



# Farington Cricket Facility TA – Response to LCC Comments

<b>TO</b>	Lancashire County Council	<b>FROM</b>	WSP
<b>DATE</b>	21 December 2022	<b>CONFIDENTIALITY</b>	Restricted
<b>SUBJECT</b>	Response to LCC Highways Development Control comments on Farington Cricket Facility Transport Assessment		

## **Introduction**

WSP produced a Transport Assessment (TA) to accompany a planning application for the development of Farington Cricket Amenity (Planning Ref: LCC/2022/0048), which was dated July 2022. Comments on that report have been verbally received from Lancashire County Council’s (LCC) Highways Development Control Manager during a virtual meeting on 11<sup>th</sup> November 2022. The circulated notes from this meeting are included as Appendix A to this Technical Note.

This Technical Note addresses the points raised during that meeting and provides further information and clarity in order to help LCC Highways Development Control conclude on the proposed development and its forecast impacts on traffic and transport in the area surrounding the proposed development site.

The TA made reference to Paragraph 111 of the National Planning Policy Framework (NPPF) which states that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*” The TA concluded that it demonstrated that the residual cumulative impacts of the development are not severe and there are no overriding reasons to preclude LCC from recognising that the proposals are acceptable in transport terms. The purpose of this note is to reinforce that conclusion.

## **Site Access and Junction Layout**

### ***Emergency Access***

Emergency vehicles will access the site via the main Stanifield Lane junction into the site. At the request of the LCC, an additional access point will be provided into the site via the A582 Farington Road, in the extremely unlikely event that the main site access is blocked. This makes use of an existing field gate accessed via a drop kerb. It will likely be necessary to raise the level of the field at this point to enable emergency vehicles to enter the site, and Lancashire Cricket (The Club) will obtain the right to open this gate as required.

Once inside the field, emergency vehicles will be able to join the main internal access road by travelling south on clear 3.7m wide route of crushed stone, which has been tracked as being of suitable width to accommodate an 8.6m long fire tender vehicle.

A revised Site Layout plan showing this secondary emergency access route can be found in Appendix B.

### ***Internal Access Road Alignment***

The access road was previously shown with an alignment that would necessitate the loss of two mature oak trees. The access road alignment has moved to the south to avoid this, connecting in with the revised junction location which is described below.

A revised Site Layout plan showing this new internal access road alignment can be found in Appendix B.

### ***Pick Up/Drop Off Area***

LCC requested that the proposed development look to incorporate a Shelter Facility to make the experience of post-event pick up more comfortable for staff and spectators to the amenity. Whilst needing to be sensitive to the visual impact of permanent built structures within the Green Belt, it is understood that a permanent structure with a maximum dimension of 10m x 3m incorporating a covered canopy will be acceptable to the planners.

In order to make the cricket ovals and pavilion building more accessible to those accessing to and from the pick up/drop off area a continuous route of self-binding gravel has been provided from the pick up/drop off area, through the car park and onto the connecting footpaths leading to the cricket ovals and pavilion building.

The location of the proposed permanent shelter and the continuous route from the drop off / pick up area across the car park is shown in the Site Layout plan in Appendix B.

### ***Overflow Car Park Access***

LCC raised some concerns about the access to the car parks, both permanent and overflow in a busy event day scenario. A principal concern was that the interface between access to the main permanent car park to the east of the site would conflict with the pick up and drop off area. In order to address this, a new connection into the overflow parking area from the internal access route has been provided. This will allow The Club to check tickets and direct cars to appropriate spaces at the same time as keeping the primary internal access road clear for pick up and drop off.

### ***Junction Layout***

The junction layout has been revised following comments from LCC, and is shown in Appendix C. This includes the following amendments and additional features:

- Junction location moved further south to avoid mature trees within the site;
- Relocated junction provides additional queuing capacity for right turners into the site;
- Half bus layby provided on the northbound side of Stanifield Lane;
- Incorporation of a signalised pedestrian crossing (type TBC at later design stages) to the south of the access junction;
- Introduction of a compound radius for the access into the site;
- Provision of a southbound bus stop on carriageway north of the site junction;
- Provision of a pedestrian footpath taking pedestrians from the northbound bus stop to the public right of way into the site;

- Pedestrian crossing refuge on the northern side of the junction, connecting the southbound bus stop and walking routes from Lostock Hall to the new pedestrian access into the site.

