

**LCC/SRBC3**

**Appendix 3E**

NS Response to Additional Distribution  
Information

## Spencer, Dan

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**Subject:** FW: Pickerings: Highways  
**Attachments:** Pickerings Farm VM210430.Sp017 Development Distribution Summary NS review.xlsx

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**From:** Stevens, Neil  
**Sent:** 17 November 2021 21:35  
**To:** 'Paul Whitaker' <Paul.Whitaker@vectos.co.uk>; 'Mike Axon' <Mike.Axon@vectos.co.uk>  
**Cc:** Durnell, Phil <Phil.Durnell@lancashire.gov.uk>; 'Nicola Lewis' <Nicola.Lewis@vectos.co.uk>; 'Mark Phillips' <Mark.Phillips@homesengland.gov.uk>; 'Nicola Elsworth' <Nicola.Elsworth@homesengland.gov.uk>; Davies, John <John.Davies2@lancashire.gov.uk>; 'Hilton, Warren' <warren.hilton@highwaysengland.co.uk>; 'david.rowlinson@homesengland.gov.uk' <david.rowlinson@homesengland.gov.uk>; Burns, Steve <Steve.Burns@lancashire.gov.uk>  
**Subject:** RE: Pickerings: Highways

Paul  
Please find my review of your AM peak distribution all concerns highlighted in red. It may be easier to run through these one by one with the benefit of a map and your source information for your 1hour distribution. I have provided a summary at the bottom of your worksheet which offers surprising results.

Are you able to forward your PM distribution, so I can undertake the same task.

Regards

Neil

Neil J. Stevens  
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**From:** Stevens, Neil  
**Sent:** 10 November 2021 11:27  
**To:** 'Paul Whitaker' <[Paul.Whitaker@vectos.co.uk](mailto:Paul.Whitaker@vectos.co.uk)>; 'Mike Axon' <[Mike.Axon@vectos.co.uk](mailto:Mike.Axon@vectos.co.uk)>  
**Cc:** Durnell, Phil <[Phil.Durnell@lancashire.gov.uk](mailto:Phil.Durnell@lancashire.gov.uk)>; 'Nicola Lewis' <[Nicola.Lewis@vectos.co.uk](mailto:Nicola.Lewis@vectos.co.uk)>; 'Mark Phillips' <[Mark.Phillips@homesengland.gov.uk](mailto:Mark.Phillips@homesengland.gov.uk)>; 'Nicola Elsworth' <[Nicola.Elsworth@homesengland.gov.uk](mailto:Nicola.Elsworth@homesengland.gov.uk)>; Davies, John <[John.Davies2@lancashire.gov.uk](mailto:John.Davies2@lancashire.gov.uk)>; Hilton, Warren <[warren.hilton@highwaysengland.co.uk](mailto:warren.hilton@highwaysengland.co.uk)>; 'david.rowlinson@homesengland.gov.uk' <[david.rowlinson@homesengland.gov.uk](mailto:david.rowlinson@homesengland.gov.uk)>; Burns, Steve <[Steve.Burns@lancashire.gov.uk](mailto:Steve.Burns@lancashire.gov.uk)>  
**Subject:** RE: Pickerings: Highways

Paul, Mike

Supplementing my statutory comments, our recent meeting and subsequent correspondence. As you know I have issue with your access strategy, TA approach and analysis. In support of your proposal following a meeting that was had yesterday between LCC, Homes England please find some further notes that might be of use:

**Motorised trip rates** – Vectos agreed to review, NS to do likewise

**Distribution** – latest information highlights anomalies within the distribution presented, NS to provide further detail of examples

**Assignment** – Insufficient evidence presented to support or disagree with that used, however, I do support a 1hour travel time (further information is required on this).

**Modelling/assessment** – Individual junction are required to be modelling (yet to be agreed) using traditional propriety software. Modelling and supporting information needs to be in a form that can be scrutinised by all (as a suggestion in a traditional form i.e. **traffic figures layered separately on each other**). Links and pinch points also need to be reviewed.

- Base data not to be influenced by Covid
- Base data to be factored to future year using agreed factors
- Committed development included
- Individual base junctions models to be validated against queue lengths and have regard to influences both upstream and downstream

**Impacts**- to be assessed based on the above and mitigation provided where necessary (to be agreed).

The use of an agreed microsimulation (that is fit for purpose) can play a part to support the above.

