



## **APPENDIX A – MEETING NOTES 11/11/2022**

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# MEETING NOTES

<b>PROJECT NUMBER</b>	70082141	<b>MEETING DATE</b>	11 November 2022
<b>PROJECT NAME</b>	Farington Cricket Amenity	<b>VENUE</b>	Microsoft Teams
<b>CLIENT</b>	Eric Wright Group	<b>RECORDED BY</b>	AL
<b>MEETING SUBJECT</b>	Farington Cricket Amenity – Post Submission Highways Comments		

<b>PRESENT</b>	Neil Stevens (NS) (LCC - Highways) Emma Prideaux (EP) (LCC - Strategic Development) James Royle (JR) (Chroma) Adam Leary (AL) (WSP) Hannah Barrett (HB) (WSP) Paul Newton (PN) (Barton Willmore now Stantec) Susie Stephen (SS) (Barton Wilmore now Stantec)
<b>APOLOGIES</b>	None
<b>DISTRIBUTION</b>	As above

<b>SUBJECT</b>	<b>ACTION</b>	
<b><u>Introductions</u></b>		
NS confirmed that he had reviewed the Transport Assessment included within the planning application submission and that this meeting was an opportunity for him to provide comment to the team to respond to a number of points made. NS stated that he was not intending to put points in writing, and these notes are intended to provide a written document of points that require amendments, clarification and potentially new work.		
This note has summarised points under categorised headings for ease of reference.		
<b><u>Site Access and Layout</u></b>		
<ul style="list-style-type: none"><li>Request for further details on the proposed emergency route. Use of crushed stone as a surfacing material would be acceptable to NS.</li><li>Access road to be realigned/re-designed to avoid the removal of the 2no. Oak trees.</li><li>A shelter facility should be provided at the 'drop off/pick up' area. Wooden material acceptable. Should be of a sufficient scale to</li></ul>		

MEETING NOTES

<p>accommodate a coach load (between 44-49 people). Access gate to be pushed back further into the site to prevent backing up onto the public highway.</p> <ul style="list-style-type: none"> <li>• Formal footway from highway on western side linking to the bus stops on Stanifield Lane needs to be provided in line with aspirations for wider area and reduction in speed limit. Noted that this will impact on boundary hedgerows.</li> <li>• Additional room for stacking space within the car park should try and be accommodated</li> <li>• Appendix E Layout - requested amends/comments:             <ul style="list-style-type: none"> <li>- Full footway provision</li> <li>- Link crossings to location of bus stops</li> <li>- Bus shelters on Stanifield Lane</li> <li>- Radii from south to be tightened up</li> <li>- Investigate moving junction south. 15m of hatching. Overcome issue with trees and provide more storage.</li> </ul> </li> </ul> <p>WSP and Project Team to revisit site layout and access in line with the above comments and will look to submit a revised layout plan.</p>	<p>WSP / Project Team</p>
<p><b><u>Baseline Data</u></b></p>	
<ul style="list-style-type: none"> <li>• <b>Section 2.5</b> – NS has commissioned own speed and vehicle flow surveys (scheduled to commence 11/11/22 for 1 week). Results due back within circa 10 days. NS to provide results upon receipt to feed into WSP response.</li> <li>• <b>Section 2.6</b> - traffic collision results to be updated.</li> </ul> <p>WSP will report the results of the speed and vehicle flow surveys within a Technical Note which will cover the points raised in this note. This will also consider any recent recorded accidents within the study area reported in the TA.</p>	<p>NS</p> <p>WSP</p>
<p><b><u>Event Day Operations</u></b></p>	
<ul style="list-style-type: none"> <li>• Query over the use of the overflow car park (e.g. for event overlay). Indicative Event Overlay plan to be provided to provide an idea on how the various additional elements will be accommodated on match days.</li> <li>• Query over extent to which people may be able to access the facility from the site perimeter. Boundary Treatment plan to be provided along with Event Management Framework.</li> <li>• Note that Fowler Lane is public highway and agreement would need to be reached with LCC for any placement of cones to restrict access/parking. AL to clarify approach to such instances and link to Traffic Management Plans (which form part of the Event Management Framework). NS welcomed a template approach.</li> </ul>	

<ul style="list-style-type: none"> <li>• Offsite parking for coaches will need to be identified.</li> <li>• Query what other vehicles will be in attendance on a match day (e.g. ambulance, police etc.) and where will they park?</li> <li>• Query how does the internal drop off work with stewards checking cars have purchased a parking ticket. Plan showing indicative locations for stewards to check tickets to be provided.</li> <li>• <b>Para 7.5.13</b> – NS supports suggested use of park and ride but wants more information on how this links to site and how it will be promoted.</li> <li>• <b>Para 8.1.6</b> – notes St John’s ambulance.</li> </ul> <p>WSP and Project Team to update and clarify the Event Day Management Plan and the Event Day Management section of the TA report. This will be captured within a supplementary Technical Note for LCC and will be accompanied by plans and illustrations as required to aid understanding.</p>	<p>WSP / Project Team</p>
<p><b><u>Public Right of Way Diversion</u></b></p>	
<ul style="list-style-type: none"> <li>• <b>Para 3.4.11</b> – query over the timing of the PROW diversion. EP Clarified that the Diversion Orders would be considered by committee prior to application determination and then confirmed if permission granted – confirmed acceptable by NS.</li> </ul>	
<p><b><u>Trip Generation, Assignment and Assessment</u></b></p>	
<ul style="list-style-type: none"> <li>• Query over how the peak hours had been identified, whether linked to Cuerden or for Stanifield Lane.</li> <li>• <b>P.31/32 and Tables 4.7 and 4.8</b> - 2019 attendance data should be provided to complete picture. Need to provide end times in Table 4.8.</li> <li>• <b>Figure 6.1</b> – discrepancy between Lancashire Age Group cricket numbers in attendance. WSP to clarify.</li> <li>• Clarify number of staff on site on a day to day basis, alongside details of arrival and departure times.</li> <li>• <b>Tables 6.4 &amp; 6.5</b> – discrepancy in assumption applied to taxis with 2hrs on weekends (between 14:30–16:30) and 1 hour on weekdays (between 12:30-13:30).</li> <li>• <b>Table 6.6</b> - More accuracy on where players are coming from is required in terms of assignment to the network.</li> <li>• Trip distribution needs to be re-considered, but not as a revised test. Wider distribution split should be shown indicating for example routes from Preston (A6) and route from A59. Should not assume everything using Tardy Gate.</li> <li>• WSP asked to consider and update position on Pickering’s Farm and consider the application of new Tempo growth rates.</li> </ul>	

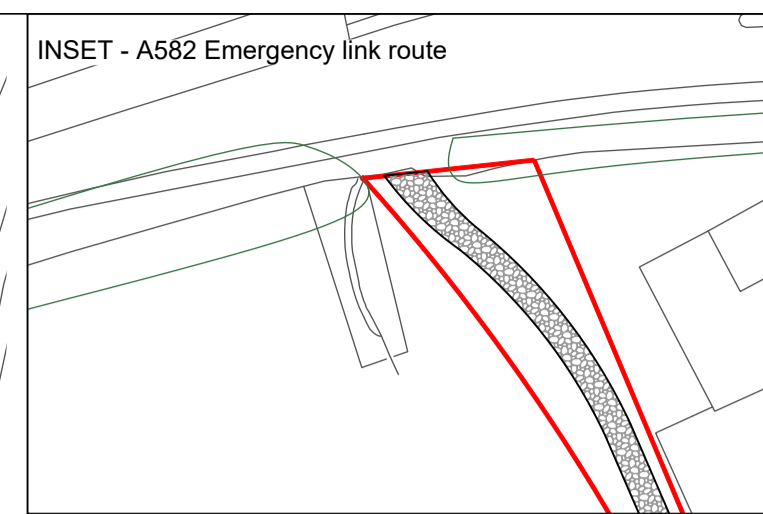
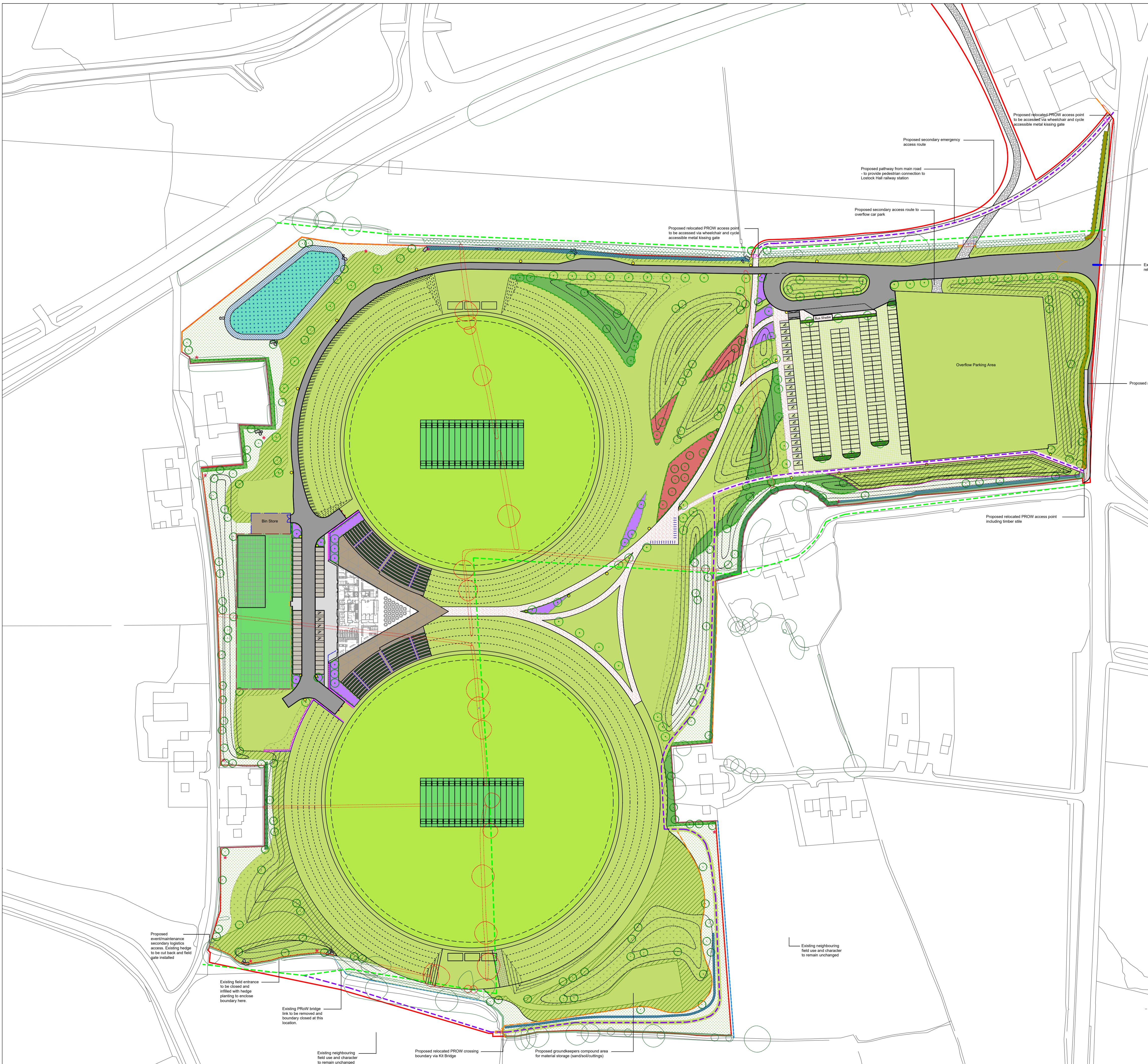
## MEETING NOTES

<ul style="list-style-type: none"> <li>• NS does not require WSP to refresh the committed and expected development list.</li> <li>• WSP asked to provide justification of the 2.7 person per car occupancy rate, which NS considers to be too high.</li> <li>• <b>Table 7.2</b> – query re modal split and how realistic 5% is for coaches. WSP to consider.</li> </ul> <p>WSP will consider these points within a supplementary Technical Note for LCC and will be accompanied by any traffic flow diagrams that reflect any changes to trip assignment and distribution. Local junction models will be updated to reflect any changes, however it is not proposed to re-run the VISSIM modelling as the overall impact on the highway network during peak hours is considered to be negligible.</p>	WSP
<p><b><u>Route to Site from Lostock Hall</u></b></p>	
<p><b>Section 7.4</b> – route to site from Lostock Hall station not suitable for large numbers of pedestrians particularly with cars parking on the footways. Query what our intentions are to facilitate movement along this route? NS considers there are improvements which could be made.</p> <p>WSP will clarify the assumptions around the number of spectators likely to walk from Lostock Hall on event days and document the walking route to the site along with a photo record of the route taken from Lostock Hall in the supplementary Technical Note.</p>	WSP
<p><b><u>Clarifications and Errata</u></b></p>	
<ul style="list-style-type: none"> <li>• NS stated that Table 2.1 should read 23:06 rather than 11:06</li> <li>• Sections 2.2 and 2.3 should contain greater reference to accessing the site by active travel modes.</li> </ul> <p>WSP will include an Errata sheet within the supplementary Technical Note to reflect any noted errors.</p>	WSP

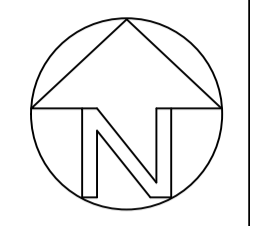


## **APPENDIX B – SITE LAYOUT PLAN**

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### KEY

**Hard Landscape**

- Bitmac - Vehicular surface [Total Area - 4,865.0m<sup>2</sup>]
- Bitmac - Pedestrian surface [Total Area - 1119m<sup>2</sup>]
- Self landing gravel [Total Area - 3,477.1m<sup>2</sup>]
- Flag paving [Total Area - 1,001.8m<sup>2</sup>]
- Permeable block paving [Total Area - 692.2m<sup>2</sup>]
- Grass concrete [Total Area - 1,277.2m<sup>2</sup>]
- Geogrid paving system [www.abp-geosynthetics.com/products/subspave.html](http://www.abp-geosynthetics.com/products/subspave.html) [Total Area - 100.4m<sup>2</sup>]
- PCC Road Kerb incl. Dropped kerbs, angles, and transition pieces [Total Length - 2,076m]
- Handrails - DDA Compliant
- Retaining Wall - Stone filled gabion Baskets (Specification to match engineer/architectural elements)

**Soft Landscape**

- Proposed earthwork contours
- Street tree planting: Heavy standard 12-14cm girth [Total - 103 No.]
- Informal native tree planting: Select standard 10-12cm girth [Total - 147 No.]
- Amenity grass seed
- Proposed ornamental flowering herbaceous planting: To car park and arrival spaces [Total area - 784.2m<sup>2</sup>]
- Proposed ornamental ground cover planting: To car parking areas & amenity seating [Total area - 440.2m<sup>2</sup>]
- Proposed ornamental shrub planting: To car park and arrival spaces [Total area - 903.4m<sup>2</sup>]
- Proposed native shrub planting: To site boundary & arrival spaces [Total area - 2,221.5m<sup>2</sup>]
- Proposed native hedge planting [Total area - 313.4 linear m]
- Proposed pollen & nectar wildflower mix
- Proposed native woodland planting mix: White & leathers [Total area - 4,334m<sup>2</sup>]
- Proposed semi aquatic / marginal planting: To pond and SUDs areas
- Proposed semi aquatic / marginal planting: To pond and SUDs areas
- Proposed pitch surfacing: Specification by specialist [Total area - 31,745m<sup>2</sup>]
- Existing hedgrows and trees to be removed
- Existing hedgrows and trees to be retained
- Existing hedge planting: To be improved and infilled where required
- Existing hedgrows to be transplanted [Total area - 1688m<sup>2</sup>]
- Proposed wet meadow mix in formed ditches [Total length - 500m]
- Proposed species rich grassland

