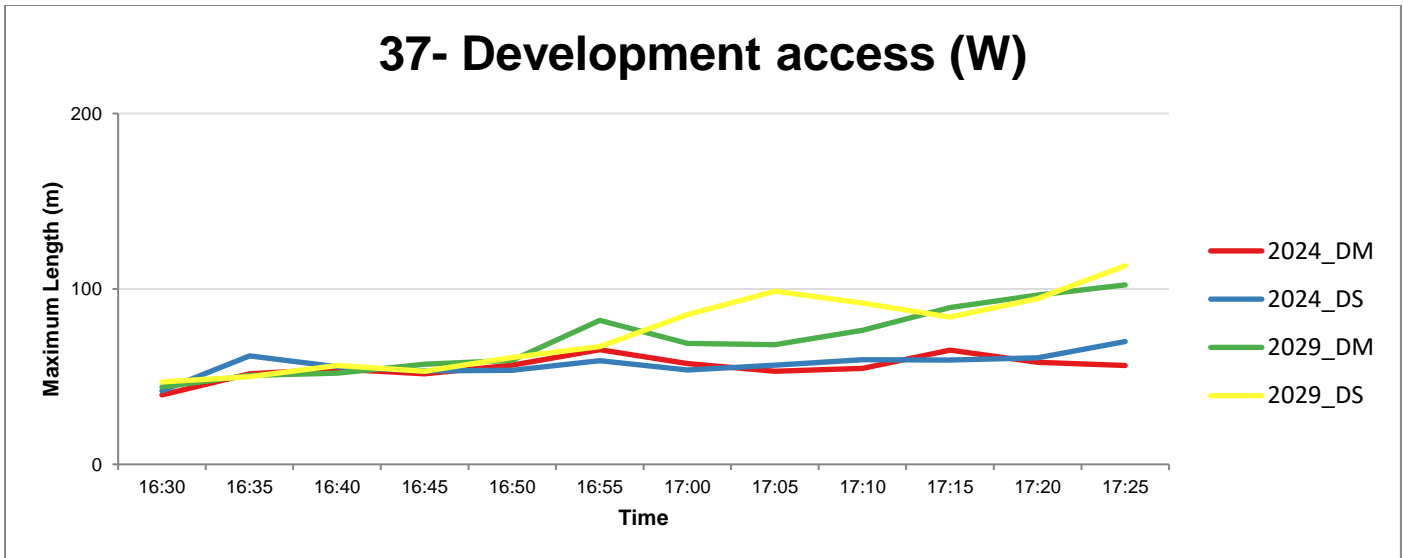
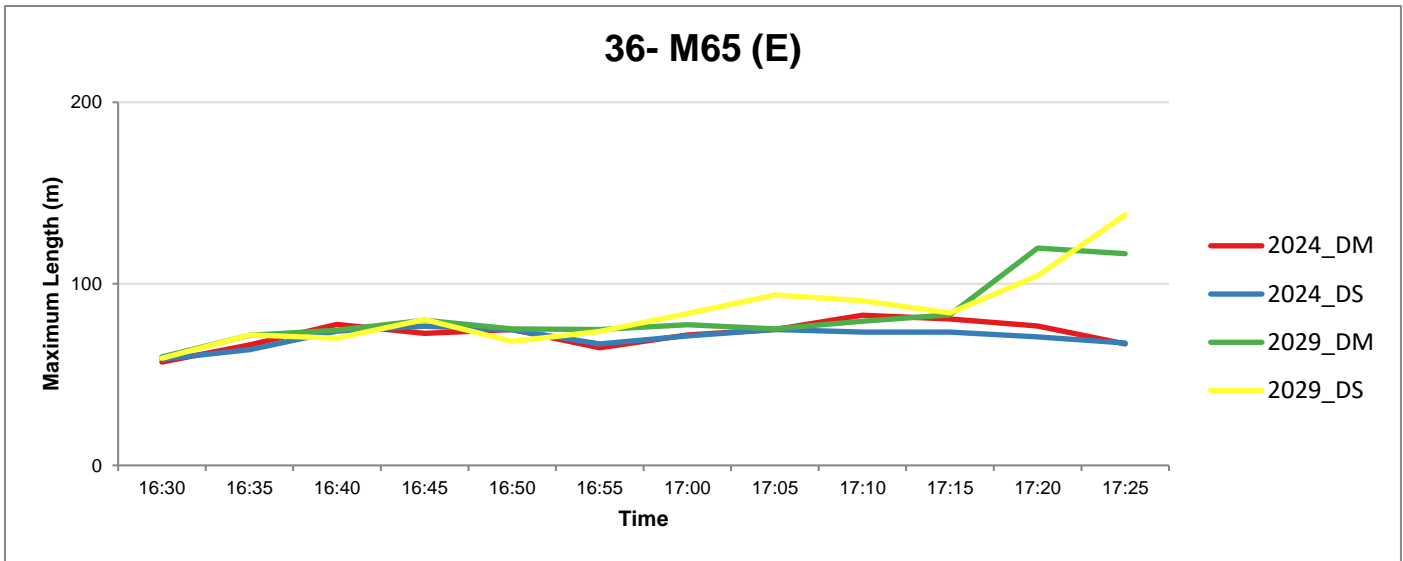
DATE:	08 December 2022	CONFIDENTIALITY:	Public
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CHECKED:	Pallavit Saraf	APPROVED:	HB





TECHNICAL NOTE

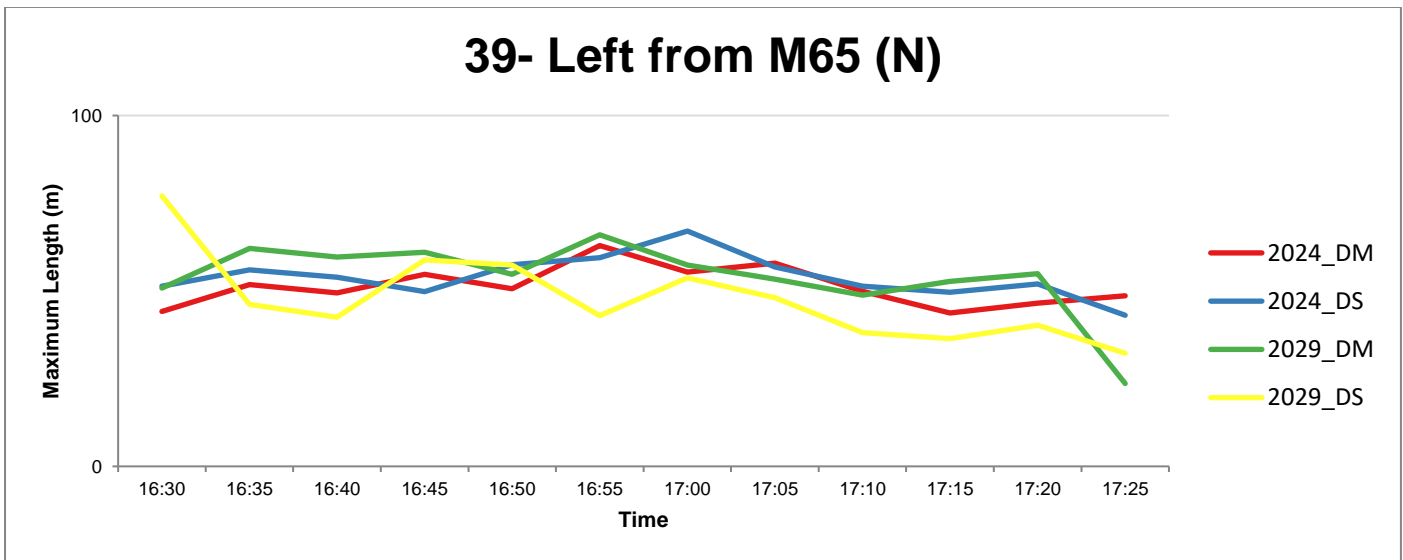
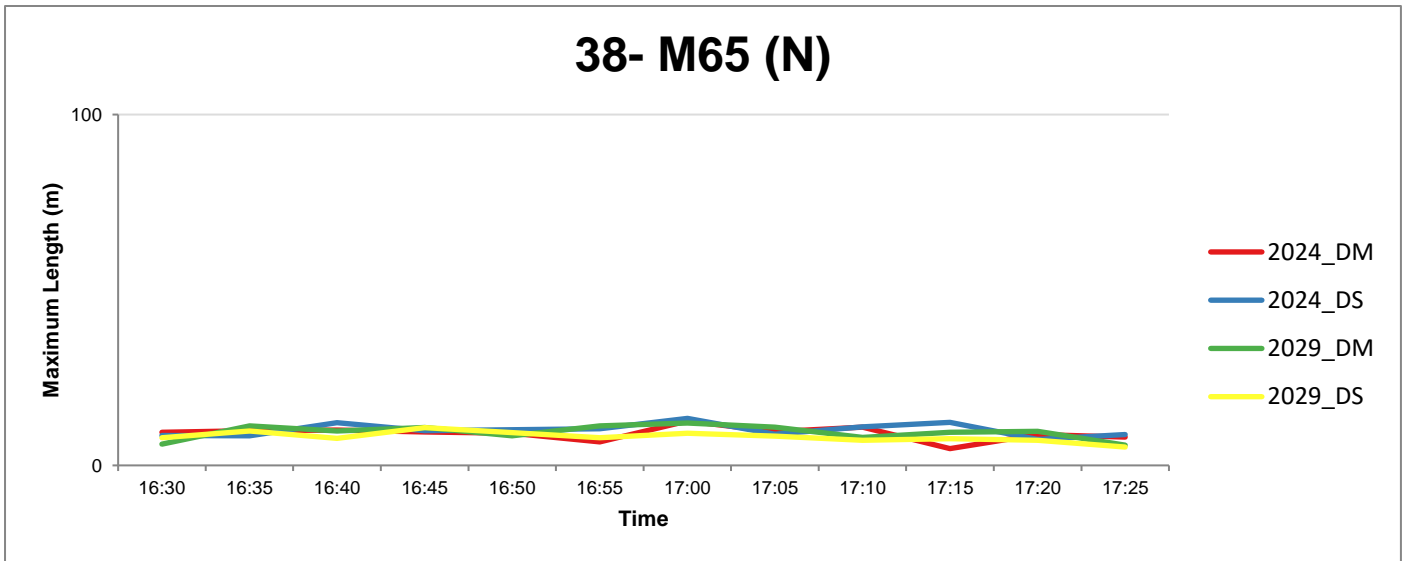
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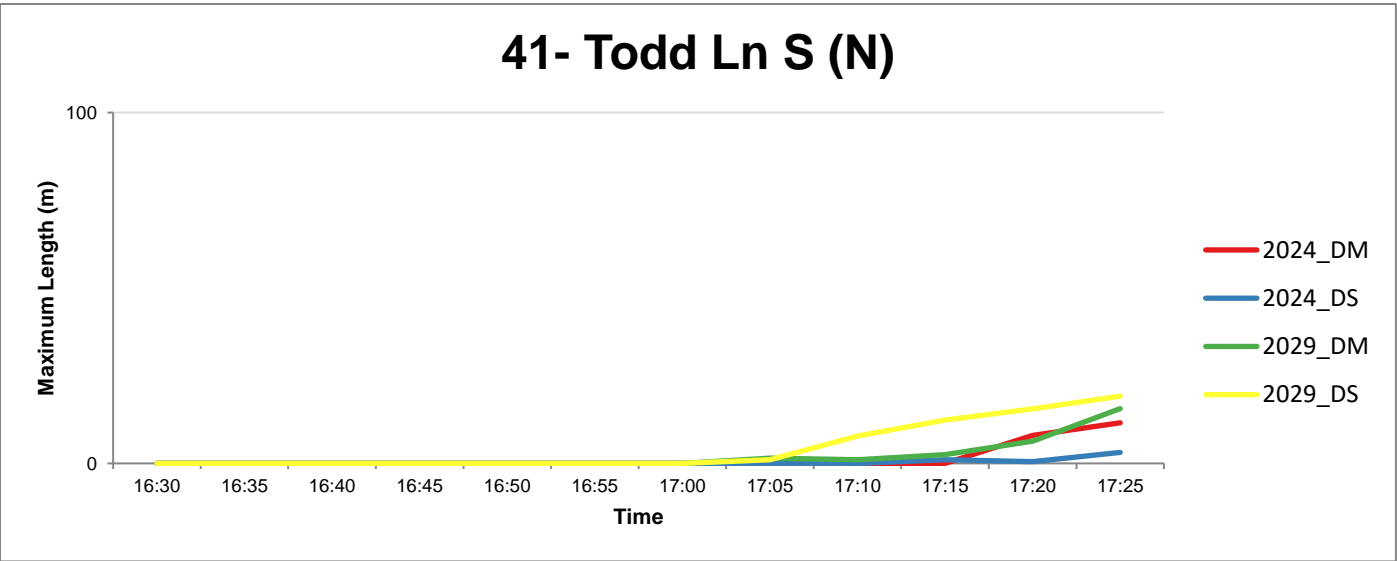




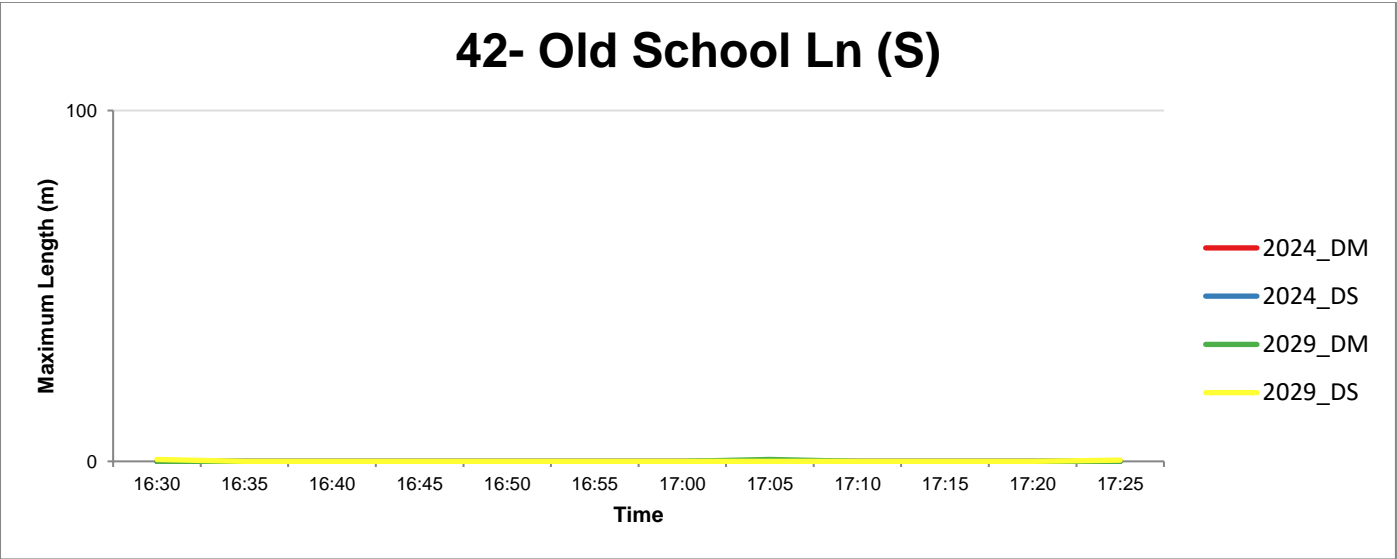
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CHECKED:	Pallavit Saraf	APPROVED:	HB

41- Todd Ln S (N)



42- Old School Ln (S)

