



# Transport Statement

The Hamlets (Land at Woodcroft),  
West Street, Prescot

Client: The Hamlet's Avenues



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| Client                | The Hamlet's Avenues                                                   |                            |
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## CONTENTS

|          |                                                                                            |           |
|----------|--------------------------------------------------------------------------------------------|-----------|
| <b>1</b> | <b>INTRODUCTION .....</b>                                                                  | <b>2</b>  |
| 1.1      | Purpose of Report .....                                                                    | 2         |
| 1.2      | Scope of Report .....                                                                      | 2         |
| <b>2</b> | <b>TRANSPORT POLICY AND GUIDANCE.....</b>                                                  | <b>4</b>  |
| 2.1      | Introduction.....                                                                          | 4         |
| 2.2      | National Planning Policy Framework.....                                                    | 4         |
| 2.3      | Planning Practice Guidance .....                                                           | 4         |
| 2.4      | Local Transport Plan and A Transport Plan for Growth.....                                  | 5         |
| 2.5      | 4 <sup>th</sup> Local Transport Plan: Developing a Vision for Local Transport to 2040..... | 5         |
| 2.6      | Ensuring a Choice of Travel SPD.....                                                       | 6         |
| 2.7      | Summary.....                                                                               | 6         |
| <b>3</b> | <b>EXISTING SITUATION .....</b>                                                            | <b>7</b>  |
| 3.1      | Introduction.....                                                                          | 7         |
| 3.2      | Local Highway Network.....                                                                 | 7         |
| 3.3      | Existing Local Cycle Facilities .....                                                      | 8         |
| 3.4      | Road Safety.....                                                                           | 9         |
| 3.5      | Site Accessibility .....                                                                   | 10        |
| <b>4</b> | <b>DEVELOPMENT PROPOSALS.....</b>                                                          | <b>12</b> |
| 4.1      | Development Description.....                                                               | 12        |
| 4.2      | Site Access .....                                                                          | 12        |
| 4.3      | Internal Layout .....                                                                      | 12        |
| 4.4      | Parking Provision .....                                                                    | 12        |
| 4.5      | Access for Commercial Vehicles .....                                                       | 13        |
| 4.6      | Trip Generation .....                                                                      | 13        |
| 4.7      | Summary .....                                                                              | 14        |
| <b>5</b> | <b>SUMMARY AND CONCLUSIONS.....</b>                                                        | <b>15</b> |
| 5.1      | Summary .....                                                                              | 15        |
| 5.2      | Conclusions.....                                                                           | 15        |

## APPENDICES

A – Accident Data

B – MASA

C - TRICS

# 1 INTRODUCTION

## 1.1 Purpose of Report

- 1.1.1 This Transport Statement (TS) considers the highways and transportation implications associated with a proposed development at The Hamlets (Land at Woodcroft), West Street, Prescott.
- 1.1.2 Currently, the site consists of 8 vacant Use Class C3 (dwelling houses) which were delivered as part of planning application 18/00785/FUL. The purpose of this planning application is to support the change of Use Class from C3 (dwelling houses) to for Use Class C2 (residential institutions). This change of Use Class will allow these properties to be utilised by the organisation to house 12 users as part of their role to provide residential care for children and young people.
- 1.1.3 Knowsley Council (KC) is both the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area.
- 1.1.4 This TS has been produced by Prime Transport Planning (Prime) and forms part of the documentation produced to support the full planning application by The Hamlet's Avenue.
- 1.1.5 The document has been prepared in accordance with the Government's Planning Practice Guidance: Transport evidence bases in plan making and decision taking (2014) and Travel Plans, Transport Assessments and Statements (2015), as well as the Department for Transport's (DfT) Guidance on Transport Assessment (GTA) (2007).
- 1.1.6 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.7 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.8 Third-party rights are excluded for the use of information contained within this report.

## 1.2 Scope of Report

- 1.2.1 As part of the planning process pre-application advice was sought from KC by Greyside Planning on behalf of The Hamlet's Avenues. This request was submitted on 29<sup>th</sup> August 2024 with a subsequent response received mid November 2024. The following highways comments were made:

*'Highways requested further information regarding staffing levels and as there are 3 spaces per property, highways are satisfied that there are sufficient provisions for staff parking. Should additional vehicles be evident i.e. the potential for vehicles to congregate during crossover periods with staff, these vehicles could temporarily be accommodated within the carriageway in Woodcroft.'*

*It should be noted that there is insufficient availability of on-street parking availability on West Street, which is regulated under a Traffic Regulation Order for a residents parking permit scheme. The current scheme does not have spare capacity to accommodate additional residents permit parking demand from this development.*

*Further to the gates which are to be installed and remained closed for safety of children, Highways would have no concerns for the gates to remain closed. Any gate or other form of barrier across the access shall be positioned around a minimum of 5 meters back from the edge of the highway boundary. The gates must open inwards, towards the site, and not outward towards the highway.*

1.2.2 The above comments have been considered in the production of this TS, with the remainder of this report structured as follows:

- Section 2 describes the relevant local and national transport policy and guidance;
- Section 3 describes the existing situation in terms of the site and local highway network, provides a review of road safety issues in the area and reviews the accessibility of the site by sustainable modes of transport including the completion of a MASA;
- Section 4 details the development proposal including the access strategy, parking provision and provides a comparison of the likely levels of trip generation from the approved C3 use compared to the proposed C2 use; and
- Section 5 concludes the findings of the report.