REV.	DATE	DESCRIPTION	DRAWN	CHK'D
P32	22/12/22	AMENDED ISSUE	SA	ME
P31	20/12/22	AMENDED ISSUE	SA	ME
P30	19/12/22	AMENDED ISSUE	SA	ME
P28	08/12/22	AMENDED ISSUE	SA	ME
P27	25/11/22	AMENDED ISSUE	SA	ME
P26	24/11/22	AMENDED ISSUE	SA	ME
P25	21/11/22	AMENDED ISSUE	KT	SA
P24	17/11/22	AMENDED ACCESS ROAD	SA	ME



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Client: **ERIC WRIGHT**

Project: **CRICKET FACILITY, FARINGTON**

Title: **GENERAL ARRANGEMENT**

Issue: **PLANNING**

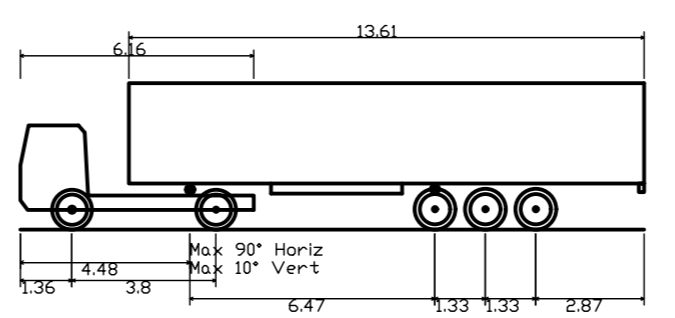
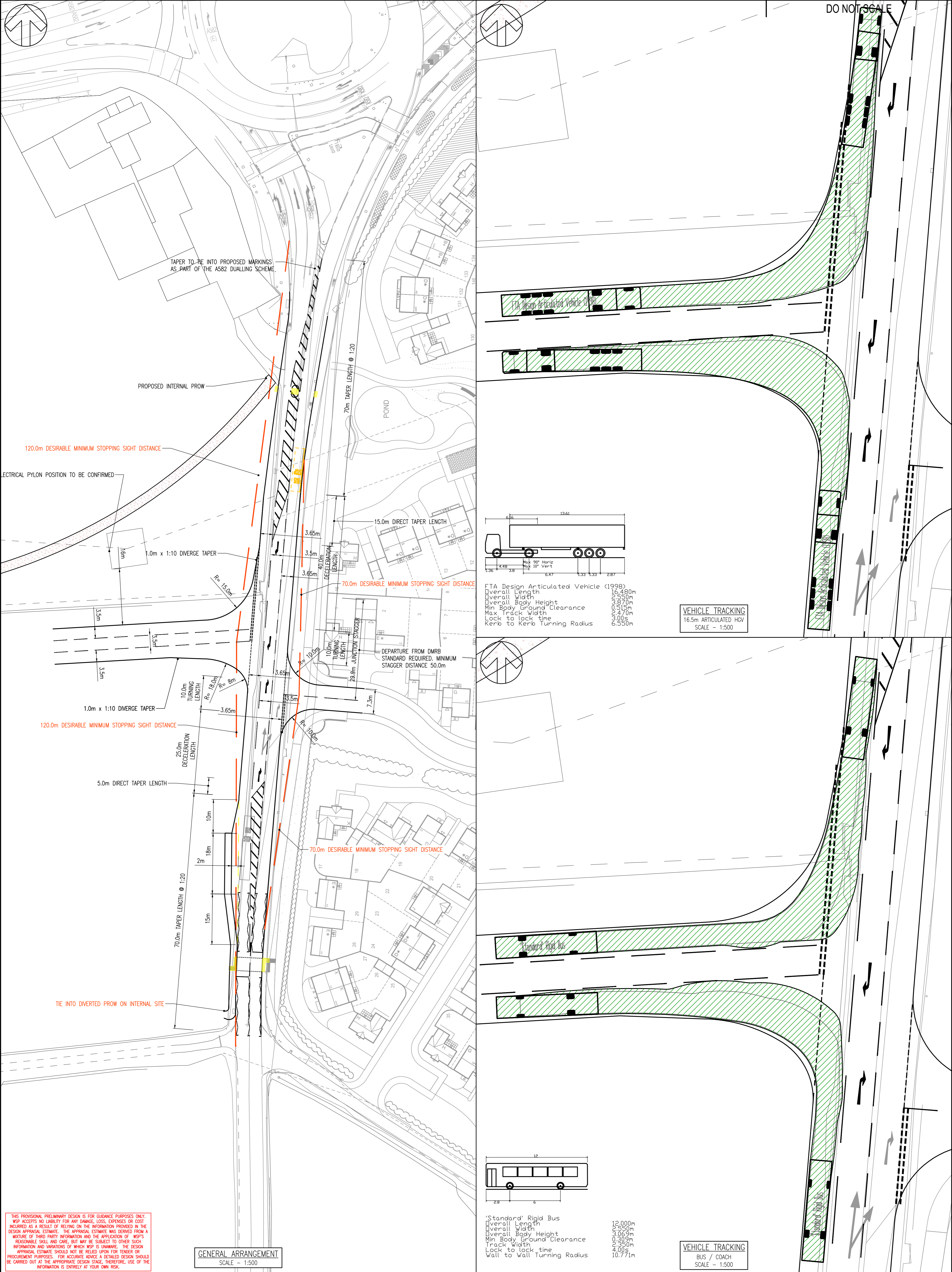
Drawn: RS	Checked: SA	Approved: MT
Project: UG1016	Scale @ A1: 1:1000	Date: 09/08/21
Dwg No: UG_1016_LAN_GA_DRW_01	Revision: P32	



## **APPENDIX C – ACCESS JUNCTION LAYOUT**

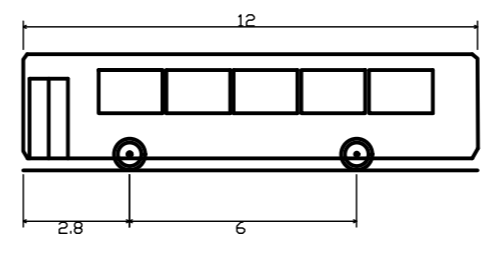
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FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

**VEHICLE TRACKING**  
16.5m ARTICULATED HGV  
SCALE - 1:500



Standard Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.305m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

**VEHICLE TRACKING**  
BUS / COACH  
SCALE - 1:500

**GENERAL ARRANGEMENT**  
SCALE - 1:500

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<p>Amber Court William Armstrong Drive Newcastle upon Tyne NE4 7YQ, UK</p> <p><b>wsp</b></p> <p>T+44 (0) 191 226 2000 F+44 (0) 191 226 2104 wsp.com</p>		<p>CLIENT: <b>ERIC WRIGHT CONSTRUCTION</b></p>	<p>PROJECT: <b>FARINGTON SOUTH RIBBLE CRICKET AMENITY</b></p>	<p>SCALE @ A1: AS SHOWN</p>	<p>CHECKED: RV</p>	<p>APPROVED: AL</p>
<p>B 20/12/2022 NS UPDATED TO COUNCIL COMMENTS RV AL</p> <p>A 21/02/2022 EBR FIRST ISSUE RV AL</p> <p>REV DATE BY DESCRIPTION CHK APP</p>	<p>ARCHITECT: BDP</p>	<p>TITLE: SITE ACCESS 30mph DOUBLE GHOST ISLAND WITH CONSENTED CUERDEN SCHEME</p>	<p>PROJECT No: 70082141</p>	<p>DESIGNED: EBR</p>	<p>DRAWN: EBR</p>	<p>DATE: Feb 22</p>
<p>DRAWING STATUS: <b>S2 - FOR PLANNING</b></p>			<p>DRAWING No: <b>FCR-WSP-ZZ-XX-DR-C-0011</b></p>		<p>REV: <b>B</b></p>	
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## **APPENDIX D – EVENT DAY MANAGEMENT FRAMEWORK**

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**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 26<sup>TH</sup> 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, 19<sup>th</sup> – 22<sup>nd</sup> July

Teams Onsite: Friday 25<sup>th</sup> July

Training Days: Thursday 24<sup>th</sup> 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	<b>Michael Foster</b>	01772 000 ***
Head of Marketing	<b>Christian Mullarkey</b>	01772 000 ***
Head of Communications	<b>James Price</b>	01772 000 ***
Head of Ticketing and Hospitality Sales	<b>Jonathon Nuttall</b>	01772 000 ***
Ticketing Services Manager	<b>Sam Boyden</b>	01772 000 ***
Cricket Administration	<b>Diana Lloyd</b>	01772 000 ***
Commercial Partnerships Manager	<b>Tom Foreman</b>	01772 000 ***
Finance Controller	<b>Rhian King</b>	01772 000 ***
HR Director	<b>Joanne Hunt</b>	01772 000 ***
Security Manager		01772 000 ***
Clean Event Venue Manager (External Cleaning Provider)	<b>Paddy Ramsbottom</b>	01772 000 ***
Show Med (Medical Provider)	<b>Allan Withers</b>	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	OUTER
		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	



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

<b>1.7.2 Temporary Overlay</b>			<b>ZONE</b>
Temporary Viewing Cabin	<b>Safety Control</b>	OPEN	INNER
	<b>Showmed</b>	OPEN	INNER
Broadcast compound (behind Pavilion Building)	<b>Badger &amp; Combes (streaming) Office</b>	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.

<b>STAFF GROUP</b>	<b>ZONE</b>	<b>WRISTBAND COLOUR</b>
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 <sup>st</sup> Pitch	Status
Pavilion Terrace	OPEN
East Viewing bowl	OPEN
West Viewing bowl	OPEN

2 <sup>ND</sup> 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 <sup>ST</sup> 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 <sup>nd</sup> Pitch	n/a	n/a

### 1.9.5 Bars

Location	Bar	Status
Pavilion	Members Bar	OPEN – from 14:30pm
1 <sup>st</sup> 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 25<sup>th</sup> 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 26<sup>TH</sup> 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.**

## Contents

1	Key Event Information.....	1
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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, 19<sup>th</sup> – 22<sup>nd</sup> July

Teams Onsite: Friday 25<sup>th</sup> July

Training Days: Thursday 24<sup>th</sup> 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	<b>Michael Foster</b>	01772 000 ***
Head of Marketing	<b>Christian Mullarkey</b>	01772 000 ***
Head of Communications	<b>James Price</b>	01772 000 ***
Head of Ticketing and Hospitality Sales	<b>Jonathon Nuttall</b>	01772 000 ***
Ticketing Services Manager	<b>Sam Boyden</b>	01772 000 ***
Cricket Administration	<b>Diana Lloyd</b>	01772 000 ***
Commercial Partnerships Manager	<b>Tom Foreman</b>	01772 000 ***
Finance Controller	<b>Rhian King</b>	01772 000 ***
HR Director	<b>Joanne Hunt</b>	01772 000 ***
Security Manager		01772 000 ***
Clean Event Venue Manager (External Cleaning Provider)	<b>Paddy Ramsbottom</b>	01772 000 ***
Show Med (Medical Provider)	<b>Alan Withers</b>	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 <sup>th</sup> 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**



<b>Farington Residents Letter Distribution List</b>
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 4<sup>th</sup> 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 6<sup>th</sup> 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](http://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](http://lancashirecricket.co.uk)