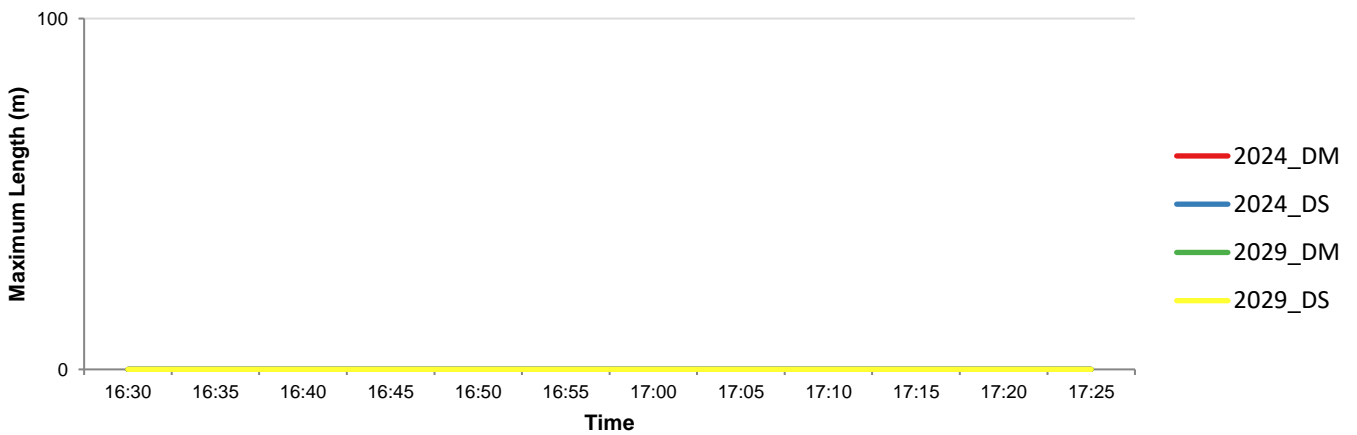




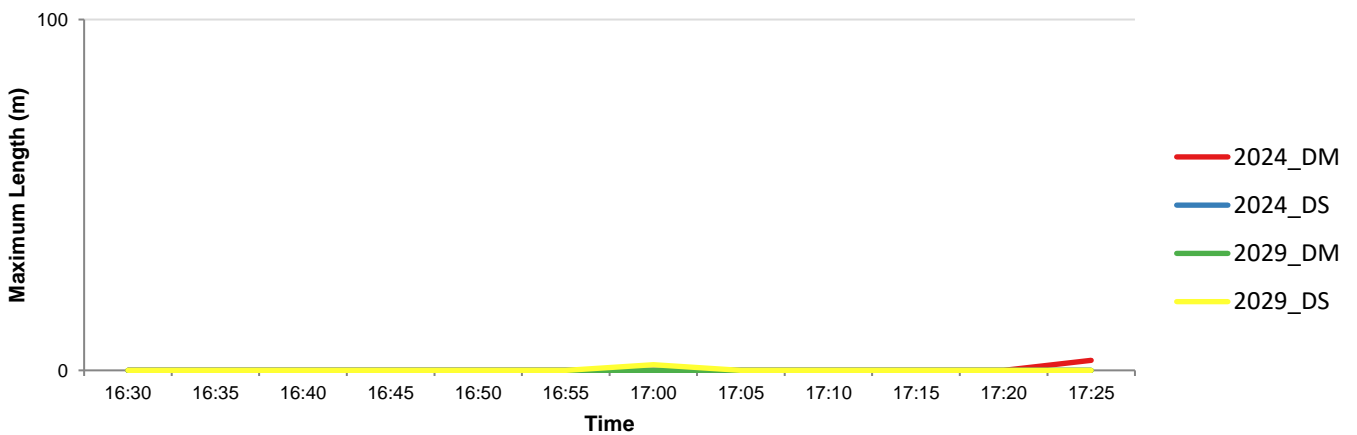
TECHNICAL NOTE

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40- Rdbt 1 North arm



49- Rdbt 1 East arm

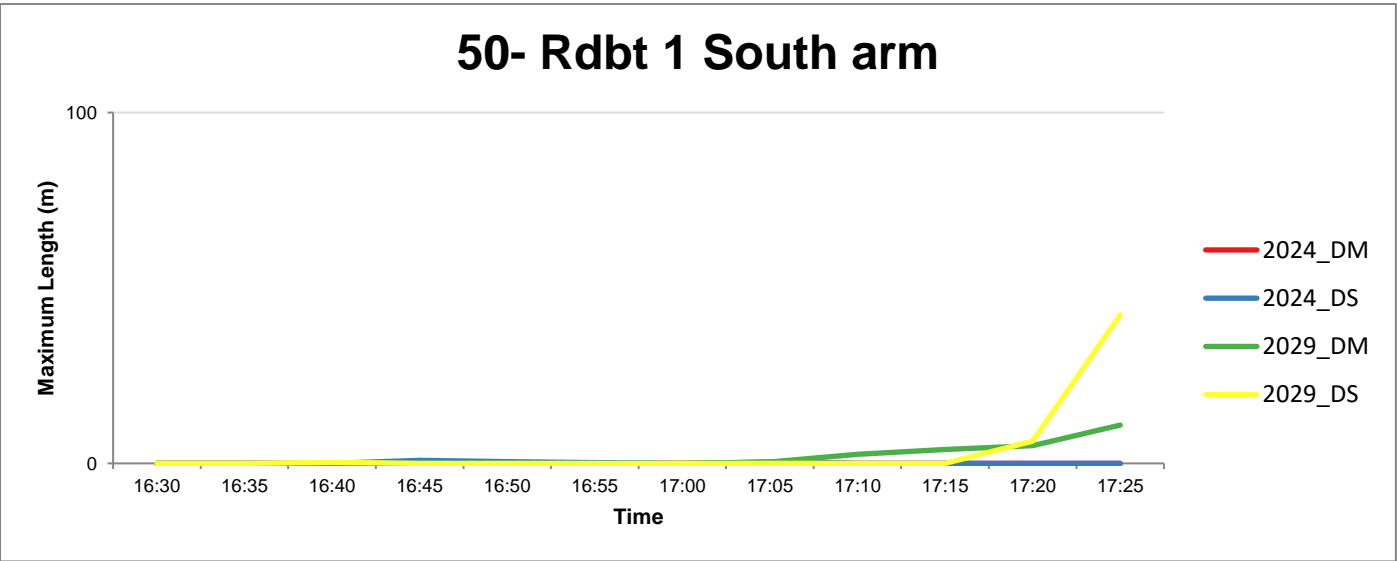




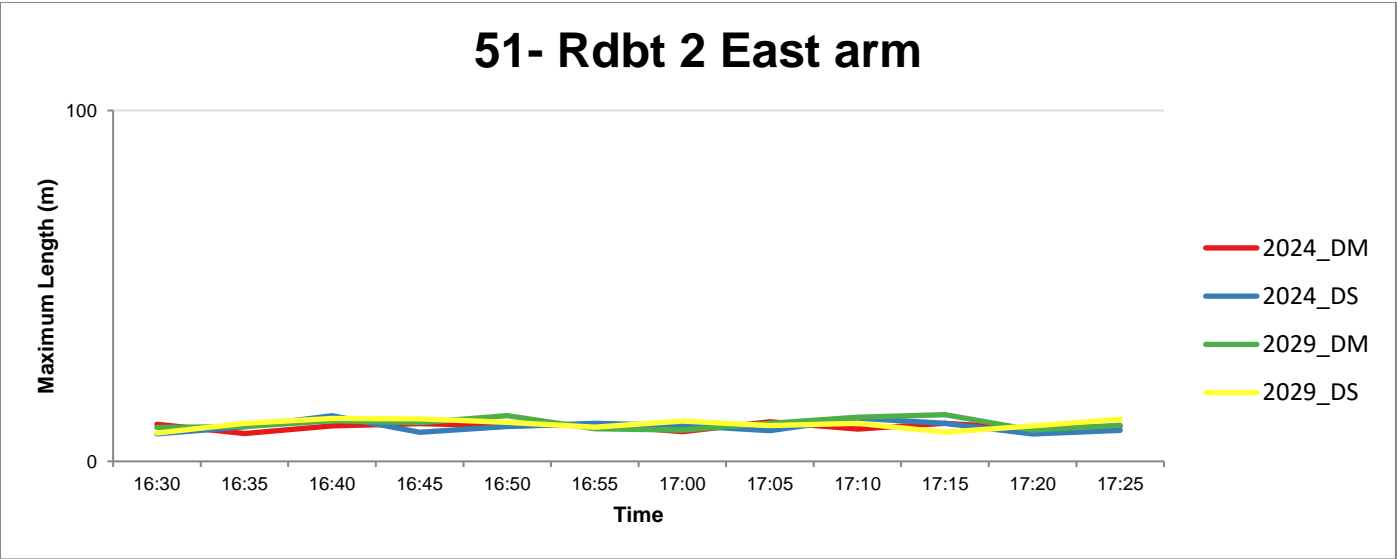
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50- Rdbt 1 South arm



51- Rdbt 2 East arm

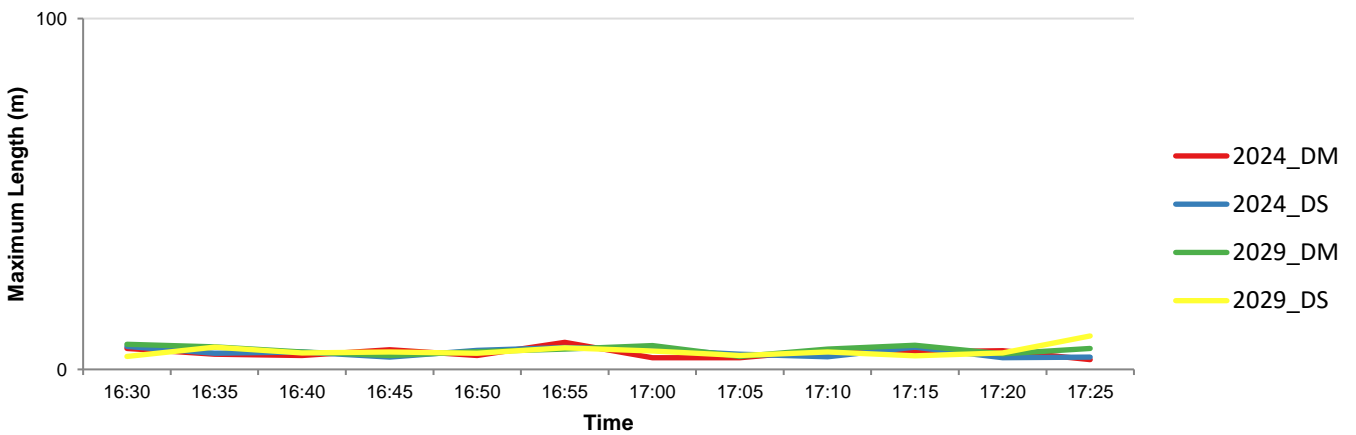




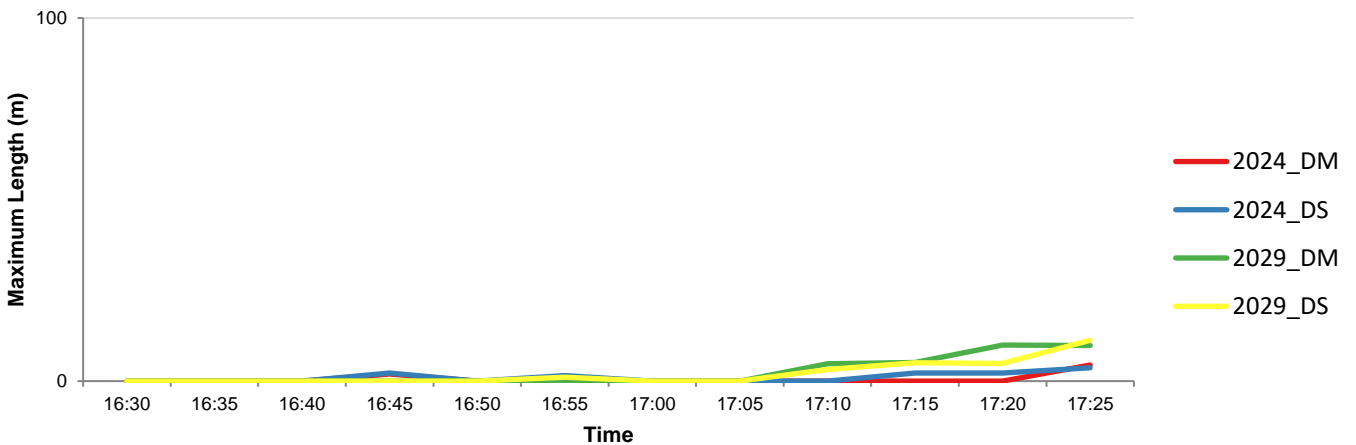
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52- Rdbt 2 South arm



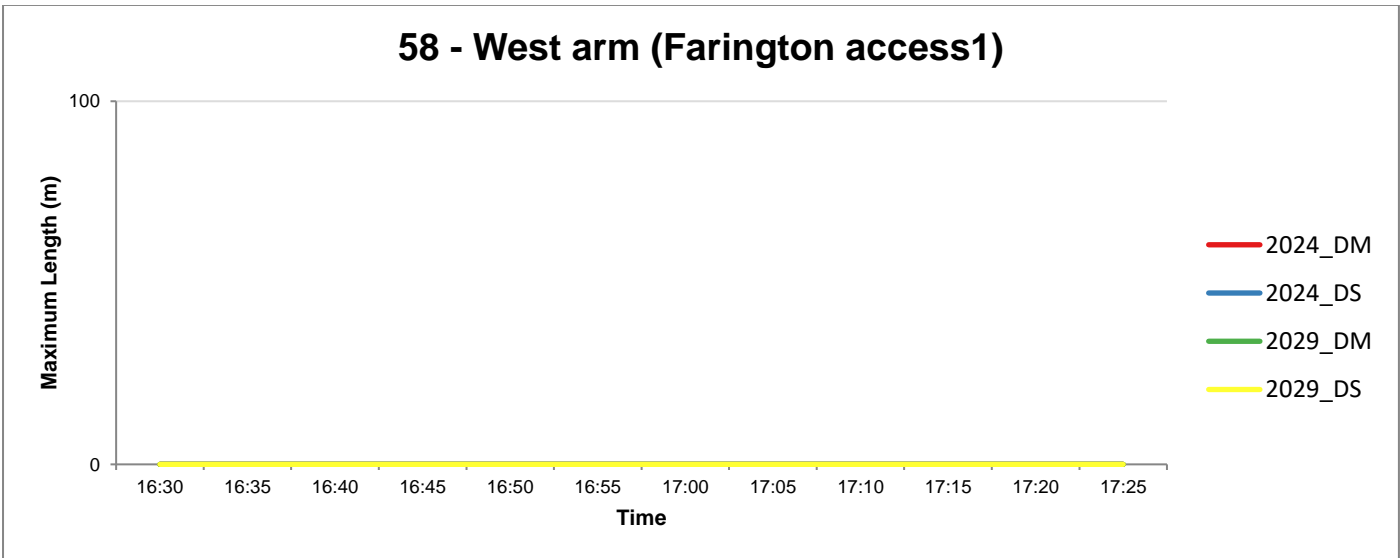
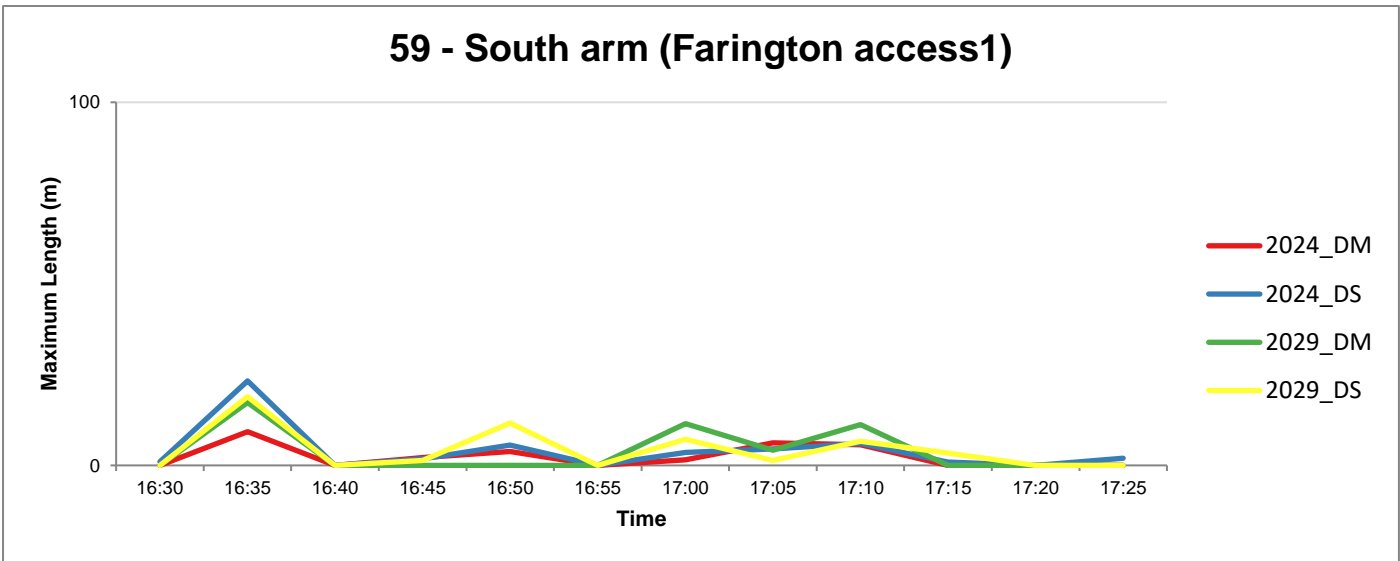
60 - North arm (Farington access1)





TECHNICAL NOTE

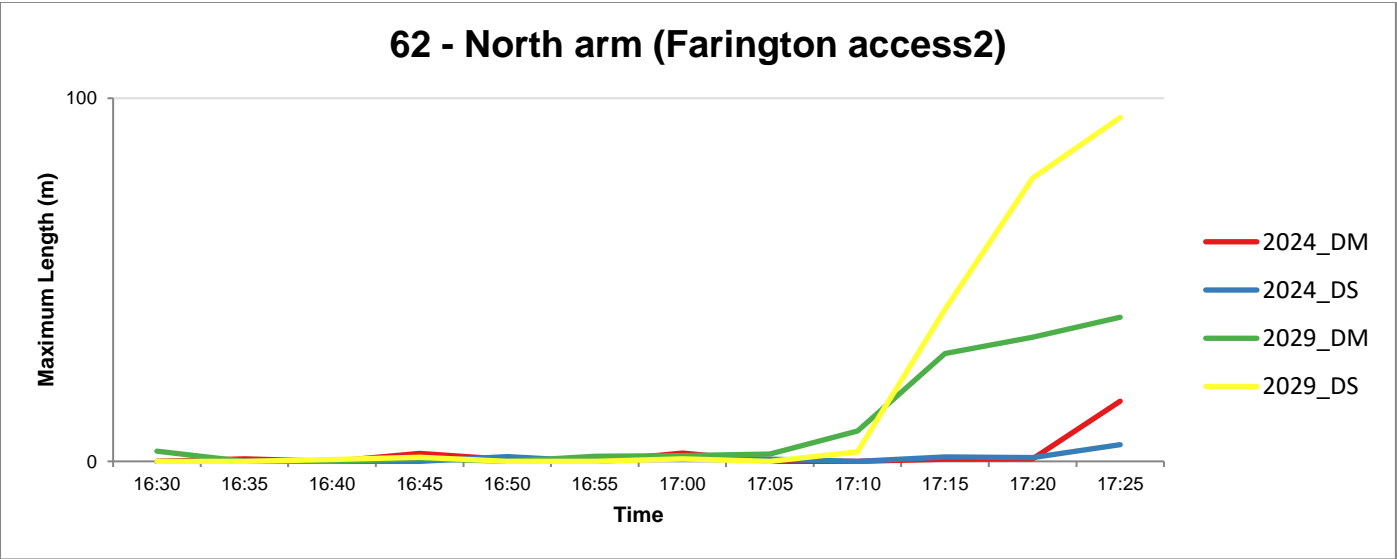
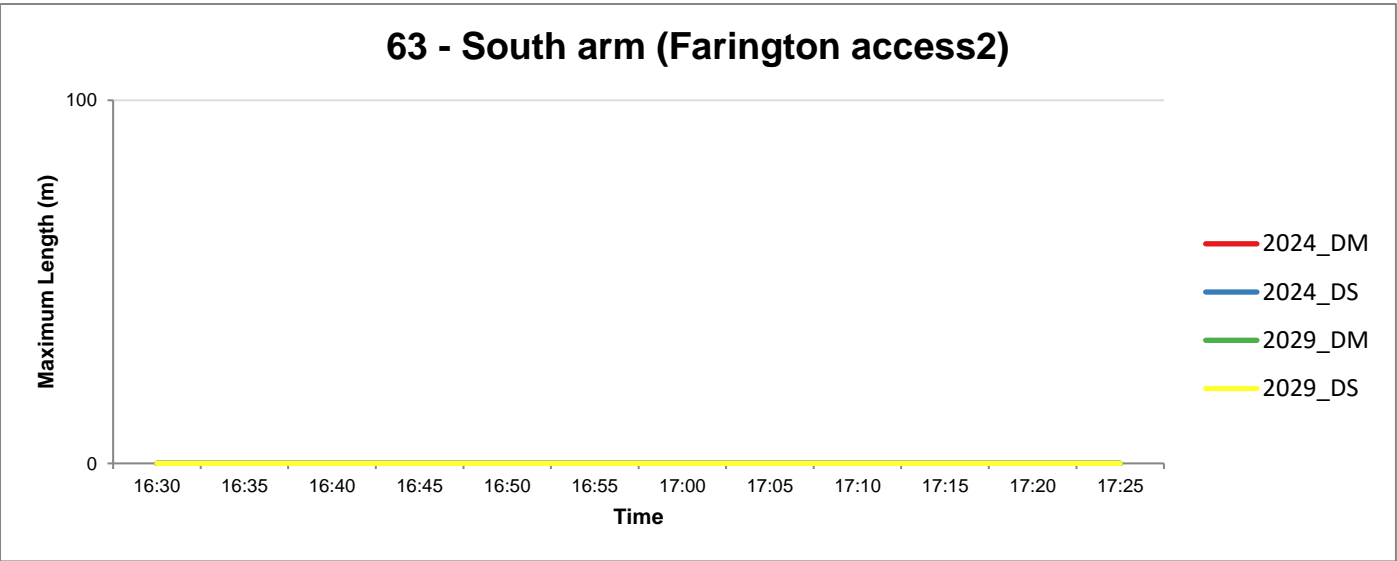
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CHECKED:	Pallavit Saraf	APPROVED:	HB





TECHNICAL NOTE

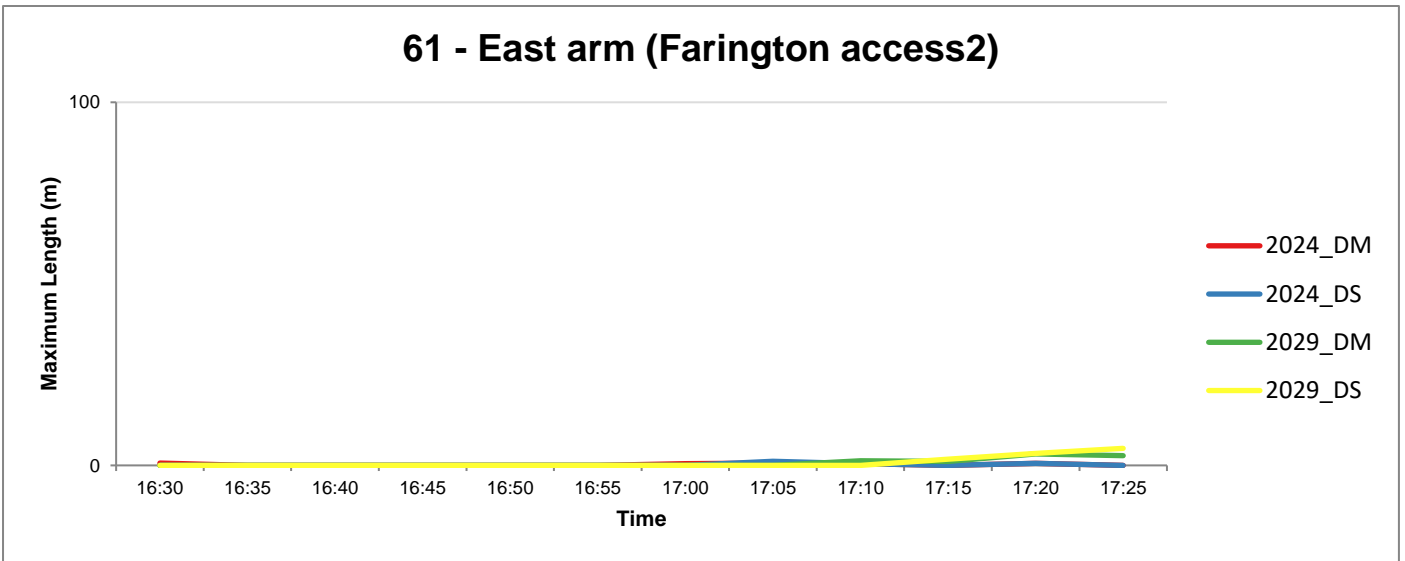
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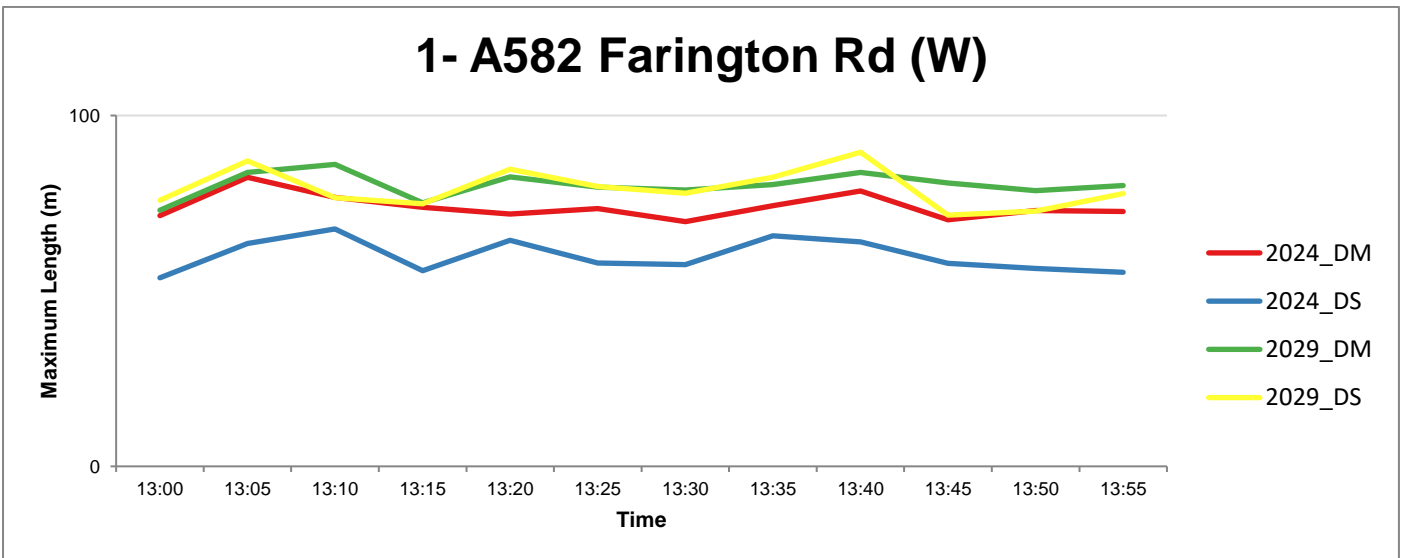