Note: As you know I disagree with one access to provide motorised access for 1060units. Notwithstanding this fundamental difference, to support your documentation, I am still awaiting a site layout that accords with your access strategy and the latest Masterplan (note the masterplan includes the CBLR, which based on your approach is not correct, as the Masterplan supports motorised through routes onto unsuitable lanes etc including over the WCML).

Further, please can you confirm whether you intend to share minutes of our last meeting, if so please can you include **your** opinion that there is '*no link between congestion, driver behaviour and collisions/incidents*' (which is not the view of myself).

Once the above has been agreed, progressed and concluded, irrespective of the LCC final position, at that stage I will be happy to work with you on the s106. As the analysis (as described) and s106 will need to be progressed (to a point that can be scrutinised by all) reducing areas of disagreement through an appeal process, assuming all matters are not agreed in the meantime. I would be happy to consider any thoughts that you have to overcome my fundamental on access providing motorised access onto 2 separate corridors (as a minimum for the main element of development), as highlighted in my statutory comments for this application.

As with the previous correspondence I have included Warren into this email as it should assist in your discussions with National Highways.

Regards

Neil

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**From:** Stevens, Neil

**Sent:** 08 November 2021 19:39

**To:** 'Paul Whitaker' <[Paul.Whitaker@vectos.co.uk](mailto:Paul.Whitaker@vectos.co.uk)>

**Cc:** Durnell, Phil <[Phil.Durnell@lancashire.gov.uk](mailto:Phil.Durnell@lancashire.gov.uk)>; Nicola Lewis <[Nicola.Lewis@vectos.co.uk](mailto:Nicola.Lewis@vectos.co.uk)>; 'Mark Phillips'

<[Mark.Phillips@homesengland.gov.uk](mailto:Mark.Phillips@homesengland.gov.uk)>; 'Nicola Elsworth' <[Nicola.Elsworth@homesengland.gov.uk](mailto:Nicola.Elsworth@homesengland.gov.uk)>; Davies, John <[John.Davies2@lancashire.gov.uk](mailto:John.Davies2@lancashire.gov.uk)>; Mike Axon <[Mike.Axon@vectos.co.uk](mailto:Mike.Axon@vectos.co.uk)>

**Subject:** RE: Pickerings: Highways

Paul

Thanks for this, as you would have received my out of office reply, today is my first day back.

With regard to your attachment i haven't yet scrutinised it in detail however on my brief look, does looks odd. Especially areas of known employment for example those attracted to the motorway network and those in South Ribble south of the site. There are other areas which seem to be residential attracting trips yet neighbouring sites do not.

Whilst you have used census data, this is existing employment and not new such as Cuerden (your zonal plan does include 2 zones for Cuerden).

I intend to look at this further over the next few days and in support i will provide a more thorough review. To save time i have included Warren into this email as i know you are having separate discussions on the approach using the same base data with National Highways.

Kind regards

neil

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**From:** Paul Whitaker <[Paul.Whitaker@vectos.co.uk](mailto:Paul.Whitaker@vectos.co.uk)>

**Sent:** 05 November 2021 13:12

**To:** Stevens, Neil <[Neil.Stevens@lancashire.gov.uk](mailto:Neil.Stevens@lancashire.gov.uk)>; Nicola Lewis <[Nicola.Lewis@vectos.co.uk](mailto:Nicola.Lewis@vectos.co.uk)>; 'Mark Phillips' <[Mark.Phillips@homesengland.gov.uk](mailto:Mark.Phillips@homesengland.gov.uk)>; 'Nicola Elsworth' <[Nicola.Elsworth@homesengland.gov.uk](mailto:Nicola.Elsworth@homesengland.gov.uk)>; Davies, John <[John.Davies2@lancashire.gov.uk](mailto:John.Davies2@lancashire.gov.uk)>; Mike Axon <[Mike.Axon@vectos.co.uk](mailto:Mike.Axon@vectos.co.uk)>

**Cc:** Durnell, Phil <[Phil.Durnell@lancashire.gov.uk](mailto:Phil.Durnell@lancashire.gov.uk)>

**Subject:** RE: Pickerings: Highways

Hello Neil, attached is an excel file including a table for the combined distribution, a model zone plan and updated combined distribution plans. The plans previously issued showed the commuting distribution only. This information should help with the identification of junctions, building upon your initial area of interest. In terms of the assignment, the development demands are loaded into the model as an origin-destination matrix. Assignment is then a dynamic process within the model accounting for the generalised cost of completing a certain route, updated at regular intervals to account for changes in the cost of specific routes. We're extracting some sample bandwidth plans from the model to assist further, but in advance of this, the distribution should allow you to provide an initial junction list which can then be refined accordingly. Happy to talk though any of the information provided if it helps. Many thanks, Paul

Paul Whitaker

**Associate**

-

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-

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**Manchester, M1 6EQ**



 Consider the environment. Do you really need to print this email?