## 2 TRANSPORT POLICY AND GUIDANCE

### 2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

### 2.2 National Planning Policy Framework

- 2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024 and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

*'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'*

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

*'...it should be ensured that:*

*a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'*

2.2.5 In determining planning applications, paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios.'*

## 2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

## 2.4 Local Transport Plan and A Transport Plan for Growth

2.4.1 The Merseyside Local Transport Plan 3 (LTP3) was adopted in April 2011 and provides the statutory framework for transport strategy and plans across Merseyside, including the Knowsley area.

2.4.2 The Merseyside LTP3 is set within the context of the vision of the Liverpool City Region (LCR): *'To establish our status as a thriving international city region by 2030'*. The LCR vision for transport is, *'A city region committed to a low carbon future, which has a transport network and mobility culture that positively contribute to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice'*.

## 2.5 4<sup>th</sup> Local Transport Plan: Developing a Vision for Local Transport to 2040

2.5.1 This document was produced in March 2022 and is the first step in the consultation process aimed at delivering a new, comprehensive LTP to serve the 1.6 million people who live and work in and visit the Liverpool City Region. This document sets out the issues and challenges leading to a series of suggested high-level goals or priorities. The latest version of this document will be shared for open consultation in the Autumn of 2024.

## 2.6 Ensuring a Choice of Travel SPD

2.6.1 The *Ensuring a Choice of Travel* Supplementary Planning Document (SPD) was originally developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new developments across the wider Merseyside area. Its overall objectives are:

- *‘Ensure a reasonable choice of access by all modes of transport to new development;*
- *Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;*
- *Improving road safety;*
- *Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;*
- *Reduce the level of traffic growth and congestion on the strategic and local road network; and,*
- *Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.’*

## 2.7 Summary

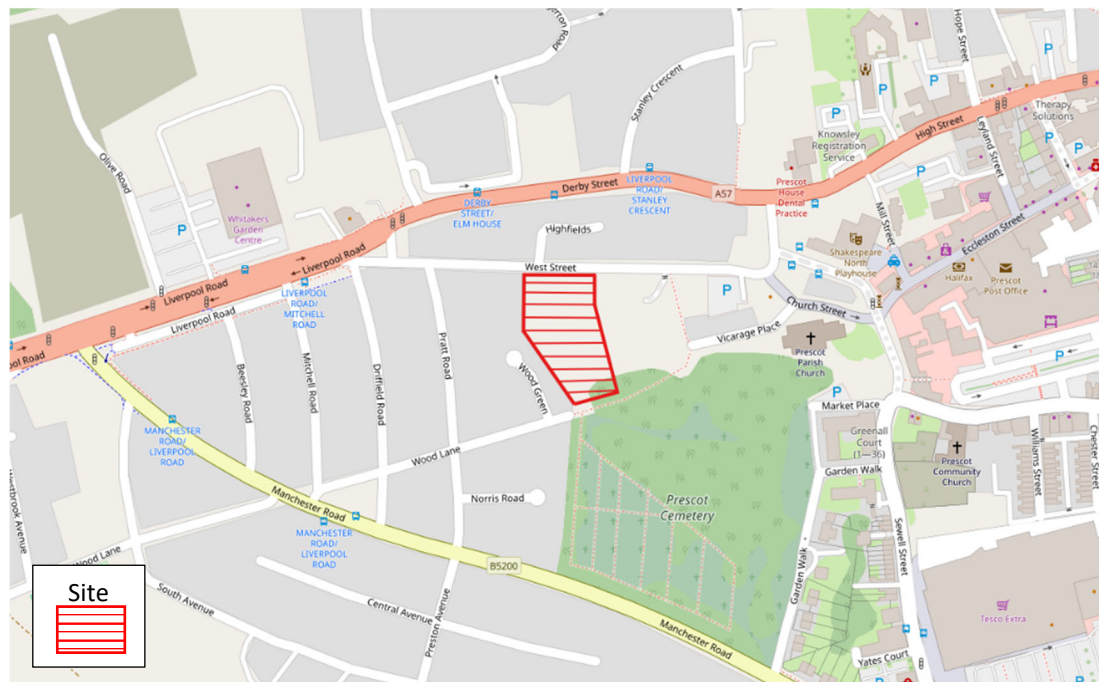
2.7.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies, and guidance will be discussed in the following sections of this report, where relevant.

### 3 EXISTING SITUATION

#### 3.1 Introduction

- 3.1.1 The proposed development is situated within a residential area, in close proximity to Prescot town centre and approximately 5km to the northeast of Huyton town centre. The site currently consists of 8 vacant Use Class C3 (dwelling houses).
- 3.1.2 The site is bordered by existing residential properties to the east and west, with a footpath connecting Wood Lane and West Street running along its southern boundary, although this footpath is not directly accessible from the site due to proximity of a boundary wall. West Street forms the northern boundary of the site from which the main vehicular and pedestrian access is provided.
- 3.1.3 The location of the site in the context of local highway network is provided in Image 3.1 below.

**Image 3.1: Site Location Plan (Indicative Development Boundary)**



Source: [OpenStreetMap](#)

#### 3.2 Local Highway Network

##### Internal Road Network

- 3.2.1 As mentioned above, the site currently comprises 8 vacant Use Class C3 (dwelling houses) which were delivered as part of planning application 18/00785/FUL. The internal road network delivered as part of this approval is provided in a cul-de-sac arrangement with the main carriageway constructed to circa 6m in width with sections of narrower carriageway circa 4.8m in width being provided toward

the ends of the cul-de-sacs. Footways circa 1.8m in width are provided throughout the site. It should be noted that the internal road network is not adopted.

- 3.2.2 As mentioned above, the site is accessed via a priority-controlled junction onto West Street, the carriageway width is 6m and a circa 1.8m footway is provided on the northern side of the access road.

