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Technical Note

Project:	NPP - Garth Wymott 2		
Subject:	Technical Addendum		
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Date:	December 2021	Project No.:	5200124
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Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
5.0	Final Technical Addendum	TR	DC	SY	SY	07/12/21

Introduction

This Technical Addendum outlines Atkins' response to the comments provided by Lancashire County Council (LCC) in relation to the following documents submitted in support of the Hybrid Planning Application for a new prison referred to as Garth Wymott 2 (21/01028/OUTMAJ). The Hybrid Planning Application is seeking outline planning permission for a new prison, outline planning permission for a replacement boiler house, and full planning permission for a replacement bowling green and club house:

- 608623-0000-ATK-GHX0000-XX-RP-X-0001– Transport Assessment
- 608623-0000-ATK-GHX0000-XX-RP-X-0002– Outline Travel Plan

The comments provided by LCC were made during a virtual meeting on the 3rd November 2021. The comments were made by Neil Stevens (Highway Development Control Manager) and Glenn Robinson (Development Control – Chorley, Fylde & Wyre). For the purpose of this Technical Addendum, Atkins has summarised each of the comments below and provided a response.

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Response to Comments

Lancashire County Council Comment: *Table 1.1 within the Transport Assessment does not make specific reference to the issues or concerns raised by the Highway Authority during the pre-application scoping discussions.*

Atkins Response: The MoJ has and will continue to engage with LCC throughout the determination period to ensure that the impact of the Prison is successfully mitigated. This includes providing additional information in response to any specific issues or concerns raised by the Highway Authority. The table in the Transport Assessment was intended to demonstrate the ongoing communication between the MoJ and LCC and the commitment from all parties to successfully mitigate the impact of the Prison.

Lancashire County Council Comment: *Whilst it is acknowledged that the classified turning count undertaken at the Moss Lane/Ulnes Walton Lane junction includes trips associated with the existing Prisons and the existing residential area to the north of Moss Lane, it is considered that the turning proportions would help validate the distribution and assignment presented within the Transport Assessment.*

Atkins Response: The Transport Assessment has calculated the proposed trip distribution based on Census Journey to Work data. Table-1 presents the AM and PM Peak distribution along Ulnes Walton Lane based on the turning proportions from the classified turning count undertaken at the Moss Lane/Ulnes Walton Lane junction in 2021. Table-1 also provides a comparison between the distribution presented in the Transport Assessment (based on Census Journey to Work data) and the distribution calculated using the turning proportions.

Table-1 – Ulnes Walton Lane Distribution Comparison

AM Peak (07:00-08:00)		
Movement	TA Distribution	CTC Distribution
Ulnes Walton Lane (North) to Moss Lane	44%	50.8%
Ulnes Walton Lane (South) to Moss Lane	55%	49.2%
PM Peak (17:00-18:00)		
Movement	TA Distribution	CTC Distribution
Moss Lane to Ulnes Walton Lane (North)	44%	50.4%
Moss Lane to Ulnes Walton Lane (South)	55%	49.6%

The information presented in Table-1 indicates that the distribution along Ulnes Walton Lane based on the observed turning proportions is approximately 50/50 during both the AM and PM Peak periods. Whilst the distribution presented in the Transport Assessment indicates that slightly more vehicles will arrive/depart to the south, it is not considered that the difference would result in a material change to the analysis presented within the Transport Assessment.

For context, Table-2 presents the net difference in development trips along Ulnes Walton Lane based on the distribution presented in the Transport Assessment and the distribution based on the turning proportions from the classified turning count. The scale of the difference is not considered significant enough to require further assessment with revised distribution assumptions.

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Table-2 – Ulnes Walton Lane Trip Generation Comparison

AM Peak (07:00-08:00)

Movement	Development Trips based on TA Distribution	Development Trips based on CTC Distribution	Difference
Ulnes Walton Lane (North) to Moss Lane	89	102	+13
Ulnes Walton Lane (South) to Moss Lane	113	100	-13

PM Peak (17:00-18:00)

Movement	Development Trips based on TA Distribution	Development Trips based on CTC Distribution	Difference
Moss Lane to Ulnes Walton Lane (North)	111	127	+16
Moss Lane to Ulnes Walton Lane (South)	141	125	-16

Lancashire County Council Comment: LCC would like the distribution presented within the Transport Assessment validated, if possible, by Origin Destination data from HMP Garth or HMP Wymott.

Atkins Response: Atkins has used journey to work data extracted from the Census to determine the distribution presented within the Transport Assessment. The Census data is based on observed information specific to MSOA Chorley 007. HMP Garth and HMP Wymott are one of the largest employment sites located within MSOA Chorley 007 and therefore the journey to work data extracted from the Census is reflective of the existing baseline conditions.

It is not possible to provide evidence from existing Ministry of Justice sites for the following reasons:

- The origin/destination data for staff at existing HMP sites is very sensitive and confidential. For security reasons the Ministry of Justice will not release data which potentially identifies where staff live/work and how they travel;
- Staff requirements and shift patterns vary between Prisons (depending on age of Prison and Category of Prison) and therefore if the information was available it would not necessarily be reflective of how the new Prison is going to operate; and
- Visitor travel patterns vary between each Prison/Inmate. Therefore, the information would not necessarily be reflective of how the new Prison is going to operate.

However, as per the response provided above, Atkins has undertaken a comparison between the distribution presented within the Transport Assessment and the distribution along Ulnes Walton Lane based on the observed turning proportions. The analysis indicates that the observed distribution is approximately 50/50 during both the AM and PM Peak periods which is comparable to the distribution used within the Transport Assessment.

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Lancashire County Council Comment: LCC would like further clarification on the assumptions made with regards to visitor trips.

Atkins Response: The assumptions made with regards to the visitor trip generation are outlined in Section 5.3.2.2 of the Transport Assessment and a copy of the visitor trip generation calculations are provided in Appendix F of the Transport Assessment. The assumptions made are based on the information previously used for planning applications at HMP Berwyn in Wrexham, HMP Full Sutton in York and HMP Glen Parva in Leicester. These assumptions have been signed off and approved by the Ministry of Justice.

The trip generation calculations assume that every inmate is entitled to two prison visits per month¹. This equates to 114 visits per day which has been split over four separate visiting periods resulting in 29 trips per visiting period. In addition, it is acknowledged that there is a requirement for ad-hoc legal visits utilising the five legal visit rooms proposed. The assumptions made with regards to the visitor trip generation are considered robust for the following reasons:

- The calculations assume that every inmate will receive a visitor twice a month. In reality, some inmates may only receive one visitor and some inmates may not receive any visitors;
- Visits must be booked in advance, and so the number of visits is limited by the availability of spaces for each visiting session;
- According to the Ministry of Justice website for HMP Garth, legal visits are only allowed between 14:00 and 16:00 Tuesday to Thursday. The assumptions within the Transport Assessment assume that 5 legal visits will occur during each visiting period resulting in 20 legal visits per day; and
- The assumptions within the Transport Assessment assume that all visitors will arrive via car. No allowance has been made for the proposed improvements to the existing public transport provision as discussed later in this Technical Addendum. The proposed improvements to the existing sustainable transport infrastructure would result in a proportion of visitor trips being undertaken by sustainable modes of transport.

Lancashire County Council Comment: LCC would like further clarification on the Trip Generation presented within the report, specifically the calculations behind the analysis.

Atkins Response: Due to the nature of the proposed land use, there is limited publicly available information about trip generation at prison sites. Therefore, Atkins has provided a copy of a Technical Note in Appendix E of the Transport Assessment which summarises the proposed trip generation assumptions for a Category C Prison. It is based on the information previously used for planning applications at HMP Berwyn in Wrexham, HMP Full Sutton in York and HMP Glen Parva in Leicester and has been approved by the Ministry of Justice. In addition, Atkins has provided a copy of the Trip Generation Calculations in Appendix F of the Transport Assessment. This demonstrates how the proposed Trip Generation has been calculated for Uniformed Staff, Non-Uniformed Staff and Visitors.