Yours sincerely,

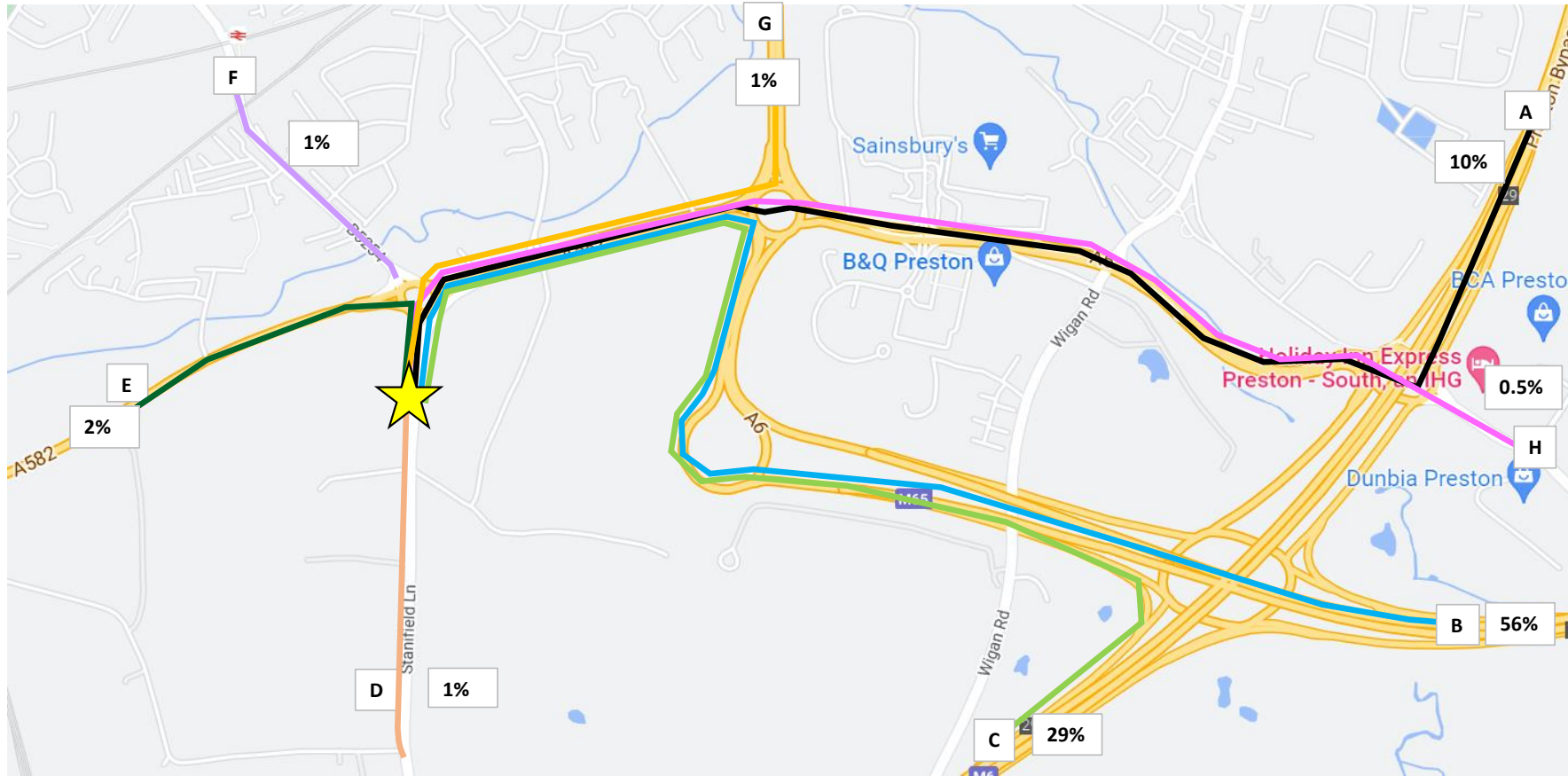
Lancashire Cricket



## **APPENDIX E – REVISED DEVELOPMENT TRAFFIC ROUTING**

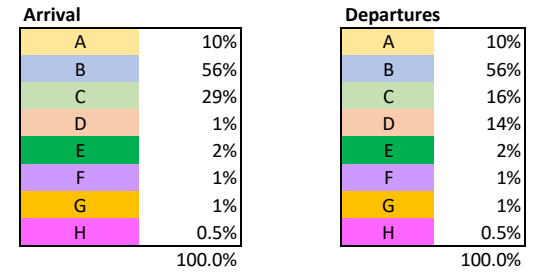
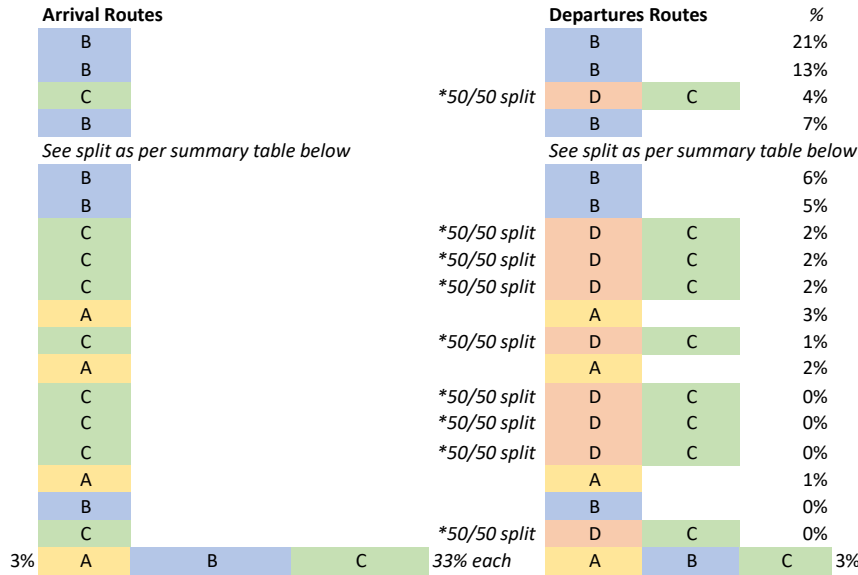
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**Member Postcodes - Wider Distribution Arrivals**

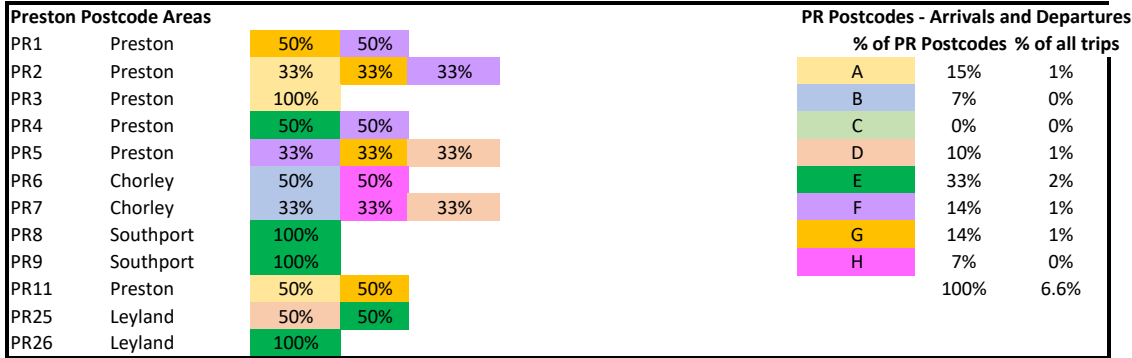


**Member Postcodes - Wider Distribution**

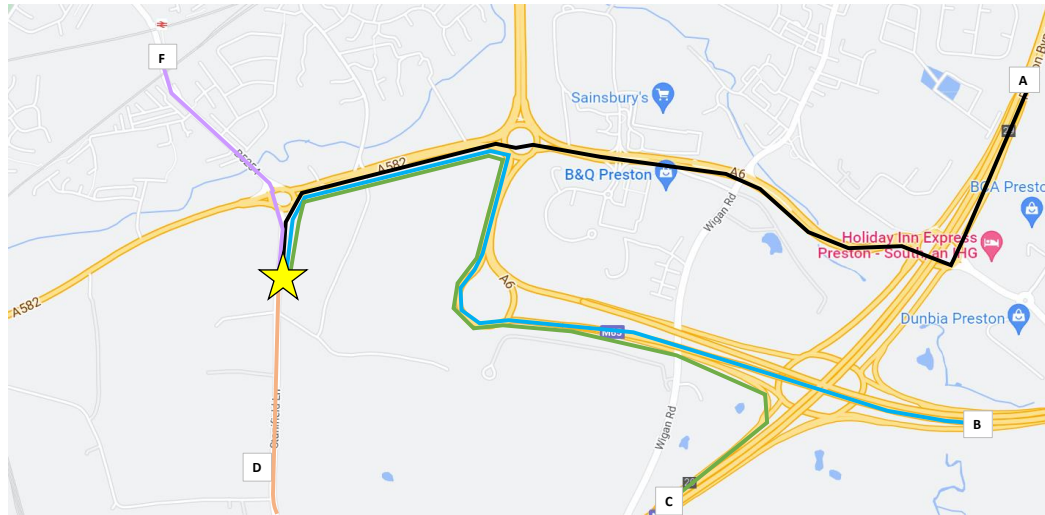
M	Manchester	21%
SK	Stockport	13%
WA	Warrington	9%
BL	Bolton/Bury	7%
PR	Preston	6.6%
OL	Oldham/Rochda	6%
BB	Blackburn	5%
L	Liverpool	4%
CW	Crewe	4%
CH	Chester	4%
LA	Lancaster	3%
WN	Wigan	2%
FY	Blackpool	2%
LL	North Wales	1%
ST	Stoke-on-Trent	1%
SY	Shrewsbury	1%
CA	Carlisle	1%
S	Sheffield	0%
B	Birmingham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

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

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





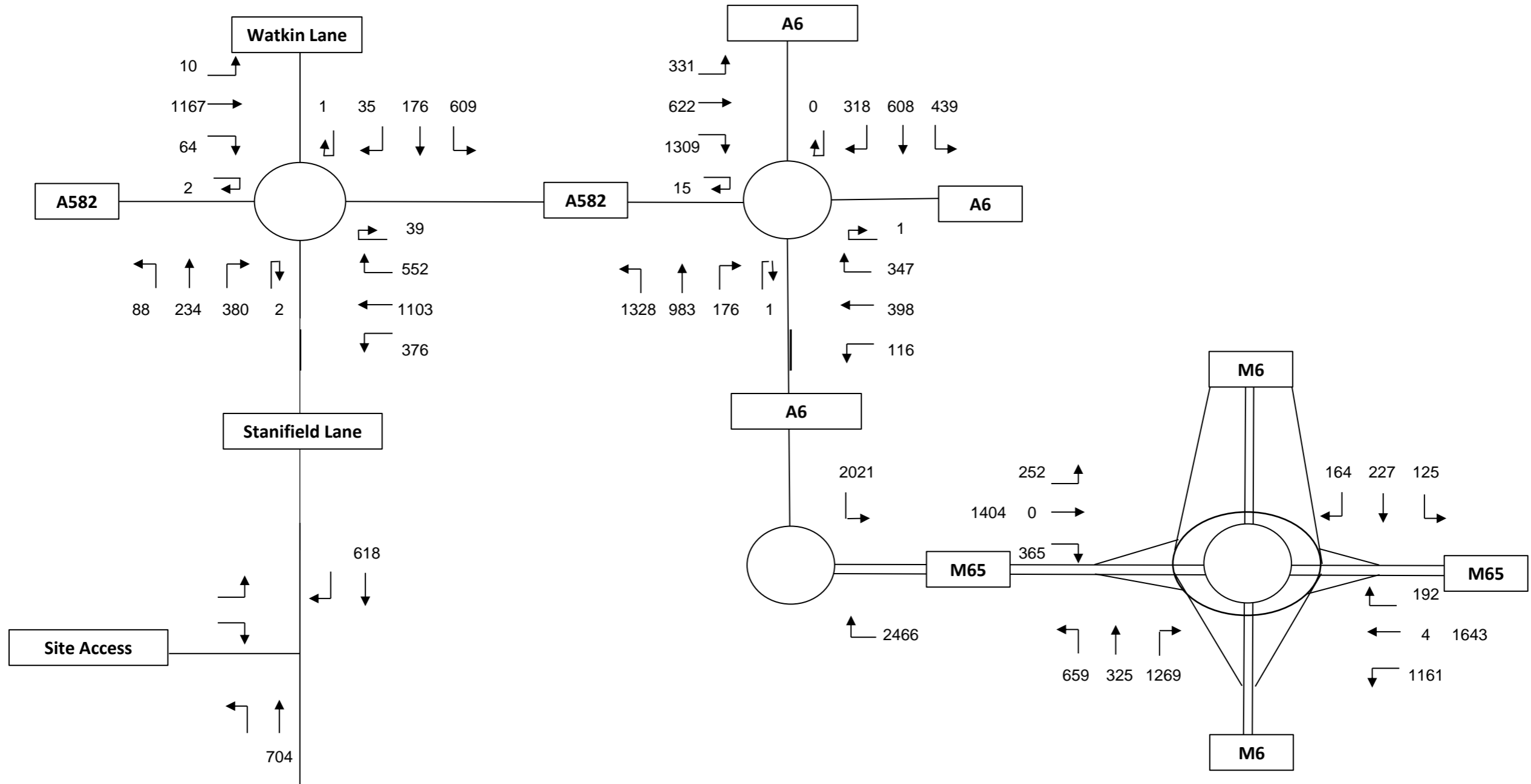
## **APPENDIX F – REVISED TRAFFIC FLOW DIAGRAMS**

