



ST CHAD'S DRIVE, KIRKBY

TRANSPORT STATEMENT

November 2023

McCarthy Stone

RETIREMENT LIVING DEVELOPMENT
ST CHAD'S DRIVE
KIRKBY

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Luke Millar	November 2023
<i>Checked by:</i>	Izzie Diment	November 2023
<i>Approved by:</i>	Harry Cross	November 2023

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McCARTHY STONE



McCarthy Stone
4th Floor
100 Holdenhurst Road
Bournemouth
Dorset
BH8 8AQ

Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
Oxfordshire
OX14 1UJ

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TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a planning application for an affordable Retirement Living development comprising 53-units (37 one-bed and 16 two-bed) at St Chad's Drive, Kirkby.
- 1.2 The location of the development site is showcased in **Figure 1** below, with the proposed site layout attached within **Appendix A**.

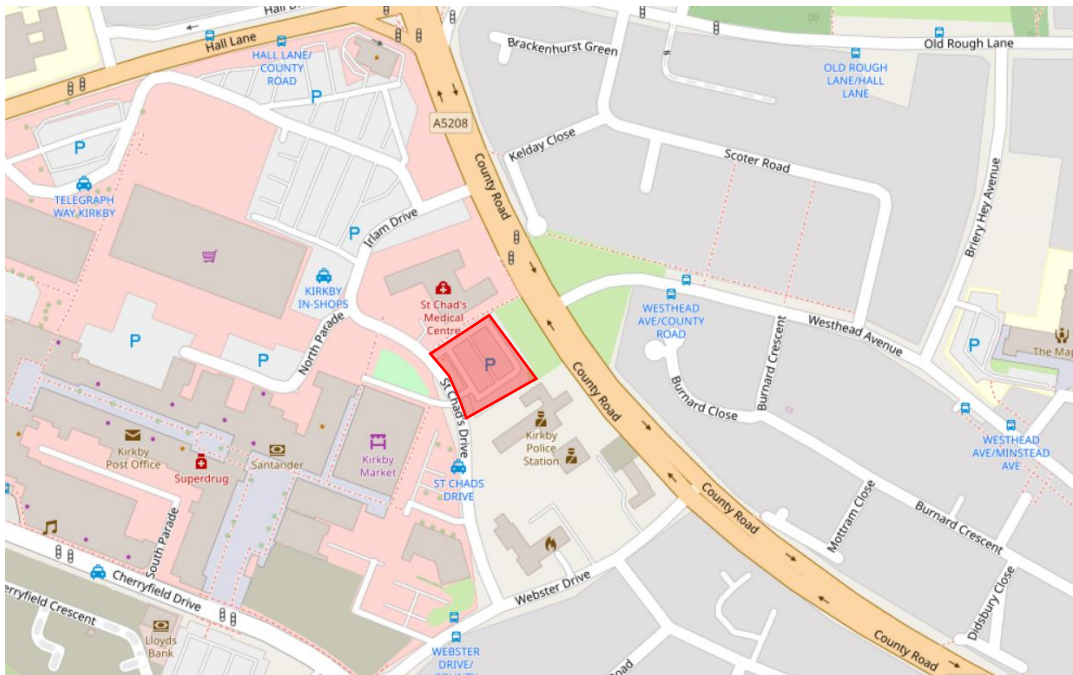


Figure 1: Site Location

- 1.3 Paul Basham Associates have prepared a full Travel Plan (TP) as part of this application, which should be read alongside this Transport Statement (TS).
- 1.4 The subsequent sections of this Transport Statement (TS) will detail the highways aspects of the proposed development and, more specifically, incorporate the following:
- Site Location:
 - A description of the existing site conditions, local road network and surrounding area, as well as an overview of the accessibility of the local area with reference to the pedestrian infrastructure, public transport network and nearby amenities.
 - Proposed Development:
 - An outline of the development proposals with a detailed review of the highways elements including the access arrangements, parking provision, and fire and refuse strategies, supported by drawings.

- Highway Impact:
 - An analysis of the impact that the development proposals would have on the local road network in relation to trip generation through consulting the TRICS database.
- Summary and Conclusion:
 - A synopsis of the Transport Statement (TS) regarding the above elements with an overall conclusion.

1.5 This Transport Statement has been written in line with the local guidance and National Planning Policy Framework (NPPF) (September 2023), specifically the following NPPF policies:

- **Para 104:** Transport Issues should be considered from the earliest stages of plan-making and development proposals, so that:
 - The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- **Para 105:** The planning system should actively manage patterns of growth in support of these objectives. 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- **Para 111:** Development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2. SITE LOCATION

- 2.1 The existing site is a currently occupied by a council operated temporary car park with 88 marked parking bays (3 Blue Badge holders) which is free to park in and allows for a maximum stay of 3 hours Monday – Saturday 0800 – 1700. Prior to this, the site was occupied by an office building until approval was granted in November 2018 for the demolition of the building to provide the temporary car park (ref: 18/00577/KMBC1). The temporary car park was required whilst Kirkby town centre was being redeveloped to provide a supermarket, retail units, petrol filling station, car parking and drive-thru restaurant (ref: 17/00559/FUL), which has since been completed.
- 2.2 The site is bound to the north by St Chad’s Health Centre, to the east by County Road (A5208), to the south by Kirkby Police Station and to the west by St Chad’s Drive. There are two points of access into the existing site, both of which are located along St Chad’s Drive. The existing site conditions are pictured in **Photographs 1** and **2** below.



Photograph 1: Existing Site Conditions



Photograph 2: Existing Site Access

Local Road Network

- 2.3 St Chad’s Drive is a single carriageway road measuring approximately 9.0m wide and is subject to a 30mph speed limit, though speeds are expected to be lower due to the town centre location. There is also a raised table in the location of the northern existing access to the site to help reduce speeds in this location.
- 2.4 Both sides of St Chad’s Drive are flanked by double-yellow lines throughout to prevent any on-street parking from taking place. Approximately 80m northeast of the site St Chad’s Drive becomes Irlam Drive, whilst 150m to the south St Chad’s Drive is accessed via a priority junction with Webster-Drive. The existing conditions along St Chad’s Drive are displayed in **Photographs 3** and **4**.



Photograph 3: St Chad's Drive Existing Conditions



Photograph 4: St Chad's Drive Raised Table

2.5 Webster-Drive is a single carriageway road measuring approximately 9.0m wide and is subject to a 30mph speed limit. The road is flanked by double-yellow lines on both sides throughout to prevent on-street parking from occurring. Approximately 100m southwest of the St Chad's Drive junction, Webster-Drive is accessed via a signalised junction with Cherryfield Drive, whilst 150m northeast the Webster-Drive connects to County Road (A5208) via a priority junction.

2.6 Irlam Drive is a single carriageway road measuring approximately 8.0m wide following St Chad's Drive and remains subject to a posted 30mph speed limit. There are double-yellow lines along the eastern side of Irlam Drive and a taxi rank along the western side within a designated layby. Irlam Drive provides vehicular access into Kirkby retail park and is accessed via a signalised junction with County Road (A5208). The existing conditions along Webster-Drive and Irlam Drive are shown in **Photographs 5** and **6** below.



Photograph 5: Webster-Drive Existing Conditions



Photograph 6: Irlam Drive Existing Conditions

- 2.7 County Road (A5208) is a dual-carriageway road measuring approximately 18.0m wide (including a central reservation) and is subject to a posted 30mph speed limit. The A5208 is the main road through the centre of Kirkby providing access to the site and town centre from destinations further afield. There are double-yellow lines along both sides of County Road (A5208) to prevent any on-street parking from taking place.

Pedestrian and Cycle Infrastructure

- 2.8 There is excellent pedestrian infrastructure throughout the local area presenting the opportunity to encourage walking to and from the site in the future. There are 5.0m wide, continuously lit footways flanking both sides of St Chad's Drive. These footways are continuous on both sides onto Webster-Drive to the south and Irlam Drive to the north as well as County Road (A5208) to the northeast and north of the site, presenting a continuous, safe and convenient pedestrian network in this town centre location. The footways along St Chad's Drive and Webster-Drive are pictured in **Photographs 7 and 8** below.



Photograph 7: St Chad's Drive Footway



Photograph 8: Webster-Drive Footway

- 2.9 The footway along the western side of St Chad's Drive also connects into the fully pedestrianised areas of Kirkby Market and Kirkby town centre, where an abundance of amenities are located and vehicles are not permitted. The pedestrianised Kirkby Market and town centre are displayed in **Photographs 9 and 10** below.



Photograph 9: Kirkby Town Centre



Photograph 10: Kirkby Market

2.10 The pedestrian footways throughout the local area are supported by an array of conveniently positioned pedestrian crossing points to further enhance pedestrian movements. The most notable pedestrian crossing point is a signalised crossing located approximately 50m northeast of the site along St Chad's Drive formed of dropped kerbs with tactile paving and road markings. In addition, there are multiple pedestrian crossing facilities composed simply of dropped kerbs with tactile paving throughout the local area, with such infrastructure in place close to the exiting northern access to the site. The signalised crossing along St Chad's Drive and crossing facility close to the northern site access are pictured in **Photographs 11** and **12** below.



Photograph 11: St Chad's Drive Signalised Crossing



Photograph 12: St Chad's Drive Tactile Crossing

2.11 To the south of the site at the St Chad's Drive/Webster-Drive priority junction, there is a pedestrian refuge island equipped with dropped kerbs, tactile paving and bollards to assist with pedestrian crossing in this location. Whilst at the Webster-Drive/Cherryfield Drive signalised junction there is a signalised crossing point formed of a refuge island with dropped kerbs, tactile paving, bollards, barriers and road markings, supporting safe and convenient movement. Both pedestrian crossing facilities are shown in **Photographs 13** and **14**.