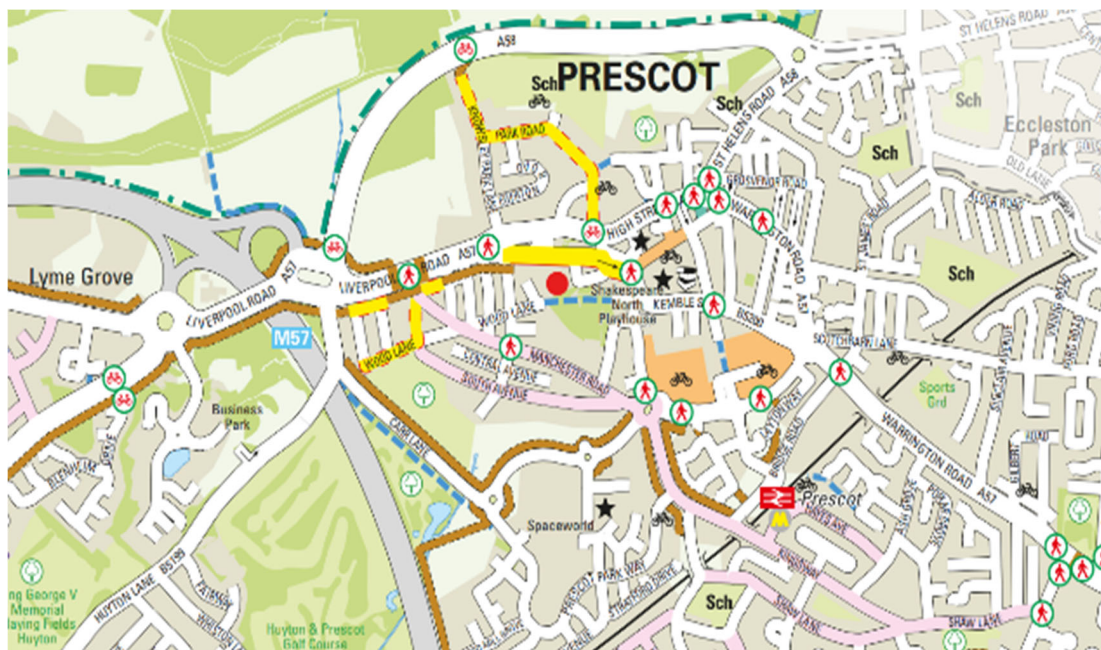
#### West Street

- 3.2.3 West Street is a single lane carriageway, circa 6.5m wide, footways circa 1.5 - 2m in width are provided in both verges, it is subject to a 30mph speed limit and street lighting provided. The frontage to West Street is predominantly residential in nature. On-street permit parking is also provided.
- 3.2.4 Further afield, West Street forms a ghost island priority-controlled junction with Liverpool Road to the west. To the east it turns through 90 degrees, changes its name to Church Street and goes on to form a priority-controlled junction with Derby Street.

### 3.3 Existing Local Cycle Facilities

- 3.3.1 The existing cycle facilities in the vicinity of site are shown on Image 3.2. This is an extract from Merseytravel's cycle map of Knowsley.

**Image 3.2: Cycle Infrastructure in Proximity to the Site**



Source: [Knowsley \(merseysideroadsafety.org\)](https://www.merseysideroadsafety.org/)

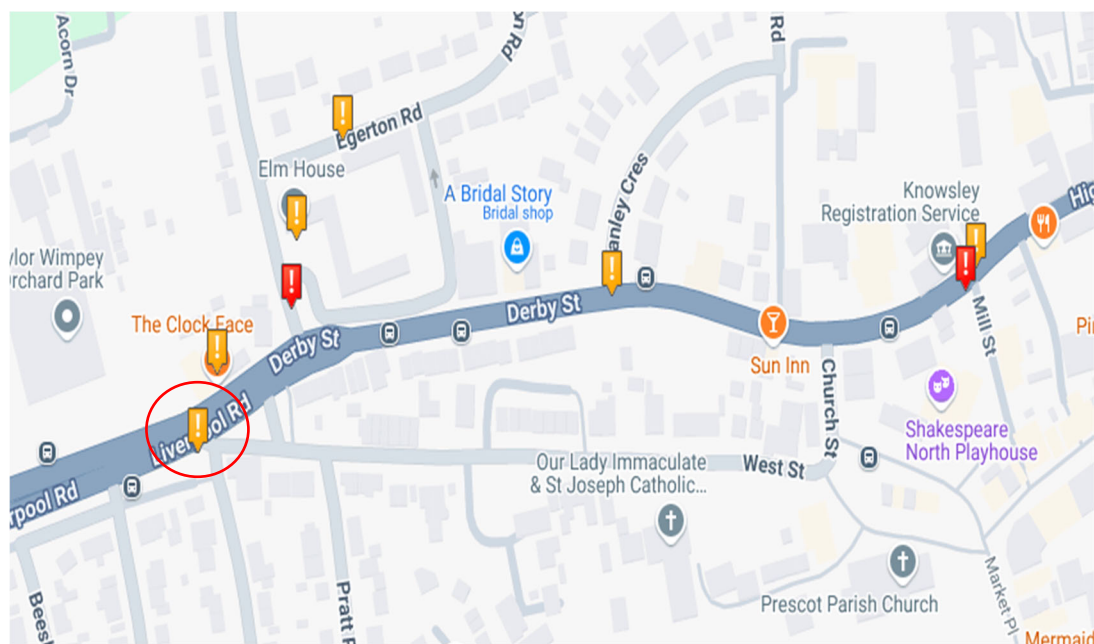
- 3.3.2 An examination of the above shows that the site will benefit from the presence of both off road (indicated by brown lines) and on road cycle facilities (indicated by yellow lines). West Street itself is designated as an on-road cycle route which provides a connection from the site to the off-road cycle

facilities provided along Liverpool Road to the west and pedestrianised areas of Prescot town centre to the east.