**Baseline Data**

**Traffic Flow Surveys**

During the scoping of the TA LCC Highways confirmed that they had a moratorium on collating new traffic count data due to the impact of the Covid-19 pandemic on travel. LCC requested the use of pre-covid traffic surveys in the traffic capacity assessments. Within the TA, survey data from 2016 was sourced from a previous planning application for the Cuerden Strategic Site.

LCC Highways commissioned an additional survey in November 2022 (12/11/22 to 20/11/22) on Stanifield Lane and have provided the data to WSP. Table 1 provides a comparison of survey data on Stanifield Lane and shows that the total vehicle flows in 2016 are higher than the 2022.

**Table 1: Comparison of 2016 Vehicle Flow Survey with 2022 Vehicle Flow 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 2022. As a result, the assessments included within the TA represent robust scenario traffic flows.

**Speed Surveys**

Section 2.5 of the TA details the results of a Speed survey undertaken on Stanifield Lane and Appendix B of the TA includes the speed survey data. The speed survey was undertaken 21<sup>st</sup> September 2021 on Stanifield Lane, at the proposed location of the site access. Surveys were undertaken during two off-peak periods, 10:00 to 12:00 and 14:00 to 16:00, in free-flow conditions.

LCC Highways have provided data from an additional speed survey undertaken in November 2022. Continuous speed surveys were undertaken between 12/11/22 and 20/11/220 at a similar location on Stanifield Lane.

**Table 2: Comparison of 2021 Speed Survey with 2022 Speed Survey**

	Tuesday 21 <sup>st</sup> September 2021 (Off-peak periods)		Tuesday 15 <sup>th</sup> November 2022 (Off-peak periods)		November 2022 (7 Day Average)	
	85 <sup>th</sup> Percentile (mph)	Average Speed (mph)	85 <sup>th</sup> Percentile (mph)	Average Speed (mph)	85 <sup>th</sup> Percentile (mph)	Average Speed (mph)
Northbound	38	33	41	36	44	37
Southbound	43	37	42	37	44	38

Comparing the surveyed speeds during the two off-peak periods, the average speed southbound is the 37 mph in both the 2021 and 2022 surveys. The northbound average speed was recorded as 33 mph in 2021, whereas in 2022 the average speed was 36 mph. The 7-day average speed from the November surveys were slightly higher, 37mph northbound and 38 mph southbound.

### **Traffic Collision Data**

The latest five-year period of collision data was requested from LCC when preparing the TA. It is noted that in Section 2.6.1 of the TA it is stated that the data has been obtained for the latest five-year period (2016-2020) from Lancashire CC Road Safety Team. However, to clarify, the data provided by LCC and used within the TA analysis covers 2016-2020, and some reports from 2021. When providing the data, LCC Road Safety Team noted that the data is the full 5 years for 2016-2020 (inclusive) plus a few in 2021, but due to the way the data is provided the 2021 results couldn't be guaranteed complete up to a defined month.

LCC Highways have requested that this analysis is updated to include any reported collisions since this data was provided. WSP requested the most recent Personal Injury Accident Data from LCC Road Safety Team, and this was provided on 5<sup>th</sup> December 2022. This data includes reported collisions up to and including 29<sup>th</sup> September 2022.

Table 3 summarises the collision data for Stanfield Lane and A582/Stanfield Lane roundabout, providing an update of data provided in Table 2.5 of the TA. Collisions included in Table 2.5 of the TA are not included in Table 3.

**Table 3: Recent Personal Injury Accident Data Summary: Stanifield Lane / A582 (mid 2021-2022)**

Location	Slight	Serious	Fatal	Total
Stanifield Lane	1	0	0	1
A582 (West of junction)*	0	0	0	0
Watkin Lane	0	0	0	0
A582 (East of junction)	1	0	0	1
A582 / Stanifield Lane / Watkin Lane	2	0	0	2

\*between A582/Stanifield Rd roundabout at Sherdley Rd junction

- A serious collision was reported (ID 359969) on Stanifield Lane 23<sup>rd</sup> March 2022 when two vehicles travelling in opposite directions collided. The reported cause of this collision was driver error (failure to look properly).
- One slight collision was reported at the A582 / Stanifield Lane roundabout (ID 359439) on 4<sup>th</sup> February 2022. The reason for this collision was recorded as careless / reckless driving.
- An additional slight collision was also reported at this roundabout junction (ID 361997) on 11<sup>th</sup> August 2022. This was reported to be a collision between two vehicles and the likely cause reported as poor turn/manoeuvre and failure to look properly.
- A slight collision was reported between two vehicles travelling eastbound on A582 Lostock Lane (ID 359011) on 30<sup>th</sup> November 2021. The reported cause of this collision is aggressive driving.