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2016 AM Flows

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

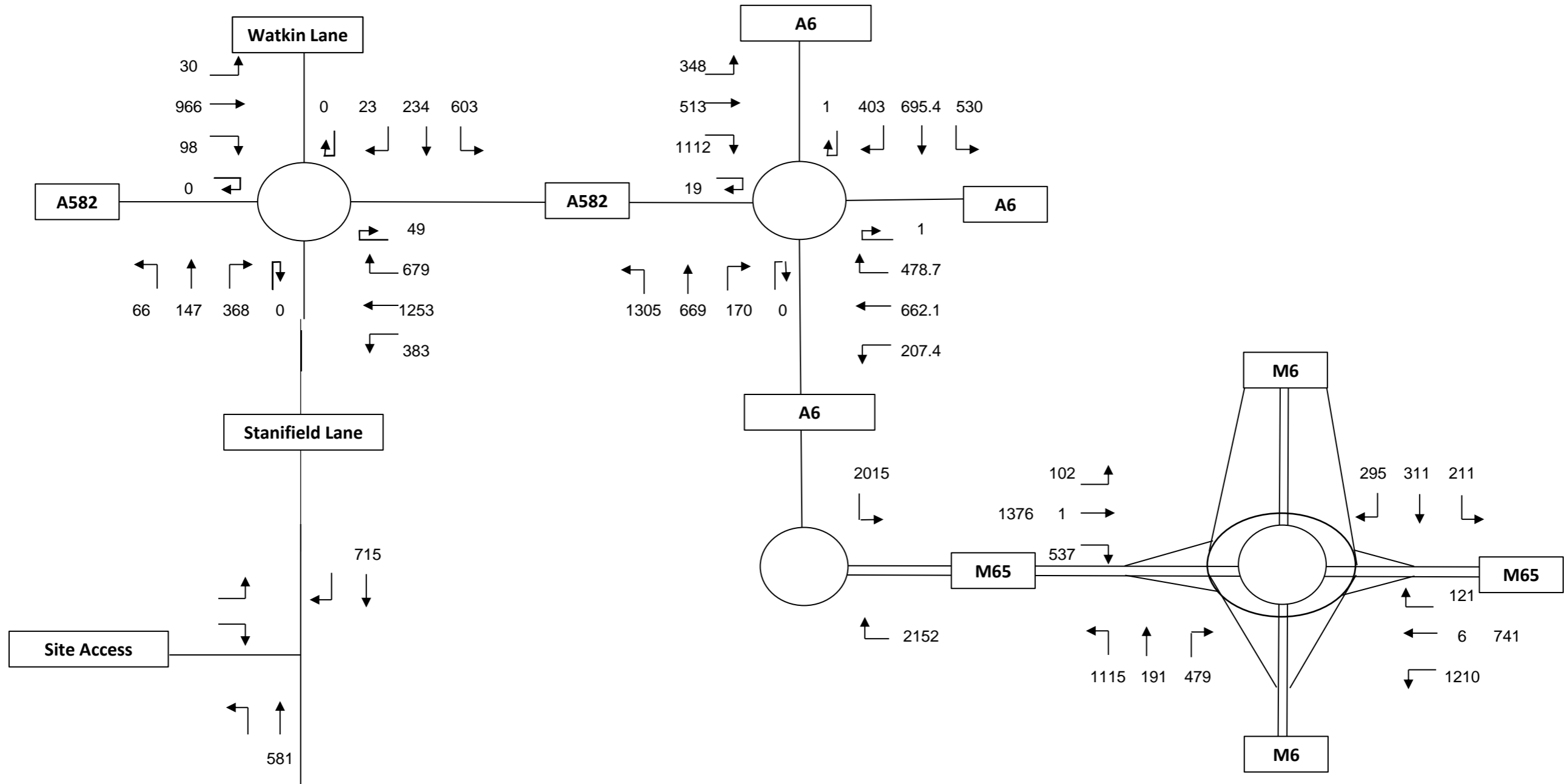
June 2016 Survey Flows



2016 PM Flows

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

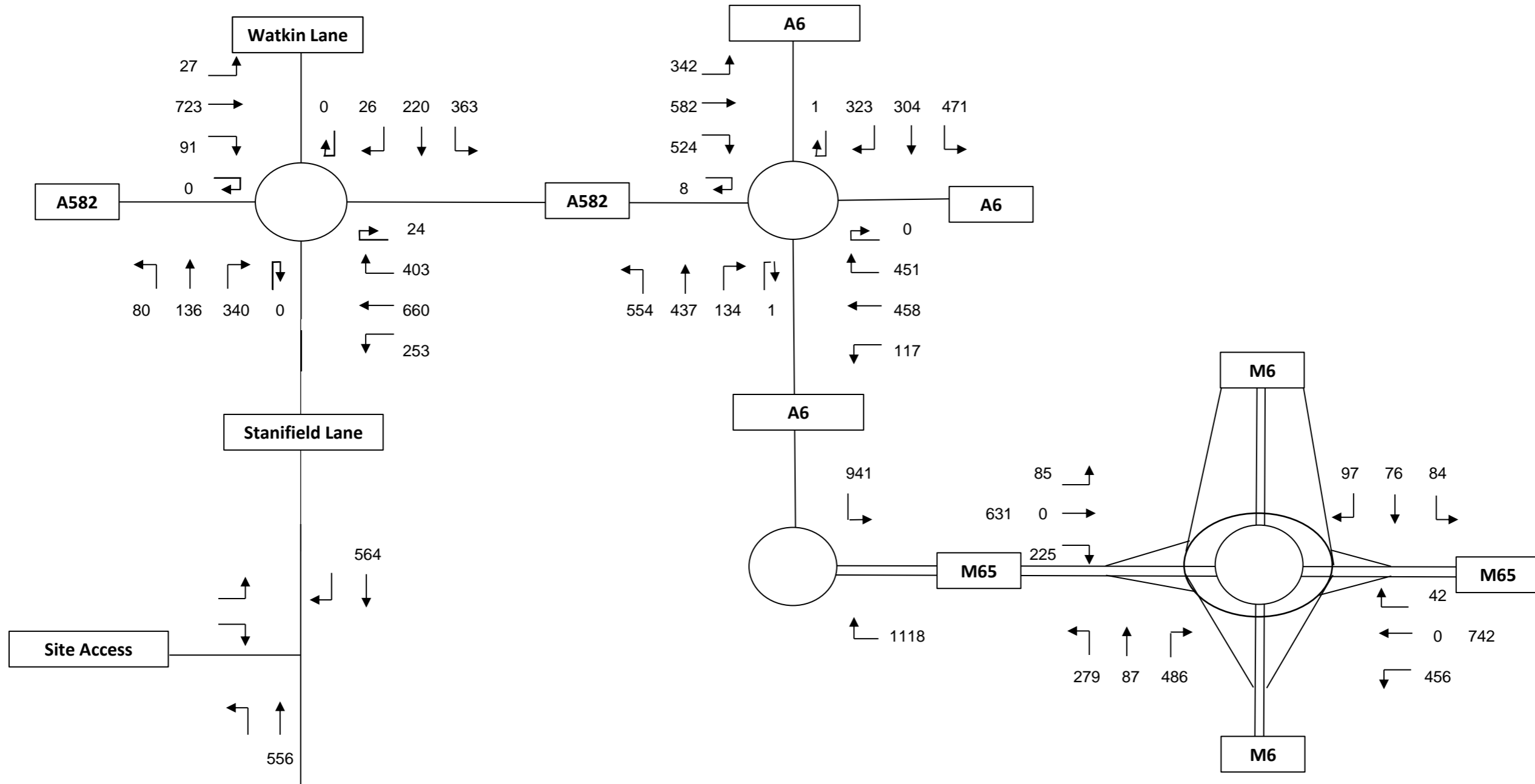
June 2016 Survey Flows



2016 SAT Flows

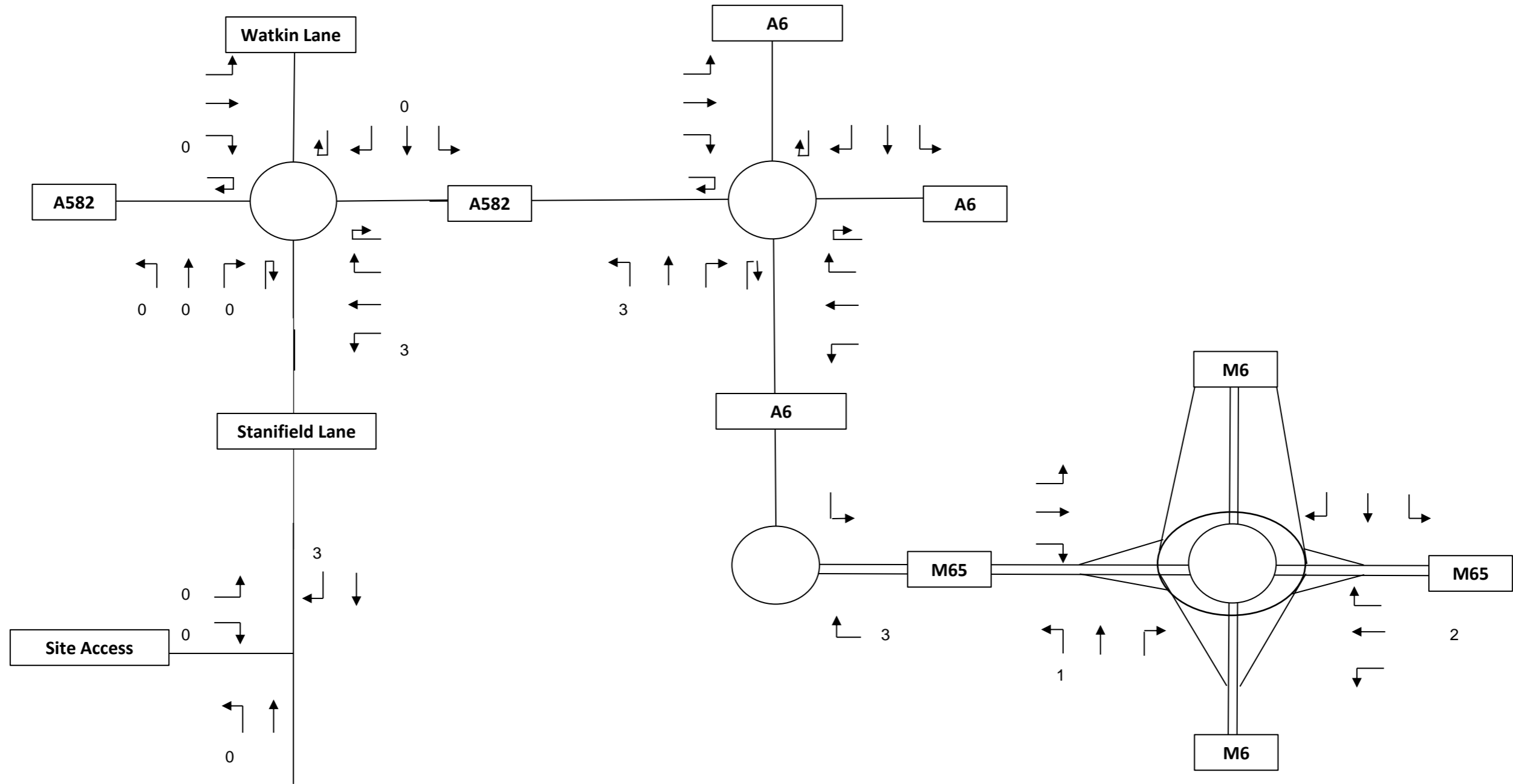
Saturday Peak Hour: 13:00-14:00 (PCUs)