Atkins arranged a subsequent follow up meeting with Neil Stevens and Glenn Robinson from LCC on the 11th November 2021 to further discuss the Trip Generation presented within the Transport Assessment. It was agreed that Atkins would provide Neil Stevens and Glenn Robinson with a copy of the Excel Spreadsheet used to calculate the Trip Generation and Parking Accumulation contained within the Transport Assessment.

¹ <https://www.gov.uk/staying-in-touch-with-someone-in-prison/visiting-someone-in-prison>

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Lancashire County Council Comment: *The Transport Assessment does not consider the impact of any Committed Development sites. Please can Atkins provide further clarification on why Leyland Test Track was not considered.*

Atkins Response: The Transport Assessment for Leyland Test Track (October 2017) does not assign the proposed development traffic in detail along Ulnes Walton Lane. The study area for Leyland Test Track (which has been approved for development) identified where the site would have an impact and the study area does not extend as far as Garth Wymott 2. In addition, the development peak hours identified within the Transport Assessment for Leyland Test Track are 08:00-09:00 and 17:00-18:00 compared to the development peak hours for Garth Wymott 2 which are 07:00-08:00 and 17:00-18:00. Therefore, the cumulative impact during the AM Peak is not considered to have a material impact on the Standalone Junction Capacity Assessment presented within the Transport Assessment for Garth Wymott 2.

As per Section 7.2.2 within the Transport Assessment, traffic growth factors have been extracted from TEMPro v7.2 for Chorley. Whilst it is acknowledged that TEMPro is based on planning data provided at a local authority level, this is considered a reasonable approach in this instance because the Leyland Test Track site is a Local Plan Allocation, and so forms part of the assumptions used by TEMPro.

Lancashire County Council Comment: *LCC would like further clarification on the strategy undertaken to deal with the COVID-19 pandemic and the impact on data collection.*

Atkins Response: The conventional approach to assessing the impact of vehicle trips from the development would be to collect baseline traffic information for the local highway network, and then understand the impact ‘without’ and ‘with’ the development. However, the COVID-19 pandemic has resulted in non-typical traffic conditions on some of the road network. Therefore, it was agreed with LCC during a pre-application highways meeting on the 2nd February 2021 that William Tay (Engineer – Highways Development Support) would provide Atkins with an Automatic Traffic Count (ATC) undertaken along Dunkirk Lane in October 2019. Atkins would then compare the 2019 ATC to the March 2021 ATC to calculate a factor to account for the reduction in traffic due to COVID-19. William Tay confirmed that this methodology was acceptable to LCC in an email sent on the 10th February 2021 (see **Appendix A** of this Technical Addendum).

Table-3 provides a summary of the COVID-19 traffic factors calculated from the 2019 ATC and applied to the traffic flows within the TA. Please note that the traffic factors were not applied to Moss Lane because it was assumed traffic flows along/to/from Moss Lane would be representative of normal conditions. This is because prison staff were classed as key workers.

Table-3 – COVID-19 Traffic Factors

Peak Period	COVID-19 Traffic Factor
AM Peak	14%
PM Peak	21%

Lancashire County Council Comment: *LCC would usually expect an application to include an assessment of the traffic impact 5 years post submission.*

Atkins Response: Please refer to Section 7.2.6 within the Transport Assessment. Atkins has undertaken an assessment of 2026 which equates to 5 years post submission.

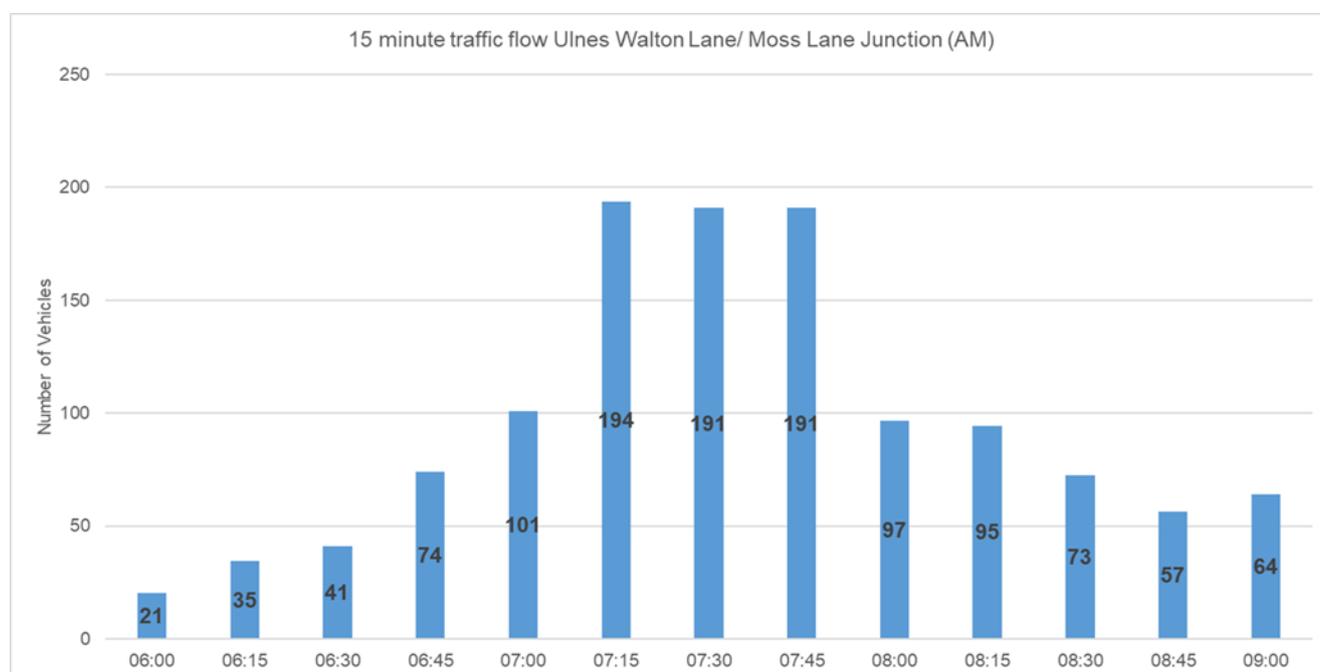
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Lancashire County Council Comment: LCC would like to know if the traffic models have been profiled to reflect the observed profile of traffic leaving HMP Garth and HMP Wymott.

Atkins Response: Figure-1 and Figure-2 present the observed traffic flow profile at the Ulnes Walton Lane/ Moss Lane junction for the AM and PM Peak periods respectively. This information is based on the Classified Turning Count undertaken in 2021. The analysis demonstrates that the traffic flow profile is consistent with a typical 'one hour' traffic model profile across the AM and PM Peak periods.

As outlined within the Transport Assessment, the Trip Generation has been based on information provided by the MoJ and it is assumed that staff arrive throughout the hour prior to the start of their shift and leave throughout the hour after a shift finishing. Due to operational processes, staff usually have a longer lead in time to allow them to go through security and hand-over shifts. Therefore, it is estimated that staff will arrive between 07:00-08:00 and leave between 17:30-18:30 for 'Main' uniform shift, and arrive between 07:30-08:30, and leave between 16:30-17:30 for the 'Early' non-uniform shift.