In addition to the analysis of the local road network, the TA presented analysis of the personal injury accident data for junctions on the SRN. Recent data (2021 onwards) for these junctions has been summarised in Table 4.

**Table 4: Recent Personal Injury Accident Data Summary: M65 terminus and M6/M65, A6/M65 junctions (mid 2021-2022)**

Location	Slight	Serious	Fatal	Total
M65 Terminus	0	0	0	0
M6 / M65	3	0	0	3
A6 / M65	2	0	0	2

- A slight collision between two vehicles was reported at the northern approach to the M65 / M6 roundabout on 23<sup>rd</sup> September 2021 (ID 39905). The reported cause of the collision was driver failing to judge the other drivers path speed.
- A slight collision at the M65 / M6 roundabout was reported on 14<sup>th</sup> March 2022 (ID 360203). The reported cause of the collision was failure to judge other drivers path speed and failure to look properly.

- A slight collision was reported on M65 / M6 roundabout 8<sup>th</sup> May 2022 (ID 360770). The reported causes of the collision include failure to look properly and illegal turn or direction of travel.
- A slight collision was reported at A6 / M6 roundabout on 13<sup>th</sup> April 2022 (ID 360547). The reported cause of the collision was failure to judge other drivers path speed.
- A slight collision was reported at A6 / M6 roundabout on 15<sup>th</sup> September 2021 (ID 357642) as a result of the driver of a vehicle experiencing a medical episode.

The updated Personal Injury Accident data covering mid-2021 to 2022 shows that a total of nine collisions have been reported on Stanifield Lane, the A582/Stanifield Lane junction and at the three SRN junctions. A range of likely causes were reported for these collisions, and no discernible pattern in likely cause has been identified across the study network or at a given junction.

The updated data shows that no significant correlation have been identified to suggest that highway condition, layout or design were significant contribution factors in any of the collisions within the study area, which is consistent with the conclusions presented in the TA. Furthermore, the frequency and severity of the accidents is not considered to be unusual for its location and existing traffic volumes and composition.

## **Event Day Operations**

### ***Overflow Car Park and Internal Drop Off***

LCC raised some concerns about the access to the car parks, both permanent and overflow in a busy event day scenario. A principal concern was that the interface between access to the main permanent car park to the east of the site would conflict with the pick up and drop off area. In order to address this, a new connection into the overflow parking area from the internal access route has been provided. This will allow The Club to check tickets and direct cars to appropriate spaces at the same time as keeping the primary internal access road clear for pick up and drop off.

### ***Boundary treatment plan***

LCC raised concerns that the site could be accessed via unofficial routes by people on foot and requested details on the fencing or boundary treatment that would be used to secure the site perimeter. The site perimeter will be managed via natural landscaping and on an event day, stewards and marshals will be in place to ensure spectators use formal routes. On larger event days, if it is considered necessary then temporary barriers could be used, which would be part of the temporary event overlay. This would be considered on an event-by-event basis, and the need for this assessed once the site is operational.

### ***Fowler Lane and Event Day Parking Management***

Concern has been raised by LCC about how local residents will not be inconvenienced by on street parking, particularly on Fowler Avenue and Fowler Lane adjacent to the site. Section 7.5.11 of the TA made reference as to how parking on street would be discouraged, and mentioned the possible use of Temporary Traffic Regulation Orders. It is considered sensible for The Club and LCC to engage with the local residents to understand their access requirements and to put forward proposals that work for those residents. Figure 7.3 showed an example of how traffic was managed on streets close to Sedbergh – which involved the use of marshals on parking beats and the use of coned-off kerbsides.