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SAT Peak

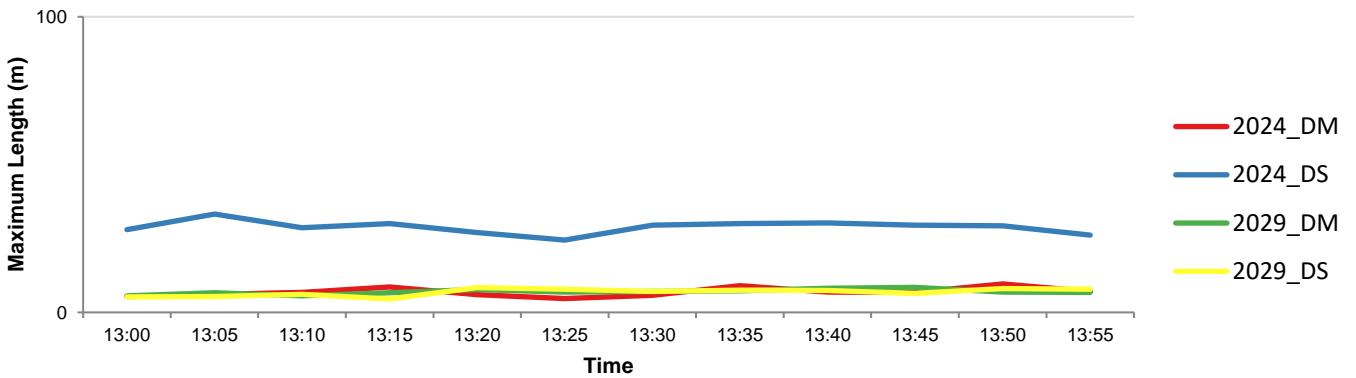




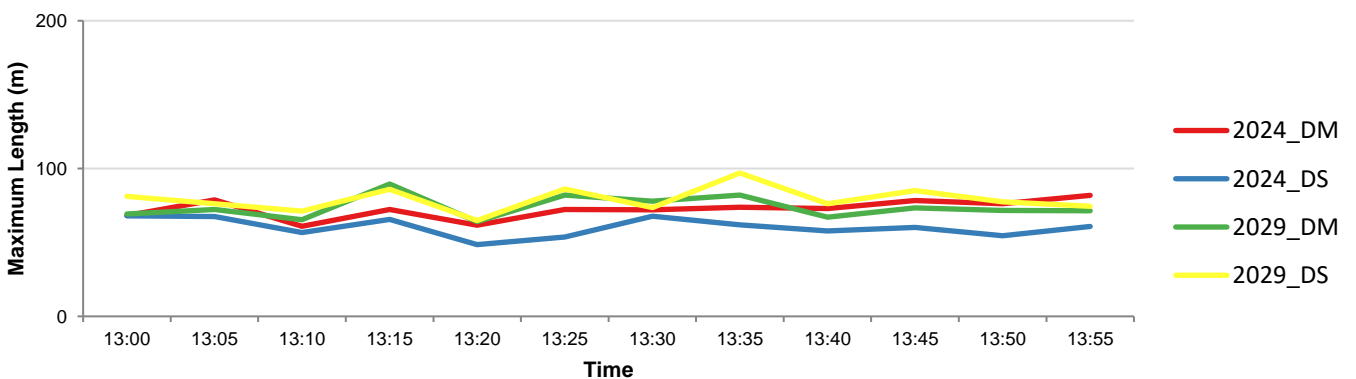
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

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



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

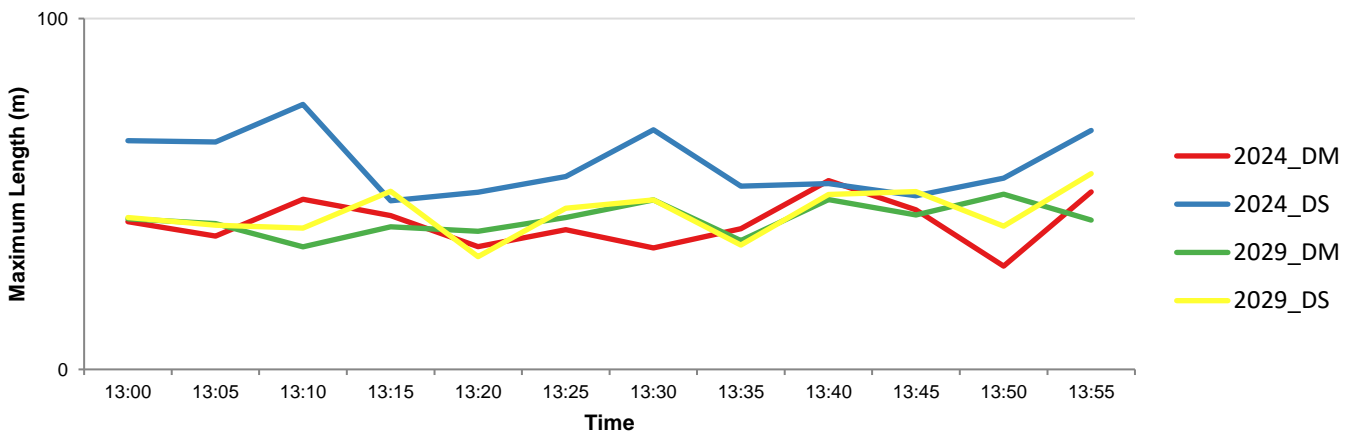




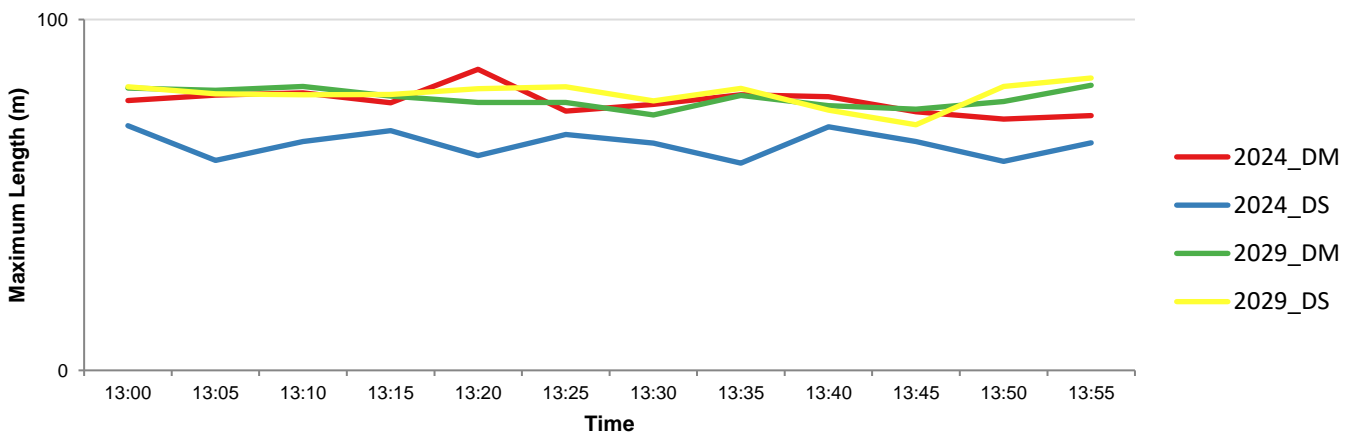
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CHECKED:	Pallavit Saraf	APPROVED:	HB

4- B5254 Watkin Ln (N)



5- A582 Lostock Ln (E)

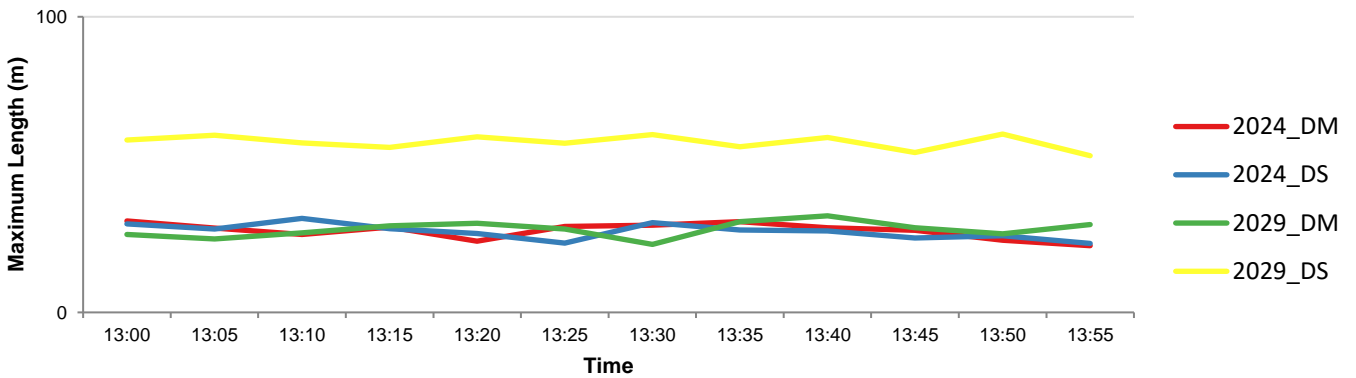




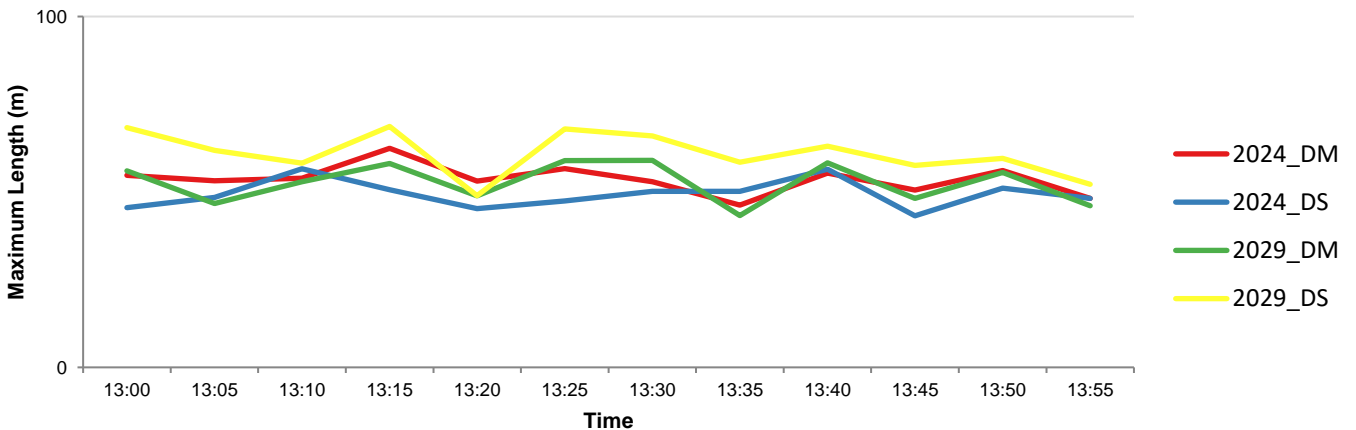
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CHECKED:	Pallavit Saraf	APPROVED:	HB

6- Left turn from A582 Lostock Ln to Stanifield Ln



7- A5083 Stanifield Ln (S)

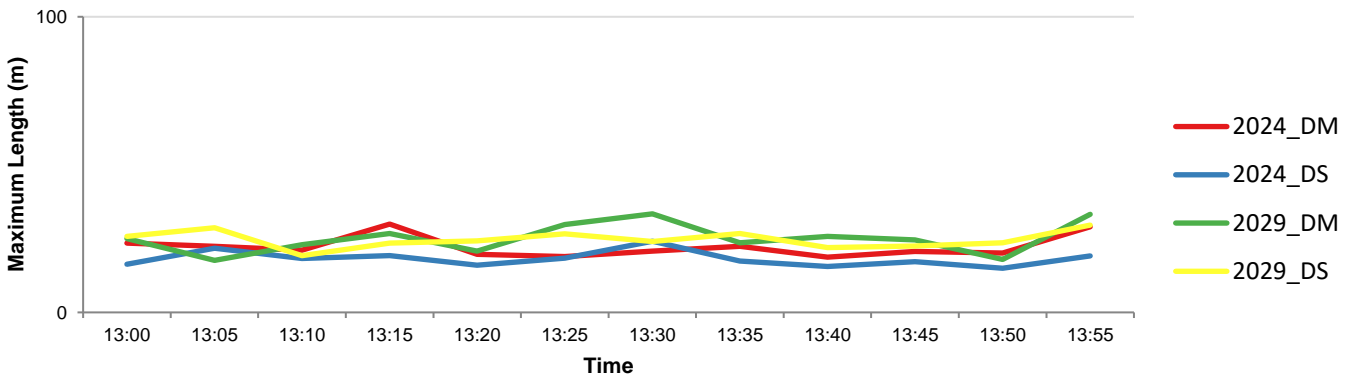




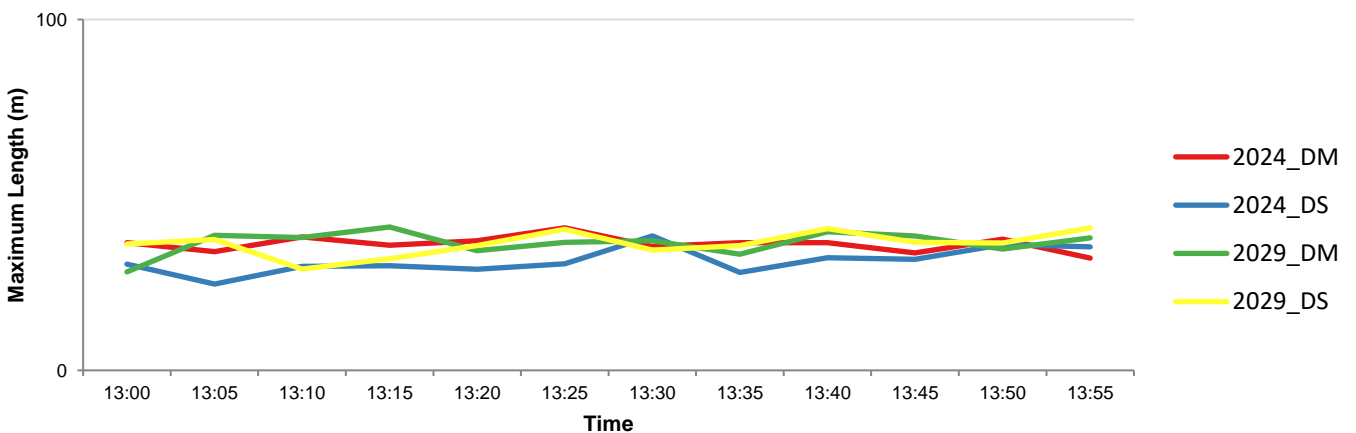
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

8- Left from A5083 Stanifield Ln to A582 Farington Rd



43- A582 Lostock Ln (W)

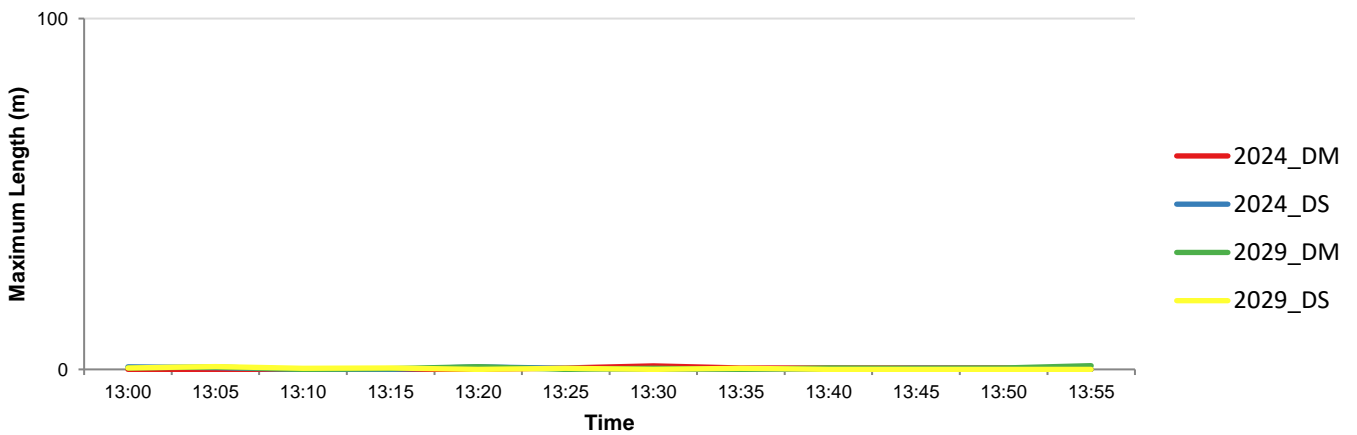




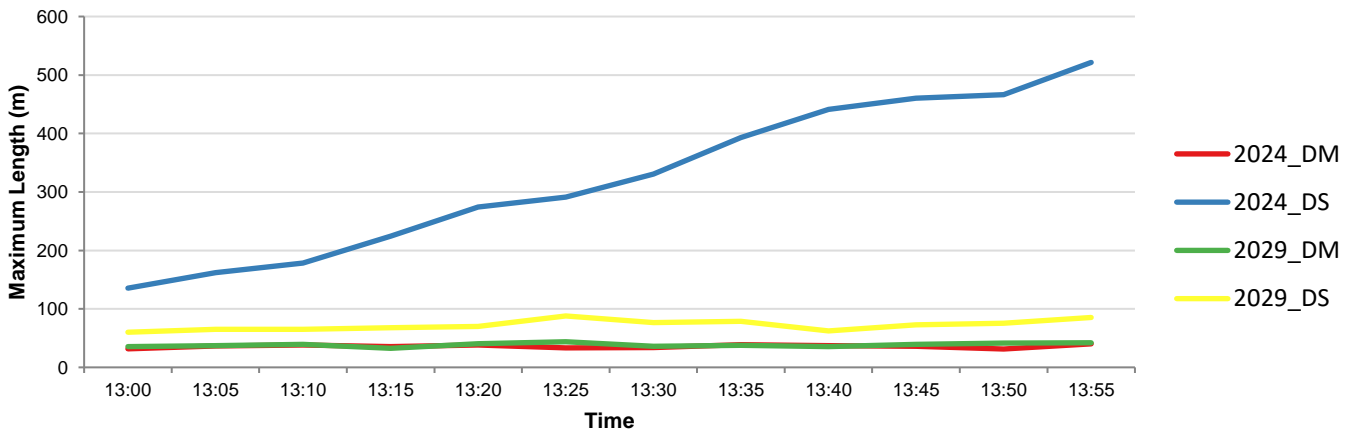
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

44- From A582 Lostock Ln to A6 London Way



45- A6 London Way (N)