June 2016 Survey Flows



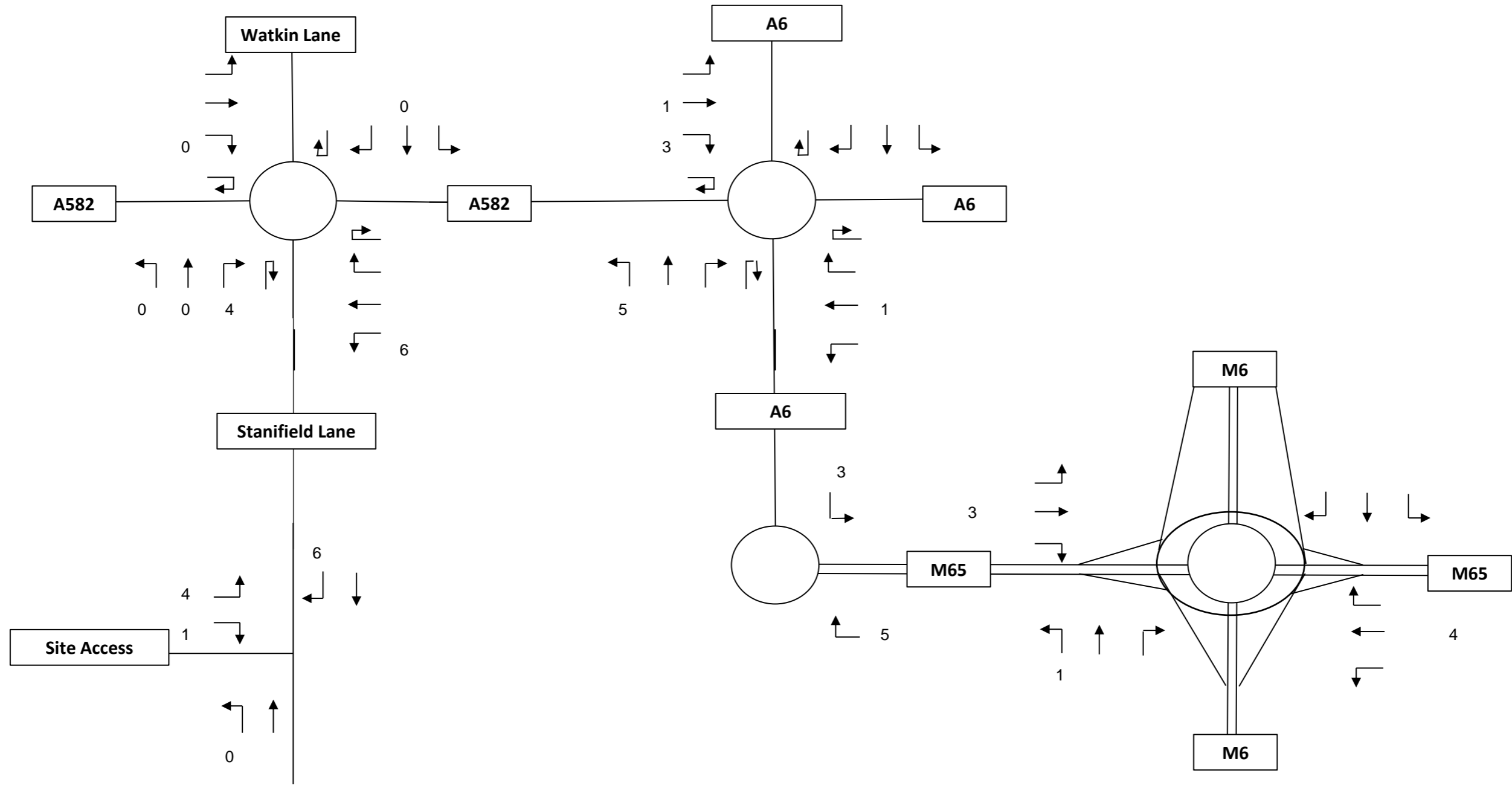
Weekday AM Peak Hour: 07:30-08:30

Development Traffic - Typical Day-to-Day usage



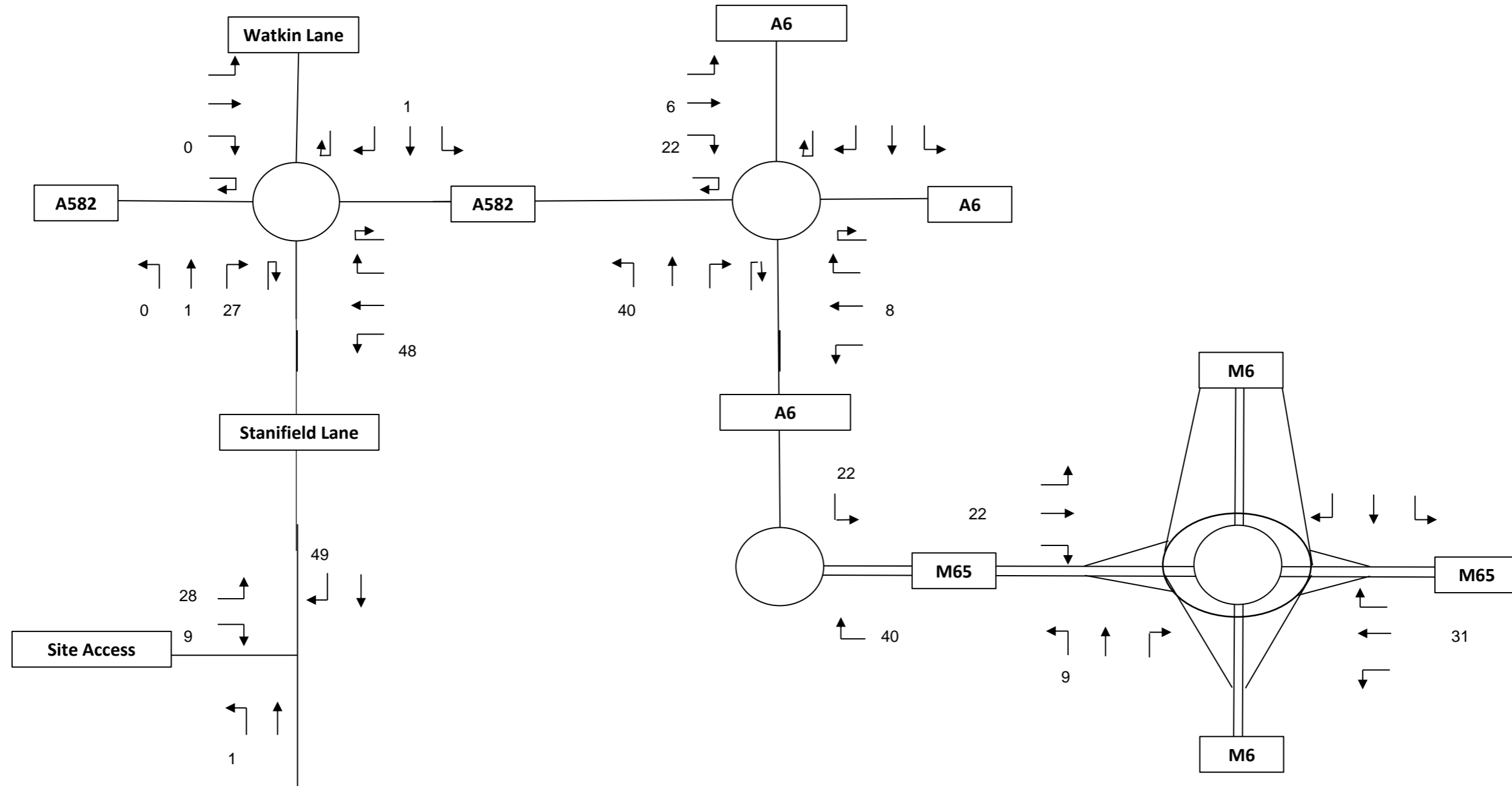
Weekday PM Peak Hour: 16:30-17:30

Development Traffic - Typical Day-to-Day usage



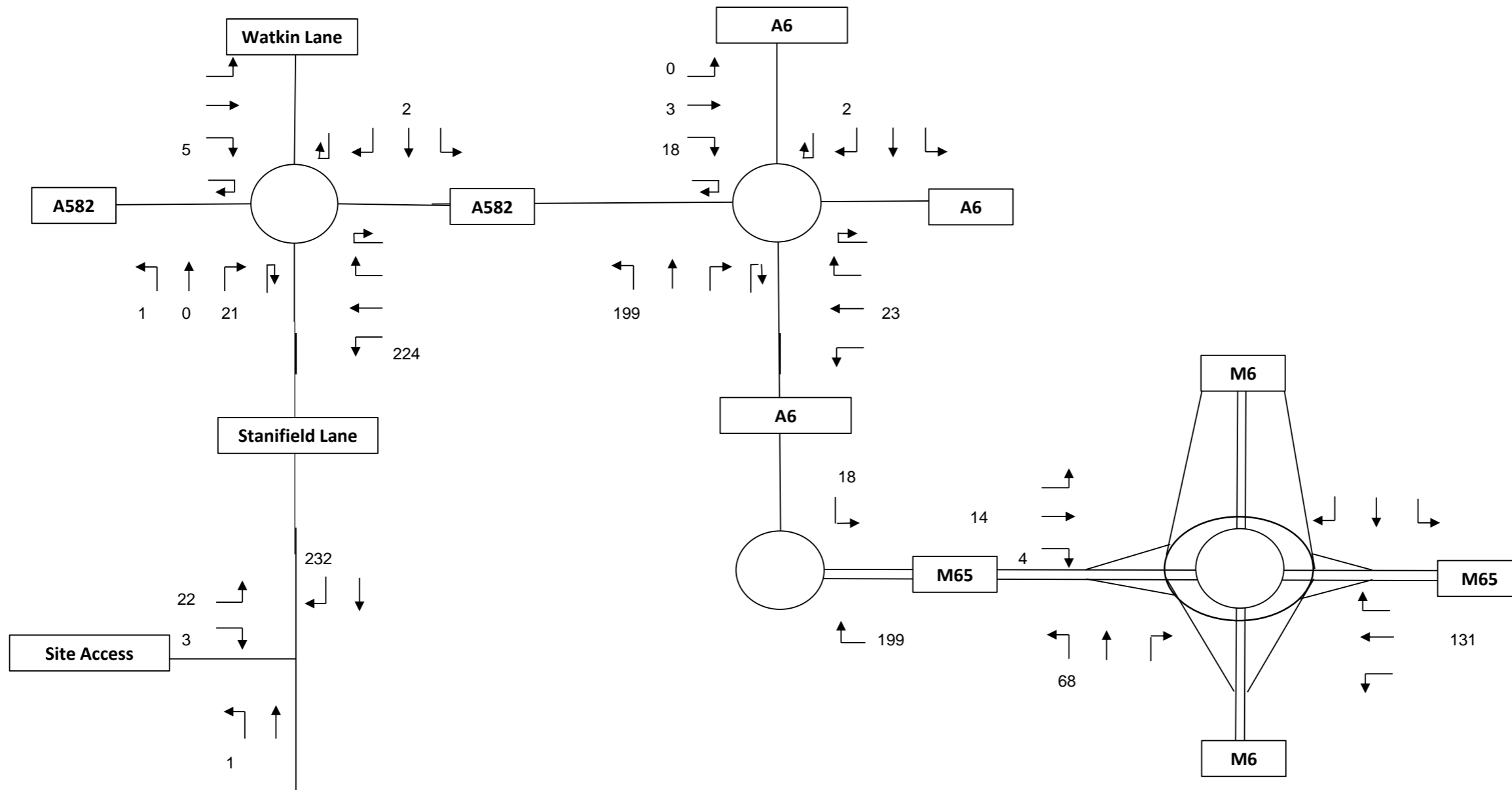
Saturday Peak Hour: 13:00-14:00

Development Traffic - Typical day-to-day usage



Saturday Peak Hour: 13:00-14:00

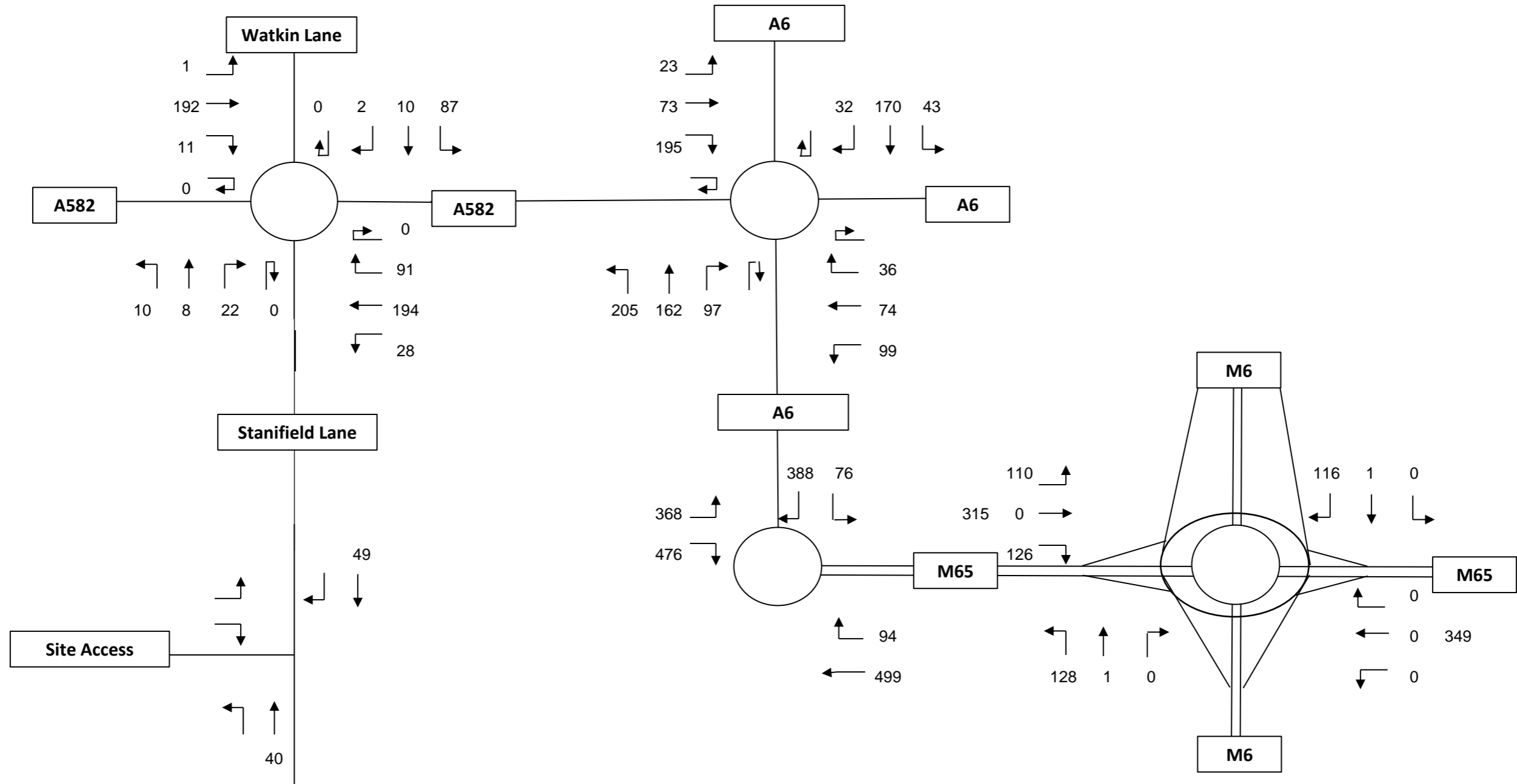
Development Traffic - T20 Event Day





Saturday Peak Hour: 13:00-14:00

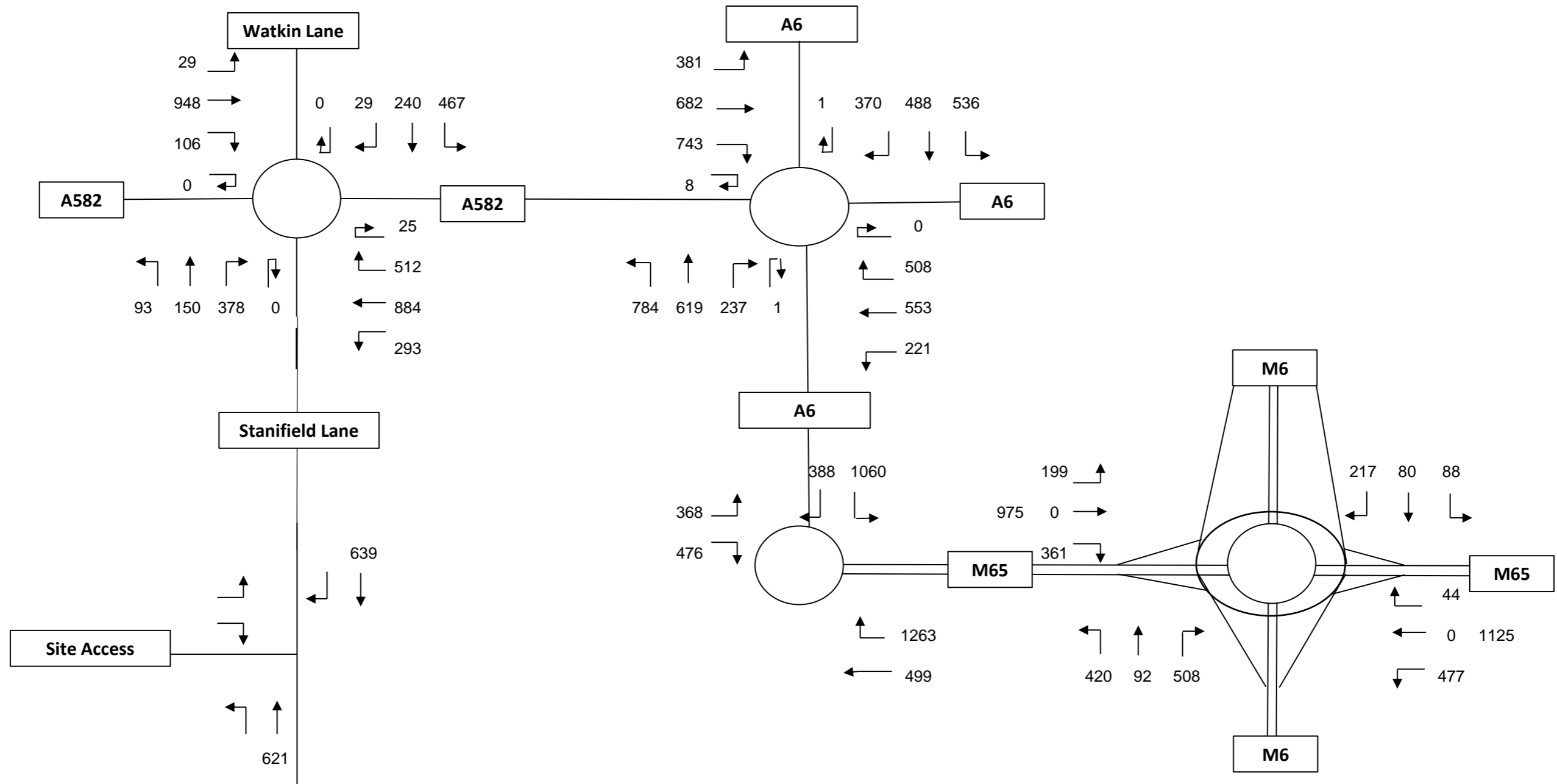
Total Committed Developments (2024)