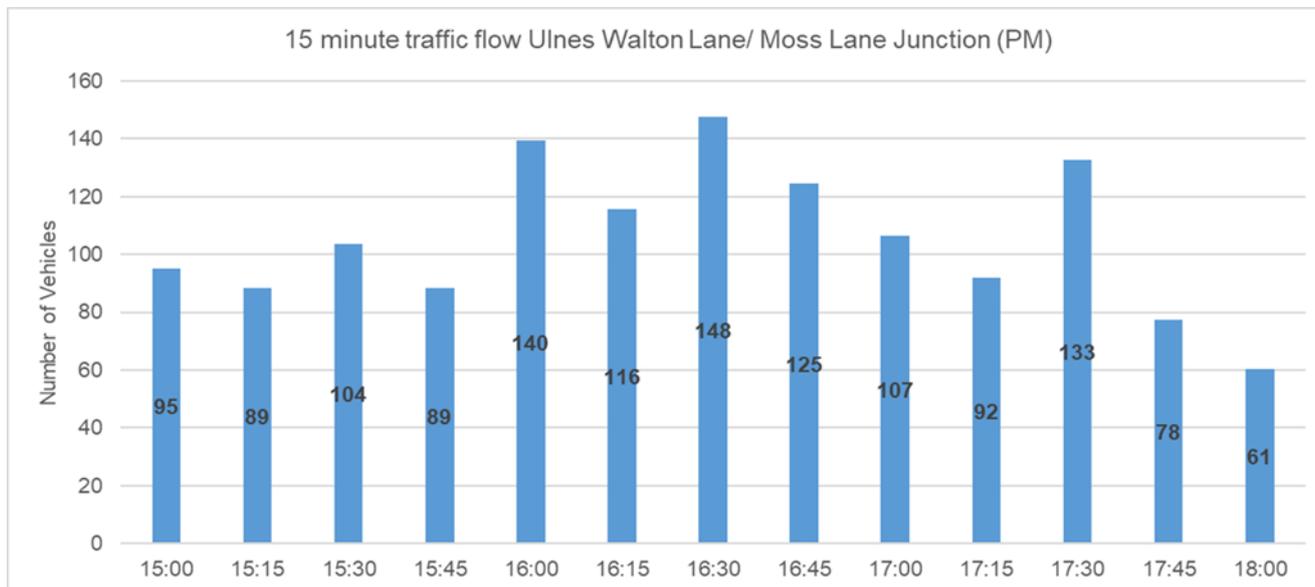
Figure-1 - Observed Traffic Flow Profile Ulnes Walton Lane/ Moss Lane Junction (AM Peak 2021)



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Figure-2 - Observed Traffic Flow Profile Ulnes Walton Lane/ Moss Lane Junction (PM Peak 2021)



Lancashire County Council Comment: *The Transport Assessment for Garth Wymott 2 proposes to relocate the existing bus stop located on Willow Road. It is acknowledged that the Local Community have raised concerns regarding the relocation of the bus stop and LCC would like further clarification on this position.*

Atkins Response: Following the outcome of the public consultation undertaken and the concerns of residents, the Ministry of Justice are proposing to leave the existing bus stop on Willow Road in its current location. The Ministry of Justice is however proposing to upgrade the existing bus stop facility on Willow Road to ensure that the facility is constructed to a disability compliant standard. This will include the provision of a raised kerb, boarding platform, new shelter, and the required carriageway markings. The Ministry of Justice consider that these proposals are in line with the requirements set out within the National Planning Policy Framework and agree to deliver the proposed disability compliant upgrades to the bus stop on Willow Road via s278. It is also proposed to provide a gated pedestrian access to allow staff/visitors to access the site from the Willow Road bus stop. Further details are to be provided at the Reserved Matters Stage.

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Lancashire County Council Comment: *LCC would like the Ministry of Justice to provide funding (via a planning contribution) to improve the existing public transport provision. This would include the following improvements:*

- *Monday to Saturday daytime – support the improvement of the current hourly Service 112 (or alternative) to operate every half hour between Leyland and Croston.*
- *Monday to Saturday evening – support the extension the current period of operation to provide later journeys up to approximately 20:30hrs between Leyland and Croston.*
- *Work with the MoJ to look at opportunities to better align bus services with shift patterns and visiting times.*

LCC propose a S106 contribution of £100,000 per annum for a period of 5 years to fund these enhancements, with any revenue received from additional patronage being utilised to sustainably maintain the service levels beyond the contribution period.

Atkins Response: The Ministry of Justice are willing to consider any Public Transport Improvements which may be required to facilitate the proposed development in line with the National Planning Policy Framework. Please note, any planning contributions must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

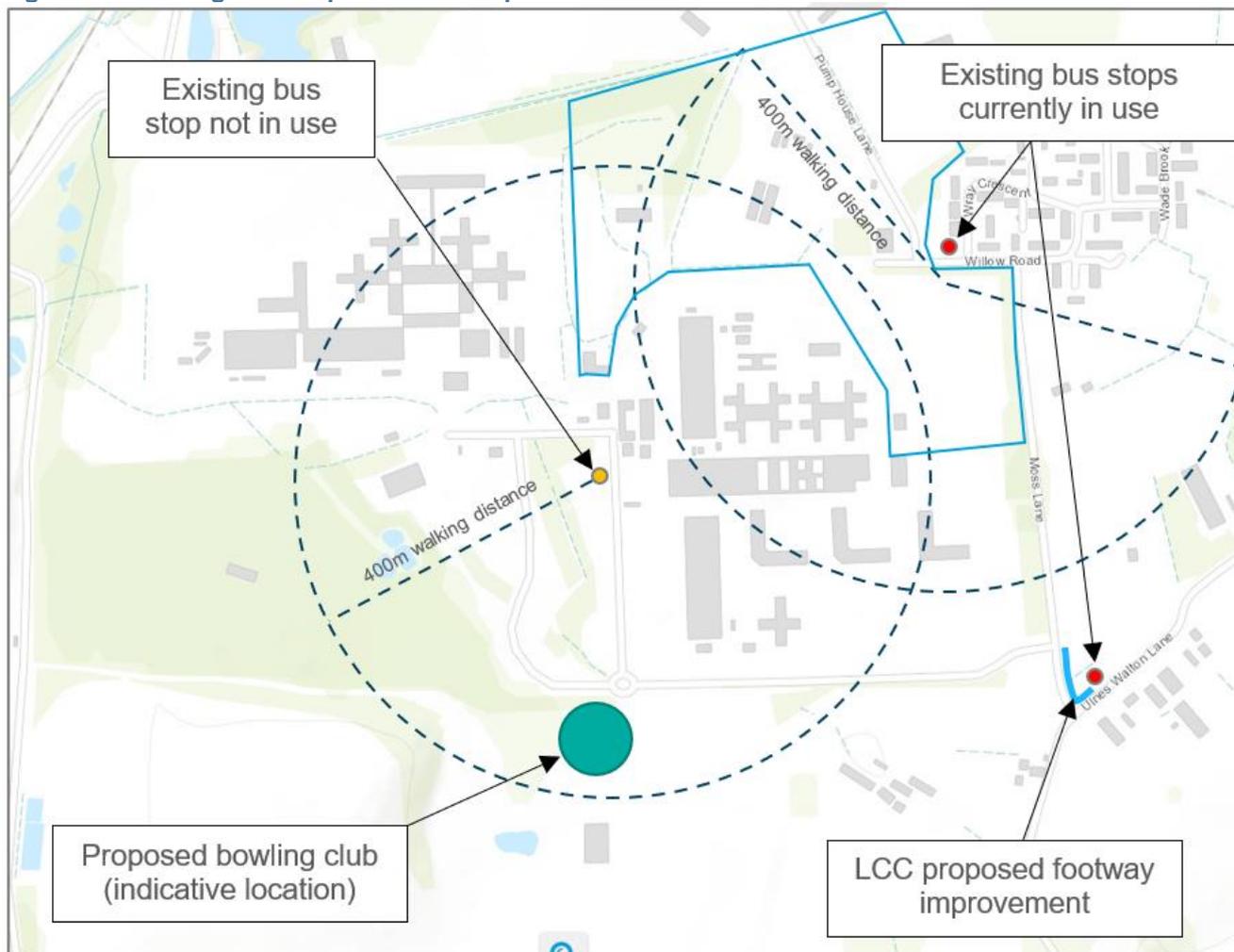
In response to the proposed s106 contribution requested by LCC, the Ministry of Justice are willing to provide the proposed contribution of £100,000 per annum for a period of 5 years to fund the proposed public transport enhancements outlined above. In this instance, the Ministry of Justice consider that this contribution is in line with the requirements set out within the National Planning Policy Framework.