### 3.4 Road Safety

- 3.4.1 Road collision data for latest available 5-year period (2018-2022) has been purchased utilising a 3<sup>rd</sup> party data source ([www.crashmap.co.uk](http://www.crashmap.co.uk)). The study area covers the West Street/Church Street corridor from its junction with Liverpool Road in the west to its junction with Derby Street in the east. An extract from Crashmap is shown in Image 3.3 below with the Crashmap output being contained in Appendix A.

**Image 3.3: Accident Data**



**Source: [www.crashmap.co.uk](http://www.crashmap.co.uk)**

- 3.4.2 An examination of Image 3.3 shows that within the above study area there has been one injury accident, this occurring in January 2020 at the junction of Liverpool Road/West Street. This involved a car in collision with a pedestrian who was crossing Liverpool Road and resulted in a slight injury being sustained by the pedestrian. The incident occurred in daylight hours, the weather conditions were fine and the road surface was dry.
- 3.4.3 The above would therefore suggest that there are no existing road safety issues in the study area surrounding the development site that would preclude the delivery of these scheme proposals or have been caused by the presence of the site access on West Street.

### 3.5 Site Accessibility

#### Access on Foot

- 3.5.1 Due to being an existing development in proximity to Prescott town centre the site benefits from a comprehensive network of footways and a complimentary package of formal and informal crossing points for pedestrians. Dedicated routes are provided throughout the surrounding residential areas, to Prescott town centre and to local amenities.

#### Access by Cycle

- 3.5.2 As mentioned above, these scheme proposals benefit from the presence of both off road and on road cycle facilities immediately adjacent to the site. West Street itself is designated as an on-road cycle route which provides a connection from the site to the off-road cycle facilities provided along Liverpool Road to the west and pedestrianised areas of Prescott town centre to the east.

#### Access by Bus

- 3.5.3 The nearest bus stops are located on Liverpool Road, a circa 250m walk to the west of the site. Both stops provide laybys, shelters, seating, timetable information and raised boarding areas.
- 3.5.4 These stops are served by the 10A and 297 services which provide a high frequency service (4 to 5 services per hour) between Liverpool and St. Helens.

#### Access by Rail

- 3.5.5 Prescott train station can also be accessed via a 15 to 20 minute walk from the site. Trains between Liverpool and Wigan North Western can be accessed from this station.

#### Minimum Accessibility Standard Assessment (MASA)

- 3.5.6 The Minimum Accessibility Standards Assessment (MASA) requires a score to be given for developments, depending on the land use type, scale, location, and facilities provided. The minimum required scores are provided in Table 3.1 based on a residential institution located in a 'Other Urban' location.

**Table 3.1: Minimum Required MASA Scoring**

| Development Type, Location, Size               | Minimum score for walking | Minimum score for cycling | Minimum score for public transport | Minimum score for vehicle access and parking |
|------------------------------------------------|---------------------------|---------------------------|------------------------------------|----------------------------------------------|
| Residential Institution 'Town Centre' Location | 2                         | 5                         | 5                                  | 3                                            |

- 3.5.7 The MASA undertaken for the site is included in full in Appendix B. However, a summary of the scoring awarded is provided in Table 3.2.

**Table 3.2: MASA Scoring Results**

| Development Type, Location, Size               | Minimum score for walking | Minimum score for cycling | Minimum score for public transport | Minimum score for vehicle access and parking |
|------------------------------------------------|---------------------------|---------------------------|------------------------------------|----------------------------------------------|
| Residential Institution 'Town Centre' Location | 4                         | 4                         | 5                                  | 1                                            |

- 3.5.8 It can be seen from Tables 3.1 and 3.2 that the site exceeds the minimum score for walking due to its proximity to the town centre and quality pedestrian infrastructure. In terms of cycling the proposal falls short by 1 point as no specific cycle infrastructure is provided. The site is small, has good visibility with low speeds, and its layout was approved previously (18/00785/FUL). The short fall by 1 point is not considered to hinder the proposal.
- 3.5.9 The site is located in close proximity to high frequency bus services, hence the score of 5 being provided in Table 3.2 for public transport. Due to the unique nature of the site, wording of the MASA scoring criteria, KC parking standards not being strictly applicable and the pre-existing parking provision, the 'vehicle parking and access' has resulted in a small shortfall. Despite the low score, we are confident that adequate parking is provided for staff and visitors.
- 3.5.10 The above demonstrates that the development proposals are located in a sustainable position and are commensurate with the stated aim of the '*Ensuring a Choice of Travel*' SPD to reduce dependency on the use of the private car.

## 4 DEVELOPMENT PROPOSALS

### 4.1 Development Description

- 4.1.1 As mentioned above, the site currently consists of 8 vacant Use Class C3 (dwelling houses) which were delivered as part of planning application 18/00785/FUL. The purpose of this planning application is to support the change of Use Class from C3 (dwelling houses) to Use Class C2 (residential institutions). This change of Use Class will allow these properties to be utilised by the organisation to house 12 users as part of their role to provide residential care for children and young people.
- 4.1.2 It is understood from information provided by the client that this development will have a maximum of 19 staff on-site at any one time.
- 4.1.3 Anticipated shift patterns have been prepared by The Hamlet's Avenues in advance of the scheme. Typical shift patterns for most staff will start at 07:30/08:00 and end at 21:00/21:30, with some members of staff on 'sleep-in' duty and staying at the property overnight.