\*all land uses combined

Development Distribution				
Zone	Outbound	Inbound	comments	
1	5.76%	2.77%	Typical Residential, local shops with no major employers, some shops, school and a farm - does not appear to be expandable, i consider the value not accurate for the zone	
2	0.00%	0.00%	Typical residential	
3	0.00%	0.00%	Typical residential	
4	0.00%	0.00%	Typical residential with school	
5	0.44%	4.80%	Typical residential with school not expandable, i consider the value inaccurate for the zone	
6	0.00%	0.00%	Typical residential	
7	0.00%	0.00%	Typical residential	
8	0.00%	0.00%	Typical residential	
9	0.00%	0.00%	Typical residential	
10	0.00%	0.00%	Typical residential and static home- links through don't appear to be correct	
11	0.00%	0.00%	typical residential with very limited employment	
12	0.00%	0.00%	typical residential with church	
13	0.00%	0.00%	typical residential	
14	0.00%	0.00%	typical residential	
15	0.00%	0.00%	typical residential	
16	0.00%	0.00%	typical residential	
17	0.00%	0.00%	typical residential links don't appear to be correct	
18	0.00%	0.00%	typical residential cant comments on links within	
19	0.00%	0.00%	typical residential	
20	0.00%	0.00%	typical residential, school excluded	
21	0.00%	0.00%	typical residential	
22	0.00%	0.00%	typical residential, Kingsfold Drive appears to be excluded is a bus route and a known route for local journeys to the wider network	
23	0.00%	0.00%	typical residential	
24	0.00%	0.00%	typical residential	
25	0.00%	0.00%	typical residential	
26	0.00%	0.00%	typical residential	
27	0.00%	0.00%	typical resi with farm outbuildings	
28	0.00%	0.00%	typical residential	
29	0.00%	0.00%	typical residential with caravan dealer - does not appear to be expandable	
30	0.00%	0.00%	typical residential with sawmill does not appear to be expandable to have a noticeable impact	
31	0.00%	0.00%	limited residential, links to Croston rd - link not included	
32	0.00%	0.00%	Nurseries some limited employment - does not appear to be expandable	
33	0.00%	0.00%	typical residential	
34	0.00%	0.00%	typical residential	
35	0.00%	0.00%	Typical residential (st Catherine Hospice excluded from A582)	
36	0.00%	0.00%	typical residential	
37	0.00%	0.00%	typical residential	
38	0.00%	0.00%	typical residential	
39	0.00%	0.00%	typical residential	
40	0.00%	0.00%	typical residential	
41	0.00%	0.00%	typical residential	
42	0.00%	0.00%	typical residential and static caravan park	
43	0.00%	0.00%	typical residential	
44	0.00%	0.00%	typical residential	
45	0.00%	0.00%	typical residential	
46	0.00%	0.00%	typical residential	
47	0.00%	0.00%	typical residential	
200	0.20%	0.14%	cannot locate	
generally mixed use employment	201	0.15%	0.11%	limited employment Coote Lane (Todd Caravans) - not likely to be expandable
generally mixed use employment	202	0.11%	0.08%	outbuildings - limited existing employment as presented not likely to be expandable (Fowler Lane)- to high
generally mixed use employment	203	0.34%	0.24%	Leyland business park large employment area currently being expanded - employment levels much bigger than references. There is further development to the south of this site not included.
generally mixed use employment	204	1.49%	1.06%	Walton summit large employment area- possible employment opportunities, may be higher
generally mixed use employment	205	0.25%	0.18%	south of Walton summit small does not accord when compared to other small proportion sites in the table
generally mixed use employment	206	0.37%	0.27%	south east of Walton Summit similar size to 205
generally mixed use employment	207	0.32%	0.22%	north of Factory Lane - limited future opportunities (generally car maintenance/spraying related+gas centre) - value seems high when compared to others.