Lancashire County Council Comment: *LCC consider there to be a need for a pedestrian footway from the existing access to HMP Garth and HMP Wymott along Moss Lane to the existing bus stop on Ulmes Walton Lane.*

Atkins Response: Figure 3 provides a summary of the existing and proposed bus stops.

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Figure 3 – Existing and Proposed Bus Stops



LCC consider there to be a need for a pedestrian footway from the existing access to HMP Garth and HMP Wymott along Moss Lane to the existing bus stop on Ulnes Walton Lane (shown on Figure 3). As outlined, the Ministry of Justice are willing to consider any Public Transport Improvements which may be required to facilitate the proposed development in line with the National Planning Policy Framework. It is not considered that this request is required to make the Prison development acceptable in planning terms because it is not directly related to the proposed prison development. Any trips associated with the prison development proposals would use the existing bus stop located along Willow Road as discussed above. Instead, this request relates to the relocated Bowling Green and Club House.

However, the Ministry of Justice have suggested an alternative solution. It is instead proposed that the enhanced bus service (delivered through S106 contribution of £100,000 per annum) is used to extend the 112 bus service so that it calls at the (currently) redundant bus stop outside HMP Wymott (refer to orange dot on Figure 3). This bus stop would be more attractive and accessible than the bus stop on Ulnes Walton Lane as it is within closer proximity to the Bowling Green and Club House, whilst it would also enhance the existing public transport access to HMP Garth and HMP Wymott.

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Lancashire County Council Comment: *LCC would like to understand how staff/visitors travelling to the site by train undertake such journeys between the Croston Railway Station and the development site.*

Atkins Response: As outlined in Table 5-2 of the Transport Assessment, only 1.3% of daytime staff are forecast to access the development via train. This equates to approximately 7 arrivals and 7 departures per day. It is envisaged that those members of staff accessing the development via train would undertake the journey between Croston Railway Station and the proposed development via taxi or bus. The opportunity to use the bus is enhanced by the proposed improvements to the existing 112 Daytime Service between Leyland and Croston, as requested by LCC.

Lancashire County Council Comment: *The Transport Assessment does not demonstrate how the development proposes to support the LCC proposed cycle routes.*

Atkins Response: As outlined in Table 5-2 of the Transport Assessment, only 1.9% of daytime staff are forecast to cycle to the proposed development. In addition, the proposed site layout and the proposed site access location are designed to encourage arrivals/departures along Moss Lane and Ulnes Walton Lane. However, the Ministry of Justice consider that a contribution to improve cycle access within the adopted highway boundary along Nixon Lane is in line with the requirements set out within the National Planning Policy Framework and are willing to provide a s106 contribution equal to £50,000 that will enable patch surface repairs and/or signage improvements to be delivered, improving sustainable access to the site

Lancashire County Council Comment: *LCC would like to understand what provision there is at Croston Railway Station to support multi modal journeys.*

Atkins Response: As outlined in Table 5-2 of the Transport Assessment, only 1.3% of daytime staff are forecast to access the development via train. This equates to approximately 7 arrivals and 7 departures per day. However, as demonstrated in Figure 3-4 of the Transport Assessment, it is possible to access Croston Railway Station within a 20 minute cycle and it is proposed to provide 51 cycle parking spaces on site. In addition, there is a bus stop served by numerous services located opposite the car park to Croston Railway Station, this is served by the 112 bus service. The proposed improvements to the existing 112 Daytime Service between Leyland and Croston as requested by LCC would improve the frequency of operation between Croston Railway Station and the proposed development.

Lancashire County Council Comment: *LCC consider that the proposed development could adversely impact Moss Lane, Ulnes Walton Lane, Dunkirk Lane and School Lane. As discussed previously, LCC would support a traffic calming scheme at these locations to be delivered via S278.*

Atkins Response: Atkins, on behalf of the Ministry of Justice has been working collaboratively with LCC to develop two traffic calming schemes; one along Moss Lane and one along Ulnes Walton Lane between the Moss Lane/ Ulnes Walton Lane junction and the Dunkirk Lane/ School Lane junction. A copy of the proposed Ulnes Walton Lane scheme is provided in **Appendix B**, and a copy of the proposed Moss Lane scheme is provided in **Appendix C**.

Please note, a copy of the concept designs has been included at this stage to demonstrate the principle of the proposals. However, the specific details of each scheme are to be agreed with LCC during the detailed design stage (including the spacing of traffic calming features). The Ministry of Justice consider that these proposals are in line with the requirements set out within the National Planning Policy Framework and agree to deliver the proposed traffic calming schemes via s278.

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Lancashire County Council Comment: *LCC propose a S106 contribution to mitigate the impact of the proposed development at the Ulmes Walton Lane/ A581 junction. LCC would like the S106 contribution to help support the development of a wider corridor scheme along the A581 to be delivered by LCC. The value of the S106 contribution is to be determined by the level of funding required to deliver the signalised mitigation option proposed by Atkins. Please note LCC do not support the proposed introduction of traffic signals at the Ulmes Walton Lane/ A581 junction.*

Atkins Response: The Ministry of Justice are willing to consider any contributions which may be required to facilitate the proposed development in line with the National Planning Policy Framework. Please note, any planning contributions must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

As outlined within Section 8.2 of the Transport Assessment submitted as part of the Outline Planning Application, the results of the standalone junction capacity modelling demonstrate that the Ulmes Walton Lane/ A581 junction is nearing the threshold of acceptable capacity in the 2021 Base and is forecast to operate over acceptable thresholds of capacity in the '2025 Opening Year without Development' scenario. The operational performance of the junction is further reduced during the '2025 Opening Year' scenario and the '2026 with Development' scenario.

In response, Atkins has developed a potential mitigation scheme which proposes to introduce traffic signals at the Ulmes Walton Lane/ A581 junction to mitigate the impact of the development proposals at this location (see DWG: GARTH_ATK_HGN_A581_DR_D_0002 P2 in **Appendix D**). However, LCC have advised that they would prefer a financial contribution which is to be determined by the level of funding required to deliver the traffic signals. LCC have advised that the financial contribution would contribute to a wider corridor scheme along the A581 to be delivered by LCC.

Lancashire County Council Comment: *As stated in the response to the pre-planning application, LCC request a contribution of £18,000 to monitor and review the Outline Travel Plan to be secured via a S106 agreement.*

Atkins Response: The Ministry of Justice consider that this contribution is in line with the requirements set out within the National Planning Policy Framework and are willing to provide a s106 contribution equal to £18,000 to monitor and review the Outline Travel Plan.

Lancashire County Council Comment: *It is stated within the Transport Assessment (Section 7.4) that there would be a closure and diversion of some of the Public Rights of Way (PRoW). Please note that the grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a PRoW should be the subject of an Order under the appropriate Act.*

Atkins Response: The Ministry of Justice are aware of the requirement to submit an Order under a separate application and ongoing discussions are currently taking place with the dedicated PRoW Officer within LCC.

Lancashire County Council Comment: *As outlined within the Transport Assessment, the proposed site access along Moss Lane will be used initially as a designated construction access following which it would be altered for use as permanent access during the operational phase of the development. As currently proposed, the construction traffic will be routed along Ulmes Walton Lane via Moss Lane. However, as discussed previously, there is potential to route construction traffic via the B5248 Cocker Bar Road. Please can the applicant provide an update on this alternative construction access route?*

Atkins Response: At the time of preparing the documents required for the submission of the Outline Planning Application, the Contractor responsible for the construction of the new Prison had not been appointed. However, a Contractors Alliance has now been established and the Alliance is currently in the process of reviewing the proposed construction methodology, including the proposed construction access routes. The Ministry of Justice will update LCC if there are any changes to current proposals following the review. The details of the construction phase will be agreed with LCC through updates to the CTMP, which will be secured by a suitable condition.