### 4.2 Site Access

- 4.2.1 As mentioned above, the site is accessed via a priority-controlled junction onto West Street, this providing the main vehicular, pedestrian and cycle access into the proposed development. This site access comprises a carriageway width of 6m and a circa 1.8m footway is provided on the northern side of the access road.
- 4.2.2 No changes are proposed to this access as part of these development proposals.

### 4.3 Internal Layout

- 4.3.1 As mentioned above, the internal road network delivered as part of this approval is provided in a cul-de-sac arrangement with the main carriageway constructed to circa 6m in width with sections of narrower carriageway circa 4.8m in width being provided toward the ends of the cul-de-sacs. Footways circa 1.8m in width are provided throughout the site. It should be noted that the internal road network is not adopted.
- 4.3.2 No changes are proposed to the internal road/footway network as part of these development proposals.

### 4.4 Parking Provision

- 4.4.1 The Use Class C3 (dwelling house) that exists on-site have 2 off street parking spaces and 1 garage space per dwelling, thus providing a total of 27 off street parking spaces on-site.
- 4.4.2 KC parking standards are provided in "*Ensuring Choice of Travel SPD*". For Use Class C2 (residential institutions), given the location of the development, as a worst case, these parking standards would

suggest that 1 parking space is required per 3 beds. However, the nature of these scheme proposals i.e. providing residential care for up to 12 users would suggest that the KC parking standards for such a C2 Use Class are not directly relevant to these scheme proposals.

- 4.4.3 We would however suggest that the current 27 off-street parking spaces provided on-site will be more than adequate to accommodate the parking demand for staff on-site, even if all staff used a car to access the site (unlikely). If there were occasions where the level of parking demand exceeded the number of off-street spaces, the nature of the internal road network would allow for that additional demand to be accommodated on the internal road network rather than on West Street. As noted previously, parking on West Street is restricted and controlled by way of permit parking.

- 4.4.4 The conclusions above were agreed by KC during scoping discussions. The pre-application comments (outlined in Section 1) state that the confirmation of staff numbers has satisfied the authority that there is adequate parking provision on site.

## 4.5 Access for Commercial Vehicles

- 4.5.1 Commercial vehicles will access the site via the priority-controlled junction onto West Street. As the site access / layout is not being altered, swept path analysis from the previous application (18/00785/FUL) are still relevant which shows tracking for a car, refuse vehicle and fire appliance safely entering, manoeuvring and exiting the site.

## 4.6 Trip Generation

- 4.6.1 This TS is being provided to support an application for a residential institution in an existing development. To help the LHA determine the impacts of the scheme on the local area a trip generation exercise has been completed. All TRICS outputs are included in Appendix C.

### C3 Residential Dwelling (Current Use Class)

- 4.6.2 Table 4.1 below outlines the potential trip generation for the development as residential dwellings.

**Table 4.1: Peak Hour TRICS Derived Trip Rates and Trip Generation for 8 dwellings**

| Time        | Trip Rates |            |        | Trip Rates |            |        |
|-------------|------------|------------|--------|------------|------------|--------|
|             | Arrivals   | Departures | Totals | Arrivals   | Departures | Totals |
| 08:00-09:00 | 0.2        | 0.633      | 0.833  | 2          | 5          | 7      |
| 17:00-18:00 | 0.267      | 0.267      | 0.534  | 2          | 2          | 4      |

- 4.6.3 As seen from the above table, the development as residential dwellings could be expected to generate only 7 vehicular trips in the AM peak and 4 in the PM peak.

C2 Residential Institution (Proposed Use Class)

- 4.6.1 Table 4.2 below outlines the potential trip generation for the development as a residential institution.

**Table 4.2: Peak Hour TRICS Derived Trip Rates and Trip Generation for residential institution based on 12 residents.**

| Time        | Trip Rates (Total Vehicles) |            |        | Trip Rates |            |        |
|-------------|-----------------------------|------------|--------|------------|------------|--------|
|             | Arrivals                    | Departures | Totals | Arrivals   | Departures | Totals |
| 08:00-09:00 | 0.308                       | 0.154      | 0.462  | 4          | 2          | 6      |
| 17:00-18:00 | 0                           | 0          | 0      | 0          | 0          | 0      |

- 4.6.2 As seen from the above table, the development could be expected to generate only 6 two-way vehicular trips in the AM peak and 0 in the PM peak.
- 4.6.3 As previously mentioned, shift patterns have been prepared by The Hamlet's Avenues in advance of the scheme. Typical shift patterns for most staff will be 07:30/08:00 – 21:00/21:30 with some staff remaining overnight. This means that the PM staff handover will be far outside of the PM network peak and the AM staff handover will likely have already commenced before the typical morning network peak has occurred.
- 4.6.4 In comparison of the above tables, Use Class C2 is likely to operate in a similar fashion to the existing C3 Use during the AM period, with a minimal network impact. In the PM peak, due to shift patterns and a later evening handover, the impacts on the network are likely to be nil.

## 4.7 Summary

- 4.7.1 This section has explained the traffic generation methodology for The Hamlets (Land at Woodcroft), West Street, Prescot. The proposed development could only be expected to generate circa 1 vehicle every 10 minutes in the AM peak, with this clearly not being a level of traffic that could reasonably be expected to adversely affect the surrounding highway network. No traffic generation, or very little, is anticipated during the PM peak due to staff handover times.
- 4.7.2 The figures are similar to that of the existing use class on site. Therefore, the development proposals are not going to result in an '*unacceptable impact on highway safety*' and the impact of the development can certainly not be considered '*severe*' meaning that according to paragraph 116 of the NPPF, as described in Section 2 of this report, the development should not be refused on transport grounds.