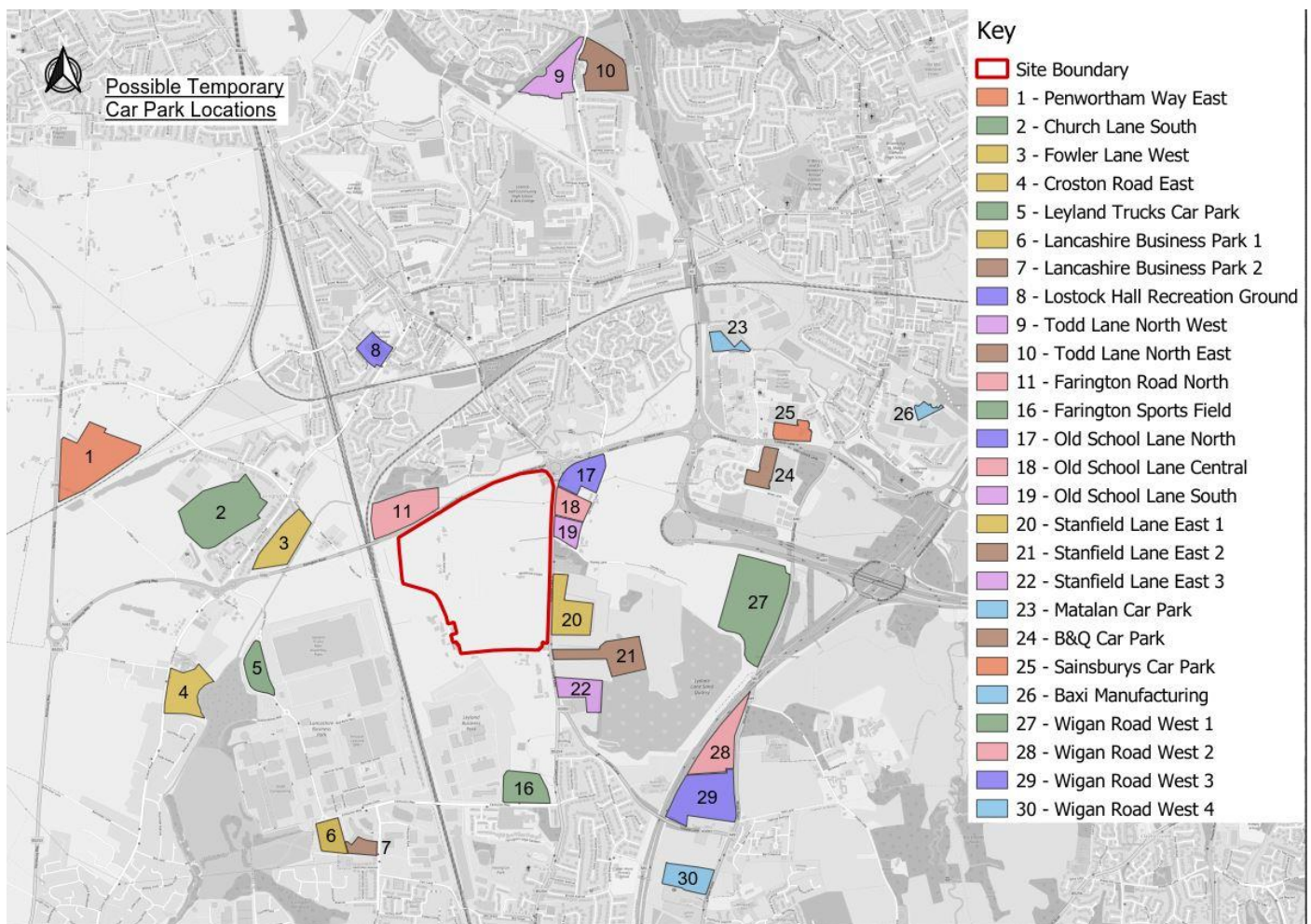
### ***Off Site Car and Coach Parking***

Section 7.5.7 of the TA states: “*For larger events, the Event Day Management Plan would include an off-site parking strategy (as part of the Event Day Travel Plan) utilising additional nearby locations to increase*

parking capacity for the event. The use of these sites would involve discussion with landowners. Availability of suitable sites for use would vary on an event-by-event basis depending on weekday or weekend match and the availability would need to be discussed in advance of the preparation of the specific Event Day Management Plan. Clear signage for any off-site car parking would be provided.”

WSP have undertaken a high level review of potential sites in the area that could be used to provide either park and walk or park and ride amenity. This is shown in Figure 1, and is not considered to be exhaustive. No detailed consideration of site technical suitability, such as availability, landowner willingness, access etc have been undertaken at this stage, and would be considered once the event and it’s likely parking requirements are greater understood.

**Figure 1 – Possible Event Day Parking Locations**



**Event Day Vehicles**

An example Event Day Management Framework is included in Appendix D.

There are a number of specific vehicles that might require access to the site for an event day, such as catering vehicles, St John Ambulance and light vans from LC. In the days leading up to the event then some of the equipment used in the event day overlay may be transported in in larger vehicles, for example food and beverage deliveries, cricketing equipment, portable toilets etc. These would be collected up in the days after the event and would not adversely impact the local road network.

## **Trip Generation, Assignment and Assessment**

### ***Identification of peak hours***

LCC Highways raised a query over the peak hours which were used in the assessment. The 2016 survey data used in the Mott McDonald Cuerden Strategic Site Transport Assessment identified the following peak hours:

- AM 07:30-08:30
- PM 16:30-17:30
- Saturday 13:00-14:00

These peak hours were also those used within the VISSIM model and were therefore used within the assessments undertaken and reported within the Farington Cricket TA.

