

UWAG Parking Allocations at WG2 Summary Sheet

Below are the tables used by the MoJ to base their parking predictions (Transport Assessment – Atkins 12th August 2021). As stated beneath the first table, the second table has been revised to remove the portion of walking trips.

Journey to work modal splits for the local area have been used to indicate existing travel behaviours. Table 3-8 shows the mode shares for Chorley (District Area).

Table 3-8 - Census Journey to Work Mode Splits - Chorley (District Area)

Mode	Percentage (%)
Car Driver	73.6%
Car Passenger	7.1%
Taxi	0.3%
Motorcycle	0.7%
Bus	4.0%
Train	1.2%
Cycle	1.7%
Walk	11.2%
Total	100%

Source: 2011 Census Data

Table 3-8 shows that the majority of journeys to work within Chorley are undertaken by car (80.7%), with a small proportion using public transport (5.2%), walking (11.2%), and cycling (1.7%).

There are limited destinations that are accessible via walking from the site. Therefore, the proportion of walking trips in Table 3-8 have been removed and the revised travel behaviours used to inform traffic generation for the proposed development are presented in Table 3-9.

Table 3-9 - Travel Behaviours - Chorley (District Area) - Updated

Mode	Percentage (%)
Car Driver	83.0%
Car Passenger	8.0%
Taxi	0.4%
Motorcycle	0.8%
Bus	4.5%
Train	1.3%
Cycle	1.9%
Walk	0.0%
Total	100%

The mode shares presented in Table 3-9 provide an indication of travel behaviours for the purposes of this assessment. Given the rural location, public transport provision and the operational hours of the existing prison, it is to be expected that most trips are undertaken by car.

The data shown in the first table details the 2011 census data from the Chorley District. The Chorley District covers a large urban area, therefore, it is unrealistic to increase the number of bus, train and cycle trips to a rural area.

The table below shows that 60% of staff (uniformed) work shifts. It is extremely unlikely that these staff members will be able to travel to work using public transport due to the weekly rota changes and bi-weekly weekend shifts when there is very limited public transport options available. Similarly, car sharing is also a limited option. Families working at HMP Wymott and HMP Garth are rarely given the same shifts.

Therefore, UWAG have applied a more realistic 10% reduction to the overall parking allocations to allow for car sharing and public transport usage.

Using the below table, UWAG, can confirm the following figures have been used.

Staff Numbers

- The prisoner to staff ratio is assumed to be 0.50.
- It is understood that 74% of the staff will be on site.
- Staff types would be split using the following proportions:
 - Uniform / Operational 60%; and
 - Non-uniform 40%.

Prison to staff ratio is assumed to be 0.50	1,715 inmates X 0.50 = 858 staff
It is understood 74% will be on site	858 x 0.74 = 635
Uniformed = 60%	635 x 0.60 = 381
Non-uniform = 40%	635 x 0.40 = 254

Table 5-1 - Staff Shift Patterns

Title	Time Period	Proportion of Staff (%)
Uniformed Staff		
Early Shift	07:00 to 12:30	22%
Main Shift	08:00 to 17:30	48%
Late Shift	13:30 to 20:30	23%
Nights	20:00 to 07:00	6%
Non-uniformed Staff (Flexible Working)		
Early Shift	08:30 to 16:30	48%
Main Shift	09:30 to 17:00	52%

Based on information provided by the MoJ, 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.

Uniformed

Early Shift	07.00 to 12.30	22%	381 x 0.22 = 84
Main Shift	08.00 to 17.30	48%	381 x 0.48 = 183
Late Shift	13.30 to 20.30	23%	381 x 0.23 = 88
Nights	20.00 to 07.00	6%	381 x .06 = 23

Non-Uniformed

Early Shift	08.30 to 16.30	48%	254 x 0.48 = 122
Main Shift	09.30 to 17.00	52%	254 x 0.52 = 132

5.3.2.2. Visitors

As outlined in the Baseline Conditions section, the site is well connected to sustainable transport options considering its rural location. As such there are options for visitor trips to be undertaken by public transport. However, to provide a robust estimate of vehicle trip generation, it is assumed that all visitor trips and legal visits will be made by private car. Therefore, for the purposes of this assessment the modal split for visitors and legal visits is as shown in Table 5-3.