Saturday Peak Hour: 13:00-14:00

Sat 2016-2024 growth rate: 1.05

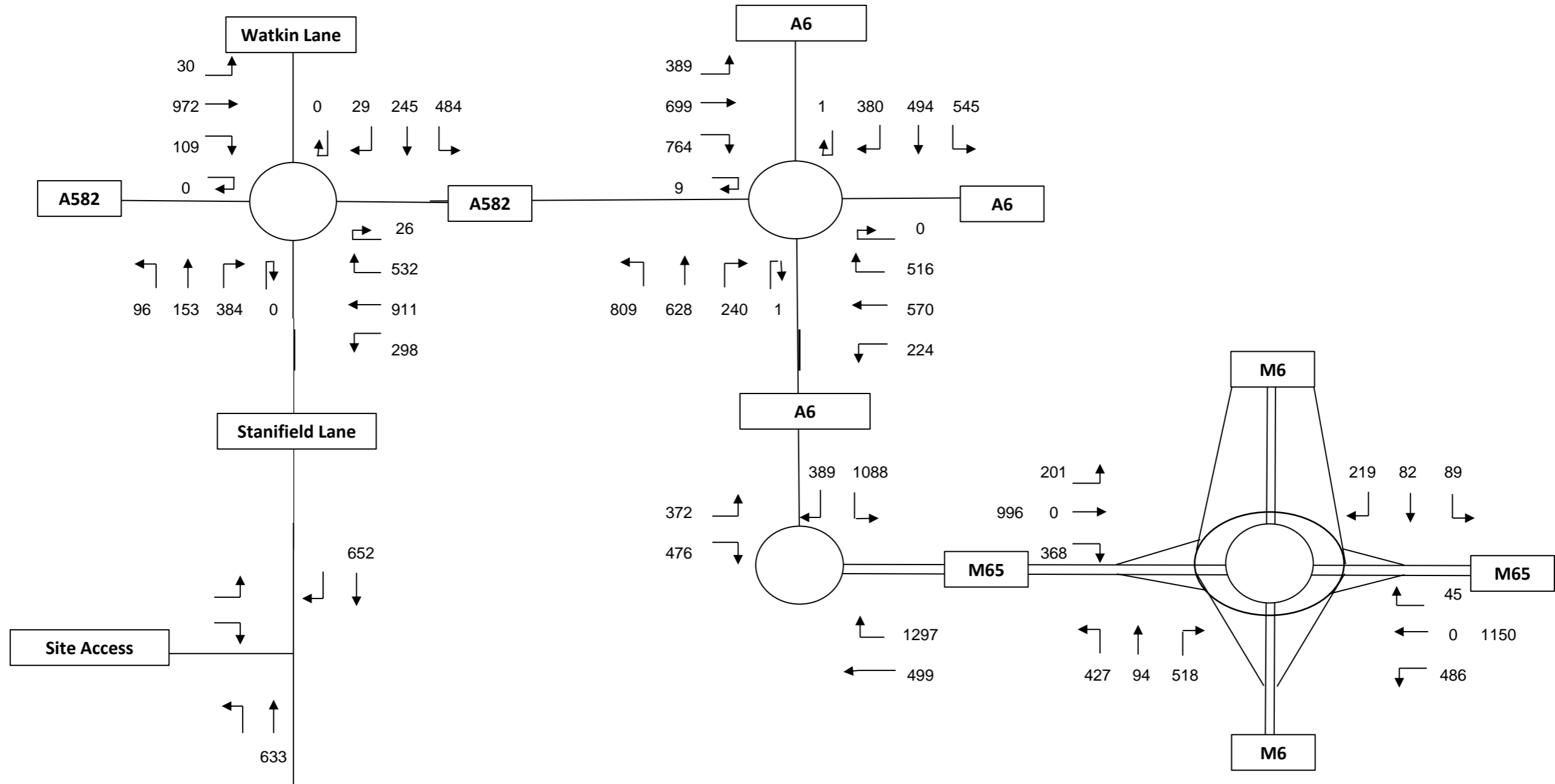
Do-Minimum 2024



Saturday Peak Hour: 13:00-14:00

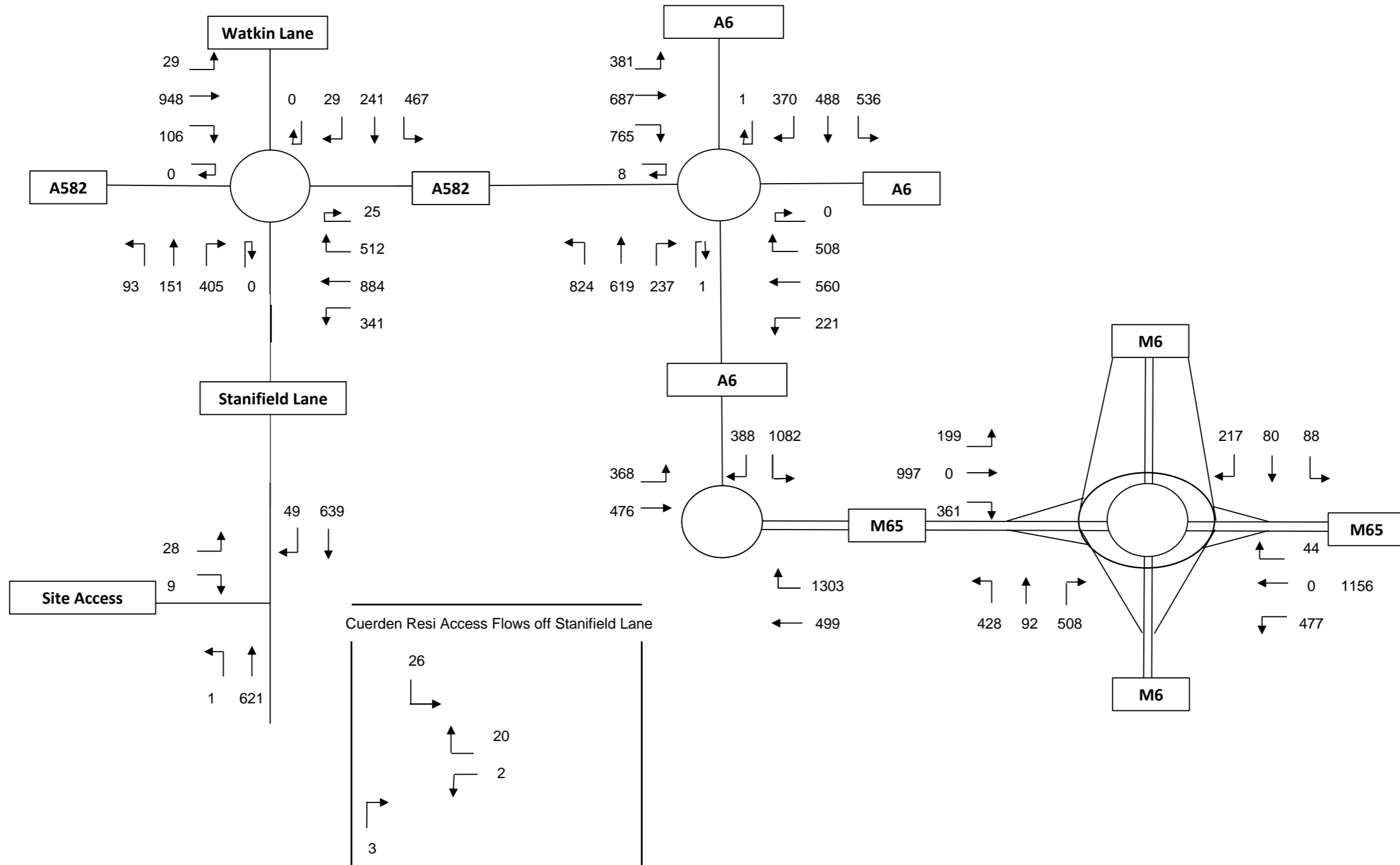
Sat 2016-2029 growth rate: 1.07

Do-Minimum 2029



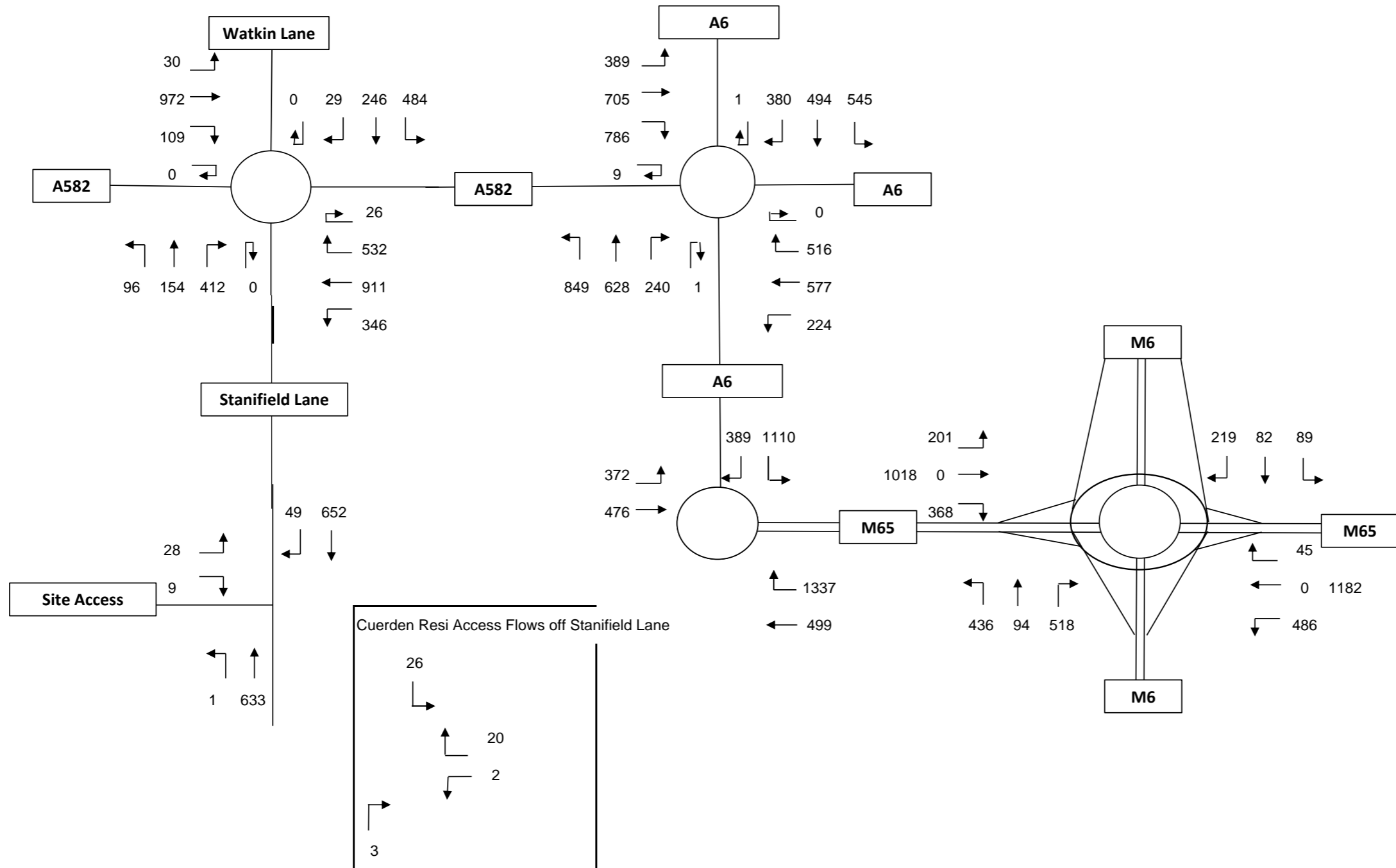
Saturday Peak Hour: 13:00-14:00

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



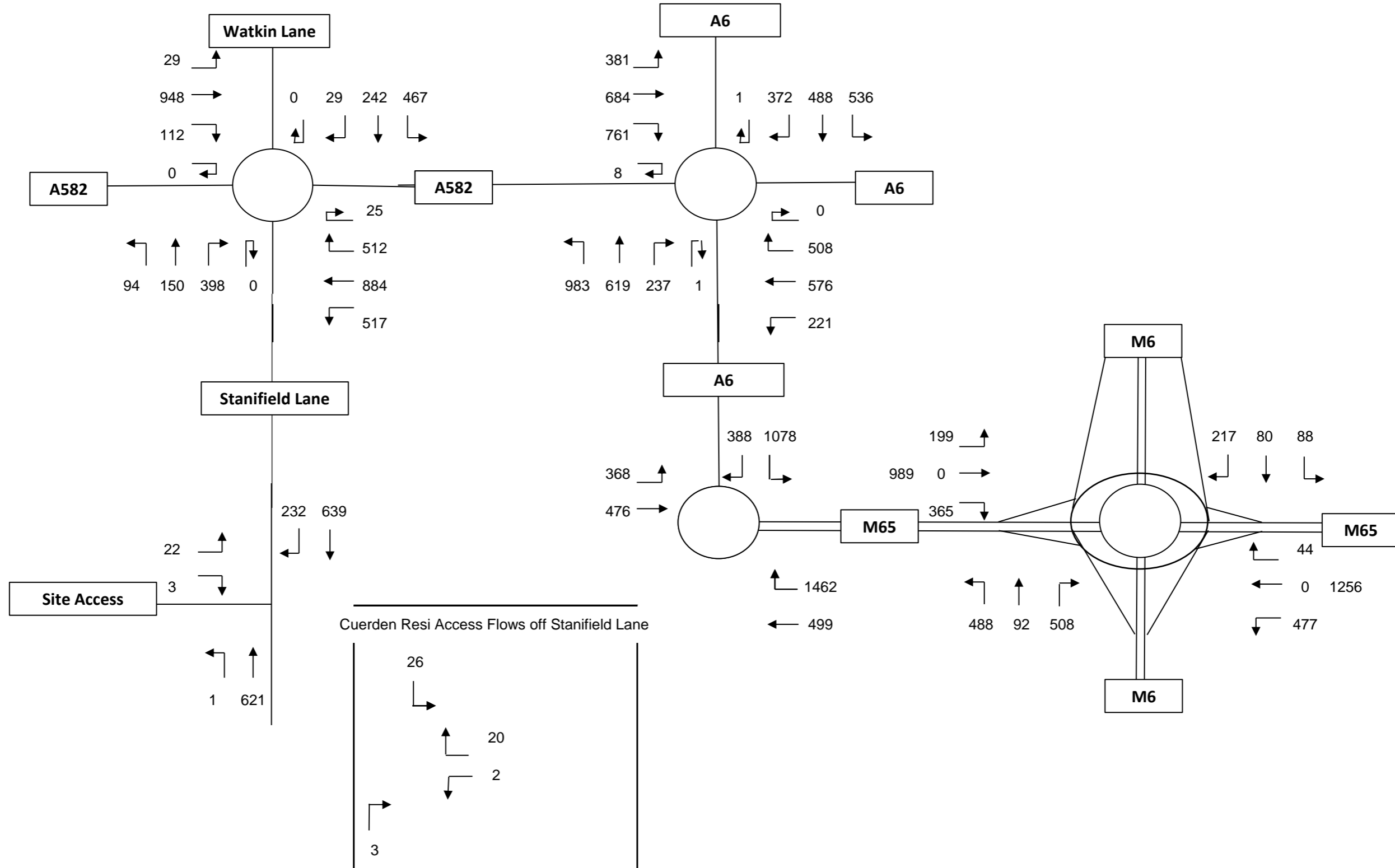
Saturday Peak Hour: 13:00-14:00

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



Saturday Peak Hour: 13:00-14:00

2024 Do-Something (T20 Match Day)







## **APPENDIX G – JUNCTION MODELLING REPORTS**

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<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
<b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b>

**Filename:** Farington Site Access - 4 Arm Stanifield Ln\_161222.j10

**Path:** \\uk.wspgroup.com\central data\Projects\70082xxx\70082141 - Farington South Ribble Cricket Amenity\03 WIP\Junction Modelling\Post Application Modelling

**Report generation date:** 16/12/2022 15:08:10

»2024 With Dev - 2024 DS1 with T20, Weekend Peak

»2024 With Dev - 2029 DS1 with T20, Weekend Peak

### Summary of junction performance

Weekend Peak						
Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	
<b>2024 With Dev - 2024 DS1 with T20</b>						
Stream B-C	D4	0.0	7.36	0.05	A	21 % [Stream B-AD]
Stream B-AD		0.0	19.80	0.02	C	
Stream A-BCD		0.0	6.62	0.01	A	
Stream D-ABC		0.1	14.92	0.09	B	
Stream C-ABD		0.8	11.45	0.45	B	
<b>2024 With Dev - 2029 DS1 with T20</b>						
Stream B-C	D8	0.0	7.42	0.05	A	19 % [Stream B-AD]
Stream B-AD		0.0	20.40	0.02	C	
Stream A-BCD		0.0	6.67	0.01	A	
Stream D-ABC		0.1	15.24	0.09	C	
Stream C-ABD		0.8	11.58	0.45	B	

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

### File summary

#### File Description

<b>Title</b>	Stanifield Lane 4-arm Site Access
<b>Location</b>	Farington
<b>Site number</b>	1
<b>Date</b>	21/09/2021
<b>Version</b>	
<b>Status</b>	Proposed Access
<b>Identifier</b>	
<b>Client</b>	LCC, LCCC, Eric Wright Construction
<b>Jobnumber</b>	70082141
<b>Enumerator</b>	CORPIUKHGB002
<b>Description</b>	Updated with Dec 2022 Layout and revised flows

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓
D8	2029 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

### Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2024 With Dev	✓	100.000	100.000

# 2024 With Dev - 2024 DS1 with T20, Weekend Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.06	A

### Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-AD	2.06	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Stanifield Lane S		Major
B	Site Access		Minor
C	Stanifield Lane N		Major
D	Lancaster Central Residential Access		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.30		✓	3.50	140.0	✓	6.00
C	7.30		✓	3.50	170.0	✓	8.00

*Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.*

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		3.50	3.50	70	60
D	One lane	3.65			0	0

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	748	-	-	-	0.273	0.273	0.273	-	0.273	-	-
B-AD	557	0.096	0.242	-	-	-	0.152	0.345	0.152	0.096	0.242
B-C	695	0.100	0.254	-	-	-	-	-	-	0.100	0.254
C-B	768	0.281	0.281	-	-	-	-	-	-	0.281	0.281
D-A	665	-	-	-	0.243	0.096	0.243	-	0.096	-	-

D-BC	509	0.139	0.139	0.316	0.221	0.087	0.221	-	0.087	-	-
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The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	625	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	897	100.000
D		ONE HOUR	✓	22	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	621	3
	B	3	0	22	0
	C	639	232	0	26
	D	2	0	20	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.36	0.0	A	20	30
B-AD	0.02	19.80	0.0	C	3	4
A-BCD	0.01	6.62	0.0	A	3	4
A-B					0.92	1
A-C					570	855
D-ABC	0.09	14.92	0.1	B	20	30
C-ABD	0.45	11.45	0.8	B	213	320
C-D					24	36
C-A					586	879

## Main Results for each time segment

## 12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	571	0.029	16	0.0	0.0	6.488	A
B-AD	2	0.56	303	0.007	2	0.0	0.0	11.951	B
A-BCD	2	0.56	610	0.004	2	0.0	0.0	5.920	A
A-B	0.75	0.19			0.75				
A-C	468	117			468				
D-ABC	17	4	347	0.048	16	0.0	0.0	10.888	B
C-ABD	175	44	632	0.276	173	0.0	0.4	7.821	A
C-D	20	5			20				
C-A	481	120			481				