### ***Attendance information and Finish Times***

Table 4-4 of the TA showed the completed LV County Championship matches played in the 2019 season (the last full season before the COVID-19 pandemic). The County Championship matches are the 4-day matches that take place between April and September. LC played seven home games during this period, five at Old Trafford Manchester, one in Liverpool and one in Sedbergh.

These seven matches played in front of a total aggregate spectator attendance of 23,152<sup>1</sup>. This equates to an average attendance for each match of 3,307. When broken down across the 25 days of Championship cricket that were actually played this season, the average spectator attendance reduces to approx. 926 people.

Table 4-8 of the TA provided details of the One Day Cup matches played by LC in the 2021 season. LCC requested that the finish times, as well as the start times, were added to the Table, which has been shown in Table 5.

**Table 5: One Day Cup LC Matches 2021 Season**

<b>Match</b>	<b>Date</b>	<b>Start Time</b>	<b>Finish Time</b>
Lancashire vs Sussex	Friday 23 <sup>rd</sup> July 2021	11:00	18:45
Lancashire vs Middlesex	Tuesday 3 <sup>rd</sup> August 2021	11:00	18:45
Lancashire vs Worcestershire	Sunday 8 <sup>th</sup> August 2021	11:00	Abandoned due to rain
Lancashire vs Essex	Thursday 12 <sup>th</sup> August 2021	11:00	18:45

### ***Age Group Cricket – Numbers in Attendance***

Figure 6.1 of the TA provides an example timetable for the use of the cricket ovals, which has been developed by The Club and WSP. The example Wednesday evening shows a fixture for Lancashire Age Group cricket. As detailed in Section 6.2.4., it assumed that for these fixtures a maximum of 30 players and three coaching staff would be in attendance for the fixture. A worst-case assumption of 33 arrivals and 33 departures associated with this fixture is included in Table 6.1 of the TA.

<sup>1</sup> Source - Wisden Cricketer's Almanac 2020





It is noted that Section 6.2.14 of the TA states that “for the evening session, an Age Group fixture with 11 players per side would be held on Oval 2”. For clarity, this should additionally state that these fixtures would have a maximum of 30 players and 3 coaching staff in attendance at the facility for the fixture. The numbers presented in Table 6.1 of the TA provides a robust assessment of trips associated with this use.

**Daily Staff Numbers, expected arrival and departure times**

The assumptions on day-to-day staffing numbers and their arrivals and departures are included in Section 6.2.21 – 6.2.25 and Table 6.3 of the TA. These assumptions have been provided by The Club and are clarified further below:

- Assumptions are for a non-match day within the cricket summer season where it is anticipated that up to 20 staff would be on site at different times over the course of a day.
- For all staff, it is assumed they would arrive at the site within the hour prior to the start of their shift and depart within the hour following the end of their shift
- A total of 5 ground staff would be required:
  - Three full time ground staff working between 06:00 and 16:30
  - Two additional ground staff working between 13:30 and 19:30
- Three cleaning staff members working between 07:30 and 09:30
- A total of 4 site management/support staff:
  - Two working between 08:30 and 16:30
  - One working between 08:30 and 12:30
  - One working between 13:30 and 19:30
- It is assumed that during the cricket season the pavilion could be used by cricket users of the site and therefore some staffing of the pavilion would be required:
  - 4 pavilion staff working 18:30 and 22:30
  - 4 pavilion staff working 19:30 and 22:30

Table 6 below summarises the staff arrival and departures associated with these 20 staff members.

**Table 6: Typical Busy Day Use - Staff trip generation profile (Update of information in TA Table 6.3)**

	<b>Arriving</b>	<b>Departing</b>
<b>Pre 07:30</b>	3 grounds staff and 3 cleaning staff	-
07:30-08:30	3 site management/support staff	-
08:30-09:30	-	-
09:30-10:30	-	3 cleaning staff
10:30-11:30	-	-
11:30-12:30	-	-
12:30-13:30	2 grounds staff and 1 site support staff	1 site support staff
13:30-14:30	-	-

14:30-15:30	-	-
15:30-16:30	-	-
16:30-17:30	-	3 grounds staff and 2 site management/support staff
17:30-18:30	4 pavilion staff	-
18:30-19:30	4 pavilion staff	-
19:30-20:30	-	2 grounds staff and 1 site support staff
20:30-21:30	-	-
21:30-22:30	-	-
22:30-23:30	-	8 pavilion staff
<b>Total</b>	20	20

The above matches the total staff numbers presented within Table 6.3 of the TA. It is noted that in Table 6.3, there is an error in staff morning arrival times, and Table 6.3 should show six arrivals prior to 07:30, three arrivals between 07:30 and 08:30, no arrivals between 08:30 and 09:30. This does not impact the morning peak hour trip generation or assessment presented further within the TA.