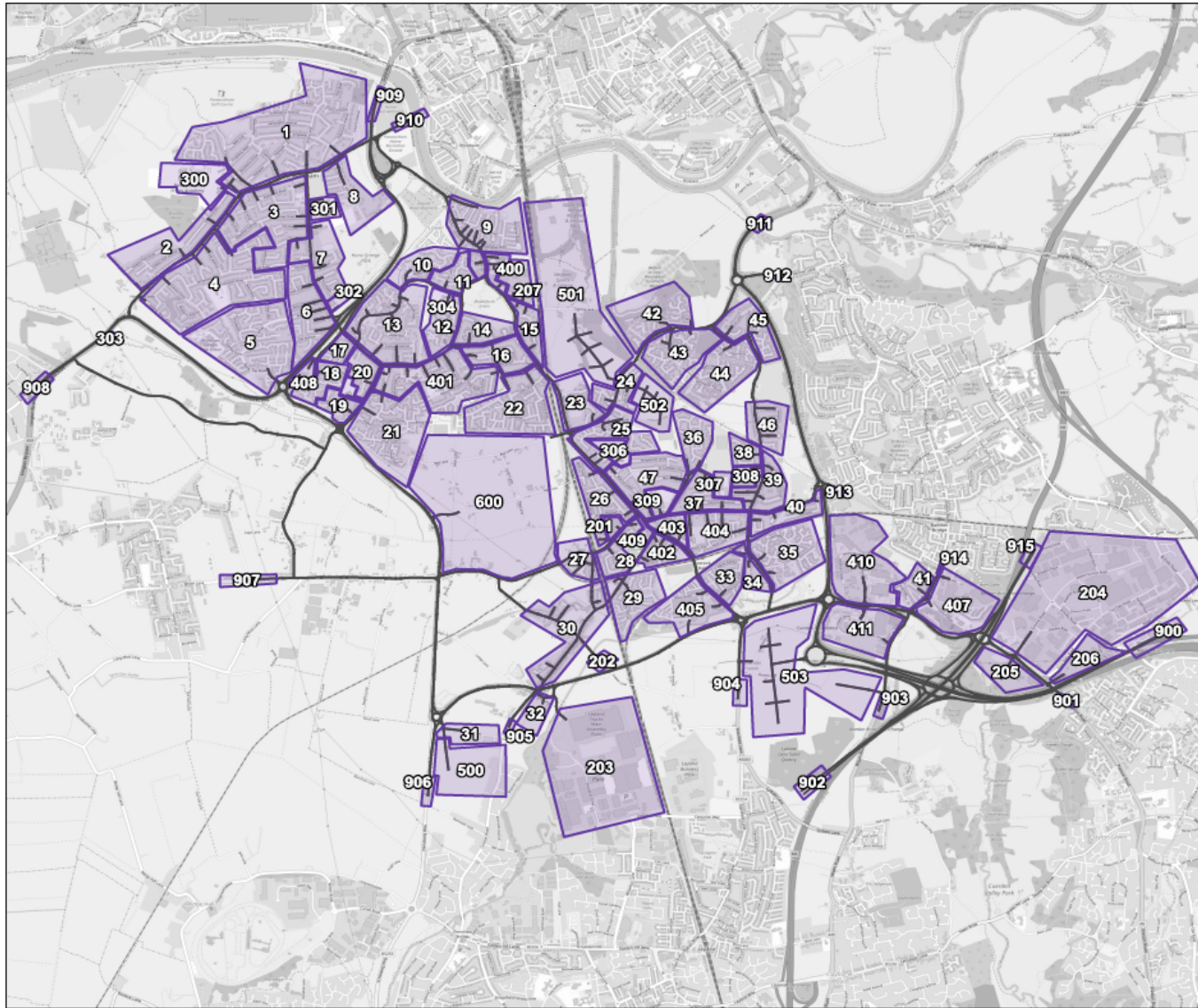
secondary school	300	0.97%	5.18%	Penwortham Priory secondary school seems very high, what about school buses
secondary school	301	0.77%	5.04%	Penwortham Girls High school seems very high
primary school	302	0.17%	0.12%	Cop Lane Primary school
Primary school 4-11 years old	303	0.53%	0.38%	Ashbridge Independent School and Nursery (should be loaded onto Brindle rd and not the A59)
primary school	304	0.47%	4.83%	Middleforth Primary school (Hill Rd south), seems high
	305	0.41%	2.94%	cannot locate
primary	306	0.04%	0.03%	Moor Hey School (served off Marina Grove)
primary	307	0.51%	4.85%	Lostock community primary school
primary	308	0.54%	4.88%	Lostock hall academy
primary	309	0.33%	2.88%	Our Lady and st Georges primary school
general employment + storage	400	0.20%	0.14%	next to Penwortham cricket club - unlikely to be expandable
residential	401	0.87%	3.27%	typical residential with kingsfold primary school
residential and storage	402	3.19%	1.56%	typical residential and general caravan sales (Cambells) unlikely to be expandable
	403	3.19%	1.56%	typical residential and medical centre south of Brownedge Rd
general employment	404	0.10%	0.07%	typical residential, no impact
general employment	405	0.14%	0.10%	General employment north of A582 Farington Rd - does not make sense when compared to other employment areas should be higher
general employment	407	0.37%	0.27%	general employment (large units including Baxi) east of Station rd Bamber Bridge -does not make sense