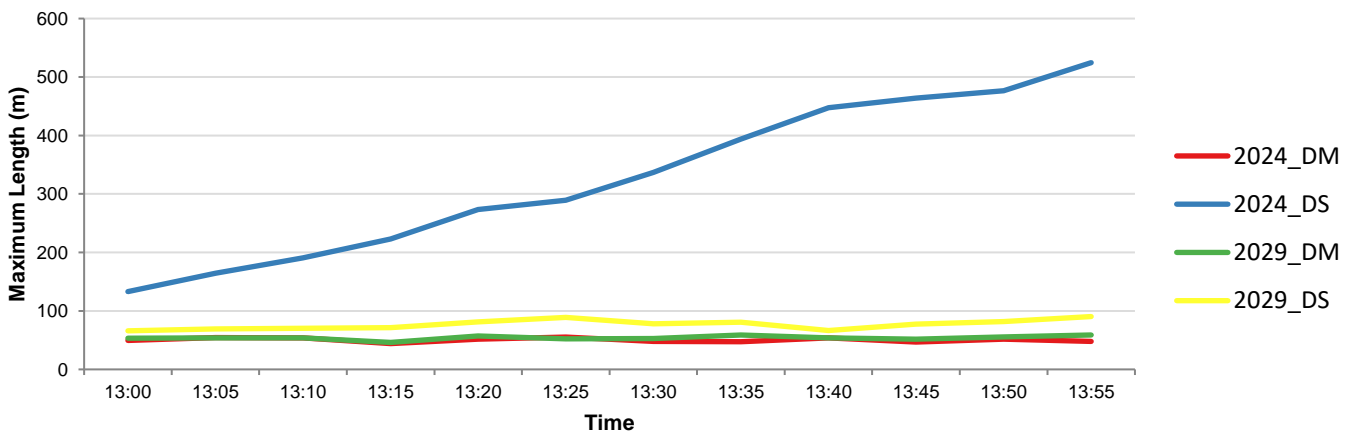




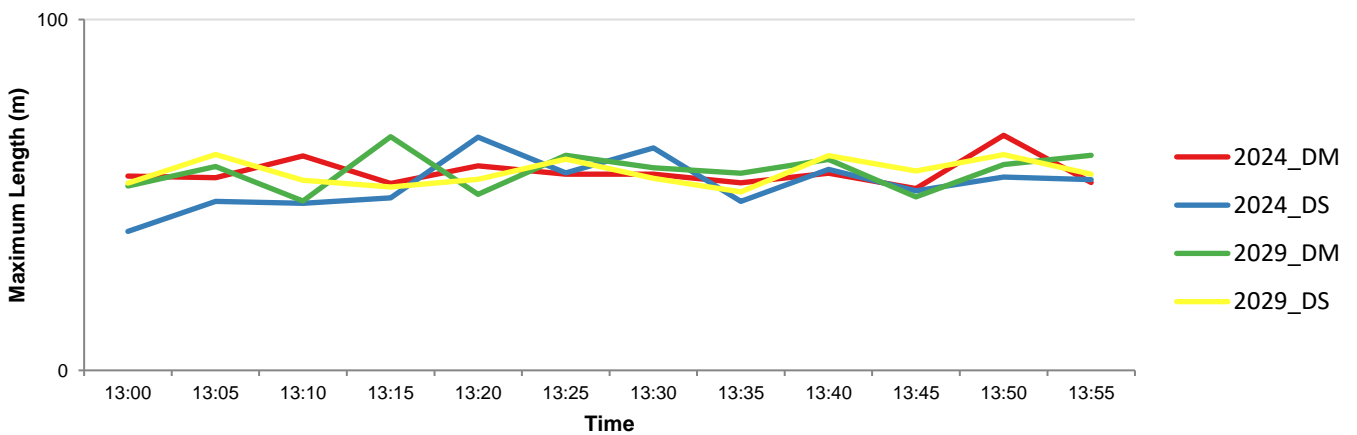
TECHNICAL NOTE

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PROJECT:	70082141	AUTHOR:	Raviteja Talluri
CHECKED:	Pallavit Saraf	APPROVED:	HB

46- Left from A6 London Way to A6 Lostock Ln



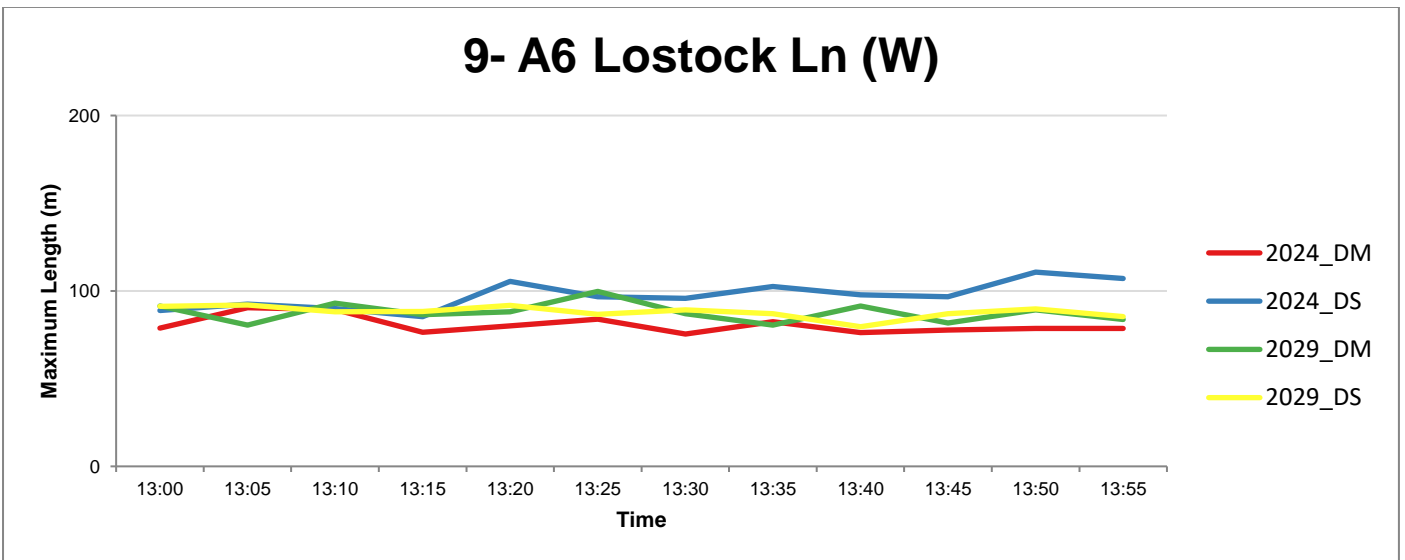
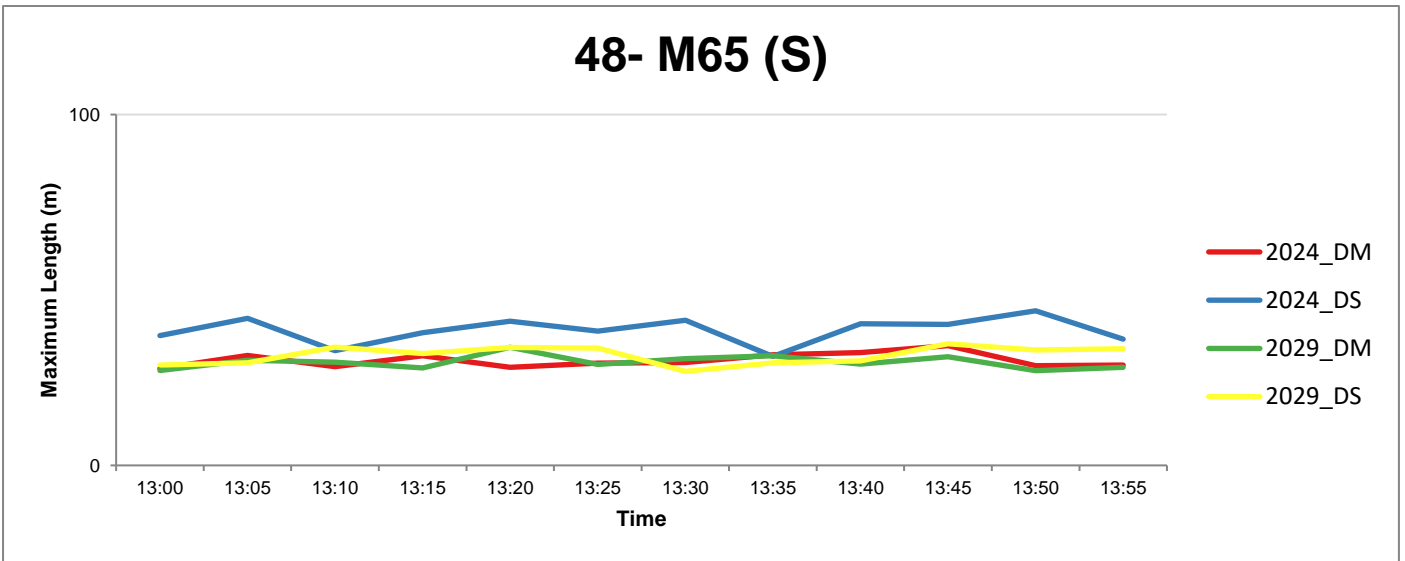
47- A6 Lostock Ln (E)





TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

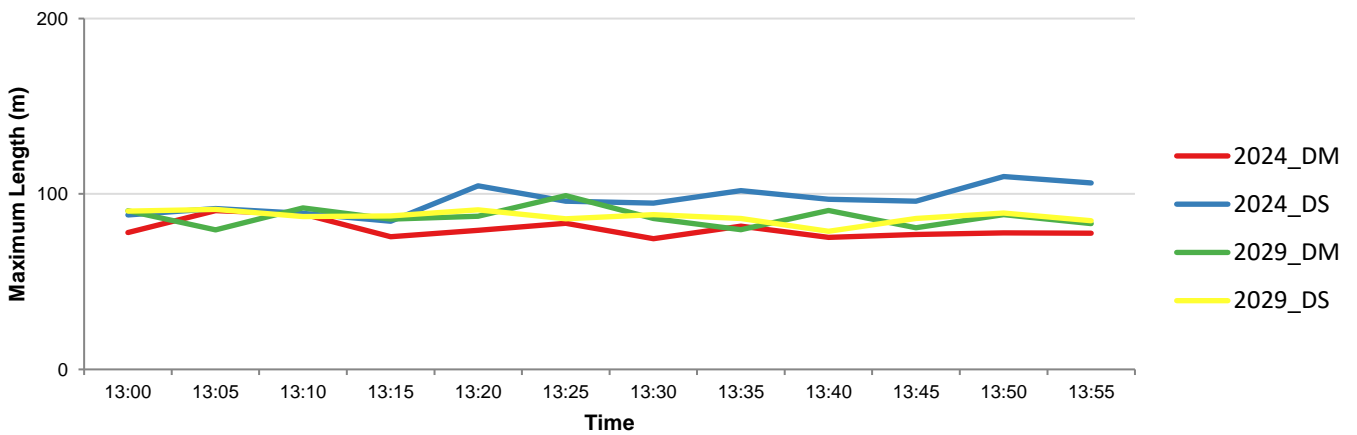




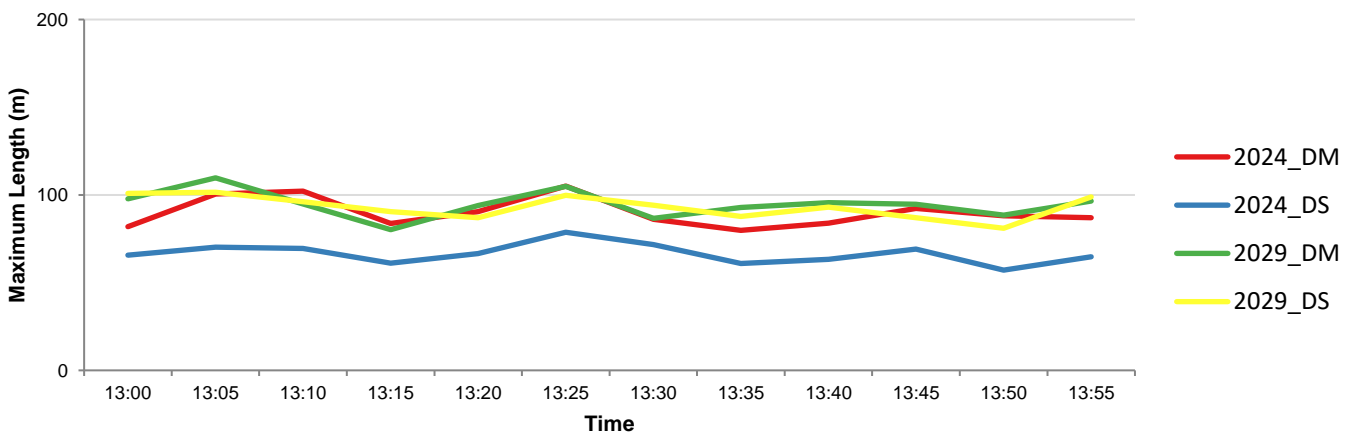
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

10- Left from A6 Lostock Ln to Cuerden Way



11- A6 Lostock Ln (W)

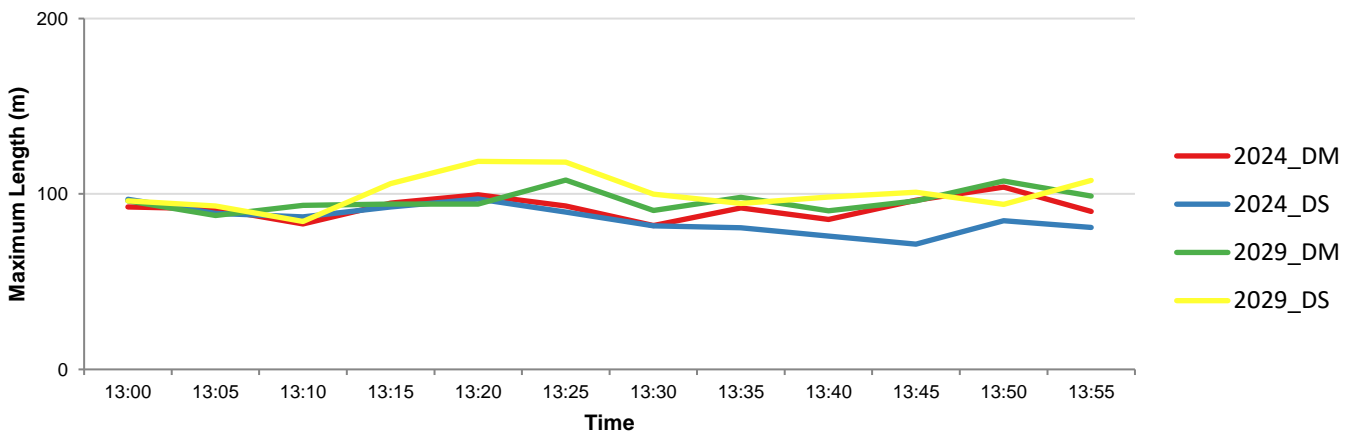




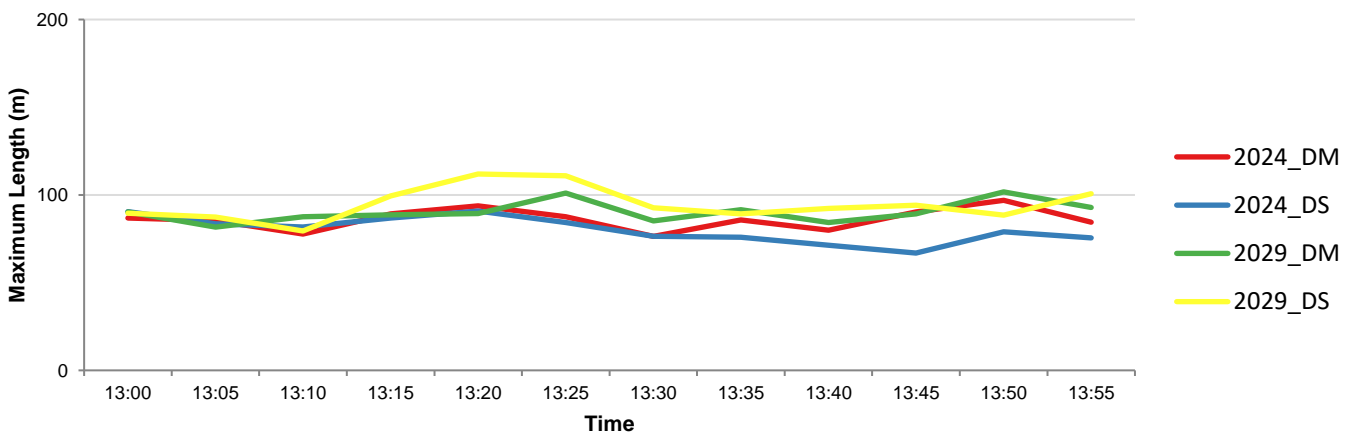
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

12- Cuerden Way (N)



13- Left from Cuerden Way to A6 Lostock Ln

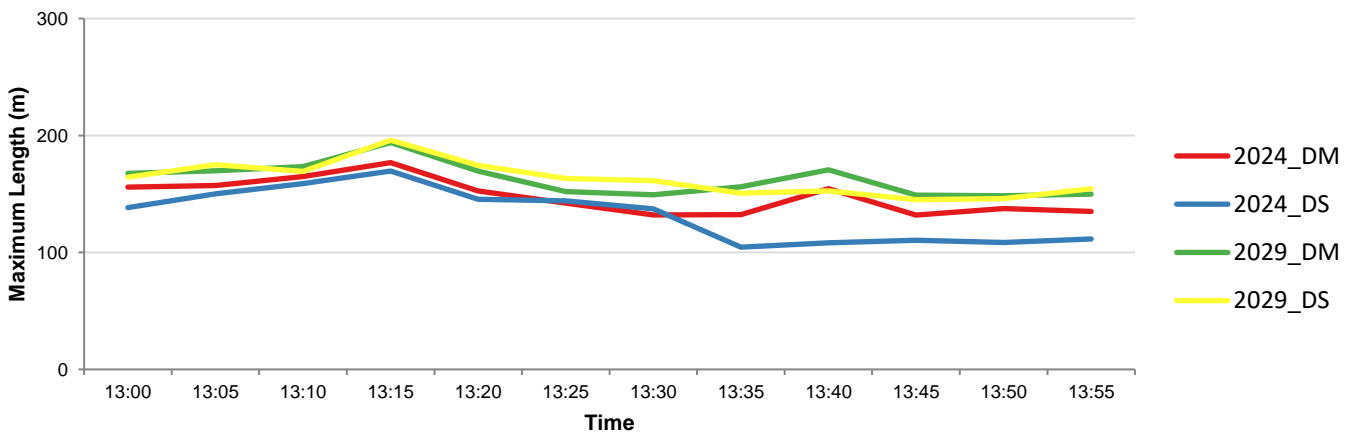




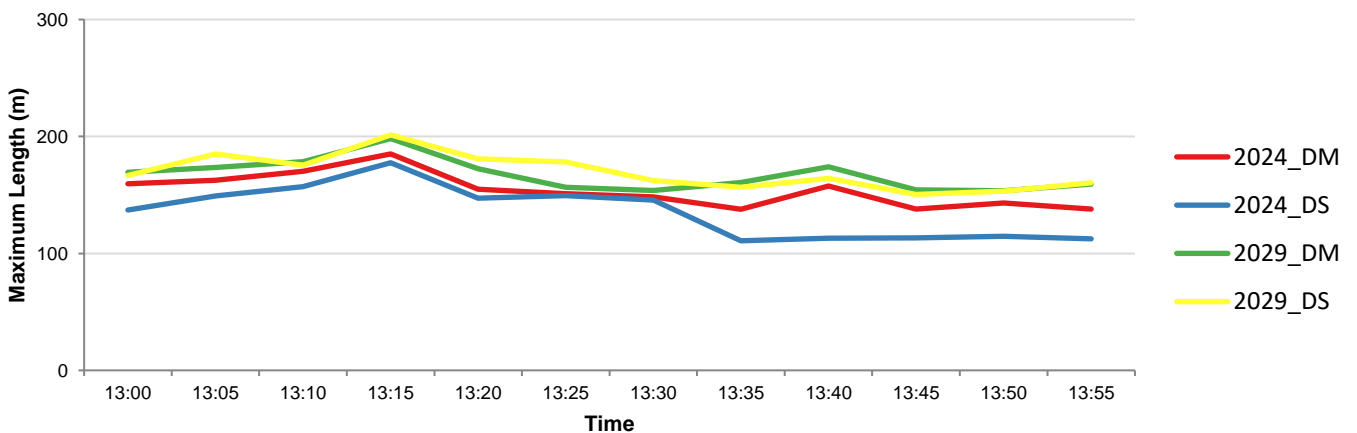
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14- A6 Lostock Ln(E)



15- A6 Lostock Ln(E)