### ***Taxi Drop Offs***

The weekend T20 match is proposed to have a typical start time of 14:30 with gates opening at 13:00. It is assumed that Taxis and drop off would be within the hour prior to the start of the match. Table 6-4 shows taxi drop offs between 12:30 and 13:30, this is an error with taxi drop offs expected between 13:30-14:30.

The weekday T20 match is proposed to have a typical start time of 16:00 with gates opening at 14:30. It is assumed that Taxis and drop off would be within the hour prior to the start of the match (15:00-16:00), which on Table 6.5 is split between the two hourly periods of 14:30-15:30 and 15:30-16:30, however it is assumed that the taxi/drop off would be in the latter half hour of the first hourly period and the first half hour of the second hourly period.

### ***Player Trip Distribution***

The player trip distribution, based on postcode data, has been revisited to show the distribution on the wider network and re-consider additional routes to/from Preston (i.e. A6 and A59). Additional data has been provided in Appendix E to give extra clarity on how the player distribution presented in the TA was determined.

Within the TA, for each of the 46 player postcodes, google maps routing was used to determine the quickest route to and from the site during peak hours. Each postcode was allocated a most likely route, and these were grouped into the routes presented within the TA. As noted, the majority of quickest routes involved using the M6 or M65 / M61 due to the proximity of the site to the SRN and the distribution of players across Lancashire, Greater Manchester, Merseyside and Cheshire.

The distribution has been revised to provide detail on the wider routing based on the routes presented in Appendix E. See Traffic Flow Diagram section below for further details on the impact of this revised distribution.

For the Members postcode areas used, the routes from the full range of postcode areas were checked in google maps and where multiple preferred routes were found a proportion split was applied based on the number of postcode areas using the preferred route. The revised members distribution is provided in Appendix E and has been applied to proposed spectator vehicle trips.

See Traffic Flow Diagram section below for further details on the impact of this revised distribution.

### ***Background Traffic and Committed Developments***

The TA considers Pickerings Farm within the background traffic growth factors applied using TEMPro growth rates. By default, TEMPro accounts for growth in housing within the local area between the base and future year. For the committed developments considered in the TA, the proposed housing numbers were removed from the TEMPro household growth figures, as vehicle movements associated with these committed developments were accounted for within the committed development flows presented in the Traffic Flow Diagrams. For Pickerings Farm, a site allocated within the South Ribble Local Plan, as traffic flows forecast from this development were not included specifically in the committed or expected development traffic flow diagrams, the household growth associated with this proposed development were accounted for within the background household growth for the local area remaining within the calculations of the TEMPro growth rates.

No changes to the committed or expected development list or their corresponding traffic flows have been made.

### ***Event Day Car Occupancy***

As stated in the TA, the TA for a temporary event car park at the Ageas Bowl, Hampshire assumed an average occupancy of three spectators per car for large cricket events, based on on-site observations.

Observations from a LC match at Sedbergh School on 23<sup>rd</sup> July 2021 recorded a car occupancy rate of 2.7 spectators per vehicle.

The TA presented these two different car occupancy rates in para 7.5.5 and 7.5.6, and represent an evidence-based approach to forecasting car occupancy.

However, were observed car occupancy reduced to 2.5 spectator per car, then 1,000 spectators could be accommodated on site. Occupancy of 2.5 person per car would result in an additional 80 vehicles only (which could be accommodated in off-site parking locations).

### ***Modal Split - Coaches***

The TA assumes that on a maximum capacity event day, 5% of the 5,000 spectators would arrive by coach. This assumes up to 250 spectators traveling in 5 coaches (one away coach and 4 home coaches). The club would promote travel by coach between Emirates Old Trafford (EOT) and Farington. Ticket holders would be able to pre-book a seat on a coach, park at/travel to EOT and be taken to Farington pre match and taken back post-match. Given that 21% of members are from Manchester postcodes (which includes Trafford), and EOT is the primary location for LC Cricket matches, this level of demand for coaches from EOT to Farington seems a reasonable assumption.