Retail	408	0.34%	0.24%	Retail (booths)
?	409	3.20%	1.56%	recreational land, makes no sense
general employment	410	7.73%	3.90%	Cuerden general employment, LCC depot, retail
office and retail	411	7.22%	3.81%	South rings (office gym and B&Q) might be slightly high as influenced by retail
	500	0.00%	0.00%	Croston Rd housing development
	501	0.00%	0.00%	land north of Factory lane part is future residential
	502	0.00%	0.00%	residential being constructed south of CBLR
	503	0.00%	0.00%	Cuerden employment+ retail (with planning approval)
	900	5.03%	3.91%	M65 towards Blackburn
	901	0.27%	0.19%	A6 towards Chorley
	902	1.70%	1.21%	M6 southbound
	903	0.00%	0.00%	A49 towards Clayton and Buckshaw (including employment)
	904	0.21%	0.15%	Stanified Lane towards Leyland
	905	0.00%	0.00%	Croston rd towards Leyland
	906	4.58%	2.98%	towards Schleswig Way (including tetrack employment)
	907	2.12%	0.76%	Chain House Lane (rat run towards Longton)
	908	0.00%	0.71%	A59 at Hutton (west of Penwortham)
	909	25.46%	12.87%	A59 towards Preston
	910	5.76%	6.16%	Liverpool rd towards Preston
	911	0.61%	0.43%	north of Hennel roundabout Lane towards Preston and Capitol Centre
	912	0.52%	0.65%	Hennel Lane
	913	7.74%	8.12%	Brownedge Rd towards Bamberbridge (why so high when vehicles will use A6 then B6258) where are they going to
	914	0.00%	0.00%	No traffic attracted to Bamber bridge via A6
	915	5.30%	4.35%	M6 north