Photograph 13: St Chad's Drive/Webster-Drive Refuge Crossing



Photograph 14: Webster-Drive/Cherryfield Drive Signalised Crossing

- 2.12 To the northeast of the site along Irlam Drive, there is a zebra crossing positioned approximately 100m from the site formed of a raised table with road markings, tactile paving and belisha beacons. Whilst at the Irlam Drive/County Road (A5208) signalised junction, there are multiple signalised crossing points composed of refuge islands with bollards, barriers, dropped kerbs, tactile paving and road markings to assist in providing safe movement. The zebra crossing along Irlam Drive is displayed in **Photograph 15**.



Photograph 15: Irlam Drive Zebra Crossing

- 2.13 As outlined previously, the site benefits from being located in Kirkby town centre and therefore is located within a highly accessible area with an array of local amenities nearby, as detailed in further below. Consequently, there is excellent potential to promote walking as the main travel mode daily to residents from the site in the future. **Figure 2** below outlines the areas that can be reached from the site within a 5-minute (orange), 10-minute (red) and 15-minute (blue) walk.

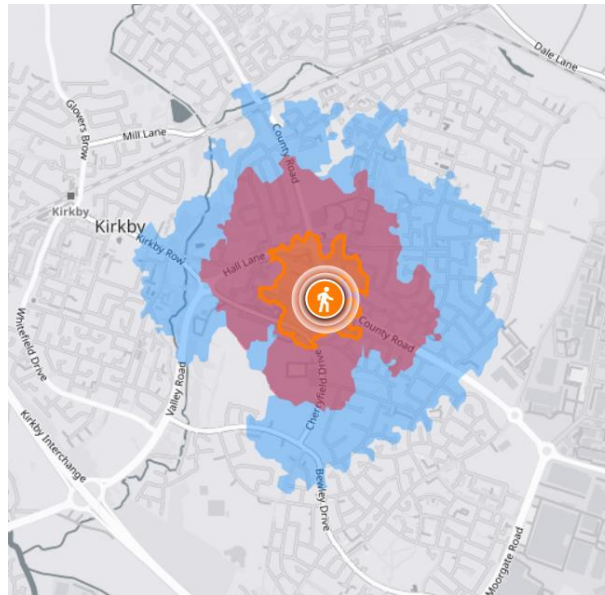


Figure 2: Walking Isochrone Map (Source: TravelTime.com)

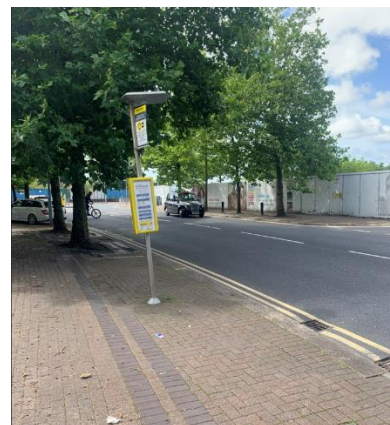
- 2.14 Due to the nature of the proposed development and the town centre location, cycling is unlikely to be a highly utilised mode of travel nor would it be essential considering all required amenities and facilities are within walking distance. Despite this, the local area is conducive to cycling activity as it is a low-speed environment with all surrounding roads being wide to allow for safe and suitable overtaking manoeuvres. Therefore, cycling would be promoted to future site users.

Public Transport

- 2.15 The site also benefits from being located close to local public transport links, offering an excellent opportunity to promote sustainable travel to and from the proposed development. The nearest bus stops are positioned approximately 200m south of the site along Webster-Drive, with both a westbound and an eastbound stop available. Both bus stops are identified by a flagpole with a printed timetable and a raised kerb. Both bus stops are pictured in **Photographs 16** and **17**. These two bus stops are served by frequent services to destinations such as Liverpool, Westvale and St Helens.



Photograph 16: Eastbound Bus Stop



Photograph 17: Westbound Bus Stop

2.16 Further services to destinations such as Huyton and Tower Hill are available from additional bus stops located 350m north of the site along Hall Lane (A506). Kirkby bus station is also situated within walking distance of the site being located 450m west (6-minutes' walk) along Cherryfield Drive, where an array of bus services are accessible. A summary of the frequent bus services available in the local area is provided in **Table 1** below.

Service	Bus Operator	Bus Stop Location	Bus Route	Frequency		
				Mon-Fri	Sat	Sun
14a	Stagecoach Merseyside and South Lancashire	Hall Lane (A506)/Kirkby Bus Station	Liverpool City Centre – Everton – Norris Green – Croxteth – Gillmoss – Kirkby	Every 30 Minutes	Every 30 Minutes	Every 30 Minutes
17a	Stagecoach Merseyside and South Lancashire	Kirkby Bus Station	Liverpool City Centre – Anfield – Walton – Kirkby – Knowsley	Hourly	Hourly	Hourly
19	Stagecoach Merseyside and South Lancashire	Webster-Drive/Kirkby Bus Station	Liverpool City Centre – Everton – Walton – Gillmoss – Kirkby	Every 12 Minutes	Every 12 Minutes	Every 20 Minutes
20	Stagecoach Merseyside and South Lancashire	Hall Lane (A506)/Kirkby Bus Station	Liverpool City Centre – Kirkdale – Walton – Kirkby – Tower Hill	Every 15 Minutes	Every 20 Minutes	Every 30 Minutes
21	Stagecoach Merseyside and South Lancashire	Kirkby Bus Station	Liverpool City Centre – Kirkdale – Walton – Kirkby – Northwood	Every 15 Minutes	Every 20 Minutes	Every 30 Minutes
97/97a	Stagecoach Merseyside and South Lancashire	Webster-Drive/Kirkby Bus Station	Westvale – Kirkby – Southdene	Every 30 Minutes	Every 30 Minutes	No Service
133	Hattons Travel	Webster-Drive/Kirkby Bus Station	Waterloo – Crosby – Maghull – Westvale – Kirkby	Hourly	Hourly	No Service
217	Stagecoach Merseyside and South Lancashire	Hall Lane (A506)/Kirkby Bus Station	Tower Hill – Bootle – Walton – Westvale – Kirkby – Knowsley – Huyton	Every 30 Minutes	Every 30 Minutes	Every 2 Hours
289	Huyton Travel	Webster-Drive/Kirkby Bus Station	St Helens – St Anns – Prescott – Kirkby	Hourly	Hourly	No Service
297	Hattons Travel	Webster-Drive/Kirkby Bus Station	St Helens – Grange Park – Prescott – Knowsley – Kirkby	Every 1 – 2 Hours	No Service	No Service
319	Stagecoach Merseyside and South Lancashire	Kirkby Bus Station	Skelmersdale – Pennylands – Westvale – Kirkby	Every 30 Minutes	Every 30 Minutes	Hourly

Table 1: Summary of Local Bus Services

2.17 As summarised within **Table 1**, there an array of highly frequent bus services available from the nearby bus stops and bus station, offering an excellent opportunity to promote sustainable travel from the site to residents and visitors in the future.

- 2.18 In addition, the proposed development would also benefit from being located near to Kirkby railway station, which is located approximately 1.5km northwest of the site and can be accessed directly via the 97-bus service with the journey taking approximately 6-minutes. Kirkby railway station is formed of 1 platform positioned along the Northern Line and is managed by Merseyrail. Liverpool Central is directly accessible from Kirkby railway station with the journey taking approximately 18-minutes and services running every 15-minutes.
- 2.19 Overall, the location of the site offers an excellent opportunity to create a sustainable development due to the great pedestrian infrastructure in place throughout the local area to support movement to the array on nearby amenities, as well as the excellent public transport network offering the opportunity to promote sustainable to and from the site.

Accessibility to Local Amenities

- 2.20 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.
- 2.21 Additionally, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15 minutes to 17 minutes.
- 2.22 The location of the site in proximity to the local amenities offers an excellent opportunity to develop a sustainable site. A summary of a select few of the key amenities that would of interest to the demographic of the proposed development within the locality of the site is presented in **Table 2** below, applying the average walking speed of 1.4m/s as classified in CIHT's 'Providing for journeys on foot' (2000, Table 3.2).

Amenity	Approximate Distance	Approximate Walking Journey Time
St Chad's Health Centre	30m	1 Minute
Kirkby Market	45m	1 Minute
The Premiere (Public House)	70m	1 Minute
The Market Plaice (Fish & Chips)	100m	1 Minute
Morrisons (Supermarket)	100m	1 Minute
Kirkby Post Office	150m	2 Minutes
Santander (Bank)	170m	2 Minutes
Kirkby Town Chemist	210m	3 Minutes
McDonalds (Fast Food)	240m	3 Minutes
Costa Coffee (Café)	250m	3 Minutes
B&M Bargains (Discount Store)	350m	5 Minutes
Kirkby Bus Station	450m	6 Minutes

Table 2: Proximity to Local Amenities

2.23 As outlined within **Table 2**, there are multiple key amenities within walking distance of the site that would appeal to the demographic of the proposed development. In particular, facilities such as Morrisons and St Chad's Health Centre would be of importance use daily. All of the facilities listed within **Table 2** are located within the 10-minute walk (800m distance) characterised as a 'walking neighbourhood' in DfT's 'Building Sustainable Transport into New Developments' document. Furthermore, **Table 2** only includes a select few of the nearby amenities with many more available throughout Kirkby town centre, Kirkby Market and Kirkby Retail Park within similar distances.