The Event Management Plan (Appendix D) for each event will include measures to encourage sustainable travel modes such as coaches. 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 such as further coach uptake, as the facility becomes established.

### ***Traffic Flow Diagram Updates***

Based on post-application comments from both LCC Highways and National Highways, the Traffic Flow Diagrams presented within the TA have been extended to include a wider area of the local highway network and updated based on the revised distribution of trips to/from Preston (PR) postcode areas. The updated Traffic Flow Diagrams are provided in Appendix F of this note.

For the player distribution presented in the TA, the quickest route using google maps to/from the postcode area to the site was used. Further analysis of the locations and routing to/from the specific areas within PR (Preston) postcode areas where players are located (PR1, PR6 and PR7), resulted in some minor changes to the proposed distribution.

For a typical use scenario, the distribution was based on player postcodes for existing LC players. As shown in Appendix E, only 8% of player postcodes were from PR postcode areas (including Chorley, located to the south of the site).

With only 3 two-way development trips in the AM peak, and 11 in the PM peak, the revised routing to and from PR postcodes doesn't impact the proposed weekday peak development traffic, as trips to/from PR postcodes account for less than one vehicle trip in both the AM and PM peak hours. Therefore, due to the relatively low level of forecast development traffic during the weekday AM and PM peak, no further updated analysis is required for these scenarios and the assessments and conclusions for these scenarios provided within the TA remain valid.

The forecast development traffic flows are higher during the weekend peak compared to the weekday peak, with up to 87 two-way vehicle trips forecast during the Saturday peak hour. Applying the adjusted routing to/from the PR player postcodes results in a slight change in development traffic flows compared to that presented in the TA.

The revised distribution results in four more vehicles travelling along Stanifield Lane, north of the site access, and four fewer vehicles travelling along Stanifield Lane south of the site. Due to the relatively minor changes to the forecast development traffic during the Saturday peak, no further updated analysis is required for this typical Saturday peak scenario and the assessments and conclusions for this scenario presented within the TA remain valid.

The distribution for the T20 scenario is taken from LC member postcode data, and therefore is slightly different to the typical day-to-day distribution which is taken from LC player postcode data. Preston (PR) postcode areas constitute 6.6% of members.

Revised analysis of routes to/from all 12 PR postcode areas has been undertaken using google maps routings, which are included in Appendix E of this note. The resulting share of routes to/from PR postcodes are summarised in Table 7.

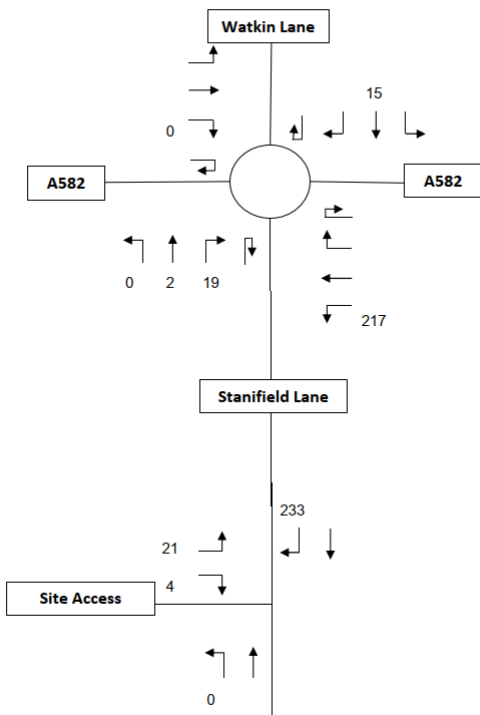
**Table 7: Routes to/from PR Postcode areas**

Route	% of trip from/to PR Postcode Areas	% of all trips
via A6 (east) and A582 (east)	22%	1.5%
via A6 (north) and A582 (east)	14%	0.9%
via M65	7%	0.5%
via Stanifield Lane (south of site)	10%	0.6%
via A582 (west)	33%	2.2%
via Watkin Lane	14%	0.9%
	100%	6.6%