Table 5-3 - Modal Split for Visitors and Legal Visits

Mode	Visitor Trips	Legal Visits
Car	100%	100%
Taxi/ Public Transport	0%	0%

The proposed facility would operate as a Category C prison. Prisoners in such facilities are allowed two visits per month this has been determined from prison visitation rates from other similar prisons. Assuming visits are spread evenly across the month, this equates to 114 visits per day. It is assumed that there are two visiting periods per day Monday to Thursday and Saturday, 09:30-12:30 (2 x 90 minute slots), and 14:30-16:30 (2 x 90 minute slots), and one visiting period on Friday and Saturday between the hours of 09:30-12:30. Additionally evening visits take place twice a week between the hours of 17:00-19:00. For a typical weekday, this results in four visiting periods each day. It is assumed daily visits are spread evenly across these visiting periods.

Each prisoner can be visited by a maximum of three people. It is assumed that the visitors of each individual prisoner will all travel together. Therefore, each prisoner will only generate a single 'Visiting Trip'. It has been assumed visitors will arrive in the hour before the start time of the visiting period.

In addition to the social visits, there will also be ad-hoc legal visits utilising five legal visit rooms. These trips are unlikely to generate material traffic volumes or occur during the peak hour. For robustness these trips have been added to the social visits.

Visitors

Per inmate 2 visits per month $1715 \times 2 = 3430$
 $3430 / 4 = 858$ per week

Split evenly across the month

Number of visit times per week

Monday	3	Cars per visiting sessions
Tuesday	3	
Wednesday	3	$858 / 16 = 54$
Thursday	3	
Friday	1	
Saturday	1	
Evenings	2	
Total	16	

When looking at the data provided by UWAG (including the 10% reduction) – appendix XI and using the assumed onsite figures produced by the MoJ. At 9.00am until 5.00pm the car park will be over capacity. Between 10.30am and 11.30am the car park will have a deficit of 79 spaces (this includes the designated disabled spaces). UWAG calculate a minimum of 604 spaces are required.

On a recent application for expansion made by Cushman and Wakefield at HMP Hindley. A parking calculation was used as shown below:

Parking Notes:

Existing number of car parking spaces is 225 for 640 prisoners. The ratio of car numbers to prisoners number is 35.15%

The addition of 480 prisoners will require additional 169 spaces.

Total requirement is 225 + 169 + 100 (existing informal spaces to be formalised) = 494

DDA requirement 5% of the total 494 = 25 DDA spaces

Of total new car parking spaces 10% are to be provided with Electrical Charging points (2 in the visitors side, 1 for DDA staff members, and the remaining EV points in the staff parking area).

Summary:

Addition of 3 new DDA spaces in the Visitors area

Retaining of existing 3 DDA spaces in front of the Visitor Centre

Existing 40 standard visitors spaces to be retained

Addition of 11 new DDA and retaining 8 existing DDA spaces in the staff area.

Retaining of 172 existing standard

Addition of 135 new spaces to the North

Addition of 122 new spaces to the South

Total 494 spaces

If the same calculation for a Cat C local prison was used for WG2 it would be 1,715 inmates multiplied by 35.15% and this would equal a requirement of 603 spaces. 1 space less than UWAG predict is required.

The assumptions made by the MoJ within their application state:

3 visitors will travel in one car per visit – they may not.

There will be 74% of staff on site – during times of year when annual leave and sickness falls there may be more staff on site, therefore, this figure will increase and more spaces will be required.

There has been no account for additional vehicles where external suppliers may come for meetings, additional support staff, additional maintenance staff (contractors) etc etc.

The lack of spaces will force staff and visitors to park off site and therefore increase noise and disturbance within the residential area.