



HMP Garth and HMP Wymott, Moss Lane, Ulnes Walton, Leyland

Application 21/01028/OUTMAJ

Further COBALT Assessment – Stephen Yeates

Context

Mr Riley referred to Section 5.5 within my Transport Proof of Evidence which describes a COBALT assessment undertaken.

In my Proof, COBALT has been used to forecast the anticipated number of PIAs within the study area between 2016 and 2020 to determine if the baseline number of PIAs observed is higher or lower than the forecast number of PIAs considering the existing network characteristics and traffic volumes.

Mr Riley stated that he would have expected Atkins to undertake a COBALT assessment to forecast the anticipated number of PIAs 'with' and 'without' the proposed development in a future assessment year. In his opinion this was the correct use of COBALT.

Atkins has undertaken a revised COBALT assessment for a 2025 future assessment year. This adopts the same parameters as previous assessments using the 2025 forecast scenarios.

Revised COBALT Assessment

The revised COBALT assessment indicates that the increase in traffic associated with Garth Wymott 2 would generate an additional 0.5 PIAs per annum (see Table 1).

The revised COBALT assessment has not taken into consideration any of the off-site highway mitigation which has been agreed with Lancashire County Council. It just takes into consideration the increase in traffic based on the existing highway layout.

Table 1 – 2025 Future Year COBALT Assessment (Outputs)

Classification	Forecast Number of PIAs (without Dev)	Forecast Number of PIAs (with Dev)	Difference per year
Fatal	0.0	0.0	0.0
Serious	0.4	0.5	+0.1
Slight	3.5	3.9	+0.4
Total	3.9	4.4	+0.5

Stephen Yeates

13/07/22