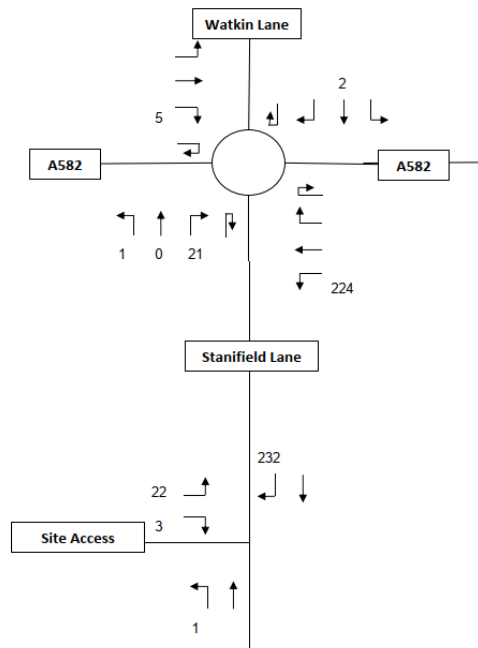
Figure 2 shows the Saturday T20 event day peak hour traffic flows presented in the TA (left) and those resulting from the revised distribution (right) which considers routes to/from PR postcodes in more detail. As can be seen by comparing the two figures, there are some minor changes to turning movements at the site access and A582/Stanifield Lane roundabout. Fewer vehicles are forecast to travel along Watkin Lane, as trips to/from PR postcodes are assigned to a wider selection of local routes.

**Figure 2: Saturday peak hour T20 development flows (TA – right; revised – left)**

Saturday Peak Hour: 13:00-14:00  
Development Traffic - T20 Event Day



Saturday Peak Hour: 13:00-14:00  
Development Traffic - T20 Event Day



While these changes are minor, for completeness the junction models have been re-run for the A582 / Stanifield Lane roundabout and for the site access junction for the Saturday peak hour T20 scenario.

### Updated Junction modelling results

Due to the revised traffic flows and updated site access layout the site access junctions (three- and four-arm layouts) have been re-modelled using Junctions 10. The increase in right turn storage on the northern arm of the junction (Stanifield Lane southbound) has been included in the models by increasing the length of the blocking queue by 2 PCUs. The results from the revised modelling are shown in Table 8 and 9.

**Table 8 – Four-Arm Site Access Junctions 10 outputs (T20 event day)**

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

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

Arm/Movement	Sat Peak (13:00-14:00)		
	Queue (PCU)	Delay (s)	RFC
<b>2024 with development (T20 event)</b>			
Site Access (LT lane)	0	8	0.05
Site Access (RT Lane)	0	21	0.02
Stanifield Lane (Southbound)	1	11	0.45
<b>2029 with development (T20 event)</b>			
Site Access (LT lane)	0	8	0.05
Site Access (RT Lane)	0	21	0.02
Stanifield Lane (Southbound)	1	12	0.45



The junction modelling results are very similar to those presented in the TA (Table 9.2 and Table 9.4) for these scenarios for both the three-arm and four-arm layout. This is due to the limited impact of the revised distribution on the traffic flows at the site access junction.

As per the analysis presented in the TA, the proposed site access junction (three- or four-arm layout) operates well within capacity for the weekend peak hour T20 scenarios and therefore will have minimal impact on the operation of the local highway network. A maximum RFC of 0.45 is reported on Stanifield Lane (southbound) relating to traffic from the north turning right into the Farington site. A queue of 1 PCU is reported for this arm, no queueing is observed on the others arms of the junction.

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

The revised traffic flows have also been input into the LinSig Model of the A582 / Stanifield Lane Roundabout. The updated modelling results are included in Table 10 below. While undertaking the revised analysis, a minor error was noted with the Saturday peak committed development turning flows from the A582 east to A582 west and to Watkin Lane used in the TA. The flows in the revised modelling have been updated to reflect this.

**Table 10 - LinSig Model Outputs – 2024 and 2029 Do-Minimum and Do-Something (T20 event day)**

	2024 Do-Something T20 Sat (13:00-14:00)		2029 Do-Something T20 Sat (13:00-14:00)	
	Queue	DoS	Queue	DoS
<i>PRC / Cycle Time</i>	31.7 % / 60"		32.8% / 60"	
Watkin Lane	6	67.3%	6	67.0%
Lostock Lane (3/2 +3/1)	6	54.1%	8	66.3%
Lostock Lane (3/3 + 3/4)	6	50.6%	8	65.4%
Stanifield Lane (5/2+5/1)	2	27.6%	2	27.1%
Stanifield Lane (5/3)	7	68.1%	7	65.4%
Farington Road (7/2+7/1)	8	64.9%	8	63.8%
Farington Road (7/3+7/4)	8	68.3%	8	67.1%

The revised modelling results for the T20 weekend peak scenario draw the same conclusions as those presented within the TA. The Do-Something scenarios show that with the addition of traffic associated with a T20 match at the facility on a Saturday the junction will continue to operate within capacity during the weekend peak hour.

The revised junction model output reports are included in Appendix G of this note.