2.24 The location of the site also aligns with the factors set out in paragraph 106 of the NPPF, as the length of journeys required to reach destinations are minimal, there is a wide range of sustainable transport options and there is a strong provision for attractive and well-designed walking networks.

Personal Injury Accident (PIA) Data

2.25 In order to assess the safety and operational situation of the existing local road network, Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recent 5-year period between 2018 - 2022. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of accidents that have occurred in the locality of the site. All incidents to have occurred within a 300m radius of the site access within the specified 5-year period are indicated within **Figure 3** below.



Figure 3: Personal Injury Accident (PIA) Data 2018 - 2022 (Source: Crashmap)

- 2.26 As per **Figure 3**, there have been a total of 8 incidents inside a 300m radius of the site access within the most recently recorded 5-year period (2018 – 2022). This equates to an average of less than 2 incidents per year, which is considered low when taking into account the town centre location. Additionally, it is worth noting that all 8 incidents were classified as ‘slight’ in severity, with none proving serious or fatal.
- 2.27 Furthermore, none of the incidents took place in the direct vicinity of the site access, with the nearest occurring 130m northwest of the site along Irlam Drive. Of the 8 incidents, 3 involved pedestrian casualties with two taking place at the Webster-Drive/Cherryfield Drive signalised junction and the other occurring along County Road (A5208). It is not anticipated that either of these locations would be within the general desire line of residents walking from the site and therefore not likely to impact the proposed development.
- 2.28 Overall, when considering the location, frequency and severity of the incidents that have occurred inside a 300m radius of the site within the latest 5-year period (2018 – 2022), along with the number of pedestrian casualties involved in these incidents, it is concluded that there is no significant accident history within the vicinity of the site that would be exacerbated by the proposed development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development is for a 53-unit (37 one-bed and 16 two-bed) Retirement Living development with access taking from St Chad's Drive in Kirkby. The proposed site layout is attached within **Appendix A**.
- 3.2 'Retirement Living' developments are designed to accommodate elderly persons who require limited support to allow them to live a relatively independent life. It consists of individual apartments for the residents, but includes communal facilities such as resident lounges and communal laundry. The scheme is minimally staffed with only a house manager on duty during office hours, and an alarm call system is in place for residents to call for help in an emergency outside of office hours.
- 3.3 McCarthy Stone developments are typically age-restricted to 55 and above, however the average age of entry to McCarthy Stone Retirement Living developments has been found to be 78 years.
- 3.4 The decision to move into a McCarthy Stone development is driven by age and needs, with residents usually choosing to move into a Retirement Living apartment as their current home no longer meets their required needs due to the size of the property or location, with key amenities such as supermarkets and pharmacies no longer accessible.

Access Arrangements

- 3.5 As detailed previously, there are currently two existing vehicle access points to the site, with both positioned along St Chad's Drive approximately 40m apart. As part of the development, it is proposed that the northern access will be stopped, with the southern access utilised to serve the Retirement Living development. The southern access is currently in the form of a bellmouth measuring 6.0m wide, however, as part of the development proposals this will be narrowed to 5.5m. Two-way vehicle movement is achievable at the site access as demonstrated within **Appendix B**.
- 3.6 As the northern access will be stopped up and all vehicle trips will be routed through one access point along St Chad's Drive, as well as the estimated reduction in vehicle trips (detailed in further in the following section), it is concluded that the proposed vehicular access arrangements are an improvement when compared to the existing.
- 3.7 Pedestrian access will be provided on the northern side of the access via a continuation of the existing footway along the site frontage. This will be formed of a 1.5m wide footway continuing from the existing footway into the site. A 1.5m wide footway will also be provided along the perimeter of the building to provide access into the apartments. Therefore, sufficient pedestrian access will be provided.

Visibility

- 3.8 As part of a robust assessment, a visibility splay assessment has been undertaken to ensure that suitable visibility can be achieved, despite the improved access arrangements. Based on Manual for Streets (MfS) guidelines for a road subject to a 30mph speed limit, visibility splays measuring 2.4m x 43m have been drawn in both directions from the proposed access. As displayed in **Appendix B**, suitable visibility is achievable in both directions.

Parking Provision

- 3.9 Knowsley Borough Council do not provide any specific car parking standards for Retirement Living developments, therefore independent car parking research undertaken by McCarthy Stone into the average car parking demand at existing McCarthy Stone sites has been consulted.
- 3.10 The McCarthy Stone independent car parking research identifies an average total parking demand of 0.55 spaces per unit for all open market schemes (data contained within **Appendix C**). For the proposed 53 Retirement Living units this would equate to 29 parking spaces. However, it is important to note that this research is based on general McCarthy Stone developments, whilst the proposed site will provide affordable retirement accommodation and therefore a lower car ownership rate is anticipated.
- 3.11 The proposed development will provide 22 car parking spaces (2 designated to Blue Badge holders), equating to 0.42 spaces per units.
- 3.12 In addition to the above, the McCarthy Stone research demonstrates that 33.9% of residents give up their car in the year of entry to the development with 14.3% of residents giving up their car in the year following entry. As part of the independent research (**Appendix C**) reasons for giving up their cars was explored, with **Table 3** outlining the various motives and percentage of residents who stated the reason.

Reason	Percentage 'Retirement Living'
Health Reasons, including poor eyesight and slow reactions	26.4%
Age, including safety concerns, tired of driving, lack of confidence, DVLA requirement	35.8%
No need, including use of good public transport	18.8%
Death of spouse	5.7%
Sold or gave away car	
Financial reasons	5.7%
No garage available	
One car sufficient – retained other car	
No reason given	7.5%

Table 3: Reason for Giving Up Car Ownership

- 3.13 Moreover, the site is located in a highly accessible area as previously discussed, with excellent access to public transport in the form of buses and the train and use of such sustainable modes of transport will be encouraged through the accompanying Travel Plan.
- 3.14 Furthermore, a similar application by McCarthy Stone for a 53-unit affordable Retirement Living site in Huyton (ref: 23/00075/FUL) was granted in July 2023. A slightly lower parking provision of 20 spaces for 53 apartments was accepted by Knowsley Council. Therefore, the proposed parking provision for this scheme is deemed suitable.
- 3.15 Each standard car parking space will measure 2.5m (width) x 5.0m (length), which is in excess of the minimum dimensions of 2.4m (width) x 4.8m (length) for a standard car parking space set out within Manual for Streets (MfS) in the absence of any guidance within Knowsley's Parking SPD. A vehicle tracking assessment has been undertaken, which confirms that sufficient vehicle manoeuvrability can be achieved throughout the parking layout as demonstrated in **Appendix D**.
- 3.16 Mobility scooter storage has been made available, with space for up to 7 buggies. The independent research undertaken by McCarthy Stone (**Appendix C**) also outlines the average level of mobility scooter ownership, which equates to the provision of 0.079 buggy spaces per apartment. In relation to the proposed 53-unit Retirement Living development, this would equate to a requirement of 4 mobility scooter spaces. Therefore, the buggy store provided is sufficient for accommodating the expected demand.
- 3.17 Furthermore, McCarthy Stone have undertaken independent research into cycle ownership across their sites, as also listed within **Appendix C**. For Retirement Living developments, the cycle ownership per apartment is 0.0289, therefore equating to 1 space for the proposed 53-units. The mobility scooter store provided will be suitable to provide flexible storage, with ample space to suit the expected demand of both uses.

Fire and Refuse Servicing

- 3.18 Sprinkler systems will be installed within each unit in the case of an emergency situation. From the roadside along St Chad's Drive a fire tender is able to get within 75m of all parts of the building in line with paragraph 50.1.2 'Buildings not fitted with fire mains' of the BSI 9991:2015 Code of Practice document. Consequently, a fire tender is not required to access the internal area of the site.

- 3.19 On the other hand, a refuse vehicle would be required to access the site in order to get within 10m of the refuse store in line with the maximum drag distance of Eurobins for refuse operatives outlined in Manual for Streets (MfS). As demonstrated within **Appendix E**, the appropriately sized refuse vehicle is able to enter, turn within and exit the site in a forward gear whilst getting within 10m of the refuse store. Therefore, a suitable refuse collection strategy would be in place at the proposed development.

4. TRIP GENERATION

- 4.1 The subsequent section of this Transport Statement (TS) assesses the likely vehicular trip generation rate associated with the proposed development through consulting the TRICS database.

Existing Trip Generation

- 4.2 As detailed throughout this Transport Statement (TS), the existing site is currently occupied by a council-owned temporary car park with 88 marked bays. In order to present a robust trip generation assessment, a first principles approach has been taken to estimate the likely trip rate of the car park.
- 4.3 An assumption has been made that each of the 88 car parking spaces would be occupied once throughout a single day as a robust case, which would equate to 88 arrivals and 88 departures, therefore totalling 176 two-way vehicle trips. This equates to an average of 15 vehicle trips per hour across a 12-hour period.

Proposed Trip Generation

- 4.4 In order to estimate the number of two-way vehicular trips that the proposed development would generate, a TRICS assessment has been undertaken using 'Retirement Flats' as the closest approximation. Overall, the following parameters have been utilised as part of the consultation:
- TRICS v.7.10.3 database;
 - Land use: 'Residential', 'Retirement Flats';
 - Survey sites in England and Wales (excluding Greater London);
 - 17 – 88 dwellings;
 - Weekday surveys only; and
 - 'Edge of Town Centre' and 'Suburban Area' locations.