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Summary

This Technical Addendum outlines Atkins' response to the comments provided by LCC in relation to the Hybrid Planning Application for a new prison (referred to as Garth Wymott 2). Additional information has been provided which addresses the comments made by LCC with regards to trip generation, trip distribution, traffic flow profiles and visitor assumptions. The additional information supports the assumptions outlined within the Transport Assessment and the resultant conclusions.

This Technical Addendum also summarises the commitments proposed to support the application in terms of s106 contributions and the proposed infrastructure schemes to be delivered via s278. It is therefore concluded that the forecast impact of the proposed development on the existing transport network can be effectively mitigated to an acceptable degree and that the residual cumulative impacts on the road network would not be severe.

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Appendix A. Lancashire County Council Comments

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From: [Tay, William](#)
Sent: 10 February 2021 15:59
To:
Cc: RE: HMP Garth/Wymott - LHA Scoping

Subject:

Chloe,

In response to your email, I can confirm the approach to the TA as outlined below is accurate and reflects what was discussed at the meeting.

Thanks.

William Tay
Engineer – Highways Development Support
Highways and Transportation
Lancashire County Council
Tel: 01772 53 5213
Mobile: 07817 29 8072
Web: www.lancashire.gov.uk

From: Ranson, Chloe
Sent: 08 February 2021 15:50
To: Tay, William <William.Tay@lancashire.gov.uk>; Robinson, Glenn <Glenn.Robinson@lancashire.gov.uk>
Cc:
Subject: HMP Garth/Wymott - LHA Scoping

Hi William/ Glen,

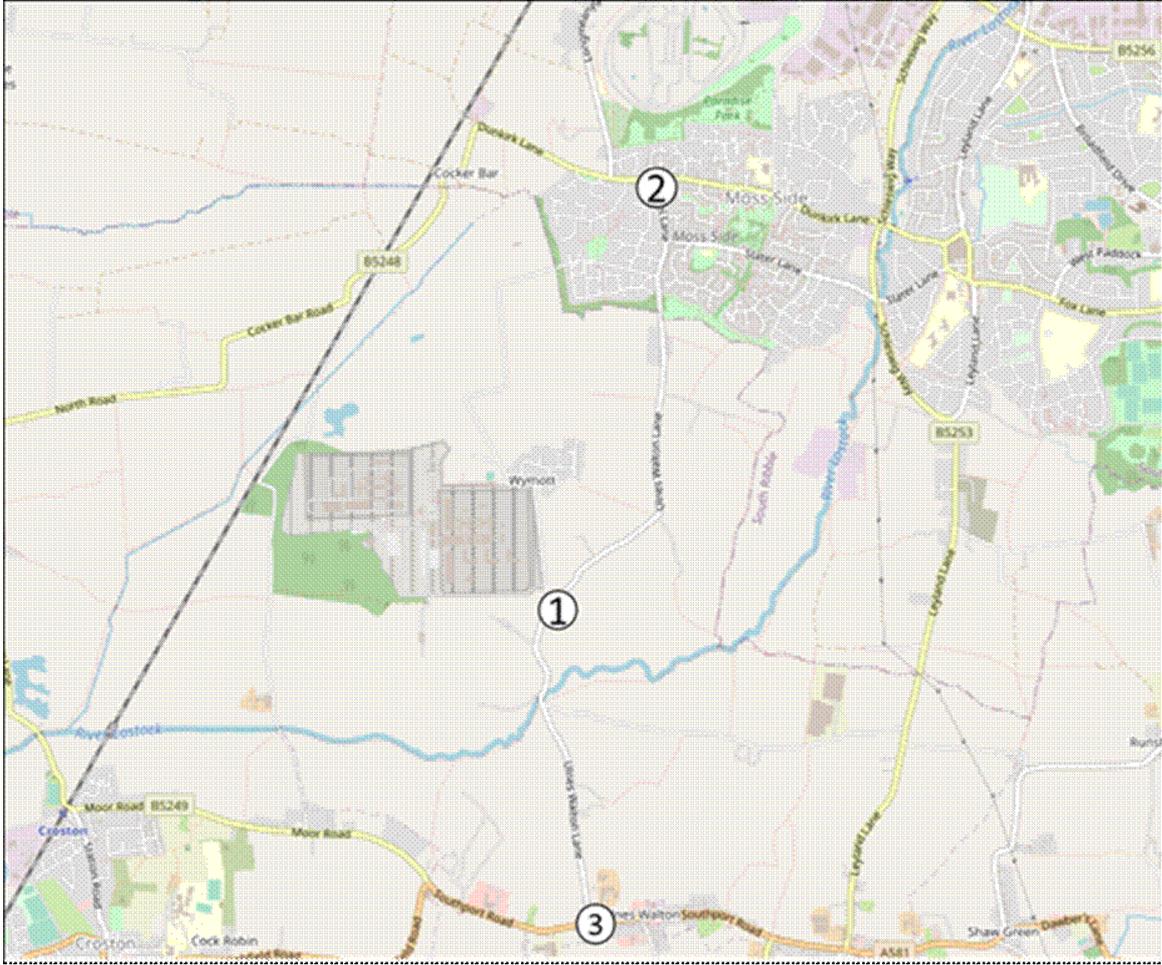
Thank you both for your time on Tuesday afternoon it was very helpful.

I just wanted to confirm the approach to the TA which we agreed during the meeting.

Assessment Locations

The three junctions identified are outlined below:

1. Ulnes Walton Lane/ Moss Lane
2. B5248 Dunkirk Lane / School Lane
3. A581 Southport Road / Ulnes Walton Lane



TA Approach

Due to the ongoing COVID-19 Pandemic and the national lockdown, the following approach is set to be appropriate.

LCC have historic counts at two locations which we have obtained to help inform our assessment:

- A Classified Turning Count (CTC) at the A581 Southport Road/ Ulnes Walton Lane junction (June 2019);
 - Automatic Traffic Count (ATC) on B5248 Dunkirk Lane (October 2019)
- LCC recommend we factor the flows using TEMPro.

Given the above, the following approach was agreed for each of the junctions within the assessment area:

1. Ulnes Walton Lane / Moss Lane Junction
 - a. Historic Survey Data is not available at this location
 - b. Procure a CTC survey at this junction.

It was discussed that peak hour turning proportions were likely to be similar to non-lockdown conditions given that prison officers will still be going to work 'key workers'.
 - c. A Standalone Capacity Assessment is required.

2. B5248 Dunkirk Lane / School Lane Junction

- a. Historic Survey Data in the form of a ATC is available near this location, but no CTC available
- b. Procure a CTC survey at this junction, and an ATC.
- c. Compare the flow differences between historic ATC and the 2021 ATC survey and factor CTC flows accordingly to take account of the impact of lockdown.
- d. A Standalone Capacity Assessment is required.

3. A581 Southport Road / Ulmes Walton Lane Junction

- a. Historic Survey Data in the form of a CTC is available at this junction
- b. Procure a CTC survey at this location.
- c. Compare the flow difference between historic CTC and 2021 CTC survey and factor flows accordingly to take account of the impact of lockdown.
- d. A Standalone Capacity Assessment is required.

Please let me know if you have any further comments or if I have misinterpreted anything from the meeting.

Once I have received confirmation from yourselves we will contact the survey companies and procure the surveys.