100.00% 100.00%

Internal Summary		outbound	inbound
Residential	0-47	6.19%	7.57%
General employment	200-207	3.23%	2.30%
Education	300-309	4.74%	31.13%
Residential	400-404	7.56%	6.60%
Employment and retail	405-411	18.99%	9.88%
Development being built out or h:	500-503	0	0
<b>Externals</b>			
Preston	909+910+911	31.82%	19.46%
M65 (all destinations in the east)	900	5.03%	3.91%
Chorley	901	0.27%	0.19%
Clayton and Buckshaw	903	0.00%	0.00%
Leyland	904+905	0.21%	0.15%
Leyland west and beyond	906	4.58%	2.98%
Bamber Bridge	913+914	7.74%	8.12%
Walton Le Dale	912	0.52%	0.65%
Western direction	907+908	2.12%	1.47%



M6 north (all destinations)	915	5.30%	4.35%
M6 south (all destinations)	902	1.70%	1.21%
		100.00%	100.00%



Legend  
 — Network Extent  
 Model Zones

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CLIENT:

**Taylor Wimpey**

PROJECT:

VM210430  
South Ribble

TITLE:

Zone Plan

SCALE:

NTS

DRAWN:

DISIGNED:

DATE:

REVISION:

XX

XX

03/11/2021

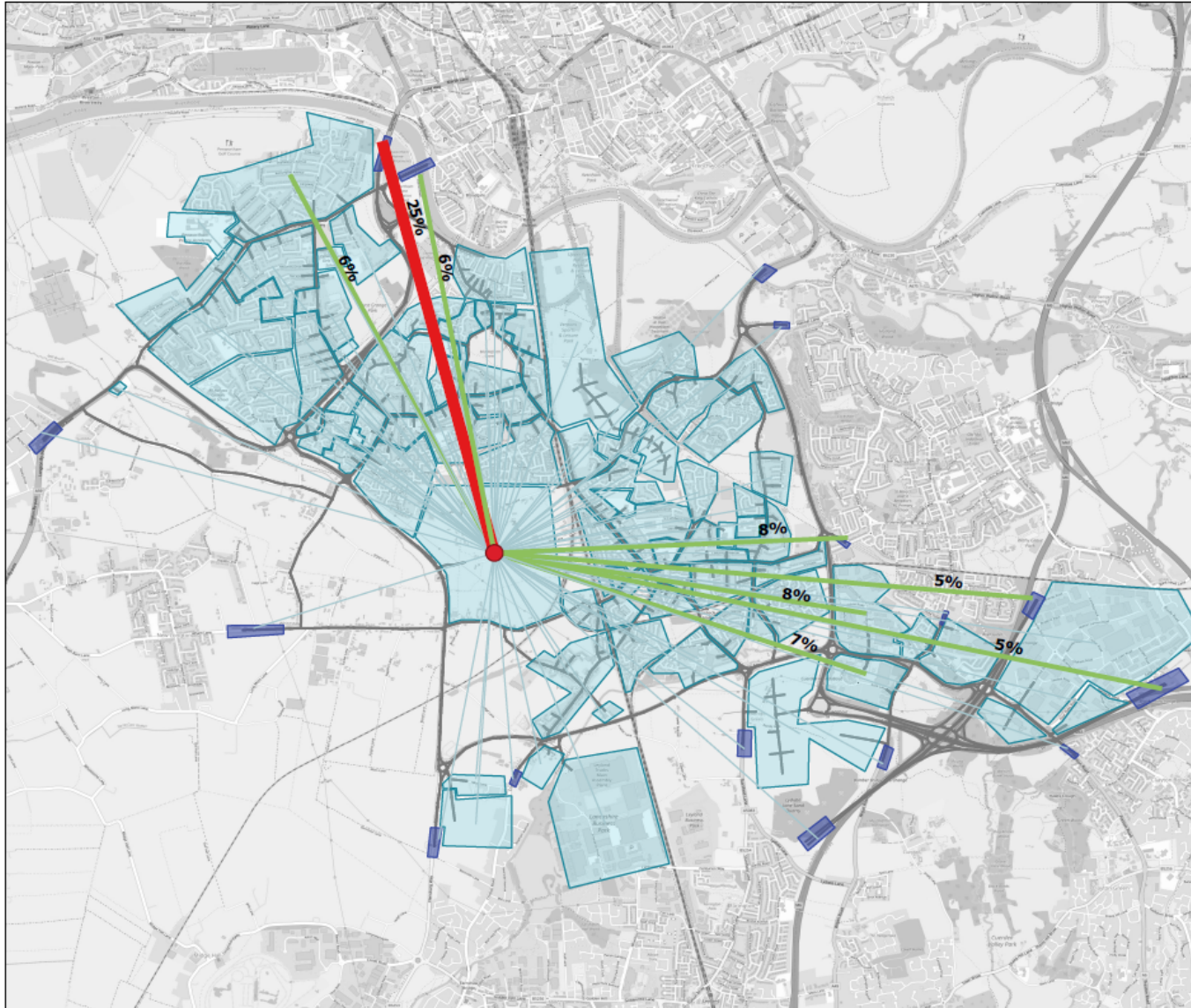
1

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 Tel: 0121 289 9910 Email: microsim@vectors.co.uk www.vectors.co.uk

DRAWING REFERENCE:





**Legend**  
 — Network Extent  
 Model Zones  
 Internal  
 External  
 ● Development Site

**Development Trip Distribution**  
 <5%  
 5-10%  
 10-15%  
 15-20%  
 20-25%  
 >25%

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CLIENT: **Taylor Wimpey**

PROJECT: VM210430  
South Ribble

TITLE: Development Trip Distribution  
All Dev Trip Types  
Outbound AM Peak

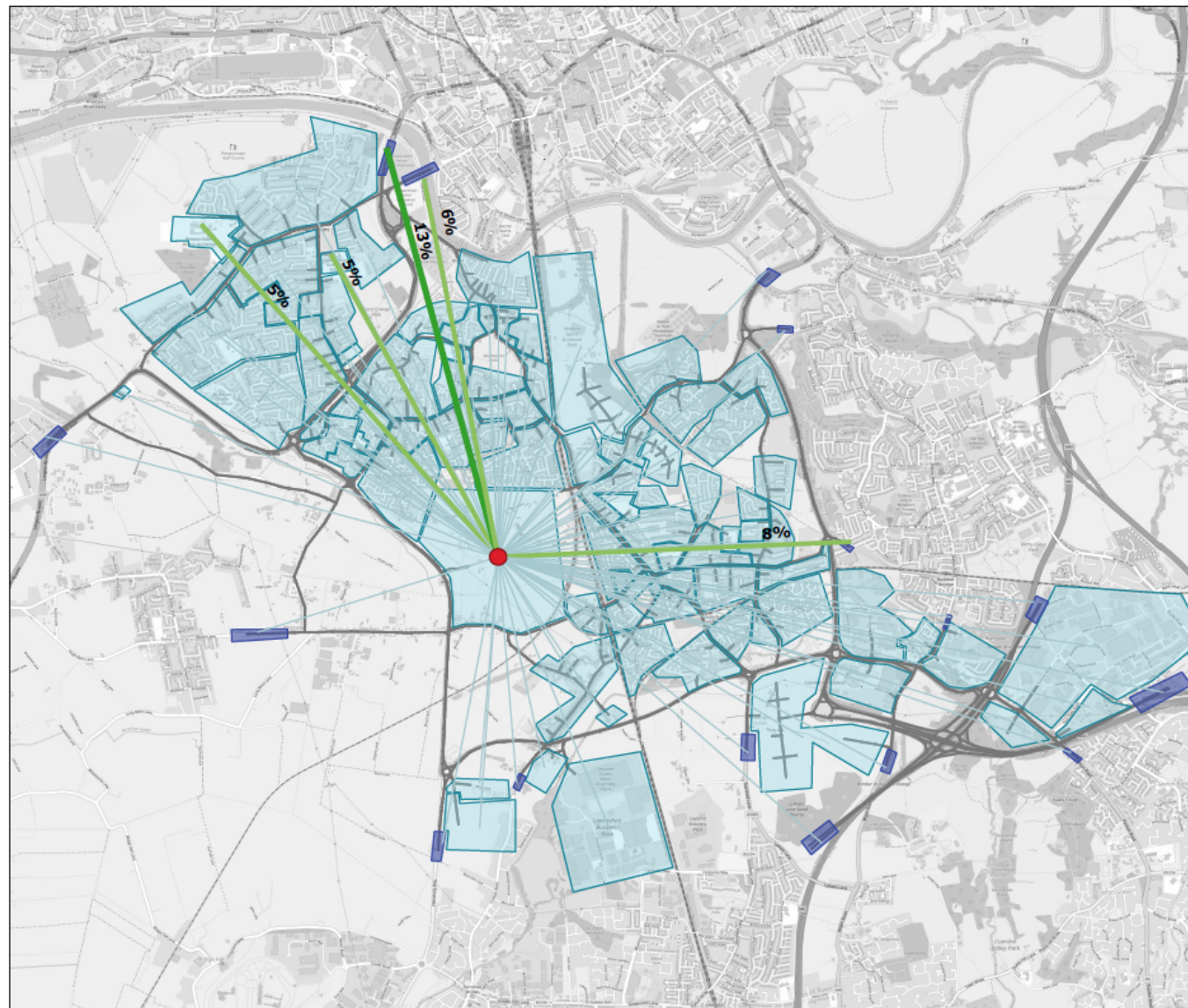
SCALE: NTS

DRAWN: RD	CHECKED: BN	DATE: 05/11/2021	REVISION: 1
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DRAWING REFERENCE:



**Legend**  
 — Network Extent  
 Model Zones  
 Internal  
 External  
 ● Development Site

**Development Trip Distribution**  
 <5%  
 5-10%  
 10-15%  
 15-20%  
 20-25%  
 >25%

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CLIENT: **Taylor Wimpey**

PROJECT: VM210430  
South Ribble

TITLE: Development Trip Distribution  
All Dev Trip Types  
Inbound PM Peak

SCALE: NTS

DRAWN: RD	CHECKED: BN	DATE: 05/11/2021	REVISION: 1
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