## 5 SUMMARY AND CONCLUSIONS

### 5.1 Summary

- 5.1.1 This TS considers the highways and transportation implications associated with a proposed development at The Hamlets (Land at Woodcroft), West Street, Prescot.
- 5.1.2 The site consists of 8 vacant Use Class C3 (dwelling houses) which were delivered as part of planning application 18/00785/FUL. The purpose of this planning application is to support the change of Use Class from C3 (dwelling houses) to Use Class C2 (residential institutions). This change of Use Class will allow these properties to be utilised by the organisation to house 12 users as part of their role to provide residential care for children and young people.
- 5.1.3 The scheme proposals will utilise an existing access onto West Street and the internal road network will remain unchanged as part of these development proposals.
- 5.1.4 The site is located adjacent to Prescot town centre which provides access to a network of pedestrian, cycle and public transport facilities. These allow the opportunity for staff / visitors to utilise sustainable modes of transport to access the site.
- 5.1.5 A road safety review has been undertaken and concluded that there are no existing road safety issues in the study area surrounding the development site that would preclude the delivery of these scheme proposals or have been caused by the presence of the site access on West Street.
- 5.1.6 It has been shown that the development could be expected to have minimal impact on the highway network in terms of traffic generation.

### 5.2 Conclusions

- 5.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible, especially when bearing in mind that the proposed development is to be located in an area that currently caters for pedestrian, cycle and public transport use.
- 5.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.

## APPENDIX A

### ACCIDENT DATA



### Validated Data

**Crash Date:** Monday, January 13, 2020

**Time of Crash:** 07:55:00

**Crash Reference:** 2020052000857

**Highest Injury Severity:** Slight

**Road Number:** U0

**Casualties:** 1

**Highway Authority:** Knowsley

**Vehicles:** 1

**Local Authority:** Knowsley

**OS Grid Reference:** 346148 392769

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

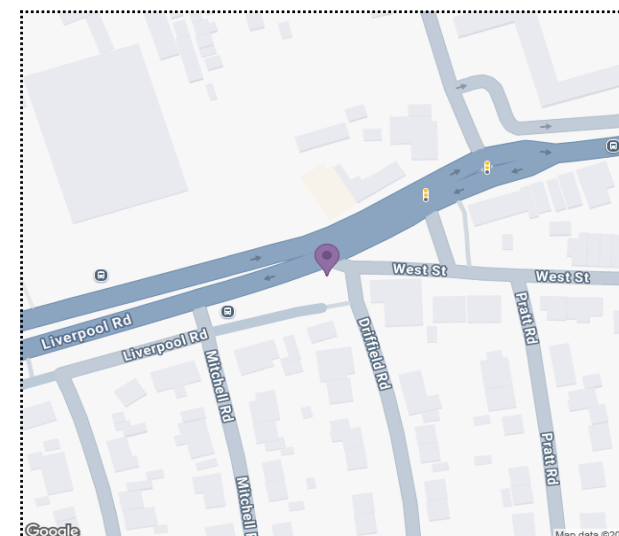
**Carriageway Hazards:** None

**Junction Detail:** Crossroads

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



### Validated Data

**Crash Date:**

Monday, January 13, 2020

**Time of Crash:**

07:55:00

**Crash Reference:** 2020052000857

### Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                 | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-----------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 3           | Unknown       | Unknown         | Vehicle proceeding normally along the carriageway, not on a bend | Nearside              | Unknown         | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location                | Pedestrian Movement            |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|--------------------------------|
| 1           | 1            | Slight          | Pedestrian     | Female | 16 - 20  | In carriageway, crossing elsewhere | Crossing from driver's offside |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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## APPENDIX B

### MASA

## Accessibility Assessment Form

| Access on foot                                     |                                                                                                                                                                                                                                                                                           | Points | Score | Justification for Scoring |                                                            |
|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------|---------------------------|------------------------------------------------------------|
| Location                                           | Residential Development: Is the site within 800m of a district or local centre (see Accessibility Maps)                                                                                                                                                                                   | Yes    | 2     | 2                         | located in town centre                                     |
|                                                    | No                                                                                                                                                                                                                                                                                        | 0      |       |                           |                                                            |
| OR                                                 |                                                                                                                                                                                                                                                                                           |        |       |                           |                                                            |
|                                                    | Non-residential development: Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)                                                                                                                                         |        |       |                           |                                                            |
| Internal layout                                    | Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?                                                                                          | Yes    | 1     | 1                         | internal layout reflects direct, safe and easy ped. routes |
|                                                    |                                                                                                                                                                                                                                                                                           | No     | 0     |                           |                                                            |
| External layout                                    | Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting | Yes    | -1    | 1                         | no barriers                                                |
|                                                    |                                                                                                                                                                                                                                                                                           | No     | 1     |                           |                                                            |
|                                                    | Total Score                                                                                                                                                                                                                                                                               |        | 4     |                           |                                                            |
|                                                    | Minimum score required                                                                                                                                                                                                                                                                    |        | 2     |                           |                                                            |
| Comments or action needed to correct any shortfall |                                                                                                                                                                                                                                                                                           |        |       |                           |                                                            |

| Access by Cycle |                                                                                                                                                            |     | Points | Score | Justification for Scoring         |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------|-------|-----------------------------------|
| Location        | Residential Development:                                                                                                                                   | Yes | 2      | 2     | located in town centre            |
|                 | Is the site within 1500m of a district or local centre (see Accessibility Maps)                                                                            | No  | 0      |       |                                   |
|                 | Or                                                                                                                                                         |     |        |       |                                   |
|                 | Non-residential development:                                                                                                                               |     |        |       |                                   |
|                 | Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)                                      |     |        |       |                                   |
| Internal layout | Does ‘circulation’ and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles? | Yes | 1      | 0     | no cycle lanes within site        |
|                 |                                                                                                                                                            | No  | 0      |       |                                   |
| External Access | Is the development within 400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route, or develop a route.   | Yes | 1      | 1     | multiple cycle routes in vicinity |
|                 |                                                                                                                                                            | No  | -1     |       |                                   |
| Other           | Development includes cycle parking, shower facilities, and lockers for cyclists.                                                                           | Yes | 1      | 1     | showers provided                  |
|                 |                                                                                                                                                            | No  | 0      |       |                                   |
|                 | Total Score                                                                                                                                                |     |        | 4     |                                   |
|                 | Minimum score required                                                                                                                                     |     |        | 5     |                                   |