Kind regards,

Chloe



Atkins, member of the SNC-Lavalin Group
The Axis, 10 Holliday Street, Birmingham, B1 1TF



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Member of the SNC-Lavalin Group

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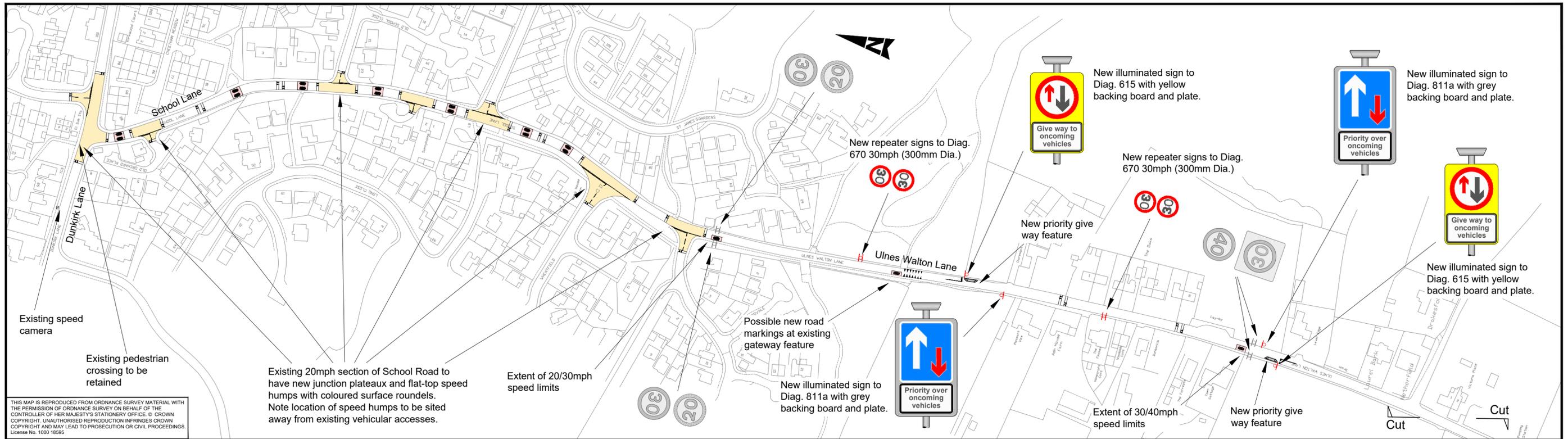
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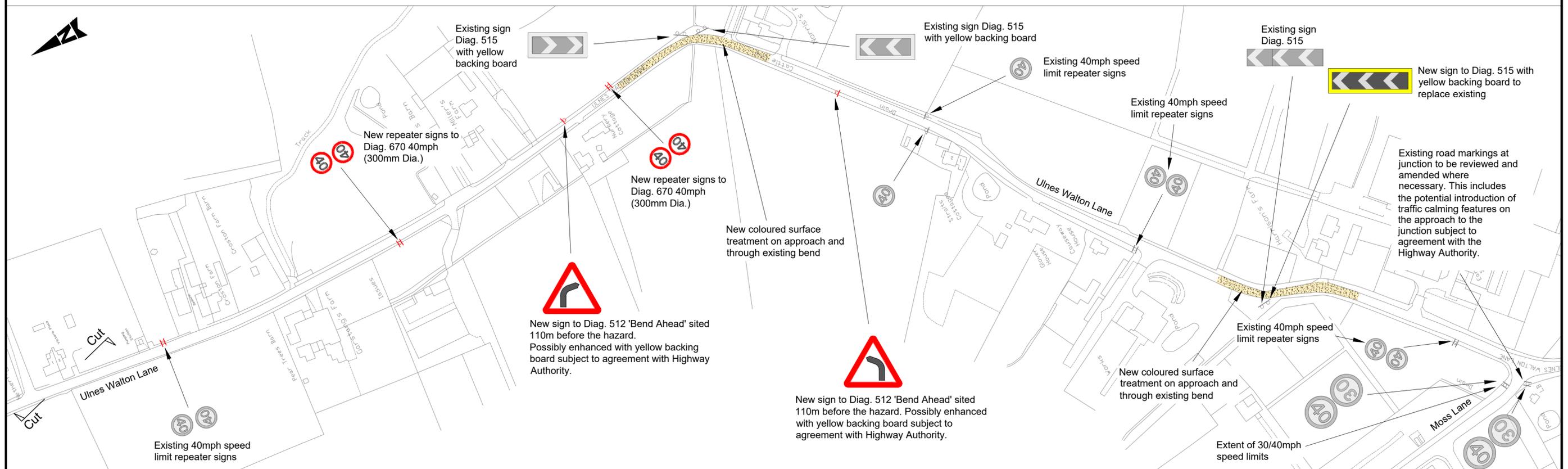
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Appendix B. Proposed Traffic Calming Scheme – Dunkirk Lane/ School Lane

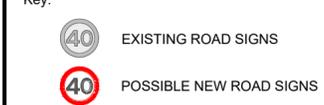
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- Notes:
- All new and modified existing traffic signs and road markings to be in accordance with the 'Traffic Signs Regulations and General Directions' (TSRGD) 2016
 - Frequency and location of maximum speed limit repeater signs to be at the discretion of the Local Highway Authority
 - All speed humps and priority kerb build-outs to incorporate channel gaps to maintain carriageway drainage continuity.
 - All speed humps within 20mph speed limits to be at centres not exceeding 60m. Humps to be 75mm high with 1:20 ramp gradients suitable for bus use and located away from private drive accesses.
- Key:



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION		It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:			
CONSTRUCTION			
Live traffic Live utilities, Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known			
MAINTENANCE/CLEANING			
NONE			
DECOMMISSIONING/DEMOLITION			
NONE			
P1	20.10.21	DRAFT DESIGN FOR REVIEW	AE PDE
Rev.	Date	Description	By Chkd App'd

Drawing Status: **FIT FOR INFORMATION**

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Client: **MINISTRY OF JUSTICE**