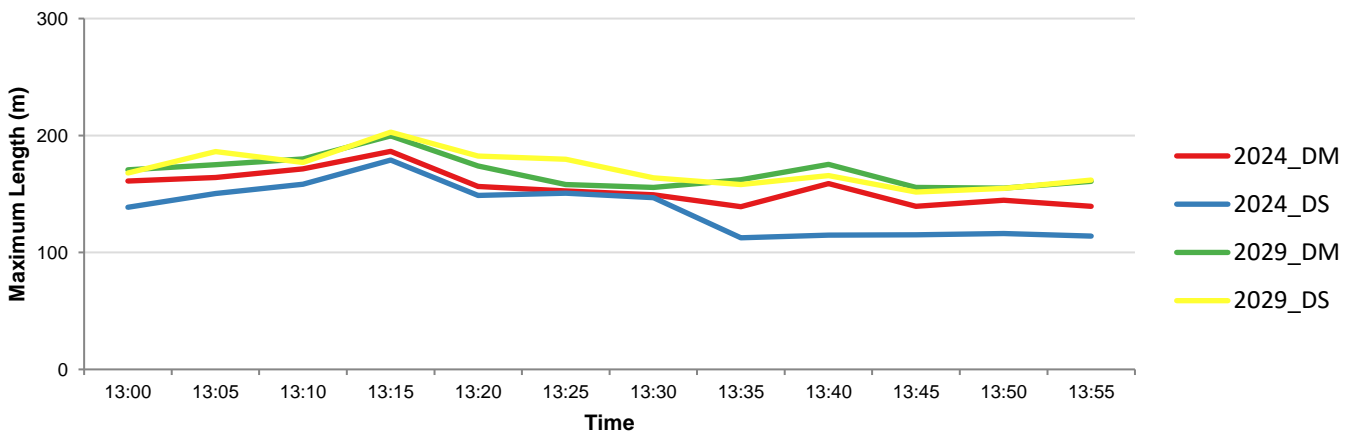




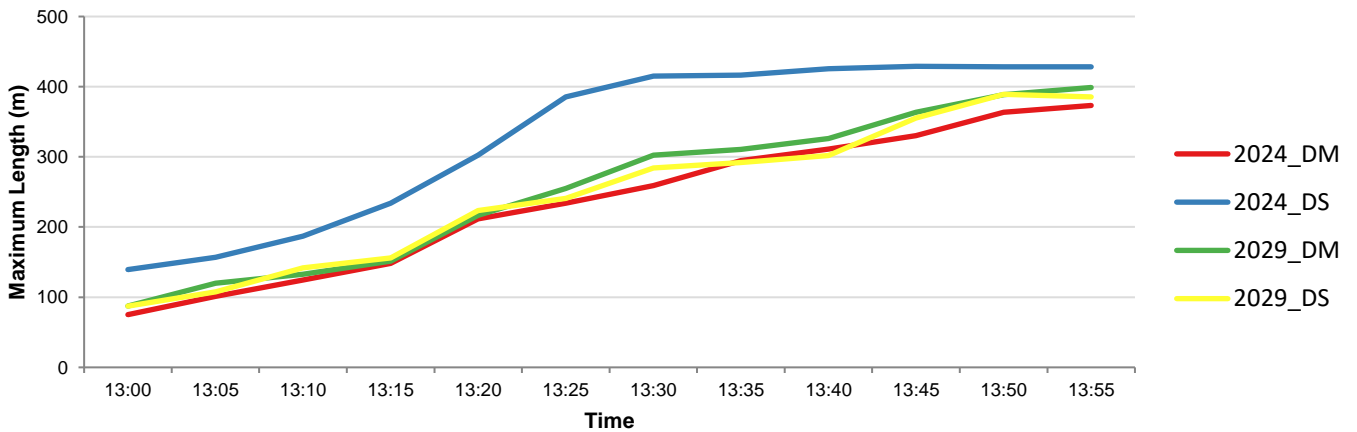
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16- Left from A6 Lostock Ln to Craven Dr



17- Craven Dr (S)

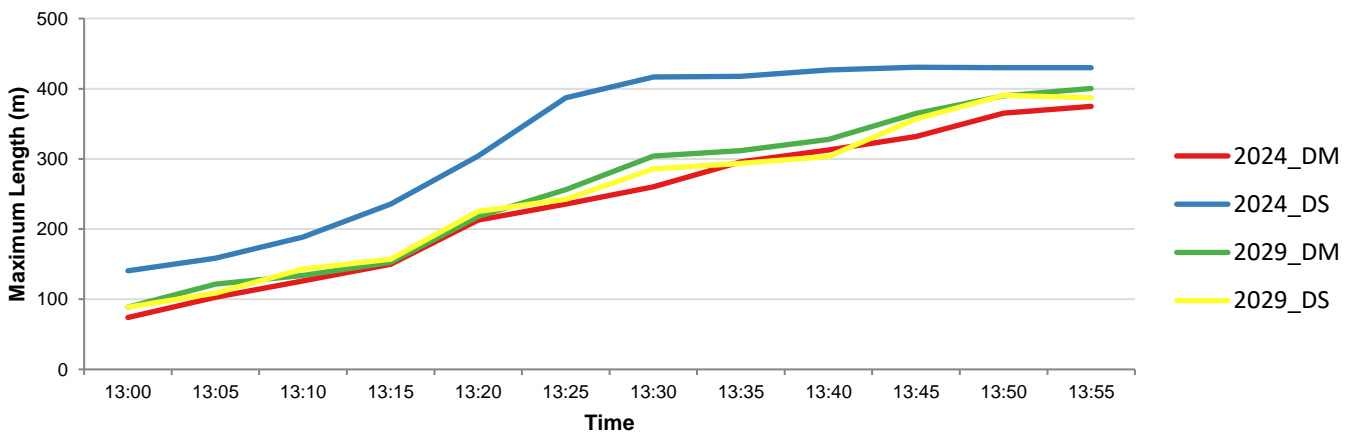




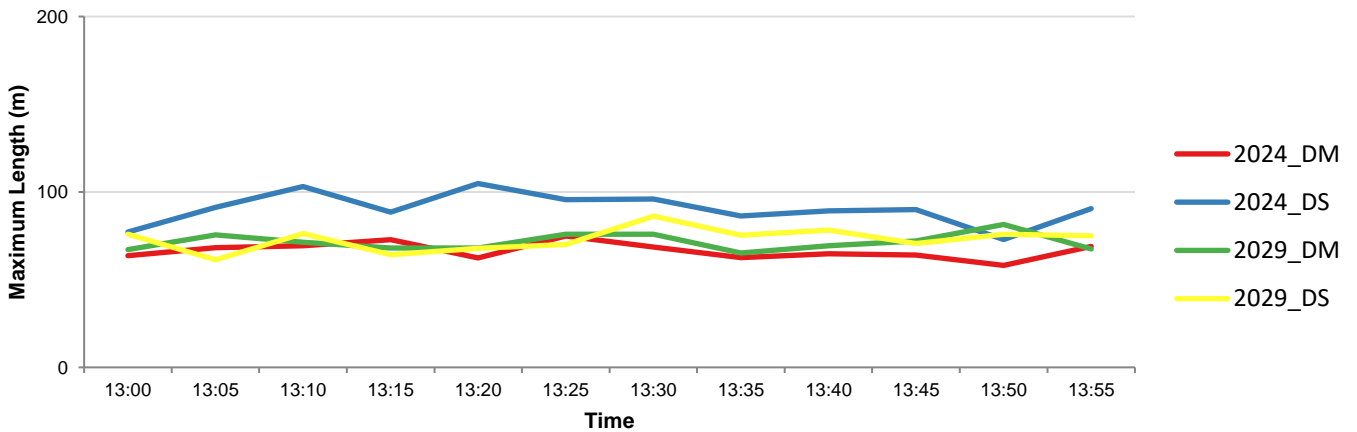
TECHNICAL NOTE

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CHECKED:	Pallavit Saraf	APPROVED:	HB

18- Left from Craven Dr to A6 Lostock Ln



19- A6 Lostock Ln (W)

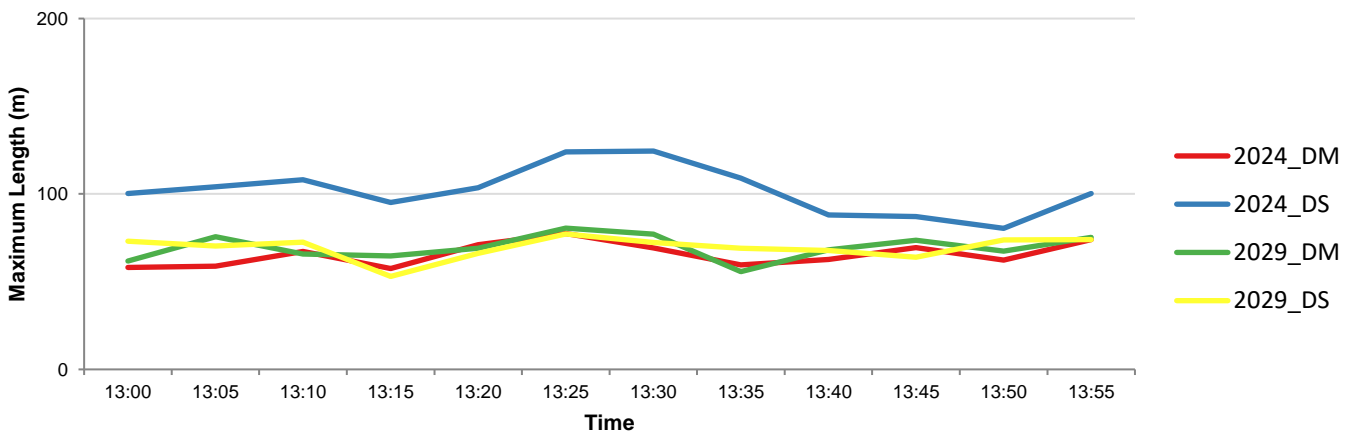




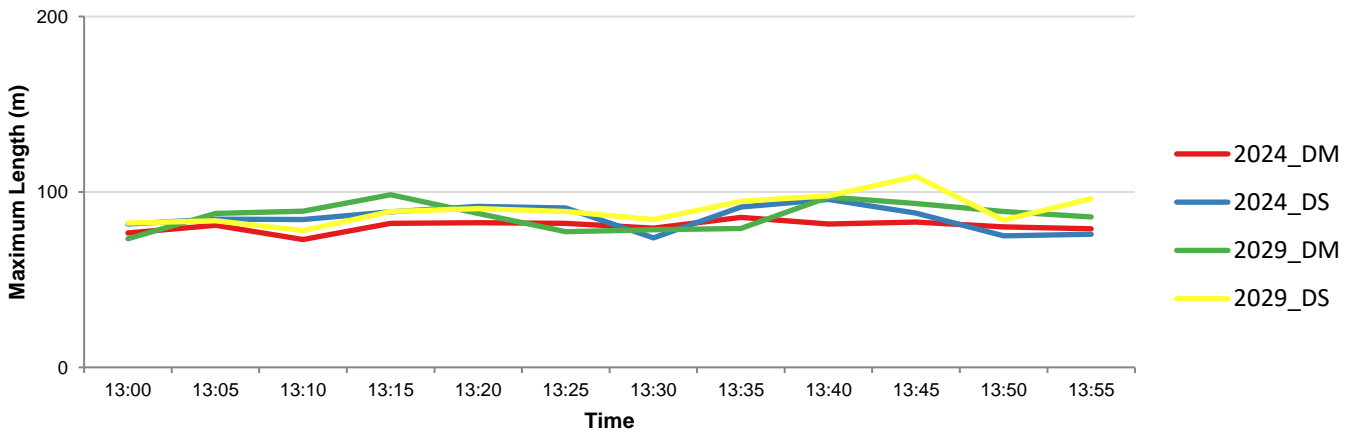
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20- Left from A6 Lostock Ln to B6258 Station Rd



21- A6 Lostock Ln (W)

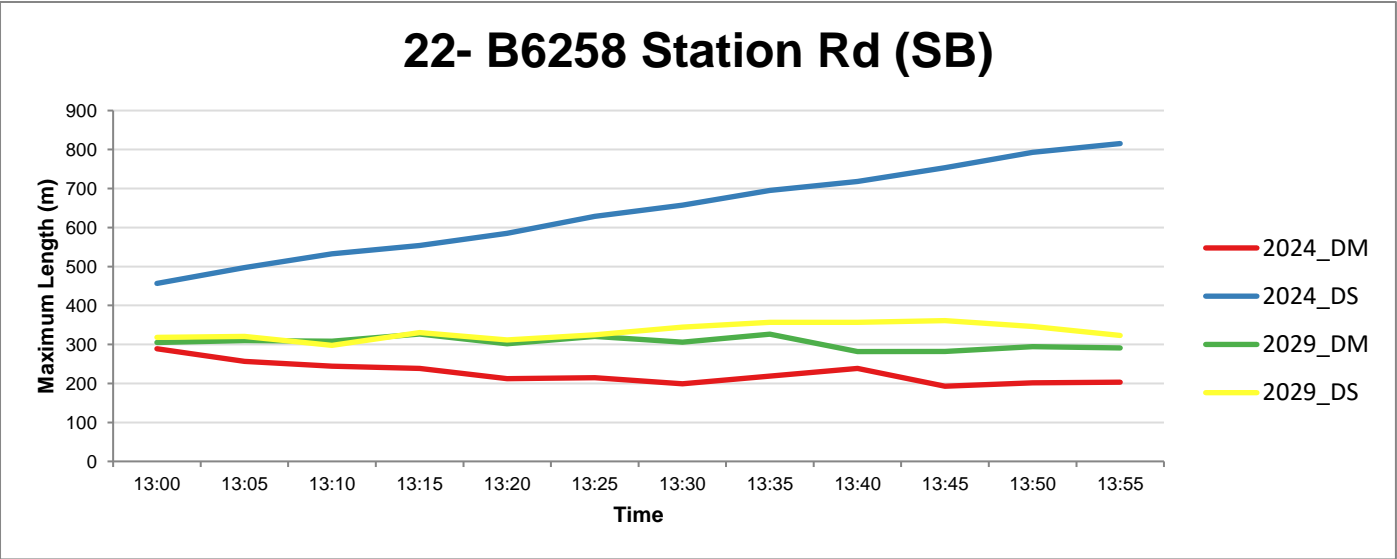




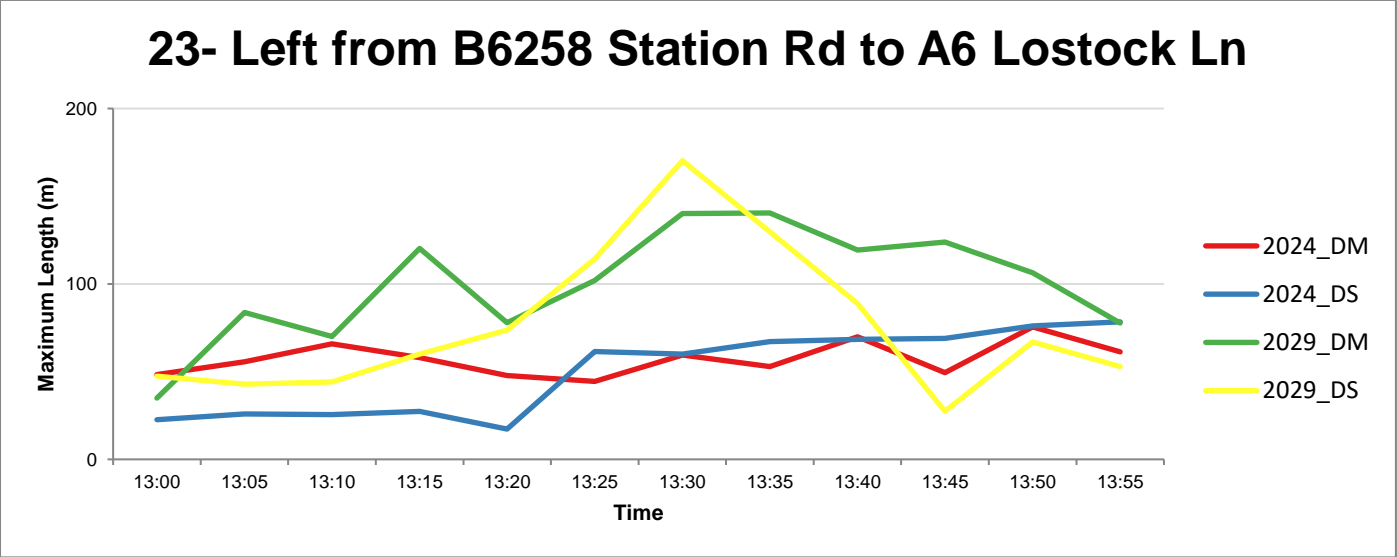
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22- B6258 Station Rd (SB)



23- Left from B6258 Station Rd to A6 Lostock Ln

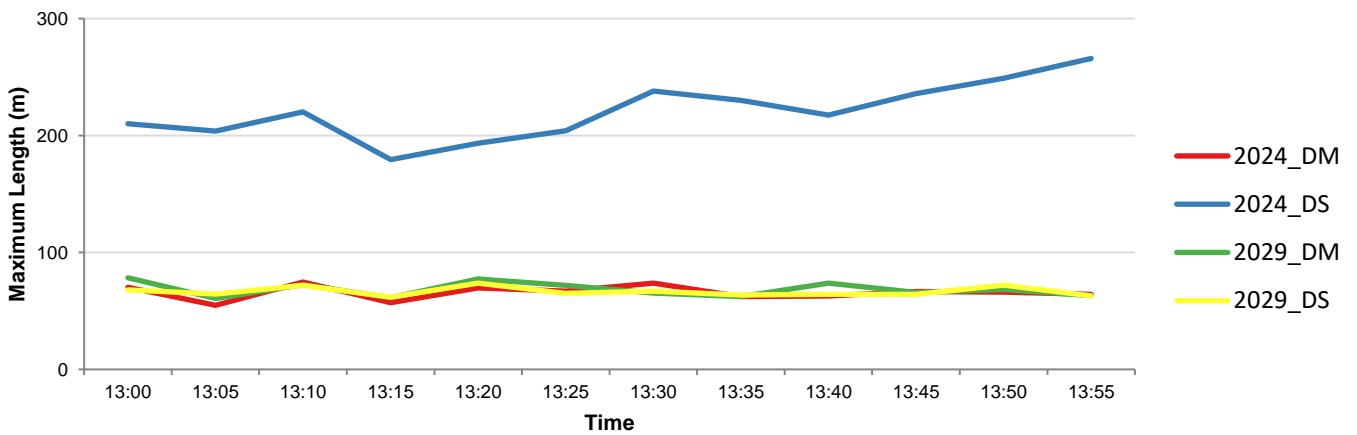




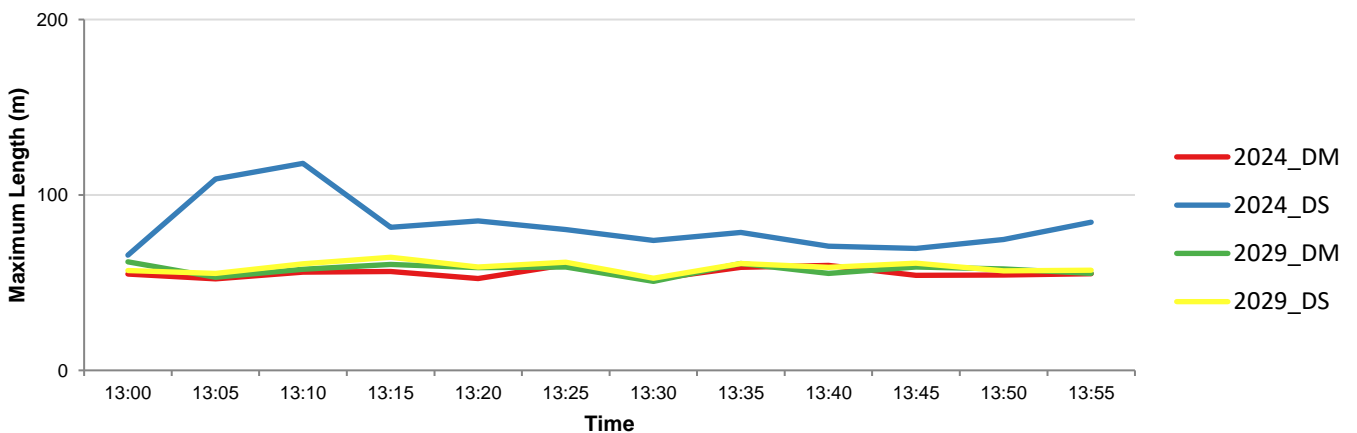
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24- A6 Lostock Ln(E) (lane 2)