#### Comments or action needed to correct any shortfall

Due to small site, cycle lanes are not provided. Low speeds and good visibility ensure cyclist safety.

| Access by Public Transport                                                                       |                                                                                                                                                                                                              |     | Points | Score | Justification for Scoring                                                                                       |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------|-------|-----------------------------------------------------------------------------------------------------------------|
| Location and access to public transport                                                          | Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?                                                                                                                  | Yes | 2      | 2     | Bus stops located in prox. to site                                                                              |
|                                                                                                  |                                                                                                                                                                                                              | No  | 0      |       |                                                                                                                 |
|                                                                                                  | Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure. | Yes | 0      | 1     | no barriers                                                                                                     |
|                                                                                                  |                                                                                                                                                                                                              | No  | 1      |       |                                                                                                                 |
| Frequency                                                                                        | High (four or more bus or tram services or trains an hour)                                                                                                                                                   | Yes | 2      | 2     | Stops served by frequent 10/a/s services and 289/297/686<br><br>Prescot staion provides frequent train services |
|                                                                                                  | Medium (two or three bus or tram services or trains an hour)                                                                                                                                                 |     | 1      |       |                                                                                                                 |
|                                                                                                  | Low (less than two bus or tram services or trains an hour)                                                                                                                                                   |     | 0      |       |                                                                                                                 |
| Other                                                                                            | The proposal contributes to bus priority measures serving the site                                                                                                                                           | Yes | 1      | 0     | n/a                                                                                                             |
|                                                                                                  |                                                                                                                                                                                                              | No  | 0      |       |                                                                                                                 |
|                                                                                                  | The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site                                     | Yes | 1      | 0     | n/a                                                                                                             |
|                                                                                                  |                                                                                                                                                                                                              | No  | 0      |       |                                                                                                                 |
|                                                                                                  | The proposal contributes to an existing or new supported bus service                                                                                                                                         | Yes | 1      | 0     | n/a                                                                                                             |
|                                                                                                  |                                                                                                                                                                                                              | No  | 0      |       |                                                                                                                 |
|                                                                                                  | Total Score                                                                                                                                                                                                  |     |        | 5     |                                                                                                                 |
|                                                                                                  | Minimum score required                                                                                                                                                                                       |     |        | 5     |                                                                                                                 |
| Comments or action needed to correct any shortfall<br>No contribution due to small size of site. |                                                                                                                                                                                                              |     |        |       |                                                                                                                 |

| Parking                |                                                                                                                                                                                                        |     | Points | Score | Justification for Scoring |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------|-------|---------------------------|
| Parking                | The off-street parking provided is as advised in Section 4 for that development type                                                                                                                   | Yes | 1      |       |                           |
|                        |                                                                                                                                                                                                        | No  | 0      |       |                           |
|                        | The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).                                  | Yes | 2      |       |                           |
|                        |                                                                                                                                                                                                        | No  | 0      |       |                           |
|                        | For development in controlled parking zones:                                                                                                                                                           |     |        |       |                           |
|                        | Is the proposal for a car free development?                                                                                                                                                            | Yes | 1      |       |                           |
|                        |                                                                                                                                                                                                        | No  | 0      |       |                           |
|                        | Does it supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs) | Yes | 1      |       |                           |
|                        |                                                                                                                                                                                                        | No  | 0      |       |                           |
|                        | Total Score                                                                                                                                                                                            |     |        |       | 0                         |
| Minimum score required |                                                                                                                                                                                                        |     |        | 3     |                           |

**Comments or action needed to correct any shortfall.**

KC parking standards not relevant to site. Site is existing and parking in the area is controlled via permit. Parking within the site is anticiapted to be more than adequate for staff and visitors.

## APPENDIX C

### TRICS

Calculation Reference: AUDIT-753001-241024-1044

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | HF HERTFORDSHIRE               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 10 | WALES                          |        |
|    | VG VALE OF GLAMORGAN           | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 8 to 12 (units: )  
Range Selected by User: 6 to 12 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday 2 days  
Wednesday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 3 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1  
Edge of Town 2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 3

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected  
Servicing vehicles Excluded 3 days - Selected

## Secondary Filtering selection:

Use Class:

C3 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 1 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 1 days |
| 125,001 to 250,000 | 2 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 1 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

|     |        |
|-----|--------|
| Yes | 1 days |
| No  | 2 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 3 days |
|-----------------|--------|