- 4.5 The results of the TRICS assessment are outlined in **Table 4**, with the full outputs attached within **Appendix F**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			12-hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
'Retirement Flats' trip rate per 1 dwelling	0.055	0.075	0.130	0.048	0.041	0.089	1.775
Proposed Retirement Living Development (53-units)	3	4	7	3	2	5	94

Table 4: Proposed Trip Rate

- 4.6 As set out within **Table 4**, the proposed 53 Retirement Living units are expected to generate 7 two-way vehicle trips in the AM peak, 5 two-way vehicle trips in the PM peak and a daily total of 94 vehicle trips. This equates to one vehicle trip every 9-minutes in the AM peak, one vehicle trip every 12-minutes in the PM peak and an average of 8 vehicle trips per hour across a single day.
- 4.7 In addition to the above TRICS assessment, the McCarthy Stone independent research into trip generation at existing developments has also been consulted, with the outputs summarised in **Table 5** below.

	AM Peak	PM Peak	Total (12HR)
Trip Rate per dwelling	0.06	0.08	1.55
Vehicle trips (53 apartments)	3	4	82

Table 5: McCarthy Stone Independent Trip Generation Research

- 4.8 As outlined in **Table 5**, the McCarthy Stone trip generation research has found that there are 0.06 two-way vehicular trips per unit in the AM peak, 0.08 two-way vehicular trips per unit during the PM peak and a total of 1.55 two-way vehicular trips per unit across a 12-hour daily period (0700 – 1900). Therefore, the research suggests that the proposed 53 Retirement Living units would generate 3 two-way vehicular trips in the AM peak, 4 two-way vehicular trips in the PM peak and a total of 82 two-way vehicular trips across a 12-hour daily period (0700 – 1900). This is a reduced estimation in comparison to the TRICS data.

Net Traffic Impact Assessment

- 4.9 A net traffic impact assessment has been completed to establish the estimated impact of the proposed development on the local road network through comparing the above trip generation assessments. When compared to the exiting car park through utilising the first principles approach and TRICS data, the proposed development is expected to result in a significant reduction of 82 vehicle trips across a single day.
- 4.10 Additionally, when applying the McCarthy Stone independent trip generation research instead, an enhanced reduction of 94 vehicle trips is estimated.
- 4.11 The National Planning Policy Framework (NPPF) (September 2023) states in paragraph 111 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 would be severe'.

- 4.12 Consequently, as it is estimated that the trip rate generated by the proposed development will not have any significant impact on the operation and safety of the local highway and would in fact lead to the betterment of the road network, it is concluded that there proposed development is acceptable in relation to trip generation.

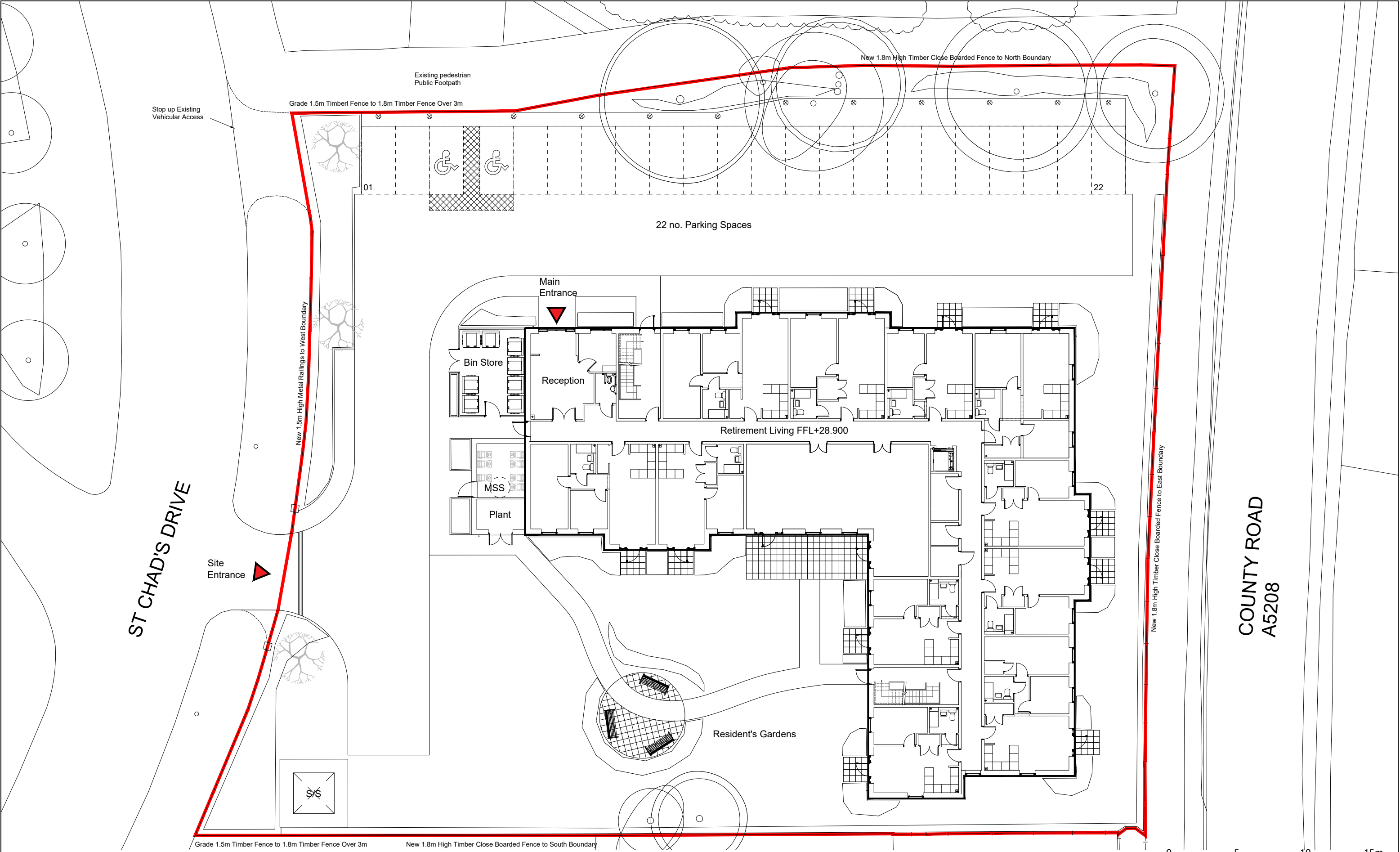
5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a planning application for an affordable Retirement Living development comprising 53 units (37 one-bed and 16 two-bed) at St Chad's Drive, Kirkby.
- 5.2 The proposed development site is located in Kirkby town centre and is therefore in a highly sustainable area with an abundance of local amenities within walking distance that would appeal to the demographic of the proposed development, with Kirkby town centre, market and retail park all nearby. The local area has an extensive pedestrian network to support movement to these nearby amenities in the form of wide footways and conveniently positioned pedestrian crossings. Future site users would also greatly benefit from the excellent local public transport network, with an array of frequent bus services to destinations such as Liverpool and St Helen's available from the nearby bus stops and bus station, and Kirkby railway station also available to provide quicker services into Liverpool as well.
- 5.3 There are two existing access points to the site along St Chad's Drive, with it proposed that the northern access is stopped up whilst the southern access will be modified slightly to measure 5.5m wide, with two-way vehicle movement achievable. Sufficient visibility is also achievable in both direction from the proposed access based on MfS guidelines. A 1.5m footway link into the site will also be provided on the northern side of the access to ensure suitable pedestrian access is provided.
- 5.4 Owing to the affordable nature of the proposed scheme, as well as the excellent public transport and accessibility of the site, and an identical parking provision being accepted for a similar scheme, the proposed parking provision of 22 spaces equating to 0.42 spaces per unit is deemed sufficient to accommodate all demand with the site whilst ensuring that no overspill occurs onto the local road network.
- 5.5 All car parking spaces will measure 2.5m (width) x 5.0m (length) with a minimum reversing aisle width of 6.0m, which is in excess of Manual for Streets (MfS) guidelines. A vehicle tracking assessment has been successfully undertaken demonstrating that suitable vehicle manoeuvres can be achieved throughout.
- 5.6 In line with the anticipated bicycle / scooter ownership rate based on independent McCarthy Stone research, a flexible mobility scooter / bicycle store will be provided.
- 5.7 Suitable fire and refuse strategies will be in place, with sprinklers provided within each apartment and a fire tender able to get within 75m of all parts of the building from the roadside in line with BSI 9991:2015 Code of Practice guidelines. Whilst a refuse vehicle is able to enter, turn and exit the site in

a forward gear whilst getting within 10m of the refuse store in line with Manual for Streets (MfS) guidance.

- 5.8 A net traffic impact assessment has been completed to establish the estimated impact of the proposed development on the local road network through comparing the above trip generation assessments. When compared to the existing car park through utilising the first principles approach and TRICS data, the proposed development is expected to result in a significant reduction of 82 vehicle trips across a single day as a robust case. It is concluded that the proposed development will lead to an improved operation of the local road network.
- 5.9 The National Planning Policy Framework (NPPF) (September 2023) states in paragraph 111 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 would be severe'.
- 5.10 Paul Basham Associates would therefore encourage the local highway and planning authority at Knowsley Council to look favourably upon this development from a highways and transportation perspective.