## 12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	547	0.036	20	0.0	0.0	6.829	A
B-AD	3	0.67	254	0.011	3	0.0	0.0	14.339	B
A-BCD	3	0.67	584	0.005	3	0.0	0.0	6.196	A
A-B	0.90	0.22			0.90				
A-C	558	140			558				
D-ABC	20	5	313	0.063	20	0.0	0.1	12.282	B
C-ABD	209	52	606	0.344	208	0.4	0.5	9.040	A
C-D	23	6			23				
C-A	574	144			574				

## 13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	513	0.047	24	0.0	0.0	7.363	A
B-AD	3	0.83	186	0.018	3	0.0	0.0	19.745	C
A-BCD	3	0.83	547	0.006	3	0.0	0.0	6.624	A
A-B	1	0.28			1				
A-C	684	171			684				
D-ABC	24	6	266	0.091	24	0.1	0.1	14.903	B
C-ABD	256	64	570	0.449	255	0.5	0.8	11.369	B
C-D	29	7			29				
C-A	703	176			703				

## 13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	513	0.047	24	0.0	0.0	7.363	A
B-AD	3	0.83	185	0.018	3	0.0	0.0	19.795	C
A-BCD	3	0.83	547	0.006	3	0.0	0.0	6.624	A
A-B	1	0.28			1				
A-C	684	171			684				
D-ABC	24	6	266	0.091	24	0.1	0.1	14.918	B
C-ABD	256	64	570	0.449	256	0.8	0.8	11.445	B
C-D	29	7			29				
C-A	703	176			703				

## 13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	547	0.036	20	0.0	0.0	6.833	A
B-AD	3	0.67	253	0.011	3	0.0	0.0	14.378	B

<b>A-BCD</b>	3	0.67	584	0.005	3	0.0	0.0	6.199	A
<b>A-B</b>	0.90	0.22			0.90				
<b>A-C</b>	558	140			558				
<b>D-ABC</b>	20	5	313	0.063	20	0.1	0.1	12.300	B
<b>C-ABD</b>	209	52	606	0.344	210	0.8	0.5	9.117	A
<b>C-D</b>	23	6			23				
<b>C-A</b>	574	144			574				

## 13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
<b>B-C</b>	17	4	571	0.029	17	0.0	0.0	6.495	A
<b>B-AD</b>	2	0.56	303	0.007	2	0.0	0.0	11.984	B
<b>A-BCD</b>	2	0.56	610	0.004	2	0.0	0.0	5.920	A
<b>A-B</b>	0.75	0.19			0.75				
<b>A-C</b>	468	117			468				
<b>D-ABC</b>	17	4	347	0.048	17	0.1	0.1	10.907	B
<b>C-ABD</b>	175	44	632	0.276	175	0.5	0.4	7.893	A
<b>C-D</b>	20	5			20				
<b>C-A</b>	481	120			481				

# 2024 With Dev - 2029 DS1 with T20, Weekend Peak

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Ln 4 Arm Site Access	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.05	A

### Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	Stream B-AD	2.05	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 DS1 with T20	Weekend Peak	ONE HOUR	12:30	14:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	637	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	910	100.000
D		ONE HOUR	✓	22	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	633	3
	B	3	0	22	0
	C	652	232	0	26
	D	2	0	20	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.42	0.0	A	20	30
B-AD	0.02	20.40	0.0	C	3	4
A-BCD	0.01	6.67	0.0	A	3	4
A-B					0.92	1
A-C					581	871
D-ABC	0.09	15.24	0.1	C	20	30
C-ABD	0.45	11.58	0.8	B	213	320
C-D					24	36
C-A					598	897

### Main Results for each time segment

#### 12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	569	0.029	16	0.0	0.0	6.515	A
B-AD	2	0.56	300	0.008	2	0.0	0.0	12.096	B
A-BCD	2	0.56	608	0.004	2	0.0	0.0	5.946	A
A-B	0.75	0.19			0.75				
A-C	477	119			477				
D-ABC	17	4	343	0.048	16	0.0	0.1	11.004	B
C-ABD	175	44	629	0.278	173	0.0	0.4	7.865	A
C-D	20	5			20				
C-A	491	123			491				

#### 12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	544	0.036	20	0.0	0.0	6.865	A
B-AD	3	0.67	249	0.011	3	0.0	0.0	14.594	B
A-BCD	3	0.67	580	0.005	3	0.0	0.0	6.231	A
A-B	0.90	0.22			0.90				
A-C	569	142			569				
D-ABC	20	5	309	0.064	20	0.1	0.1	12.456	B
C-ABD	209	52	603	0.346	208	0.4	0.5	9.108	A
C-D	23	6			23				
C-A	586	147			586				

#### 13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	510	0.048	24	0.0	0.0	7.414	A
B-AD	3	0.83	180	0.018	3	0.0	0.0	20.345	C
A-BCD	3	0.83	543	0.006	3	0.0	0.0	6.672	A



A-B	1	0.28			1				
A-C	697	174			697				
D-ABC	24	6	260	0.093	24	0.1	0.1	15.223	C
C-ABD	256	64	567	0.452	255	0.5	0.8	11.501	B
C-D	29	7			29				
C-A	717	179			717				

## 13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	510	0.048	24	0.0	0.0	7.415	A
B-AD	3	0.83	180	0.018	3	0.0	0.0	20.400	C
A-BCD	3	0.83	543	0.006	3	0.0	0.0	6.672	A
A-B	1	0.28			1				
A-C	697	174			697				
D-ABC	24	6	260	0.093	24	0.1	0.1	15.238	C
C-ABD	256	64	567	0.452	256	0.8	0.8	11.581	B
C-D	29	7			29				
C-A	717	179			717				

## 13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	544	0.036	20	0.0	0.0	6.867	A
B-AD	3	0.67	249	0.011	3	0.0	0.0	14.639	B
A-BCD	3	0.67	580	0.005	3	0.0	0.0	6.231	A
A-B	0.90	0.22			0.90				
A-C	569	142			569				
D-ABC	20	5	309	0.064	20	0.1	0.1	12.475	B
C-ABD	209	52	603	0.346	210	0.8	0.5	9.190	A
C-D	23	6			23				
C-A	586	147			586				

## 13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	569	0.029	17	0.0	0.0	6.519	A
B-AD	2	0.56	299	0.008	2	0.0	0.0	12.135	B
A-BCD	2	0.56	608	0.004	2	0.0	0.0	5.946	A
A-B	0.75	0.19			0.75				
A-C	477	119			477				
D-ABC	17	4	343	0.048	17	0.1	0.1	11.024	B
C-ABD	175	44	629	0.278	175	0.5	0.4	7.938	A
C-D	20	5			20				
C-A	491	123			491				

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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**Filename:** Farington Site Access - 3 Arm Stanifield Ln\_161222.j10

**Path:** \\uk.wspgroup.com\central data\Projects\70082xxx\70082141 - Farington South Ribble Cricket Amenity\03 WIP\Junction Modelling\Post Application Modelling

**Report generation date:** 16/12/2022 14:11:04

»2024 DS T20, SAT

»2029 DS T20, SAT

### Summary of junction performance

SAT						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
<b>2024 DS T20</b>						
Stream B-C	D4	0.1	7.75	0.05	A	21 % [Stream B-A]
Stream B-A		0.0	20.88	0.02	C	
Stream C-AB		0.8	11.40	0.45	B	
<b>2029 DS T20</b>						
Stream B-C	D8	0.1	7.80	0.05	A	20 % [Stream B-A]
Stream B-A		0.0	21.49	0.02	C	
Stream C-AB		0.8	11.53	0.45	B	

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

### File summary

#### File Description

<b>Title</b>	Farington Cricket Amenity Access
<b>Location</b>	Farington
<b>Site number</b>	1
<b>Date</b>	16/12/2022
<b>Version</b>	
<b>Status</b>	Proposed Access
<b>Identifier</b>	
<b>Client</b>	LCC, LCCC, Eric Wright Construction
<b>Jobnumber</b>	70082141
<b>Enumerator</b>	CORPUKHGB002
<b>Description</b>	Dec 2022 Layout and revised traffic flows

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts

5.75				✓	Delay	0.85	36.00	20.00		500
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### Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓
D8	2029 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2024 DS T20, SAT

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanfield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		1.90	A

### Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-A	1.90	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Stanfield Ln S		Major
B	Site Access		Minor
C	untitled		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30		✓	3.50	160.0	✓	8.00

*Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.*

### Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.50	3.50	0	0

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	502	0.086	0.218	0.137	0.311
B-C	655	0.095	0.239	-	-
C-B	761	0.278	0.278	-	-

*The slopes and intercepts shown above include custom intercept adjustments only.*

*Streams may be combined, in which case capacity will be adjusted.*

*Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	622	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	871	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	621
	B	3	0	22
	C	639	232	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.75	0.1	A	20	30
B-A	0.02	20.88	0.0	C	3	4
C-AB	0.45	11.40	0.8	B	213	320
C-A					586	879
A-B					0.92	1
A-C					570	855

### Main Results for each time segment

#### 12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	542	0.031	16	0.0	0.0	6.847	A
B-A	2	0.56	279	0.008	2	0.0	0.0	12.982	B
C-AB	175	44	631	0.277	173	0.0	0.4	7.842	A
C-A	481	120			481				
A-B	0.75	0.19			0.75				
A-C	468	117			468				

## 13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	520	0.038	20	0.0	0.0	7.197	A
B-A	3	0.67	236	0.011	3	0.0	0.0	15.437	C
C-AB	209	52	606	0.345	208	0.4	0.5	9.044	A
C-A	574	144			574				
A-B	0.90	0.22			0.90				
A-C	558	140			558				

## 13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	489	0.050	24	0.0	0.1	7.744	A
B-A	3	0.83	176	0.019	3	0.0	0.0	20.835	C
C-AB	256	64	572	0.448	255	0.5	0.8	11.324	B
C-A	703	176			703				
A-B	1	0.28			1				
A-C	684	171			684				

## 13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	489	0.050	24	0.1	0.1	7.746	A
B-A	3	0.83	176	0.019	3	0.0	0.0	20.882	C
C-AB	256	64	572	0.448	256	0.8	0.8	11.403	B
C-A	703	176			703				
A-B	1	0.28			1				
A-C	684	171			684				

## 13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	520	0.038	20	0.1	0.0	7.202	A
B-A	3	0.67	235	0.011	3	0.0	0.0	15.479	C
C-AB	209	52	606	0.345	210	0.8	0.5	9.119	A
C-A	574	144			574				
A-B	0.90	0.22			0.90				
A-C	558	140			558				

## 14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	542	0.031	17	0.0	0.0	6.851	A
B-A	2	0.56	279	0.008	2	0.0	0.0	13.020	B
C-AB	175	44	631	0.277	175	0.5	0.4	7.915	A
C-A	481	120			481				
A-B	0.75	0.19			0.75				
A-C	468	117			468				

# 2029 DS T20, SAT

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stanifield Lane Site Access	T-Junction	Two-way	Two-way	Two-way		1.89	A

### Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	20	Stream B-A	1.89	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 DS T20	SAT	T20 14:30 Start Time	ONE HOUR	12:45	14:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	634	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	884	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	633
	B	3	0	22
	C	652	232	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0

	C	0	0	0
--	---	---	---	---

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.80	0.1	A	20	30
B-A	0.02	21.49	0.0	C	3	4
C-AB	0.45	11.53	0.8	B	213	320
C-A					598	897
A-B					0.92	1
A-C					581	871

### Main Results for each time segment

#### 12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	540	0.031	16	0.0	0.0	6.875	A
B-A	2	0.56	276	0.008	2	0.0	0.0	13.139	B
C-AB	175	44	628	0.278	173	0.0	0.4	7.886	A
C-A	491	123			491				
A-B	0.75	0.19			0.75				
A-C	477	119			477				

#### 13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	517	0.038	20	0.0	0.0	7.235	A
B-A	3	0.67	232	0.012	3	0.0	0.0	15.704	C
C-AB	209	52	603	0.346	208	0.4	0.5	9.113	A
C-A	586	147			586				
A-B	0.90	0.22			0.90				
A-C	569	142			569				

#### 13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	486	0.050	24	0.0	0.1	7.798	A
B-A	3	0.83	171	0.019	3	0.0	0.0	21.436	C
C-AB	256	64	568	0.451	255	0.5	0.8	11.454	B
C-A	717	179			717				
A-B	1	0.28			1				
A-C	697	174			697				

#### 13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	486	0.050	24	0.1	0.1	7.800	A
B-A	3	0.83	171	0.019	3	0.0	0.0	21.487	C
C-AB	256	64	568	0.451	256	0.8	0.8	11.533	B
C-A	717	179			717				
A-B	1	0.28			1				
A-C	697	174			697				



## 13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	517	0.038	20	0.1	0.0	7.237	A
B-A	3	0.67	231	0.012	3	0.0	0.0	15.746	C
C-AB	209	52	603	0.346	210	0.8	0.5	9.189	A
C-A	586	147			586				
A-B	0.90	0.22			0.90				
A-C	569	142			569				

## 14:00 - 14:15

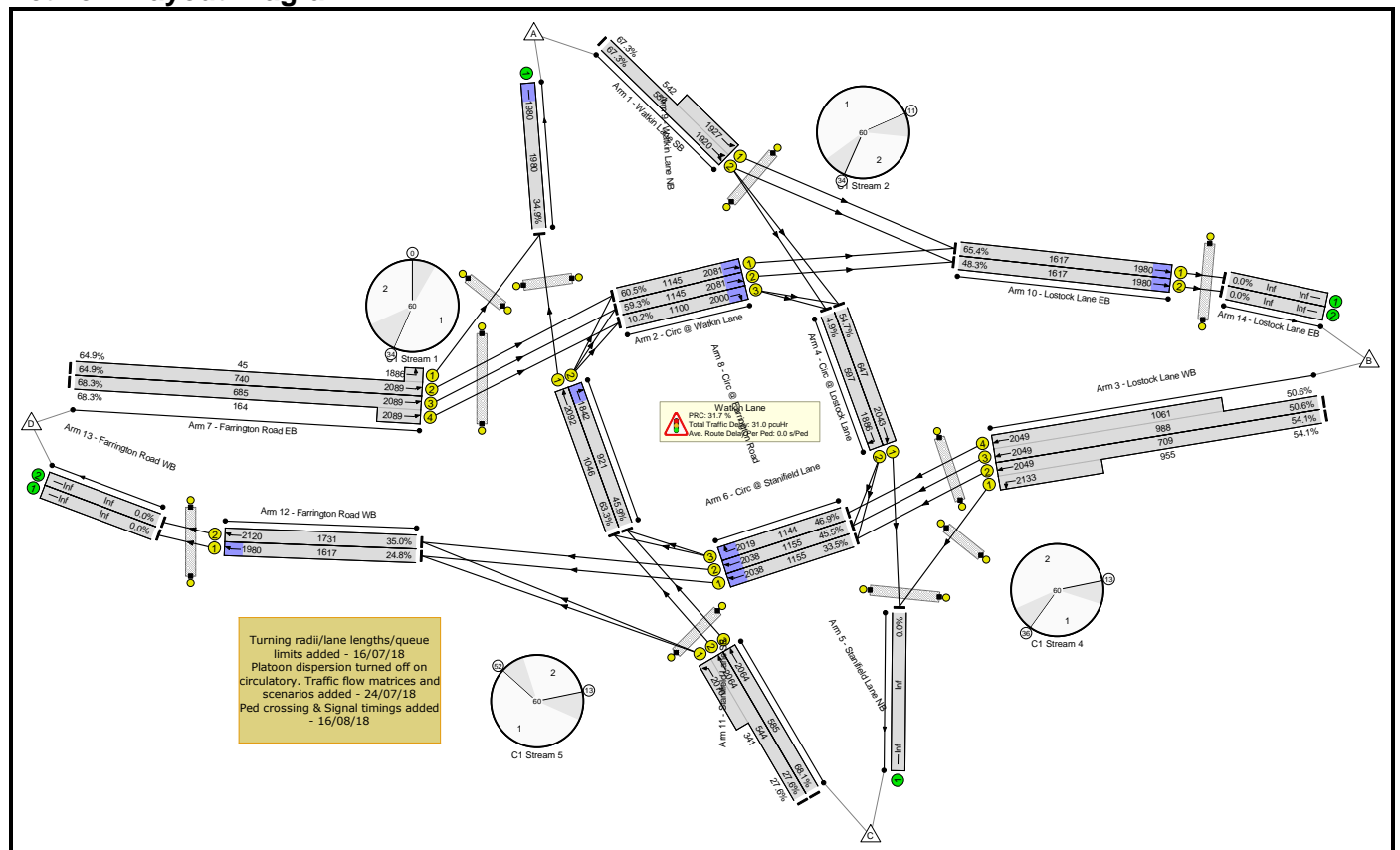
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	540	0.031	17	0.0	0.0	6.879	A
B-A	2	0.56	275	0.008	2	0.0	0.0	13.178	B
C-AB	175	44	628	0.278	175	0.5	0.4	7.960	A
C-A	491	123			491				
A-B	0.75	0.19			0.75				
A-C	477	119			477				