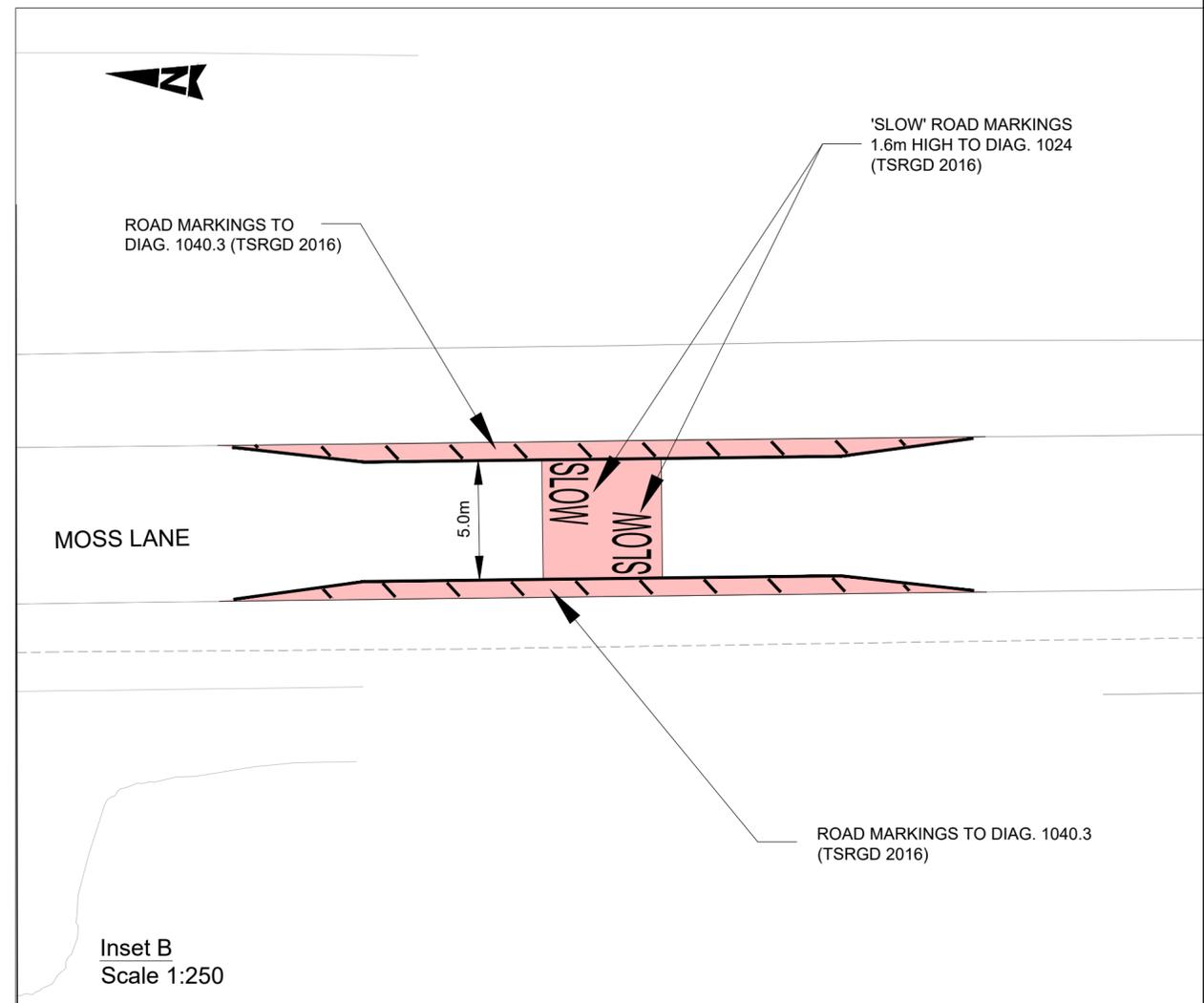
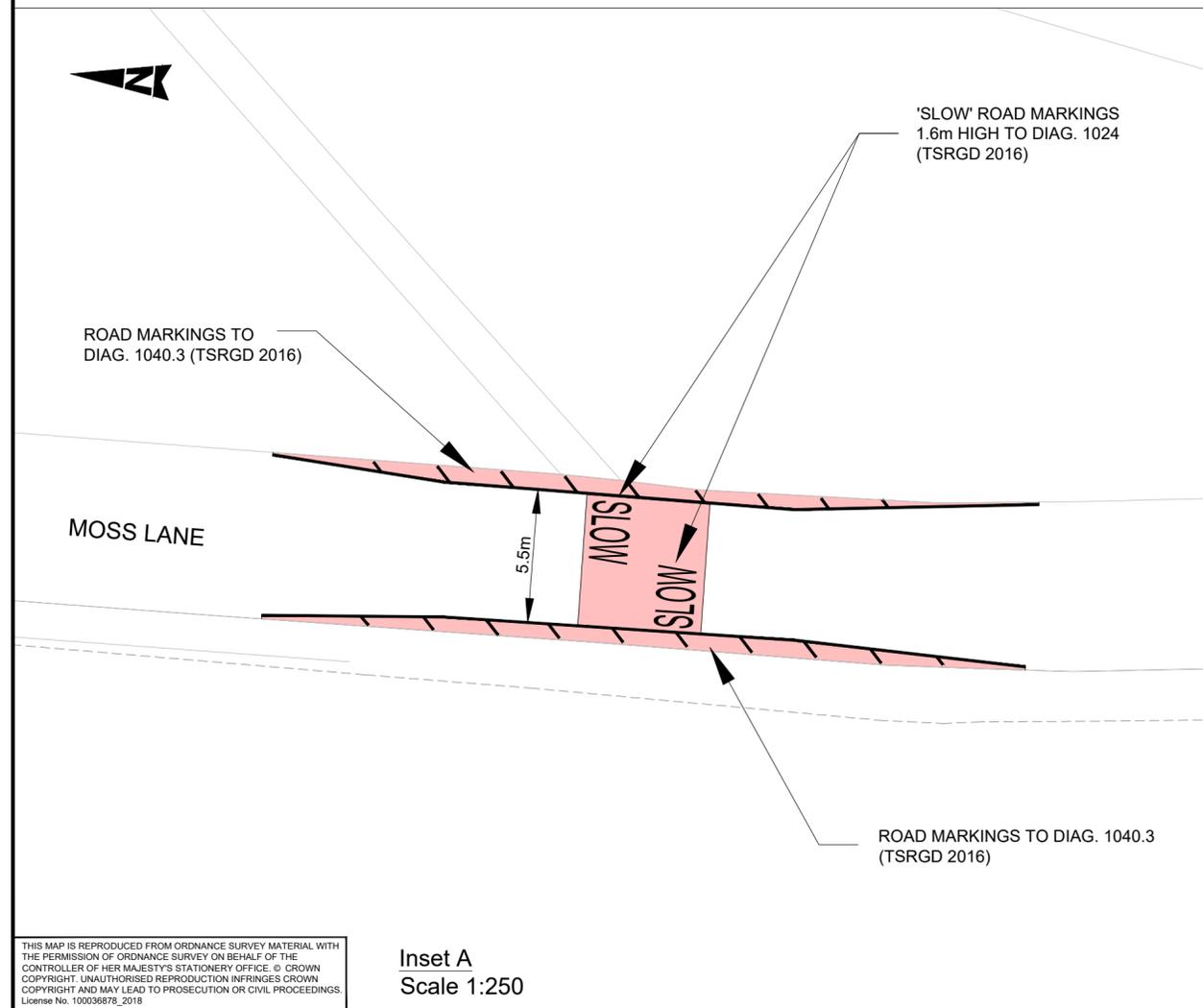
Suitability: S2	Project Title: HMP GARTH			
Drawing Title: POSSIBLE NEW TRAFFIC CALMING MEASURES				
Scale: NTS	Designed: AE	Drawn: AE	Checked: PDE	Authorised:
Original Size: A2	Date: 20.10.21	Date: 20.10.21	Date: 20.10.21	Date:
Drawing Number: GARTH	Originator: - ATK -	Volume: - HGN -	Project Ref. No.: 5165616	Revision: P1
HA PIN: ULNES	- DR - D -	- 001 -		
Location:	Type: Role	Number:		

OFFICIAL SENSITIVE

Appendix C. Proposed Traffic Calming Scheme – Moss Lane

OFFICIAL SENSITIVE

100
Millimetres
10
0



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Inset A
Scale 1:250

Inset B
Scale 1:250

Key:

	Red carriageway surfacing
	Proposed / Existing 90m visibility splay

- Notes:**
- Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
 - Layout is based on Ordnance Survey. Subject to detailed design on Topographical Survey base.
 - All proposed road markings and signage to be in accordance with the 'Traffic Signs Regulations and General Directions 2016'.
 - On completion of works all affected infrastructure including hedging, fencing, ditches, footways, kerbing, verges and road surfacing shall be reinstated in accordance with the Overseeing Organisation's requirements.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:			
CONSTRUCTION			
NONE			
MAINTENANCE/CLEANING			
NONE			
DECOMMISSIONING/DEMOLITION			
NONE			
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement			

Rev.	Date	Description	By	Chkd	App'd
P2	05.07.21	TRAFFIC CALMING FEATURES MODIFIED	AE	PDE	
P1	30.03.21	DRAWING CREATED	AE	PDE	

Drawing Status: **FIT FOR INFORMATION**

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Project Title		HMP GARTH			
Drawing Title		PROPOSED NEW TRAFFIC CALMING			
Scale	Designed	Drawn	Checked	Authorised	
AS SHOWN	AE	AE	PDE		
Original Size	Date	Date	Date	Date	
A2	30.03.21	30.03.21	30.03.21		
Drawing Number	Originator	Volume	Project Ref. No.		
HA PIN			5200124		
GARTH	- ATK	- HGN			
MOSS	- DR	- D	0002		
Location	Type	Role	Number	Revision	P2