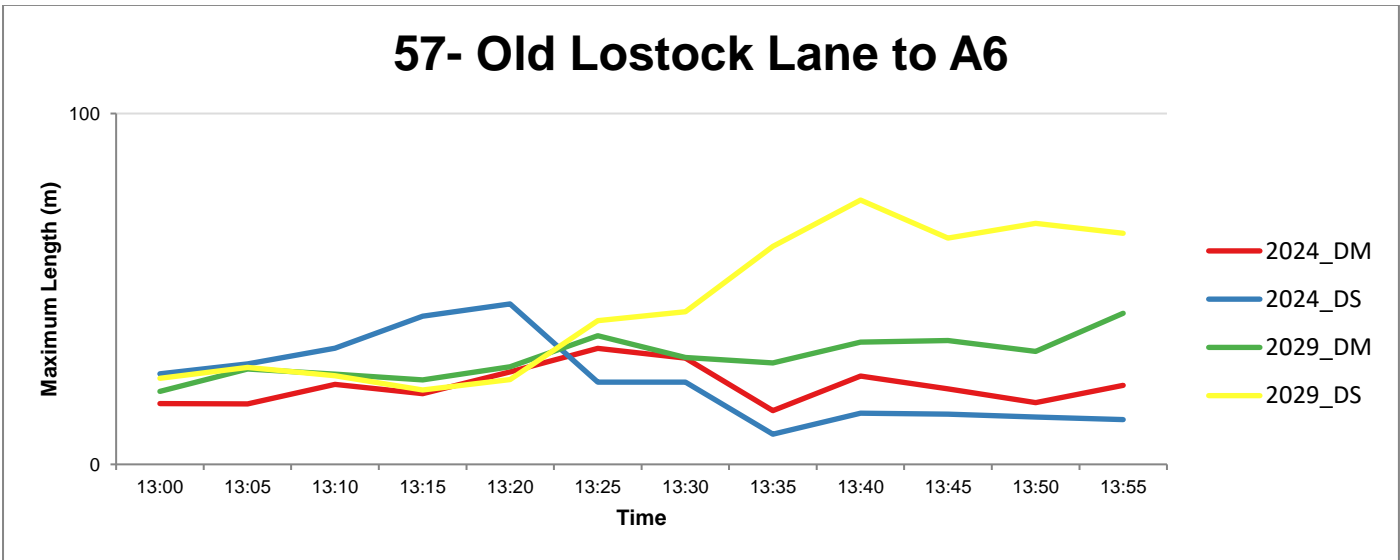
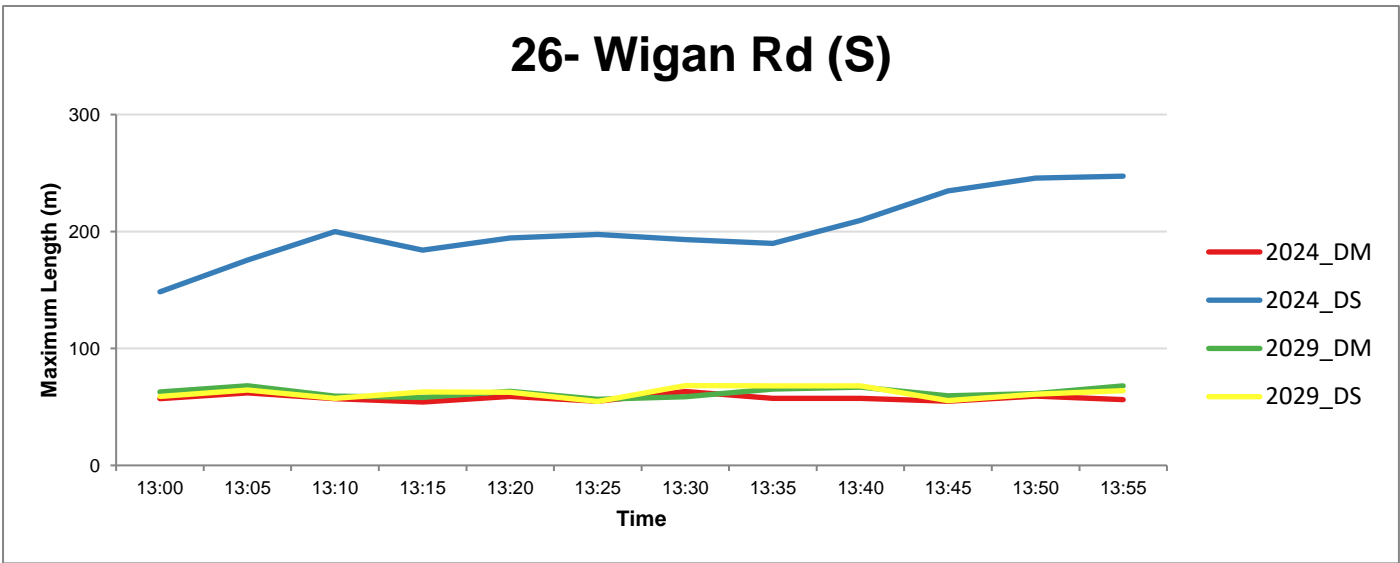
25- A6 Lostock Ln(E) (lane1)





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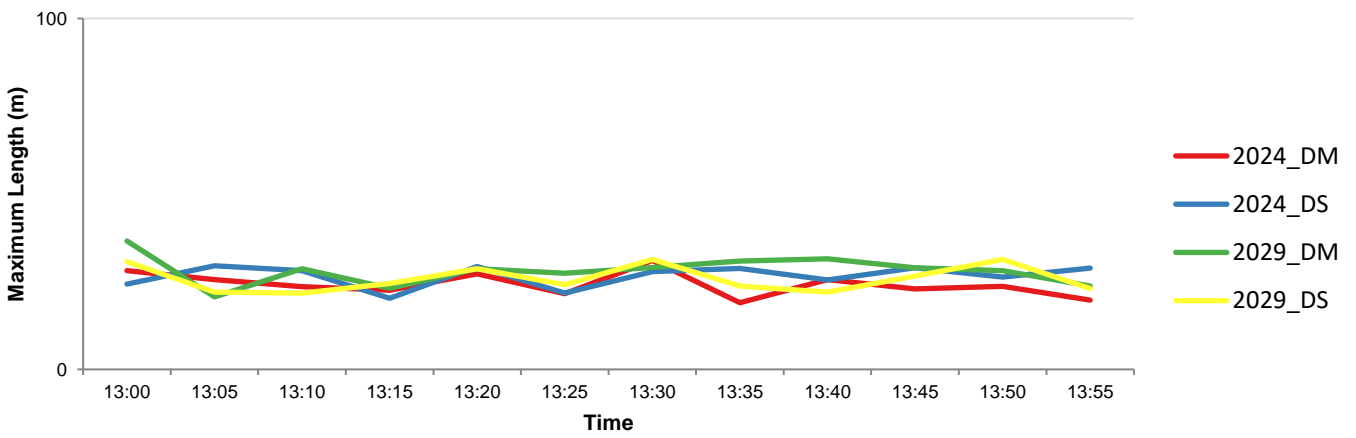




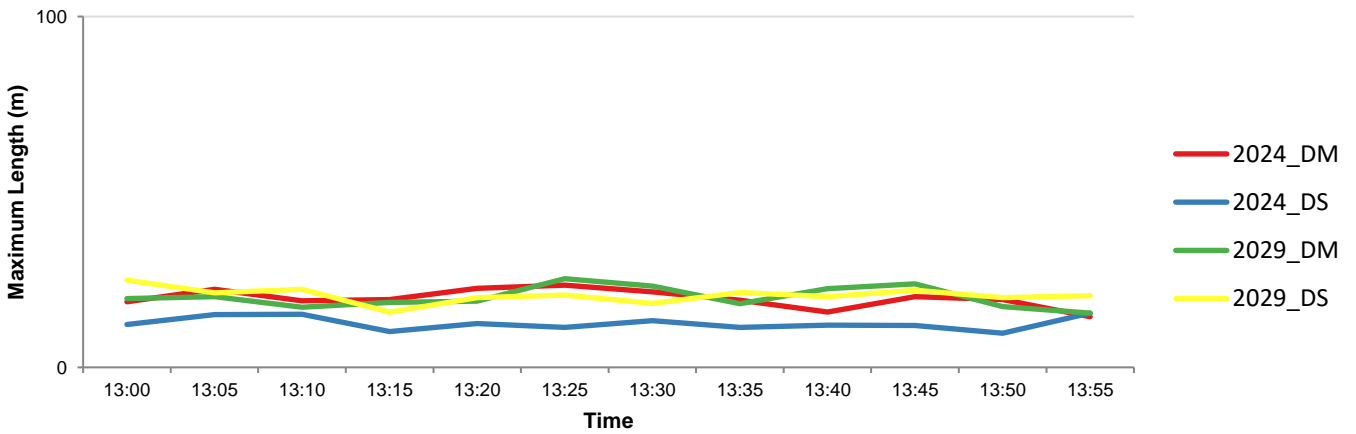
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CHECKED:	Pallavit Saraf	APPROVED:	HB

27- A6 Lostock Ln (W)



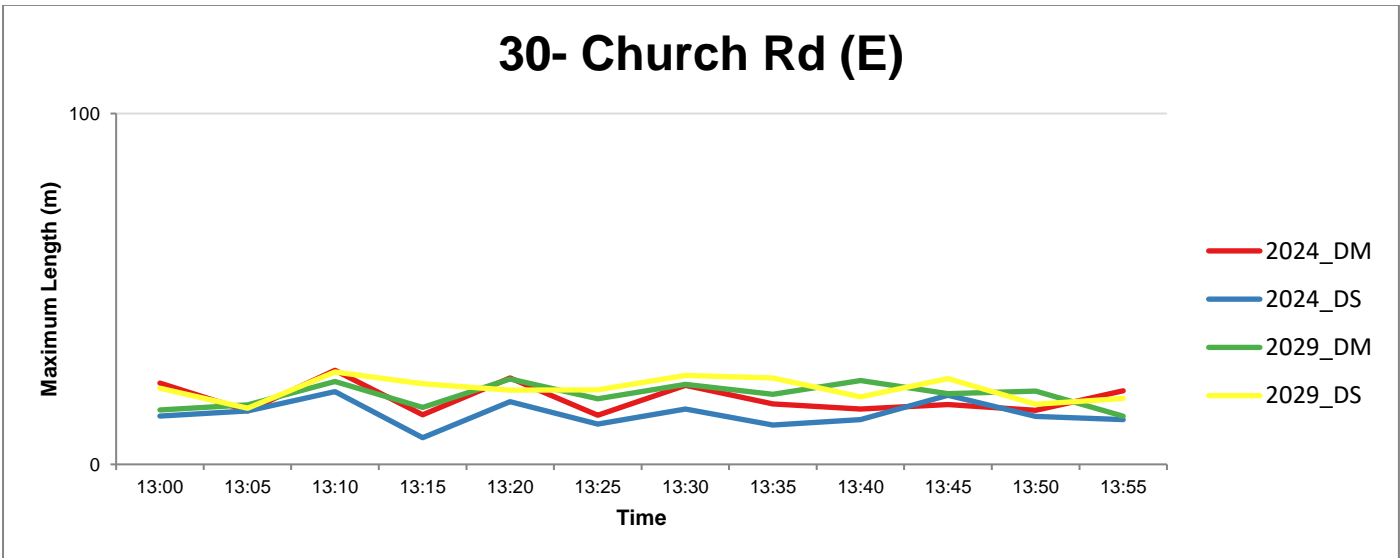
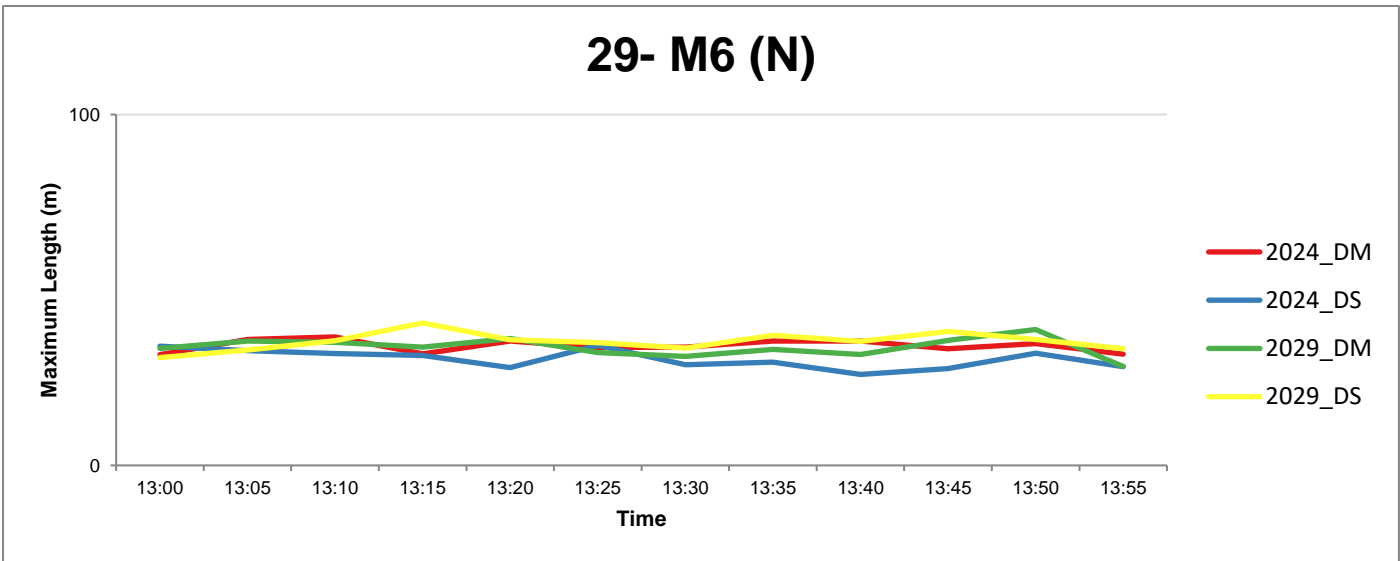
28- M6 (S)





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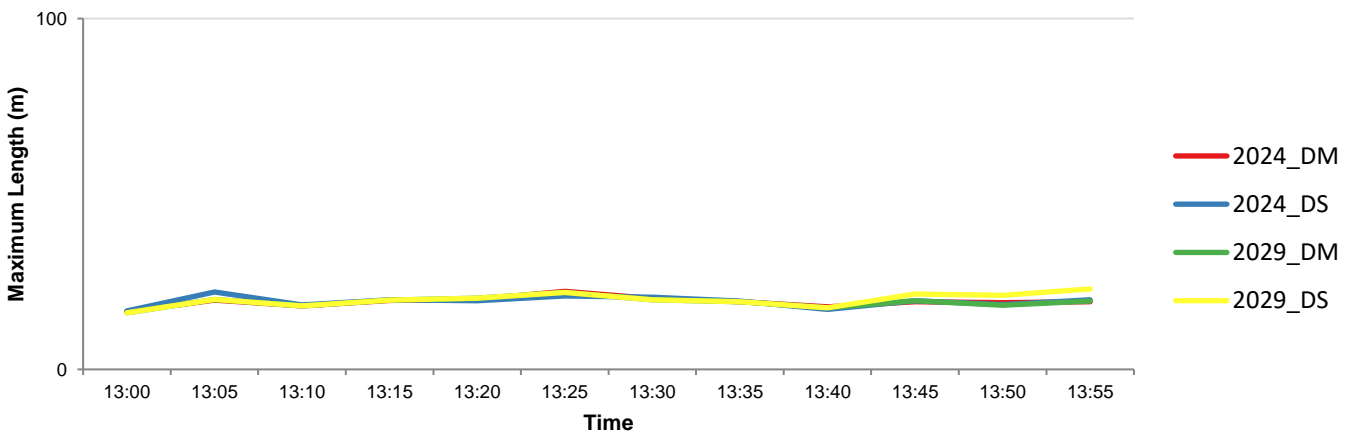




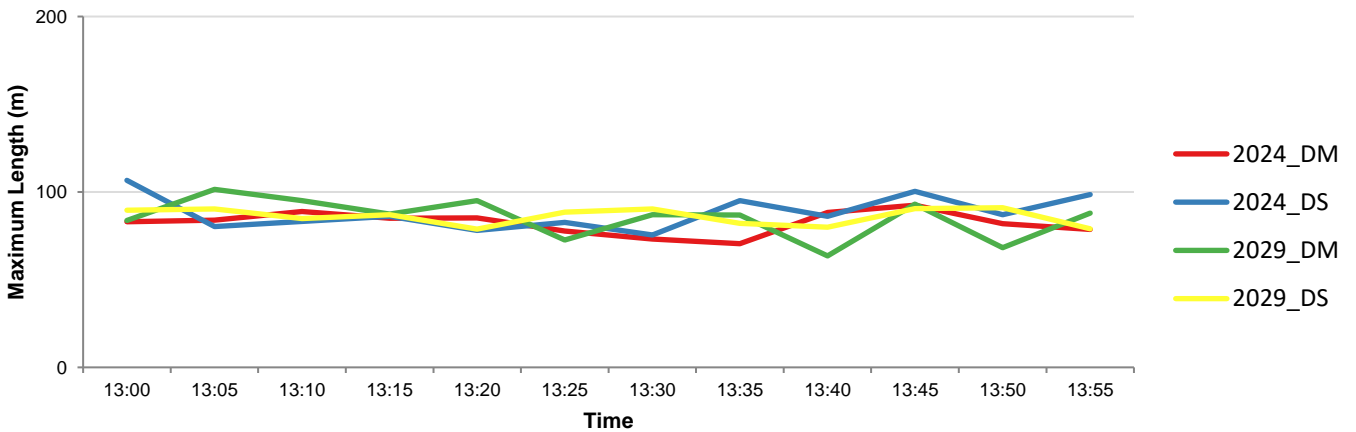
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53- A5083 Lydiate Ln (W)



54- A49 Wigan Rd (N)