Appendix A



1002
01

Proposed Site Plan
Scale 1:250

- Notes:
- All drawings are subject to Planning and Building Control consent.
 - The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors
 - Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
 - All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately



Rev. Date Details

Drawn Chkd

Rev. Date Details

Drawn Chkd

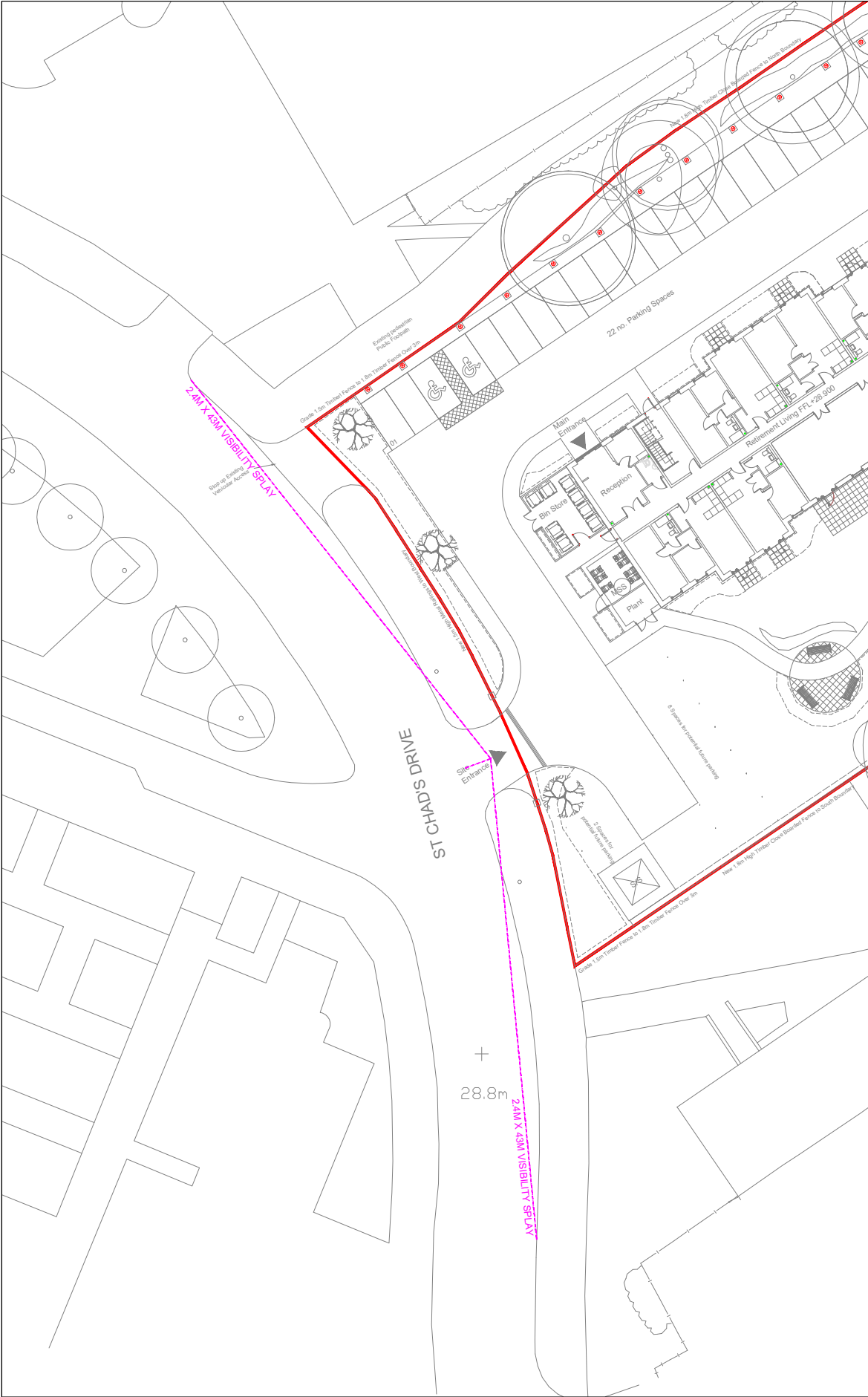
Drawn By: MP
Date: 17.11.23
Checked By: MA
Date: 17.11.23
Project No: 23046
Scale: 1:250 @A3
Dwg No: 1002
Rev: P1

Issued for: **PLANNING ISSUE**
Project/Client: Project Evolve RL Scheme, St Chad's Drive
Drawing: Proposed Site Plan
Kirkby, McCarthy Stone

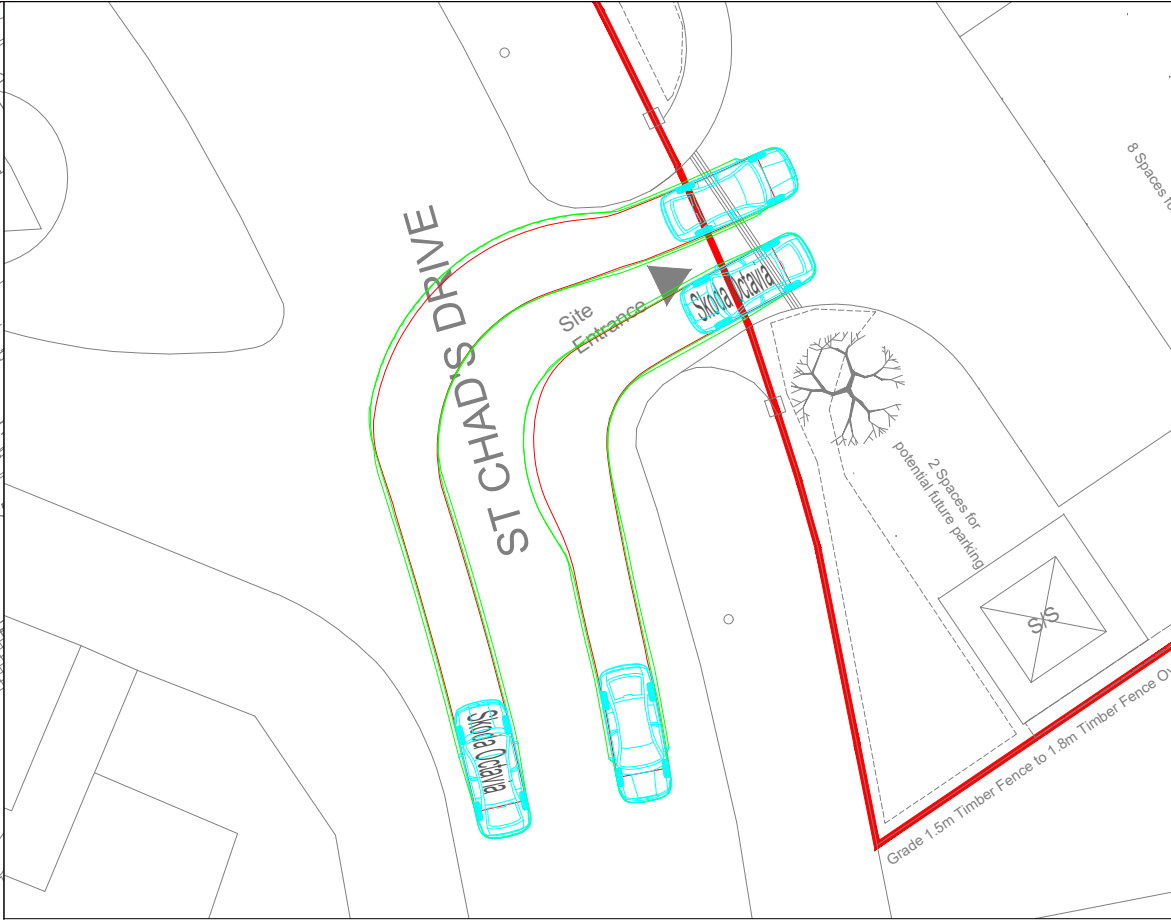
BrightSPACE
architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX
T: (01425) 655806
www.brightspacearchitects.com
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Registered Office: 27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hants, SP6 1QX. Registered Number: 07399038