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

|   |                                    |                          |                     |
|---|------------------------------------|--------------------------|---------------------|
| 1 | HF-03-A-05                         | TERRACED HOUSES          | HERTFORDSHIRE       |
|   | HOLMSIDE RISE                      |                          |                     |
|   | WATFORD                            |                          |                     |
|   | SOUTH OXHEY                        |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 8                        |                     |
|   | Survey date: MONDAY                | 05/06/23                 | Survey Type: MANUAL |
| 2 | NY-03-A-13                         | TERRACED HOUSES          | NORTH YORKSHIRE     |
|   | CATTERICK ROAD                     |                          |                     |
|   | CATTERICK GARRISON                 |                          |                     |
|   | OLD HOSPITAL COMPOUND              |                          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 10                       |                     |
|   | Survey date: WEDNESDAY             | 10/05/17                 | Survey Type: MANUAL |
| 3 | VG-03-A-01                         | SEMI-DETACHED & TERRACED | VALE OF GLAMORGAN   |
|   | ARTHUR STREET                      |                          |                     |
|   | BARRY                              |                          |                     |
|   | Edge of Town                       |                          |                     |
|   | Residential Zone                   |                          |                     |
|   | Total No of Dwellings:             | 12                       |                     |
|   | Survey date: MONDAY                | 08/05/17                 | Survey Type: MANUAL |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| MW-03-A-01 | low data set           |

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 3        | 10          | 0.167     | 3          | 10          | 0.467     | 3        | 10          | 0.634     |
| 08:00 - 09:00 | 3        | 10          | 0.200     | 3          | 10          | 0.633     | 3        | 10          | 0.833     |
| 09:00 - 10:00 | 3        | 10          | 0.133     | 3          | 10          | 0.167     | 3        | 10          | 0.300     |
| 10:00 - 11:00 | 3        | 10          | 0.133     | 3          | 10          | 0.167     | 3        | 10          | 0.300     |
| 11:00 - 12:00 | 3        | 10          | 0.267     | 3          | 10          | 0.333     | 3        | 10          | 0.600     |
| 12:00 - 13:00 | 3        | 10          | 0.367     | 3          | 10          | 0.400     | 3        | 10          | 0.767     |
| 13:00 - 14:00 | 3        | 10          | 0.300     | 3          | 10          | 0.267     | 3        | 10          | 0.567     |
| 14:00 - 15:00 | 3        | 10          | 0.433     | 3          | 10          | 0.300     | 3        | 10          | 0.733     |
| 15:00 - 16:00 | 3        | 10          | 0.233     | 3          | 10          | 0.233     | 3        | 10          | 0.466     |
| 16:00 - 17:00 | 3        | 10          | 0.567     | 3          | 10          | 0.267     | 3        | 10          | 0.834     |
| 17:00 - 18:00 | 3        | 10          | 0.267     | 3          | 10          | 0.267     | 3        | 10          | 0.534     |
| 18:00 - 19:00 | 3        | 10          | 0.333     | 3          | 10          | 0.333     | 3        | 10          | 0.666     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 3.400     |            |             | 3.834     |          |             | 7.234     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 8 - 12 (units: )    |
| Survey date range:                            | 01/01/16 - 05/06/23 |
| Number of weekdays (Monday-Friday):           | 3                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 2                   |
| Surveys manually removed from selection:      | 1                   |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-753001-241024-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : L - CARE HOME (SPECIFIC CONDITION)  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
| NY | NORTH YORKSHIRE                | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of residents

Actual Range: 13 to 13 (units: )

Range Selected by User: 8 to 25 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/05/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 1 days

Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Village 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected

Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C2 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

1.1 to 1.5 1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

|   |                                          |           |                     |
|---|------------------------------------------|-----------|---------------------|
| 1 | NY-05-L-01                               | CARE HOME | NORTH YORKSHIRE     |
|   | WEELAND ROAD                             |           |                     |
|   | EGGBOROUGH                               |           |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |           |                     |
|   | Village                                  |           |                     |
|   | Total Number of residents:               | 13        |                     |
|   | Survey date: MONDAY                      | 09/05/22  | Survey Type: MANUAL |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 1        | 13          | 0.231     | 1          | 13          | 0.077     | 1        | 13          | 0.308     |
| 08:00 - 09:00 | 1        | 13          | 0.308     | 1          | 13          | 0.154     | 1        | 13          | 0.462     |
| 09:00 - 10:00 | 1        | 13          | 0.231     | 1          | 13          | 0.308     | 1        | 13          | 0.539     |
| 10:00 - 11:00 | 1        | 13          | 0.077     | 1          | 13          | 0.000     | 1        | 13          | 0.077     |
| 11:00 - 12:00 | 1        | 13          | 0.154     | 1          | 13          | 0.154     | 1        | 13          | 0.308     |
| 12:00 - 13:00 | 1        | 13          | 0.154     | 1          | 13          | 0.154     | 1        | 13          | 0.308     |
| 13:00 - 14:00 | 1        | 13          | 0.154     | 1          | 13          | 0.154     | 1        | 13          | 0.308     |
| 14:00 - 15:00 | 1        | 13          | 0.154     | 1          | 13          | 0.154     | 1        | 13          | 0.308     |
| 15:00 - 16:00 | 1        | 13          | 0.231     | 1          | 13          | 0.308     | 1        | 13          | 0.539     |
| 16:00 - 17:00 | 1        | 13          | 0.231     | 1          | 13          | 0.308     | 1        | 13          | 0.539     |
| 17:00 - 18:00 | 1        | 13          | 0.000     | 1          | 13          | 0.000     | 1        | 13          | 0.000     |
| 18:00 - 19:00 | 1        | 13          | 0.077     | 1          | 13          | 0.154     | 1        | 13          | 0.231     |
| 19:00 - 20:00 | 1        | 13          | 0.000     | 1          | 13          | 0.000     | 1        | 13          | 0.000     |
| 20:00 - 21:00 | 1        | 13          | 0.077     | 1          | 13          | 0.154     | 1        | 13          | 0.231     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.079     |            |             | 2.079     |          |             | 4.158     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected: 13 - 13 (units: )  
 Survey date range: 01/01/16 - 09/05/22  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.