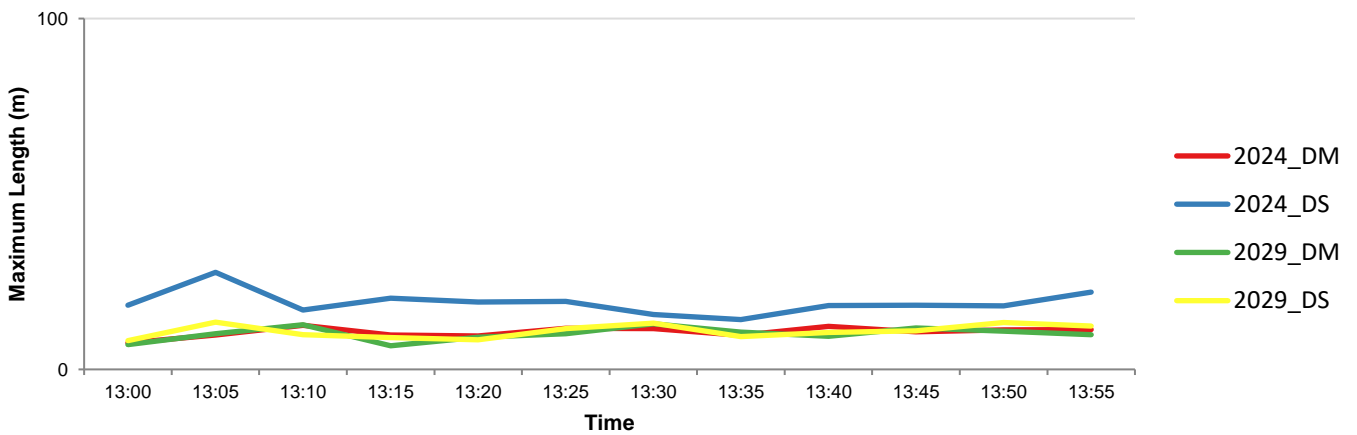




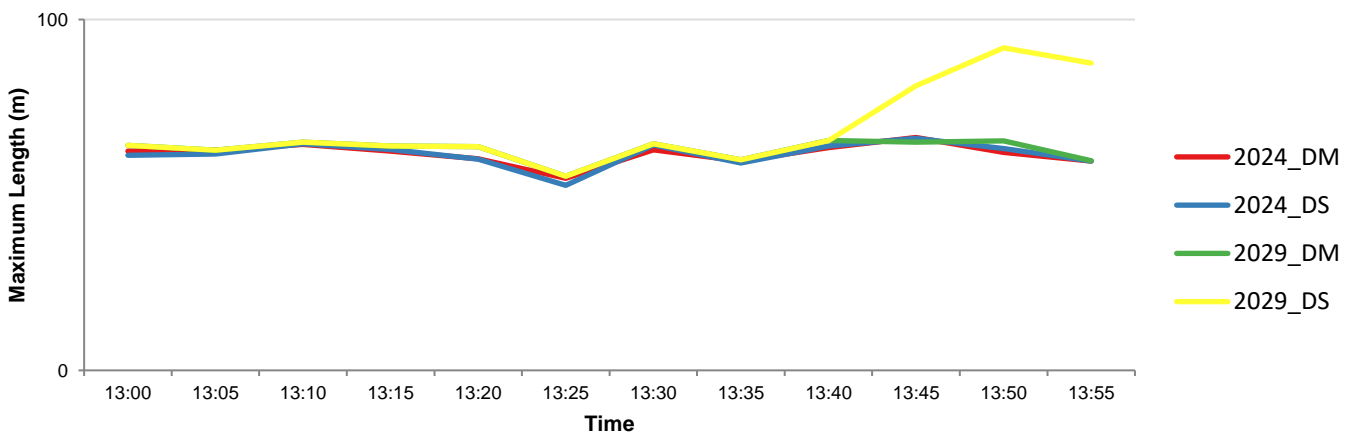
TECHNICAL NOTE

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



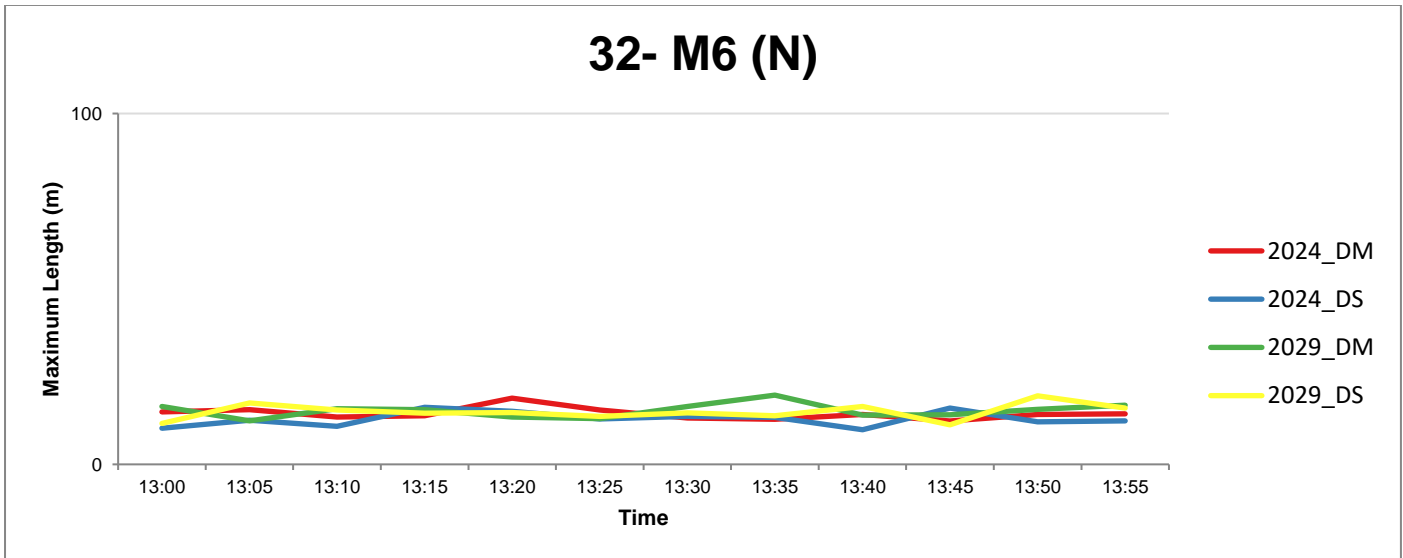
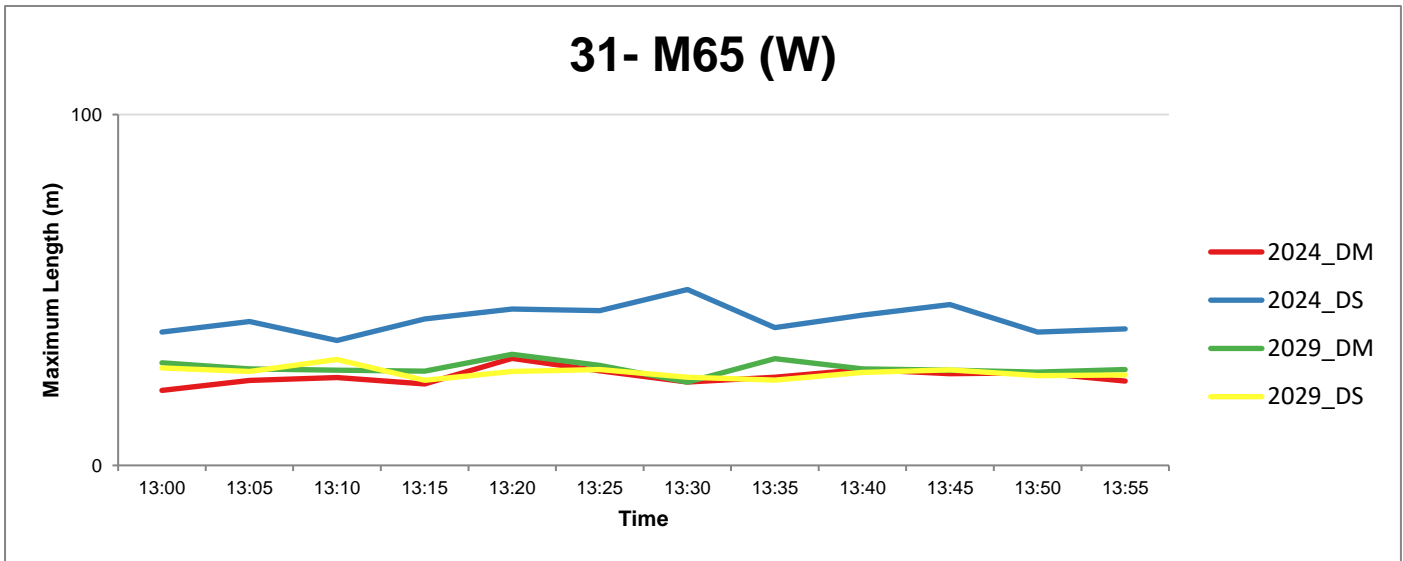
56- A49 Wigan Rd (S)





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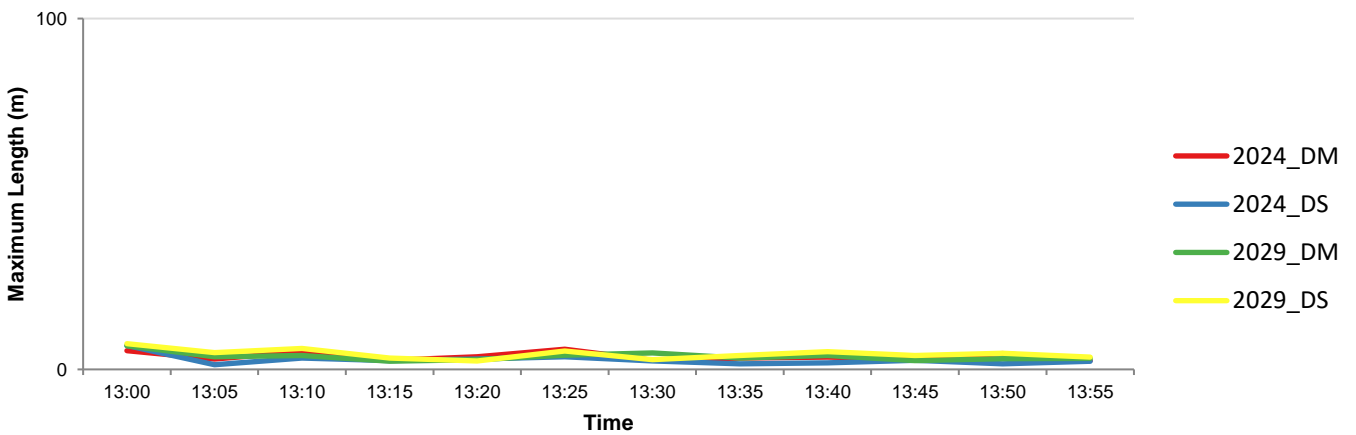




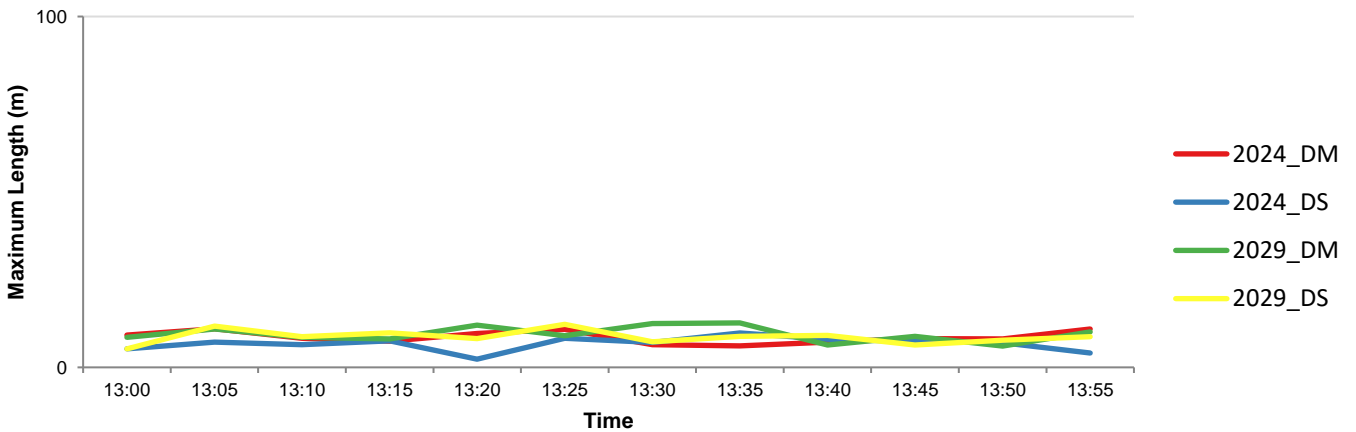
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33- M65 (E)



34- M6 (S)

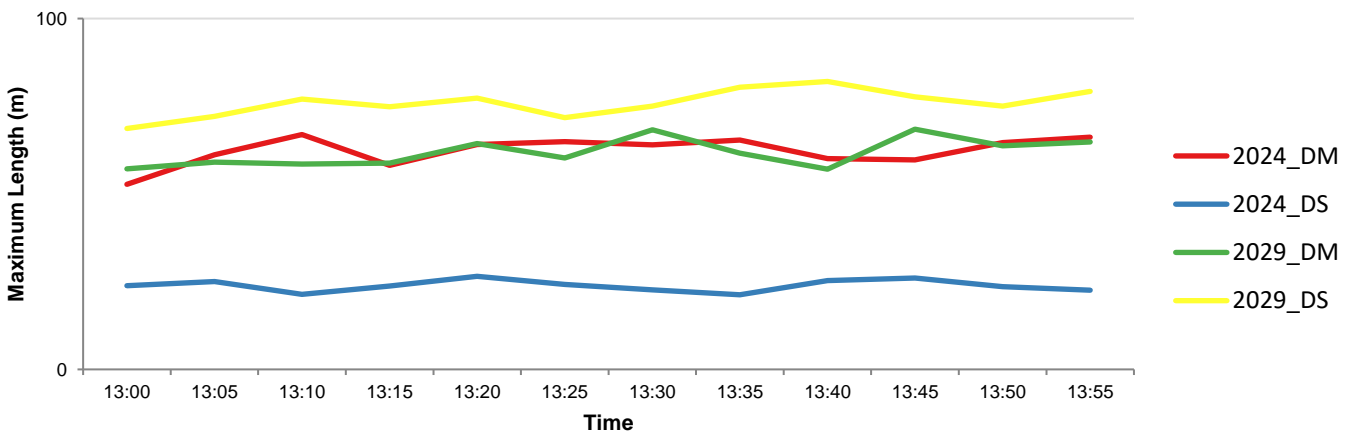




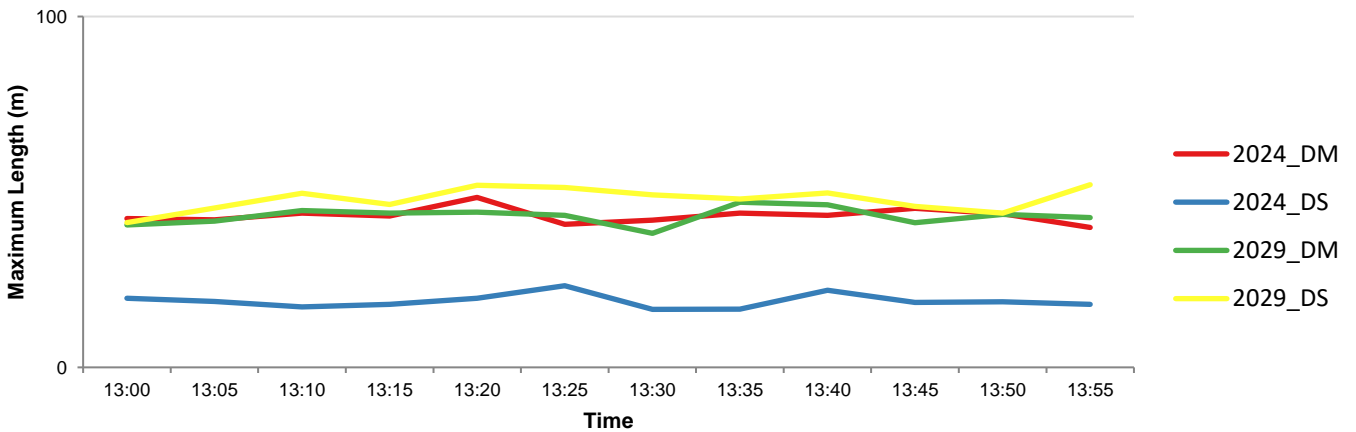
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35- Slip from M6 (E)



36- M65 (E)

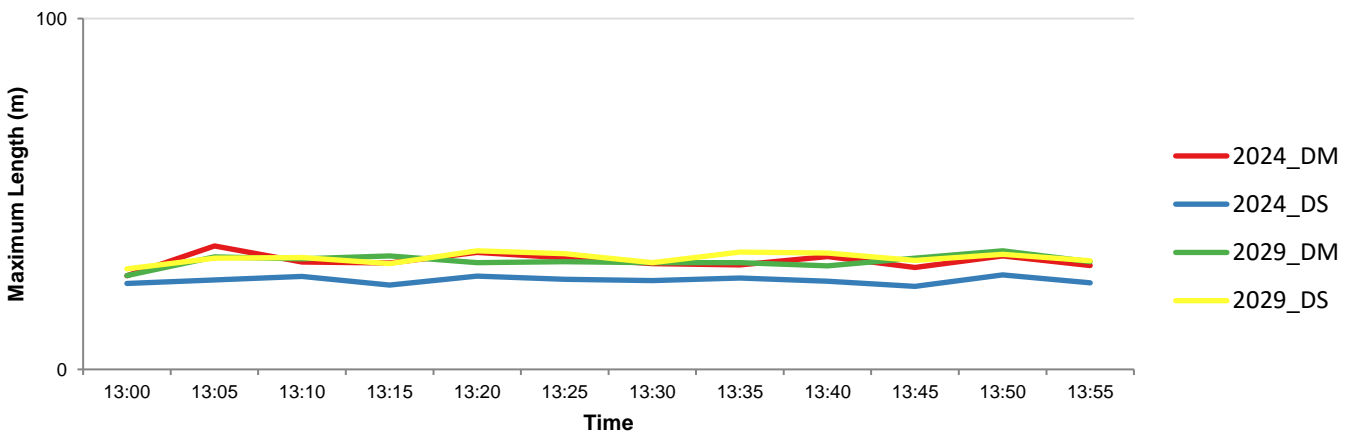




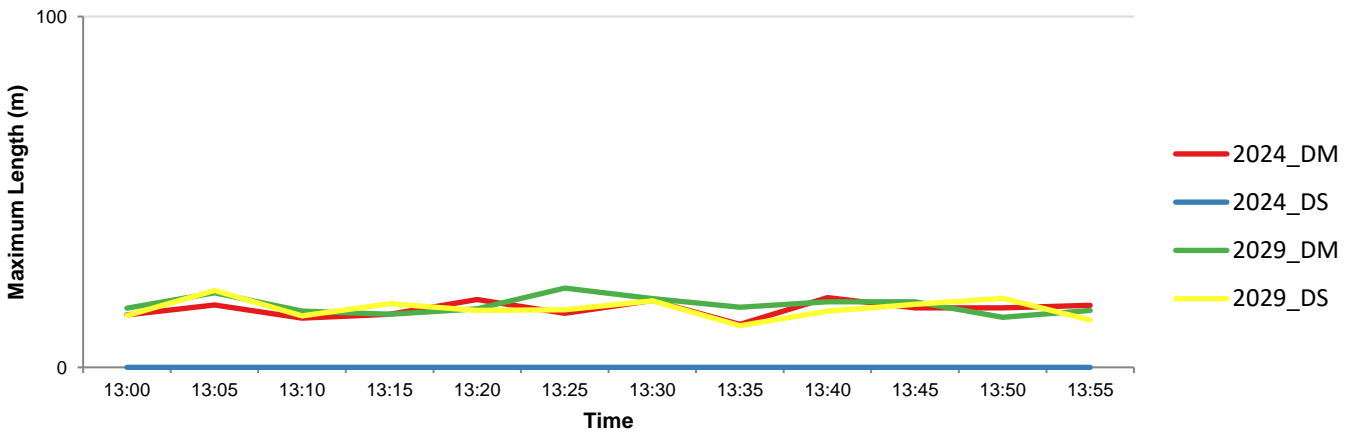
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37- Development access (W)



38- M65 (N)

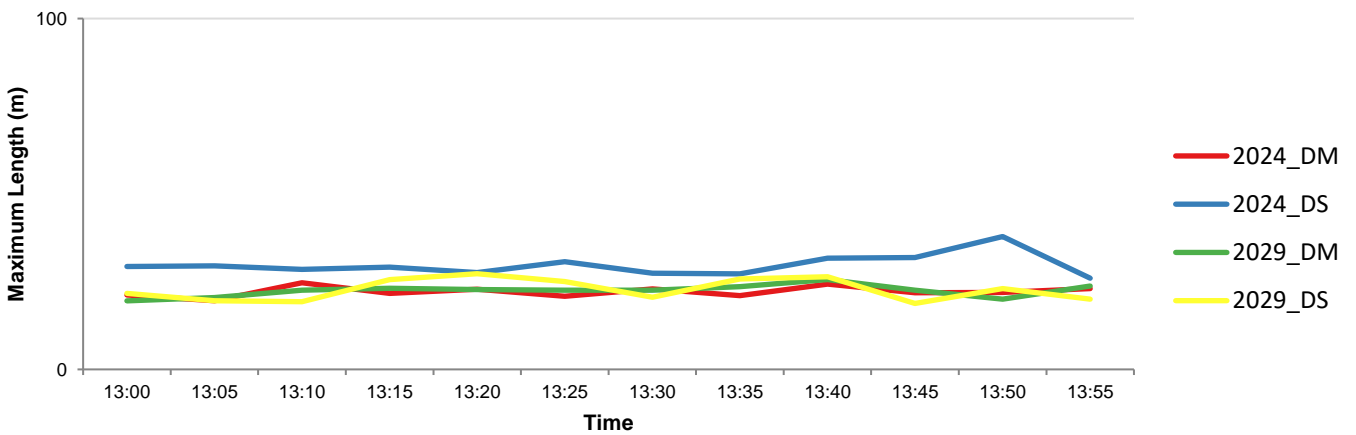




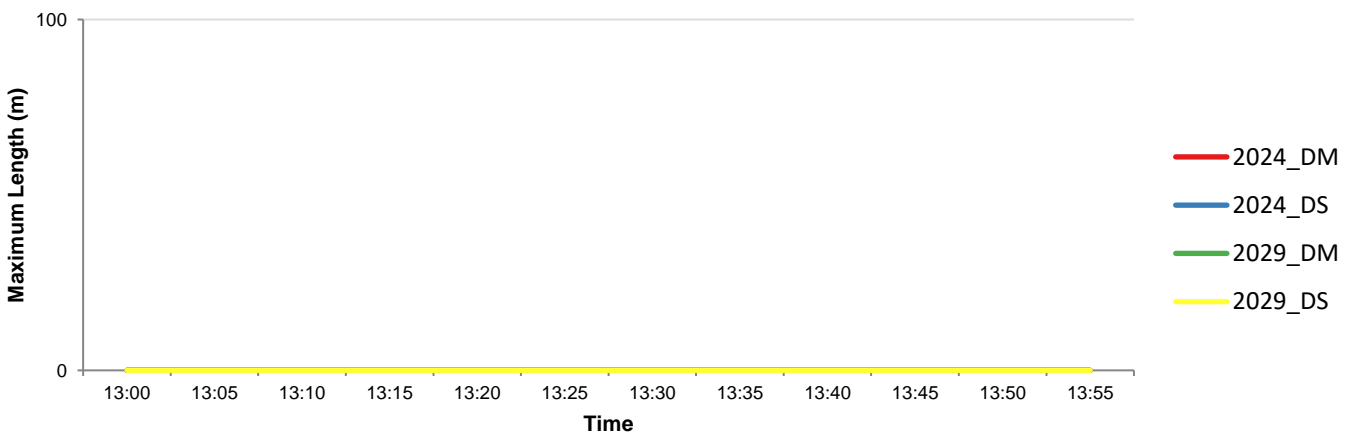
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39- Left from M65 (N)



41- Todd Ln S (N)