Basic Results Summary  
**Basic Results Summary**

**User and Project Details**

<b>Project:</b>	<b>A582</b>
<b>Title:</b>	<b>Stanifield Lane Roundabout</b>
<b>Location:</b>	
<b>Additional detail:</b>	Model provided by Richard Askew (LCCC), previously used for A582 dualling application. Flows have been updated for Farington scenarios
<b>File name:</b>	J12 Stanifield Lane-A582_WSP_v1_161222.lsg3x
<b>Author:</b>	
<b>Company:</b>	LCC
<b>Address:</b>	

**Scenario 1: 'Sat 2024 DS1 T20' (FG1: 'Sat 2024 DS1 T20', Plan 1: 'Network Control Plan 1')**  
**Network Layout Diagram**



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network: Stanifield Lane Roundabout</b>	-	-	-		-	-	-	-	-	-	<b>68.3%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	-	-
<b>Watkin Lane</b>	-	-	-		-	-	-	-	-	-	<b>68.3%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.0</b>	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	18	-	738	1920:1927	554+542	67.3 : 67.3%	-	-	-	4.6	22.3	6.2
2/1	Circ @ Watkin Lane Ahead	U	D		1	32	-	692	2081	1145	60.5%	-	-	-	1.2	6.1	3.3
2/2	Circ @ Watkin Lane Ahead	U	D		1	32	-	679	2081	1145	59.3%	-	-	-	1.2	6.1	3.3
2/3	Circ @ Watkin Lane Right	U	D		1	32	-	112	2000	1100	10.2%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	32	-	901	2049:2133	709+955	54.1 : 54.1%	-	-	-	2.5	10.1	5.6
3/3+3/4	Lostock Lane WB Ahead	U	M		1	32	-	1037	2049:2049	988+1061	50.6 : 50.6%	-	-	-	2.9	9.9	5.9
4/1	Circ @ Lostock Lane Ahead	U	L		1	18	-	354	2043	647	54.7%	-	-	-	1.0	10.2	2.1
4/2	Circ @ Lostock Lane Right	U	L		1	18	-	29	1886	597	4.9%	-	-	-	0.0	2.0	0.0
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	16	-	244	2064:2070	544+341	27.6 : 27.6%	-	-	-	1.3	19.3	2.1
5/3	Stanifield Lane NB Ahead	U	P		1	16	-	398	2064	585	68.1%	-	-	-	3.2	28.6	6.9
6/1	Circ @ Stanifield Lane Ahead	U	O		1	33	-	387	2038	1155	33.5%	-	-	-	0.8	7.3	3.0
6/2	Circ @ Stanifield Lane Ahead	U	O		1	33	-	526	2038	1155	45.5%	-	-	-	1.6	11.2	5.0

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	33	-	537	2019	1144	46.9%	-	-	-	1.9	13.0	5.6
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	21	-	509	2089:1886	740+45	64.9 : 64.9%	-	-	-	3.1	22.1	7.7
7/3+7/4	Farrington Road EB Ahead	U	B		1	21	-	580	2089:2089	685+164	68.3 : 68.3%	-	-	-	3.5	21.8	7.8
8/1	Circ @ Farrington Road Ahead	U	A		1	29	-	662	2092	1046	63.3%	-	-	-	0.9	4.8	5.5
8/2	Circ @ Farrington Road Right	U	A		1	29	-	423	1842	921	45.9%	-	-	-	0.7	6.4	6.9
9/1	Watkin Lane NB	U	-		-	-	-	691	1980	1980	34.9%	-	-	-	0.3	1.4	0.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1057	1980	1617	65.4%	-	-	-	0.1	0.5	1.2
10/2	Lostock Lane EB Ahead	U	U		1	48	-	781	1980	1617	48.3%	-	-	-	0.1	0.6	1.2
12/1	Farrington Road WB Ahead	U	J		1	48	-	401	1980	1617	24.8%	-	-	-	0.0	0.0	0.0
12/2	Farrington Road WB Ahead	U	J		1	48	-	606	2120	1731	35.0%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

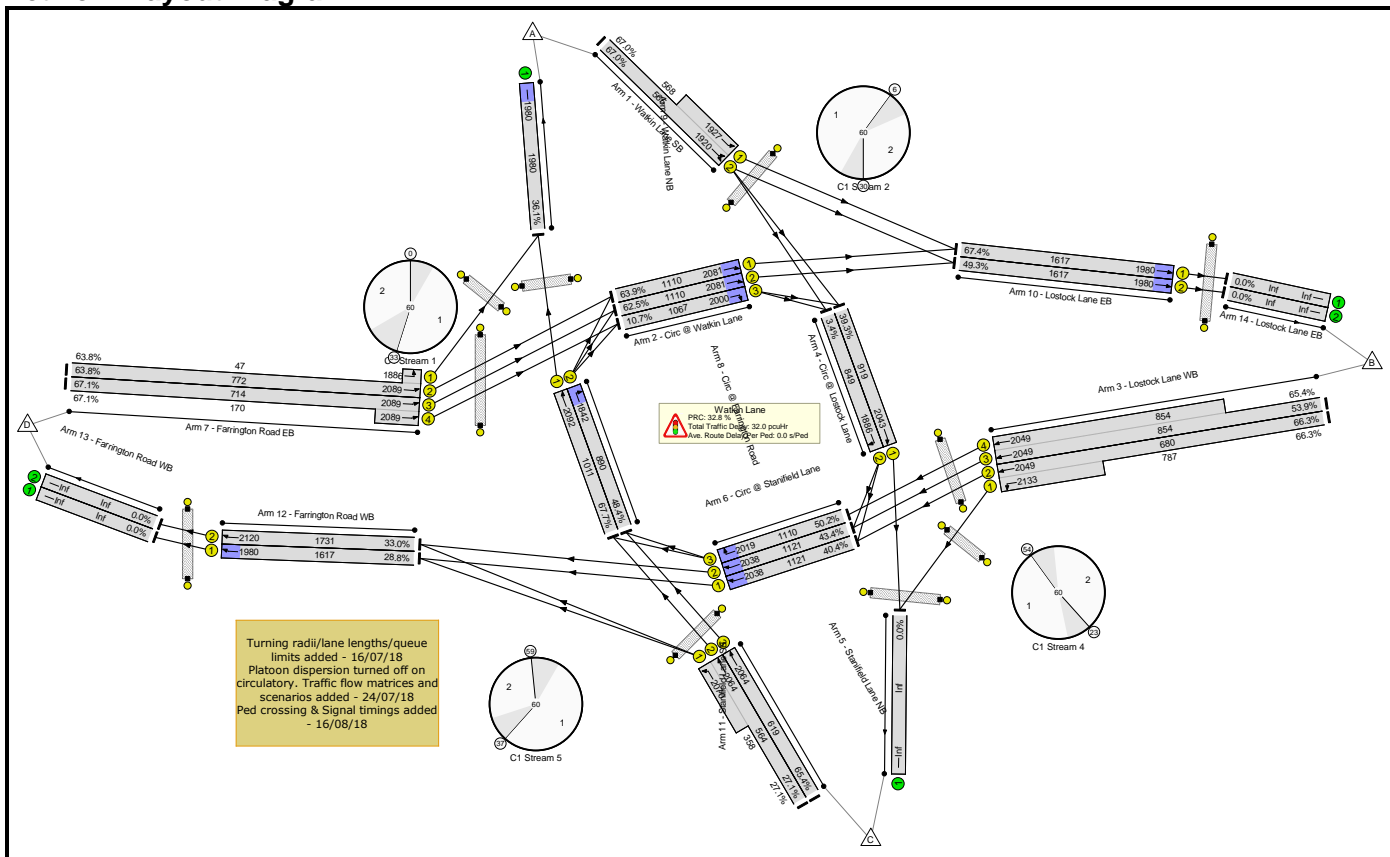
Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	T		1	34	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		31.7		Total Delay for Signalled Lanes (pcuHr):		8.28		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		33.7		Total Delay for Signalled Lanes (pcuHr):		6.90		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		157.1		Total Delay for Signalled Lanes (pcuHr):		0.03		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%):		64.5		Total Delay for Signalled Lanes (pcuHr):		6.41		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%):		32.2		Total Delay for Signalled Lanes (pcuHr):		8.82		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%):		37.7		Total Delay for Signalled Lanes (pcuHr):		0.29		Cycle Time (s):		60				
			PRC Over All Lanes (%):		31.7		Total Delay Over All Lanes(pcuHr):		31.00								

Basic Results Summary

Scenario 2: 'Sat 2029 DS1 T20' (FG2: 'Sat 2029 DS1 T20', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network: Stanifield Lane Roundabout</b>	-	-	-		-	-	-	-	-	-	<b>67.7%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.0</b>	-	-
<b>Watkin Lane</b>	-	-	-		-	-	-	-	-	-	<b>67.7%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.0</b>	-	-
1/2+1/1	Watkin Lane SB Ahead Ahead2	U	E		1	19	-	760	1920:1927	565+568	67.0 : 67.0%	-	-	-	4.5	21.4	6.2
2/1	Circ @ Watkin Lane Ahead	U	D		1	31	-	709	2081	1110	63.9%	-	-	-	1.3	6.7	3.6
2/2	Circ @ Watkin Lane Ahead	U	D		1	31	-	694	2081	1110	62.5%	-	-	-	1.3	6.8	3.6
2/3	Circ @ Watkin Lane Right	U	D		1	31	-	114	2000	1067	10.7%	-	-	-	0.0	0.0	0.0
3/2+3/1	Lostock Lane WB Ahead Left	U	M N		1	24	-	973	2049:2133	680+787	66.3 : 66.3%	-	-	-	4.6	17.0	7.7
3/3+3/4	Lostock Lane WB Ahead	U	M		1	24	-	1018	2049:2049	854+854	53.9 : 65.4%	-	-	-	4.6	16.2	8.2
4/1	Circ @ Lostock Lane Ahead	U	L		1	26	-	361	2043	919	39.3%	-	-	-	1.0	9.9	4.8
4/2	Circ @ Lostock Lane Right	U	L		1	26	-	29	1886	849	3.4%	-	-	-	0.1	6.3	0.4
5/2+5/1	Stanifield Lane NB Ahead Left	U	P		1	17	-	250	2064:2070	564+358	27.1 : 27.1%	-	-	-	1.3	18.4	2.1
5/3	Stanifield Lane NB Ahead	U	P		1	17	-	405	2064	619	65.4%	-	-	-	3.0	26.6	6.8
6/1	Circ @ Stanifield Lane Ahead	U	O		1	32	-	453	2038	1121	40.4%	-	-	-	0.0	0.0	0.0
6/2	Circ @ Stanifield Lane Ahead	U	O		1	32	-	487	2038	1121	43.4%	-	-	-	0.0	0.2	0.1

Basic Results Summary

6/3	Circ @ Stanifield Lane Right	U	O		1	32	-	558	2019	1110	50.2%	-	-	-	0.0	0.1	0.1
7/2+7/1	Farrington Road EB Ahead Left	U	B C		1	22	-	523	2089:1886	772+47	63.8 : 63.8%	-	-	-	3.0	21.0	7.7
7/3+7/4	Farrington Road EB Ahead	U	B		1	22	-	593	2089:2089	714+170	67.1 : 67.1%	-	-	-	3.4	20.6	7.8
8/1	Circ @ Farrington Road Ahead	U	A		1	28	-	685	2092	1011	67.7%	-	-	-	0.8	4.3	2.8
8/2	Circ @ Farrington Road Right	U	A		1	28	-	431	1842	890	48.4%	-	-	-	2.4	20.4	7.4
9/1	Watkin Lane NB	U	-		-	-	-	715	1980	1980	36.1%	-	-	-	0.3	1.4	0.3
10/1	Lostock Lane EB Ahead	U	U		1	48	-	1090	1980	1617	67.4%	-	-	-	0.2	0.5	1.3
10/2	Lostock Lane EB Ahead	U	U		1	48	-	797	1980	1617	49.3%	-	-	-	0.1	0.7	1.0
12/1	Farrington Road WB Ahead	U	J		1	48	-	466	1980	1617	28.8%	-	-	-	0.0	0.0	0.0
12/2	Farrington Road WB Ahead	U	J		1	48	-	571	2120	1731	33.0%	-	-	-	0.0	0.1	0.2
Ped Link: P1	Unnamed Ped Link	-	H		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	F		1	20	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	I		1	31	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	V		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	R		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	S		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	Unnamed Ped Link	-	Q		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf



Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	T		1	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P9	Unnamed Ped Link	-	K		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P10	Unnamed Ped Link	-	G		1	28	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%):		32.8		Total Delay for Signalled Lanes (pcuHr):		9.70		Cycle Time (s):		60				
		C1	Stream: 2 PRC for Signalled Lanes (%):		34.3		Total Delay for Signalled Lanes (pcuHr):		7.15		Cycle Time (s):		60				
		C1	Stream: 3 PRC for Signalled Lanes (%):		172.9		Total Delay for Signalled Lanes (pcuHr):		0.03		Cycle Time (s):		60				
		C1	Stream: 4 PRC for Signalled Lanes (%):		35.7		Total Delay for Signalled Lanes (pcuHr):		10.22		Cycle Time (s):		60				
		C1	Stream: 5 PRC for Signalled Lanes (%):		37.6		Total Delay for Signalled Lanes (pcuHr):		4.31		Cycle Time (s):		60				
		C1	Stream: 6 PRC for Signalled Lanes (%):		33.5		Total Delay for Signalled Lanes (pcuHr):		0.30		Cycle Time (s):		60				
			PRC Over All Lanes (%):		32.8		Total Delay Over All Lanes(pcuHr):		31.99								