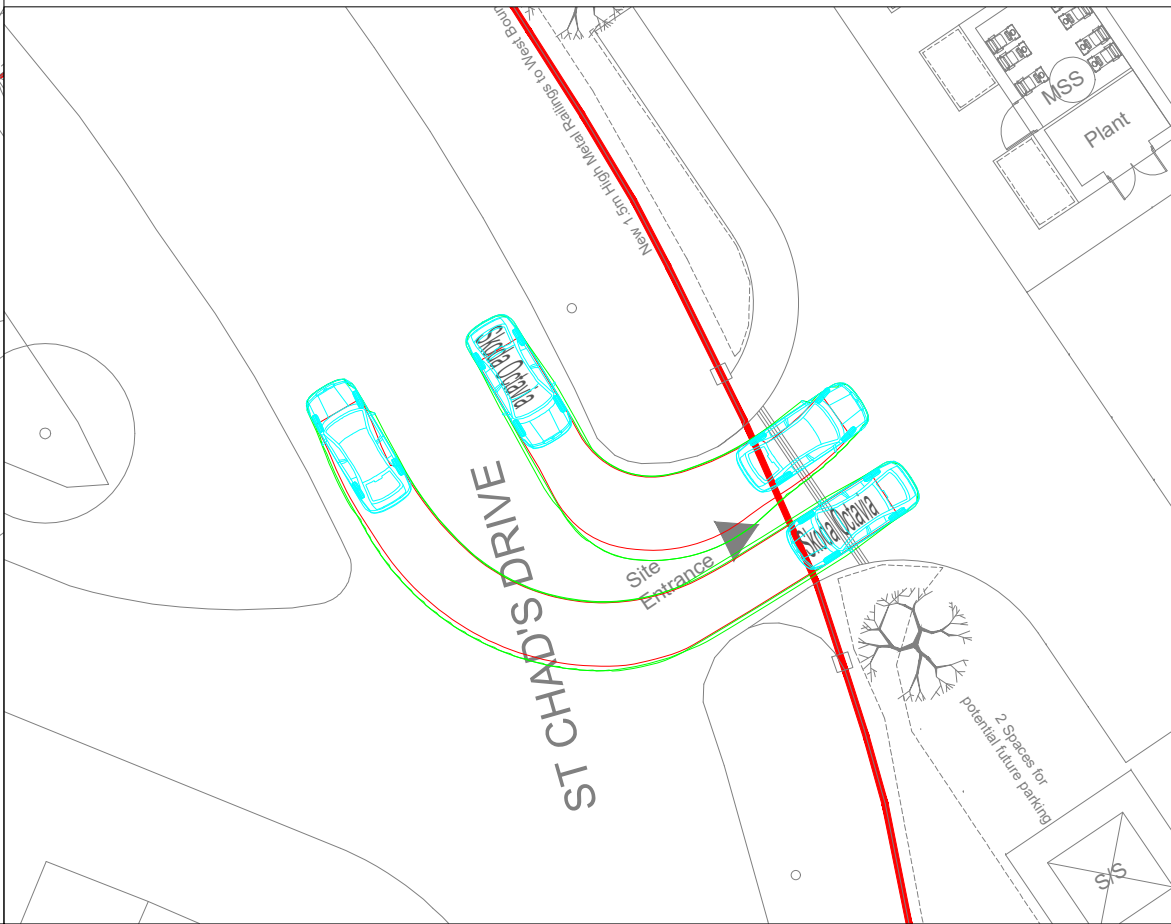
Appendix B



SITE ACCESS VISIBILITY SPLAY ASSESSMENT (1:500)



SITE ACCESS TWO-WAY VEHICLE MOVEMENT RIGHT IN LEFT OUT (1:250)



SITE ACCESS TWO-WAY VEHICLE MOVEMENT LEFT IN RIGHT OUT (1:250)

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VEHICLE PROFILE

Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

P03	UPDATED SITE PLAN	28.11.23	LOM	HLC
P02	UPDATED SITE PLAN	14.11.23	LOM	HLC
P01	FIRST ISSUE	01.08.23	LOM	THP
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
31.07.23	LOM	THP	-	
PBA Project Number		Scale		
501.0014		AS SHOWN (AT A3)		
PBA Drawing No:				Revision
501.0014-0001				P03

Project Name ST CHAD'S DRIVE, KIRKBY	Title SITE ACCESS VISIBILITY AND TRACKING ASSESSMENT	</
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Appendix C

Retirement Living Summary

'Retirement Living' Developments

'Retirement Living' developments are designed to accommodate elderly persons who require limited support to allow them to live a relatively independent life. It consists of individual apartments for the residents, but includes communal facilities such as resident lounges, communal laundry and guest suite where friends or relatives can stay when visiting a resident.

The sites are minimally staffed with only a house manager on duty during office hours, and an alarm call system is in place for residents to call for help in an emergency outside of office hours.

In 2015/2016, resident questionnaires were handed out at 9 developments and traffic surveys were carried out at 7 developments in order to understand the needs of McCarthy & Stone residents and to better inform the design of future schemes.

1. Apartment Occupancy

Occupancy per Apartment Size

Room Type	'Retirement Occupancy Apartment	Rate	Living' per
1 bedroom	1.22		
2 bedroom	1.51		
Combined	1.32		

2. Resident Characteristics

Age of Entry to Developments

	'Retirement Living'
Average Age of Entry	78.1

Cycle Ownership

Vehicle	'Retirement Living' Ownership Rate per apartment
Bicycle	0.0289
Wheelchair	0.008
Buggy	0.079

3. Parking Requirements

Vehicle Parking Demand per Apartment

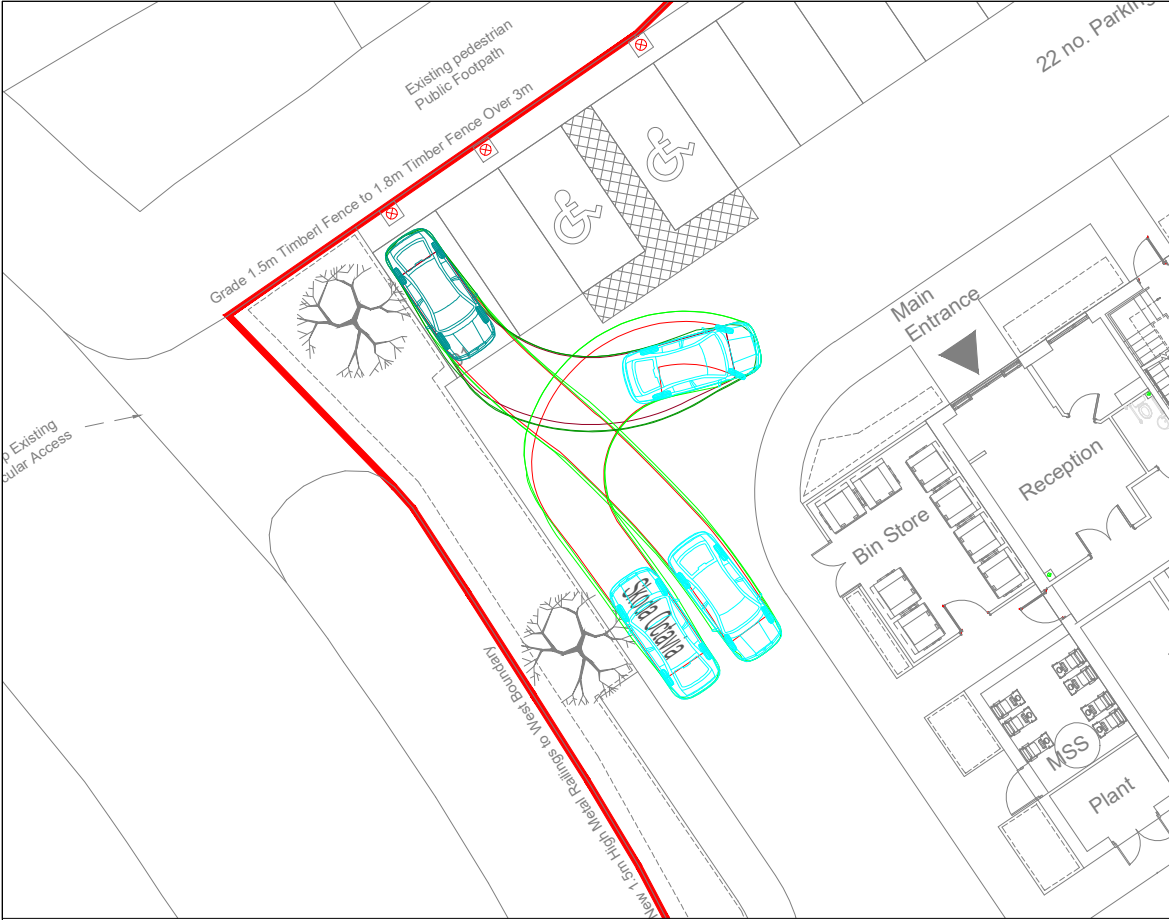
Scenario	'Retirement Living' Parking Demand Rate per Apartment
Residents (Based on 33% of units being 2 bedroom)	0.45
Visitors	0.1
Total	0.55