OFFICIAL SENSITIVE

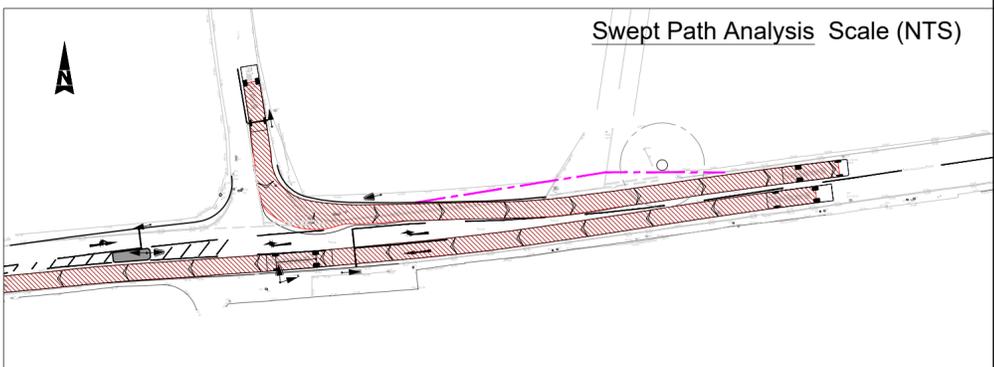
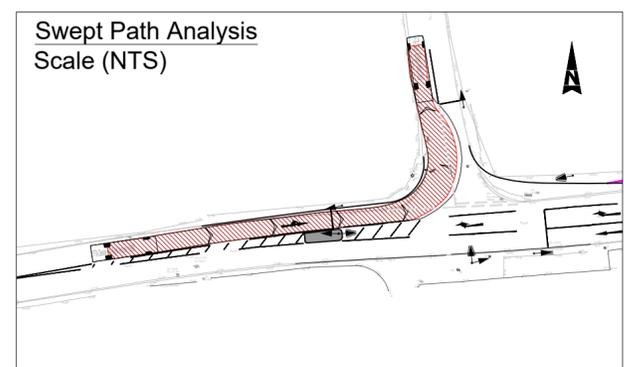
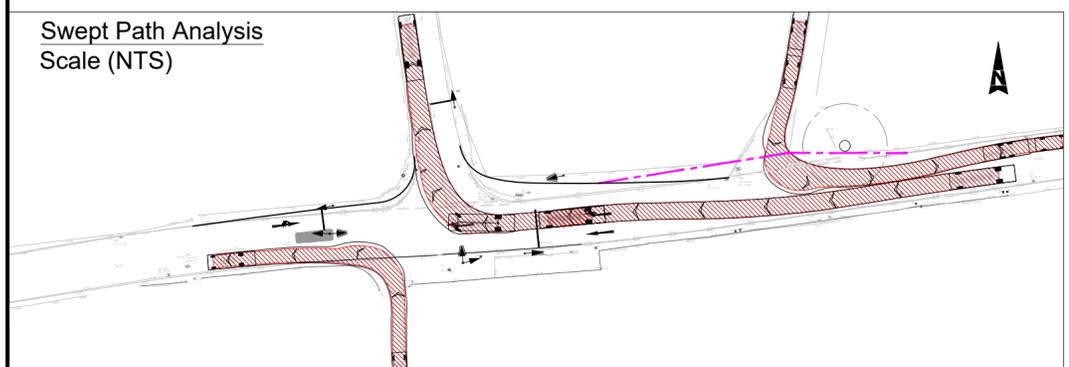
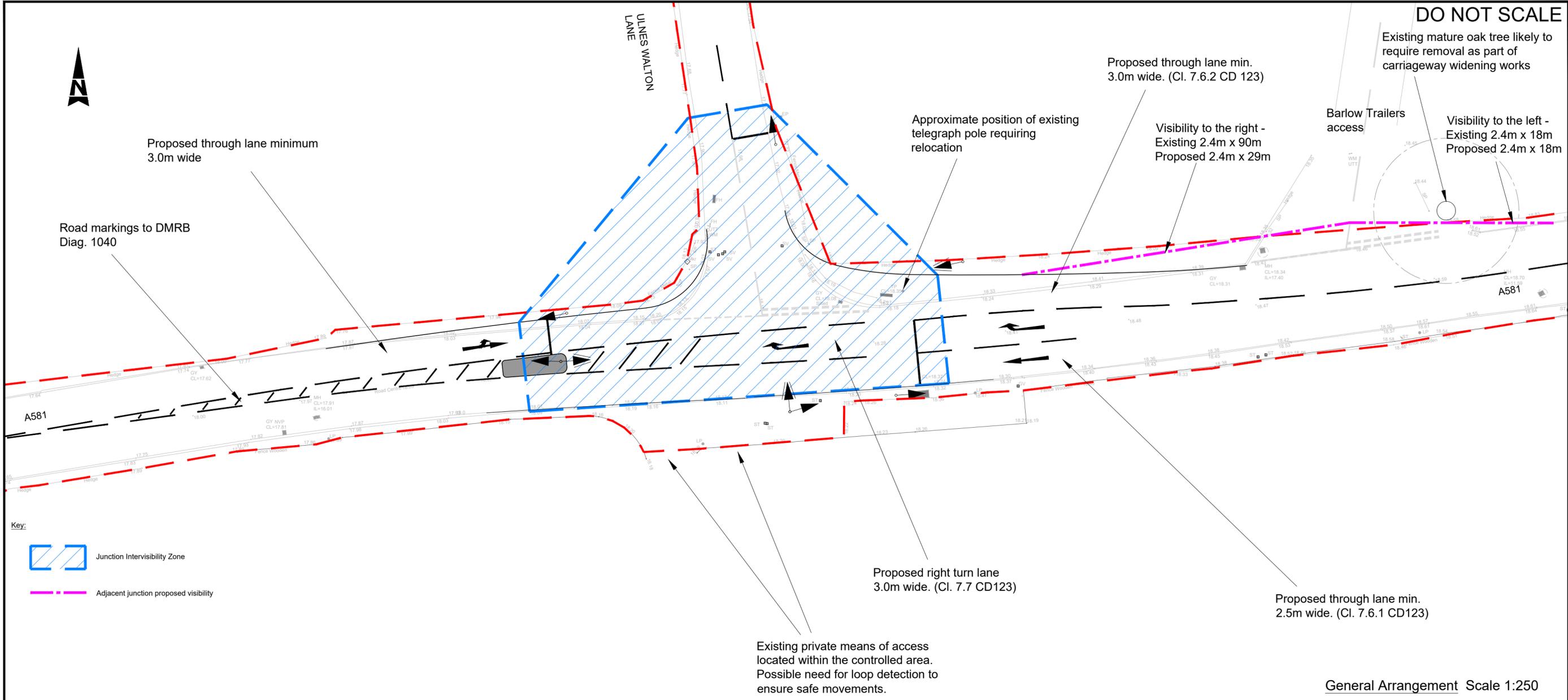
Appendix D. Proposed Signalised Mitigation Scheme – A581/Ulnes Walton Lane

OFFICIAL SENSITIVE

100
10
0
Millimetres



DO NOT SCALE



Key:

- Assumed existing Highway Boundary
- Vehicle Swept Path

Notes:

- Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
- Layout is based on Ordnance Survey. Subject to detailed design on Topographical Survey base.
- All proposed road markings and temporary signage to be in accordance with the 'Traffic Signs Regulations and General Directions 2016'.

Vehicle	Overall Length	Overall Width	Overall Body Height	Min Body Ground Clearance	Track Width	Lock to lock time	Kerb to Kerb Turning Radius
FTA Design HG Rigid Vehicle (1998)	10.000m	2.500m	3.645m	0.440m	2.470m	3.00s	11.000m
Luxury 4x4 +Twin Axle Trailer	12.990m	2.286m	2.524m	0.251m	2.130m	4.00s	5.800m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION
NONE

MAINTENANCE/CLEANING
NONE

DECOMMISSIONING/DEMOLITION
NONE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Drawing Status: **FIT FOR INFORMATION**

Suitability: **S2**

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Client: **MINISTRY OF JUSTICE**

Project Title: **HMP GARTH**

Drawing Title: **PROPOSED MITIGATION WORKS
ULNES WALTON LANE / A581
PROPOSED SIGNALISED JUNCTION**

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	AE	AE	PDE	

Original Size	Date	Date	Date	Date
A2	30.03.21	30.03.21	30.03.21	

Drawing Number	Originator	Volume	Project Ref. No.
GARTH	ATK	HGN	5200124

Revision	Number	Type	Role	Number
	- DR - D - 0002			

Location: **A581**

Revision: **P2**