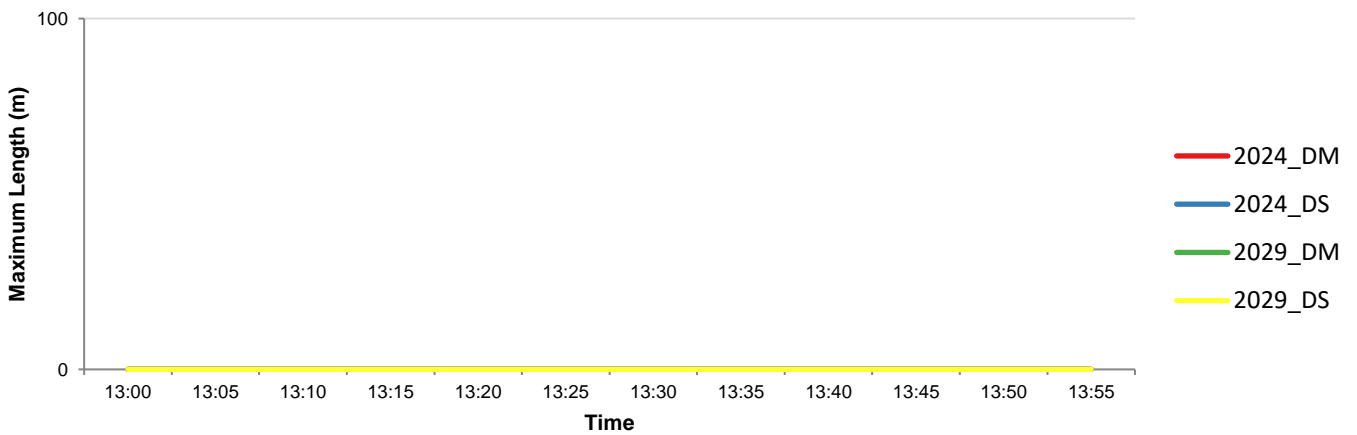




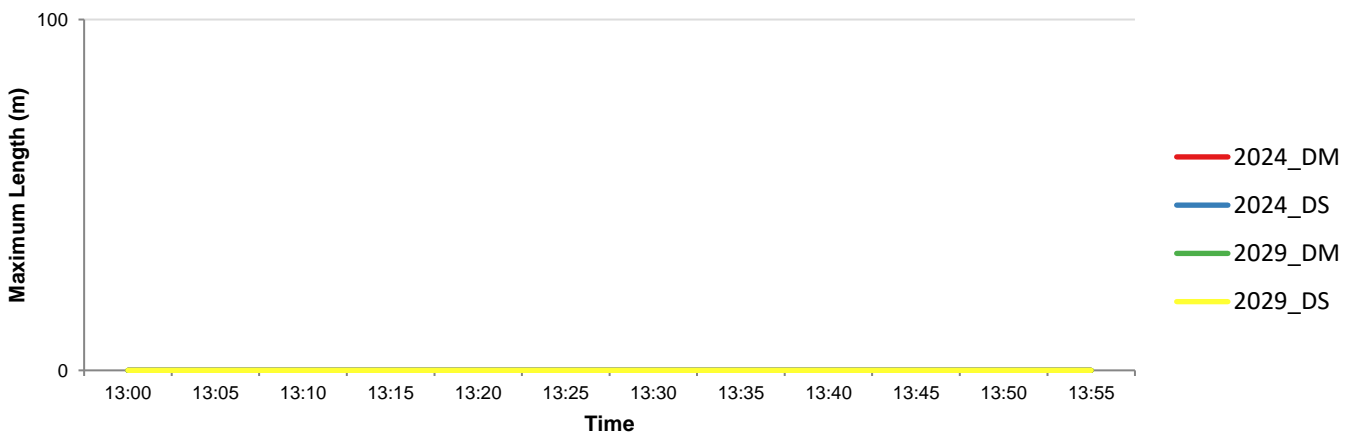
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42- Old School Ln (S)



40- Rdbt 1 North arm

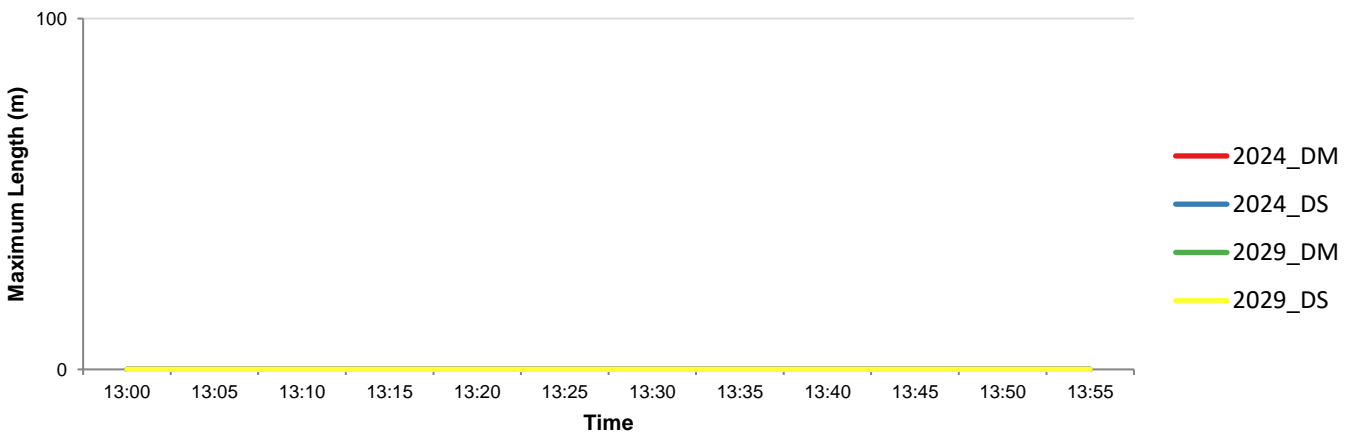




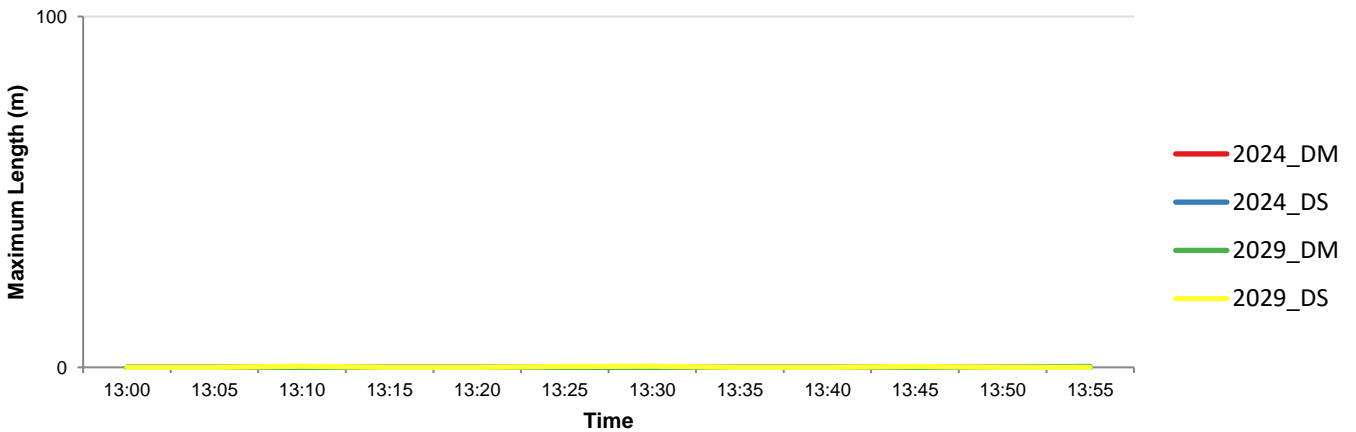
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49- Rdbt 1 East arm



50- Rdbt 1 South arm

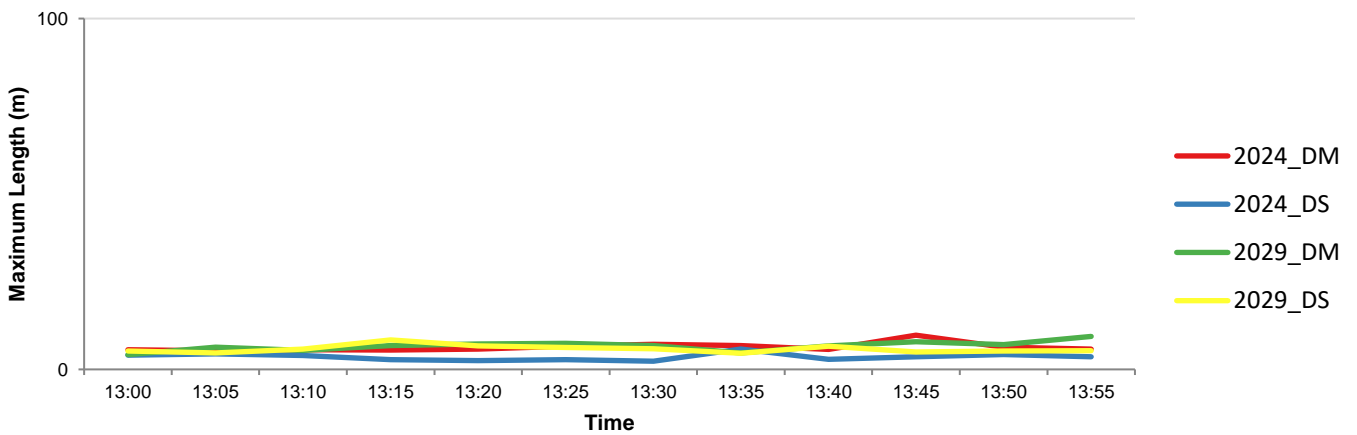




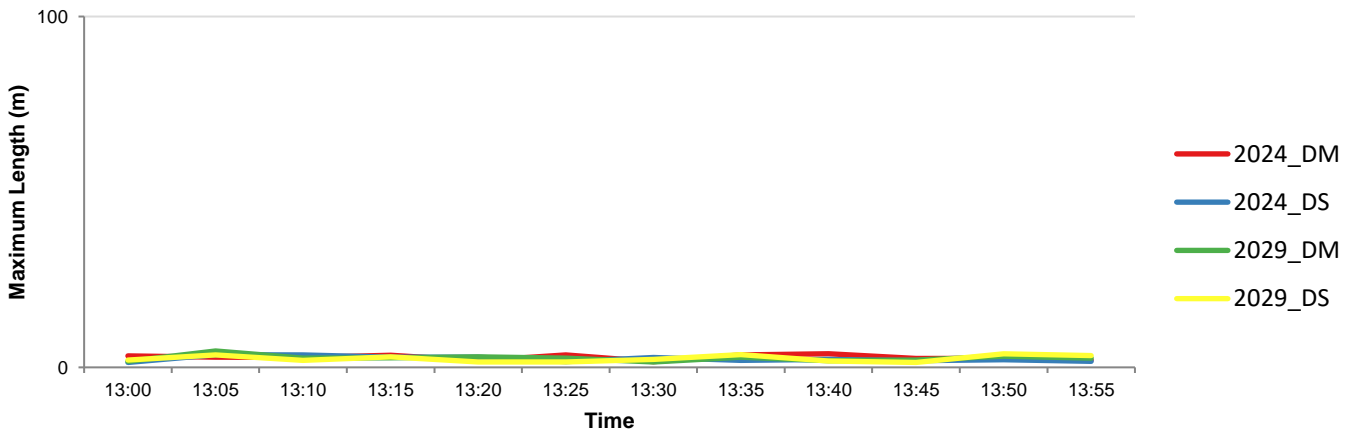
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51- Rdbt 2 East arm



52- Rdbt 2 South arm

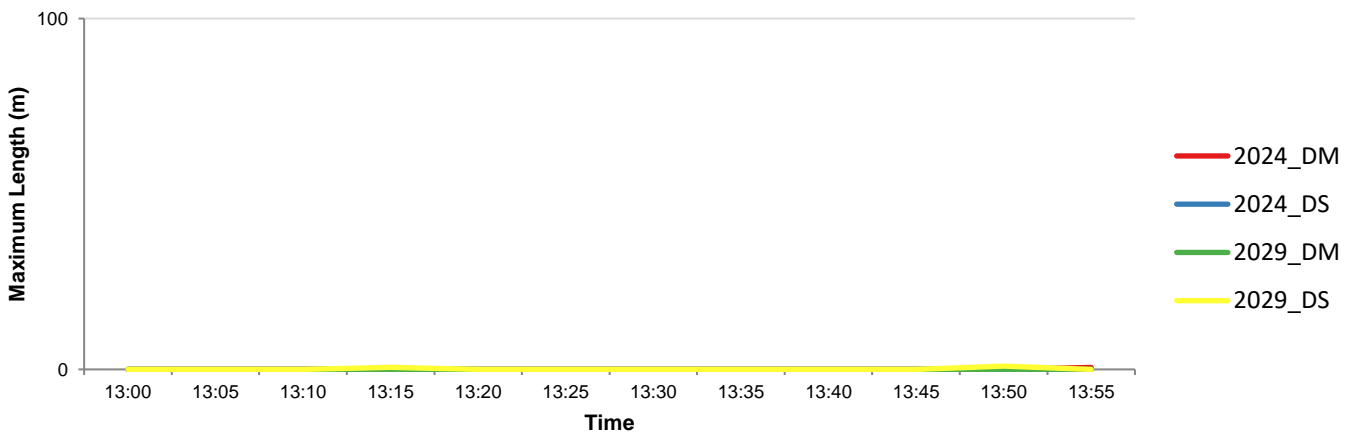




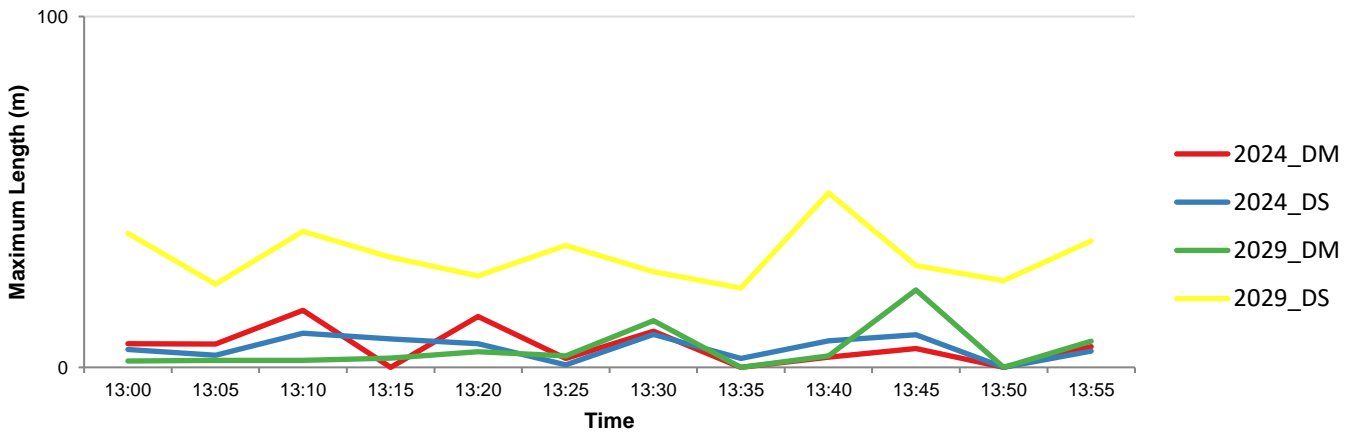
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60 - North arm (Farington access1)



59 - South arm (Farington access1)

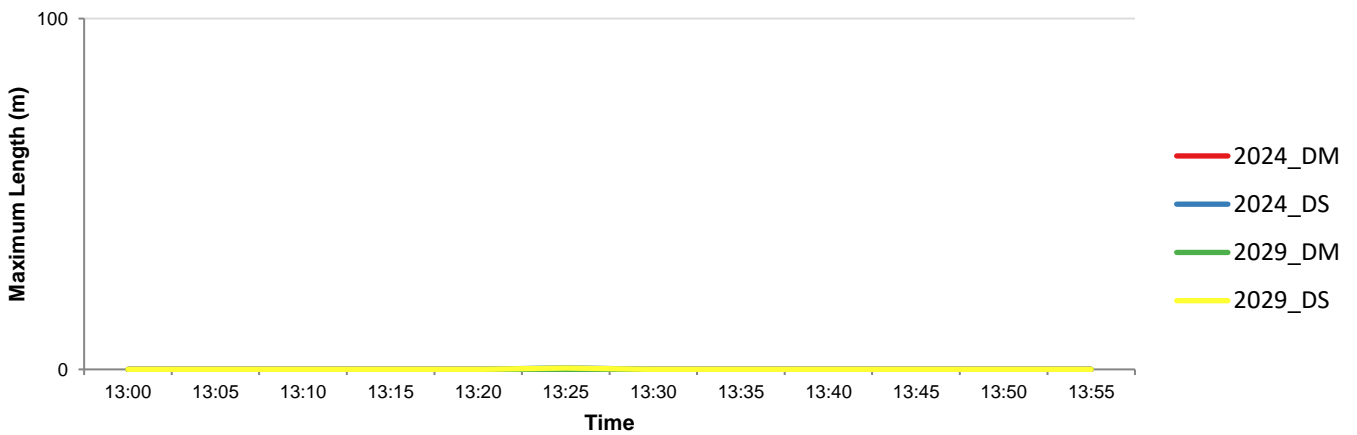




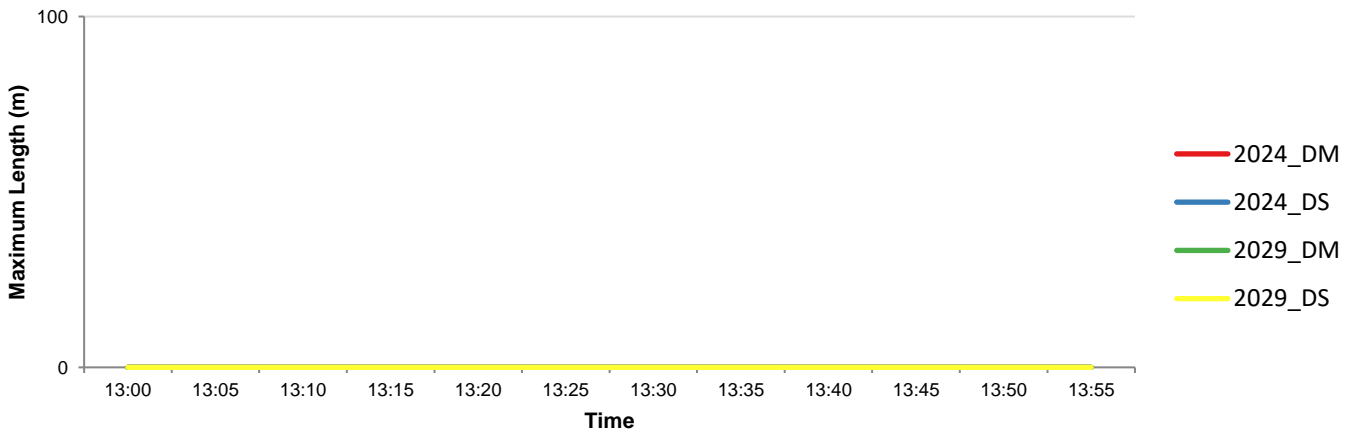
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58 - West arm (Farington access1)



63 - South arm (Farington access2)

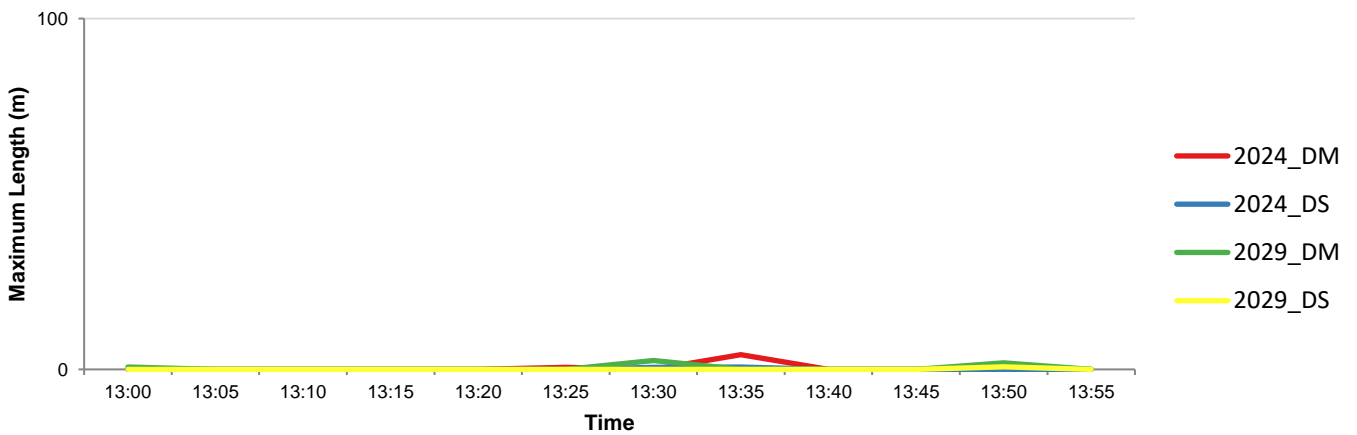




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62 - North arm (Farington access2)



61 - East arm (Farington access2)