4. Trip Generation

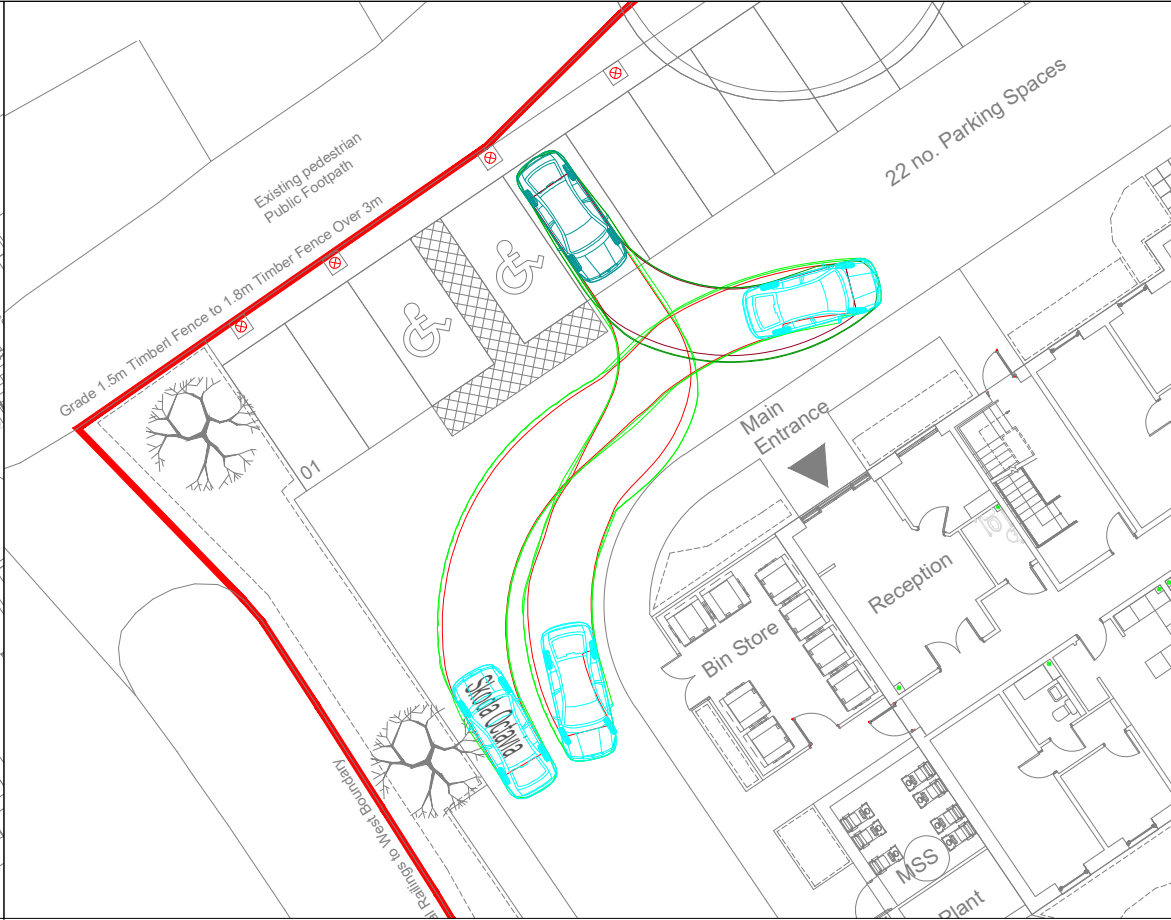
Vehicle Trip Rate per Apartment

	'Retirement Living'
Daily Trip Rate	1.55
AM (0800-0900)	0.06
PM (1700-1800)	0.08

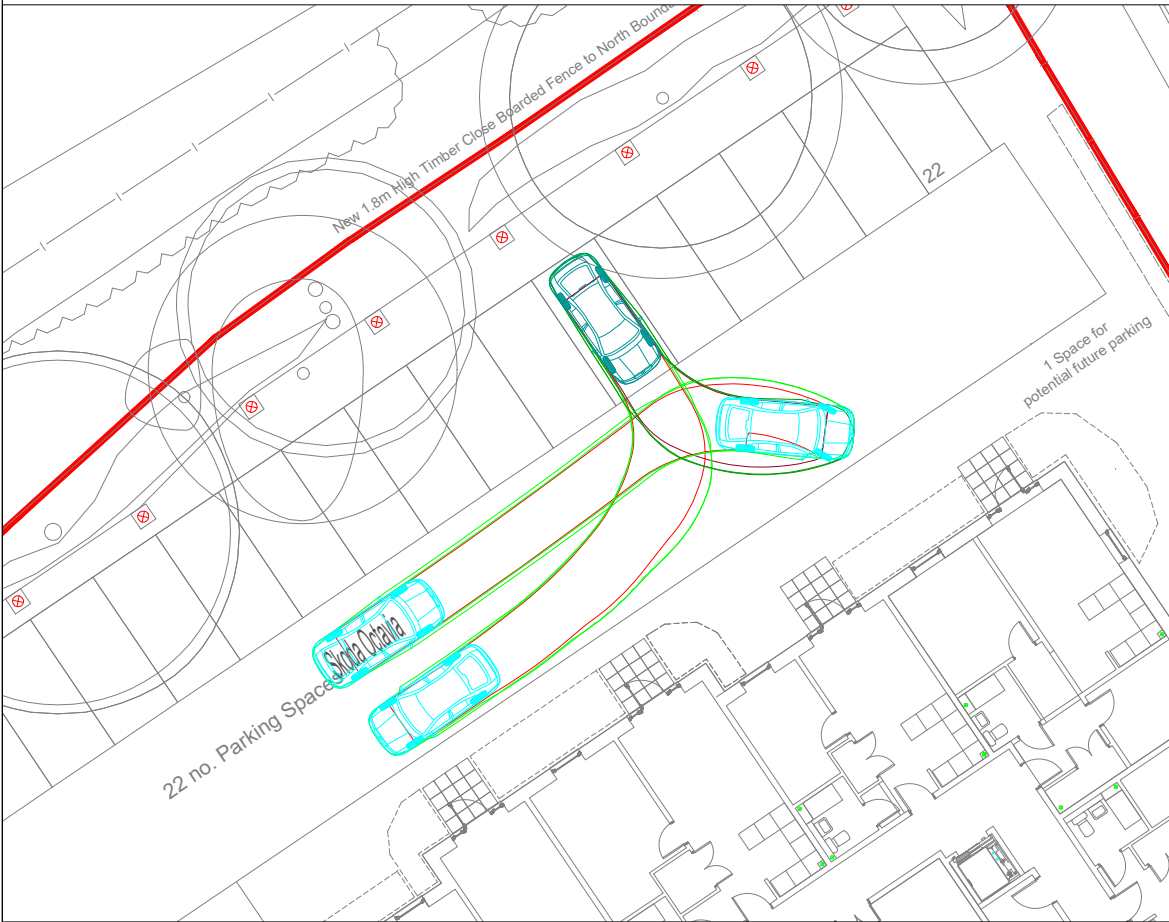
Appendix D



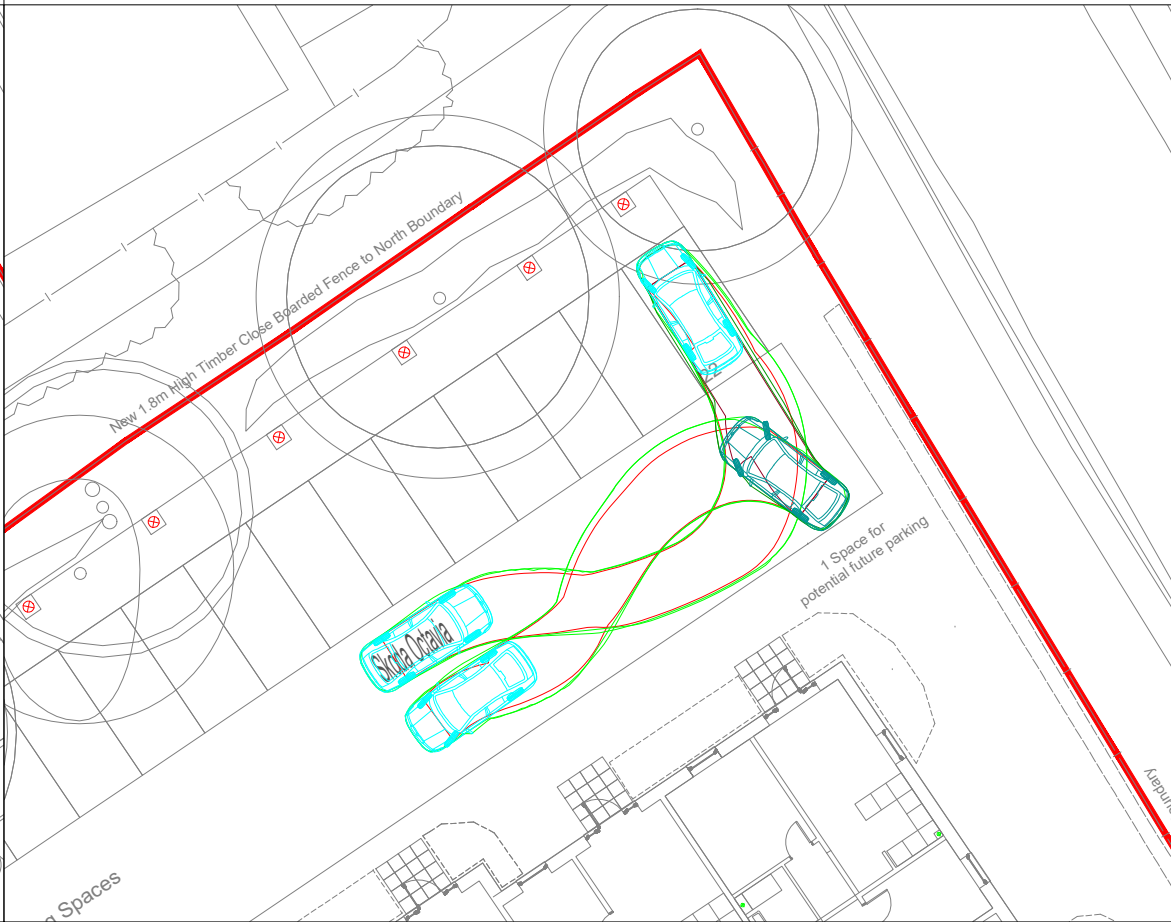
CAR PARK VEHICLE TRACKING SPACE 1



CAR PARK VEHICLE TRACKING SPACE 5



CAR PARK VEHICLE TRACKING SPACE 17



CAR PARK VEHICLE TRACKING SPACE 22

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VEHICLE PROFILE

Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

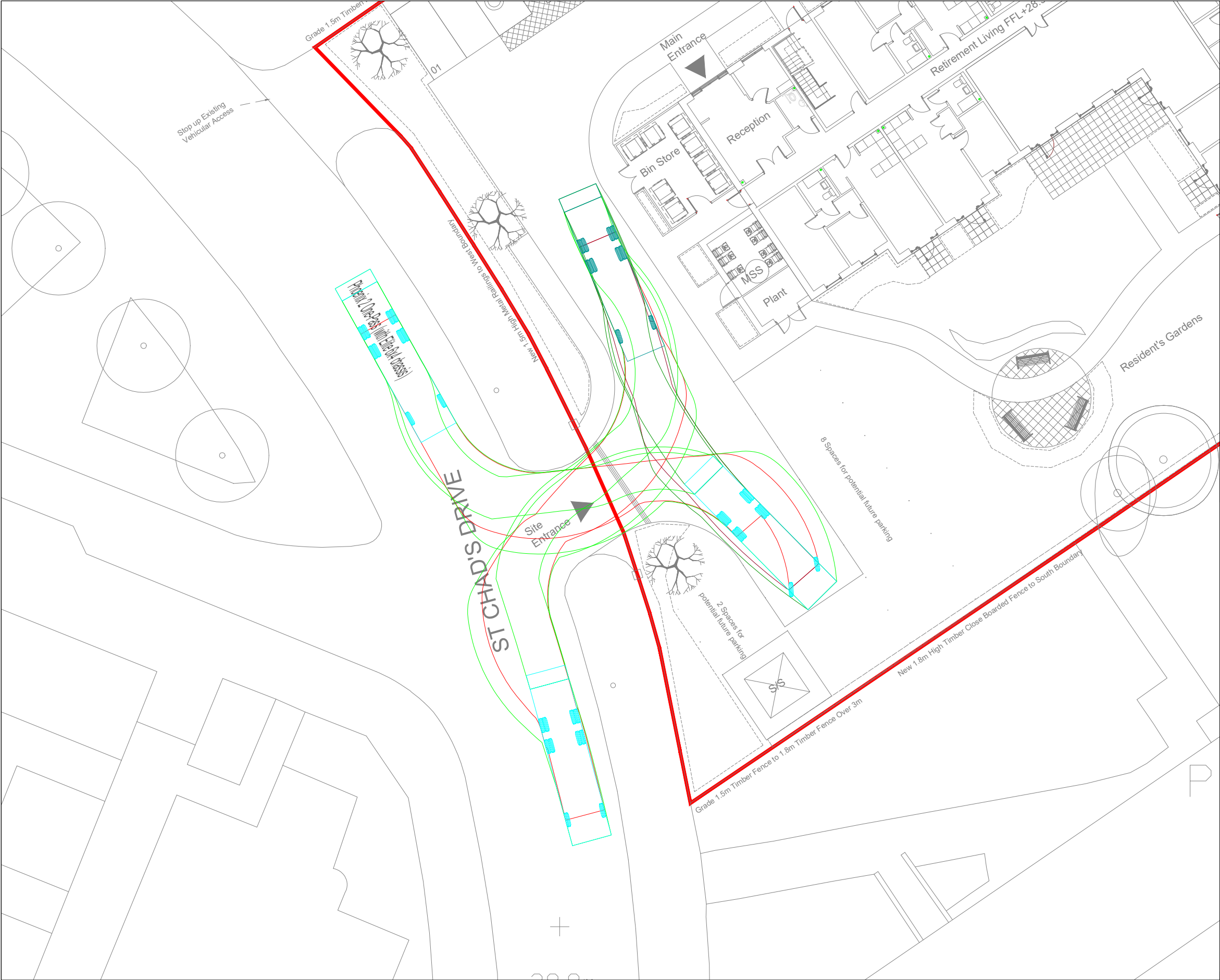
NORTH

P03	UPDATED SITE PLAN	28.11.23	LOM	HLC
P02	UPDATED SITE PLAN	14.11.23	LOM	HLC
P01	FIRST ISSUE	01.08.23	LOM	THP
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
31.07.23	LOM	THP	-	
PBA Project Number		Scale	(AT A3)	
501.0014		1:250		
PBA Drawing No:				Revision
501.0014-0002				P03

Project Name ST CHAD'S DRIVE, KIRKBY Project Phase PRELIMINARY	Title CAR PARK VEHICLE TRACKING ASSESSMENT	paulbasham associates Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com	Client McCarthy Stone <i>Life, well lived</i>	<table><tr><td>Date Created</td><td>Drawn By</td><td>Approved By</td><td>Suitability Code</td></tr><tr><td>31.07.23</td><td>LOM</td><td>THP</td><td>-</td></tr><tr><td colspan="2">PBA Project Number</td><td>Scale</td><td>(AT A3)</td></tr><tr><td colspan="2">501.0014</td><td>1:250</td><td></td></tr><tr><td colspan="3">PBA Drawing No:</td><td>Revision</td></tr><tr><td colspan="3">501.0014-0002</td><td>P03</td></tr></table>	Date Created	Drawn By	Approved By	Suitability Code	31.07.23	LOM	THP	-	PBA Project Number		Scale	(AT A3)	501.0014		1:250		PBA Drawing No:			Revision	501.0014-0002			P03
Date Created	Drawn By	Approved By	Suitability Code																									
31.07.23	LOM	THP	-																									
PBA Project Number		Scale	(AT A3)																									
501.0014		1:250																										
PBA Drawing No:			Revision																									
501.0014-0002			P03																									

QMS2011/v7/021222/JM

Appendix E



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VEHICLE PROFILE

Phoenix 2 One-Pass (with Elite 6x4 chassis)	
Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

NORTH

P03	UPDATED SITE PLAN	28.11.23	LOM	HLC
P02	UPDATED SITE PLAN	14.11.23	LOM	HLC
P01	FIRST ISSUE	01.08.23	LOM	THP
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
31.07.23	LOM	THP	-	
PBA Project Number		Scale	(AT A3)	
501.0014		1:500		
PBA Drawing No:			Revision	
501.0014-0003			P03	

REFUSE VEHICLE TRACKING

Project Name

ST CHAD'S DRIVE, KIRKBY

Project Phase

PRELIMINARY

Title

SWEPT PATH ANALYSIS
FIRE TENDER AND
REFUSE VEHICLE

paulbasham

associates

Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client

McCarthy Stone

Life, well lived

Appendix F

Calculation Reference: AUDIT-247601-231129-1105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
10	WALES	
	BG BRIDGEND	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: No of Dwellings
Actual Range: 25 to 88 (units:)
Range Selected by User: 17 to 88 (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: 01/01/15 to 21/11/22

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 2 days
Tuesday 4 days
Wednesday 1 days
Thursday 1 days
Friday 2 days

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

Selected survey types:

Manual count 10 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 undertaking using machines.

Selected Locations:

Edge of Town Centre 6
Suburban Area (PPS6 Out of Centre) 4

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 9
Built-Up Zone 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 7 days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 10 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:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	6 days
1.6 to 2.0	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	9 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	10 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AL-03-N-01 GROVE AVENUE HALIFAX WHEATLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: TUESDAY 23/10/18	RETIREMENT BUNGALOWS	CALDERDALE	Survey Type: MANUAL
2	BG-03-N-01 PICTON AVENUE PORTHCAWL Edge of Town Centre Residential Zone Total No of Dwellings: 57 Survey date: TUESDAY 18/05/21	RETIREMENT FLATS	BRIDGEND	Survey Type: MANUAL
3	DY-03-N-02 LEAPER STREET DERBY Edge of Town Centre Residential Zone Total No of Dwellings: 35 Survey date: WEDNESDAY 20/10/21	RETIREMENT FLATS	DERBY	Survey Type: MANUAL
4	EC-03-N-01 HOBSON STREET MACCLESFIELD Edge of Town Centre Residential Zone Total No of Dwellings: 33 Survey date: FRIDAY 16/09/16	RETIREMENT FLATS	CHESHIRE EAST	Survey Type: MANUAL
5	KC-03-N-08 CANTERBURY ROAD HERNE BAY EDDINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 88 Survey date: TUESDAY 26/09/17	RETIREMENT FLATS	KENT	Survey Type: MANUAL
6	LN-03-N-01 NEWPORT ROAD LINCOLN ERMINE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 39 Survey date: FRIDAY 28/06/19	RETIREMENT FLATS	LINCOLNSHIRE	Survey Type: MANUAL
7	PB-03-N-02 DOGSTHORPE ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: MONDAY 17/10/16	RETIREMENT FLATS	PETERBOROUGH	Survey Type: MANUAL
8	WK-03-N-01 REGENT STREET ROYAL LEAMINGTON SPA Edge of Town Centre Built-Up Zone Total No of Dwellings: 34 Survey date: MONDAY 21/11/22	RETIREMENT FLATS	WARWICKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-03-N-01 SHORT STREET STOURBRIDGE	RETIREMENT BUNGALOWS	WEST MIDLANDS
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	25	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
10	WS-03-N-03 FITZALAN ROAD LITTLEHAMPTON	RETIREMENT FLATS	WEST SUSSEX
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	38	
	Survey date: THURSDAY	23/09/21	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 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	10	42	0.027	10	42	0.024	10	42	0.051
08:00 - 09:00	10	42	0.055	10	42	0.075	10	42	0.130
09:00 - 10:00	10	42	0.084	10	42	0.116	10	42	0.200
10:00 - 11:00	10	42	0.108	10	42	0.118	10	42	0.226
11:00 - 12:00	10	42	0.111	10	42	0.092	10	42	0.203
12:00 - 13:00	10	42	0.113	10	42	0.084	10	42	0.197
13:00 - 14:00	10	42	0.063	10	42	0.099	10	42	0.162
14:00 - 15:00	10	42	0.082	10	42	0.084	10	42	0.166
15:00 - 16:00	10	42	0.077	10	42	0.077	10	42	0.154
16:00 - 17:00	10	42	0.065	10	42	0.053	10	42	0.118
17:00 - 18:00	10	42	0.048	10	42	0.041	10	42	0.089
18:00 - 19:00	10	42	0.043	10	42	0.036	10	42	0.079
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.876			0.899			1.775

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

25 - 88 (units:)
 01/01/15 - 21/11/22
 10
 0
 0
 2
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.