



ST CHAD'S DRIVE, KIRKBY

TRAVEL PLAN

November 2023

McCarthy Stone

RETIREMENT LIVING DEVELOPMENT
ST CHAD'S DRIVE
KIRKBY

TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

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



Figure 1: Site Location

- 1.3 In addition to this Travel Plan, a Transport Statement has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways.

Purpose of the Travel Plan

- 1.4 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.5 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the developer (McCarthy Stone) and the Local Authority (Knowsley Council). As such the TP will develop

over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.6 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.7 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- Merseyside Local Transport Plan 3 (LTP3) Part One; and
- Knowsley Local Plan Core Strategy (January 2016).

National Planning Policy Framework (NPPF)

2.2 The NPPF (September 2023) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

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 technology 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.*

(NPPF Para.104)

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 congestions 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.

(NPPF Para.105)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 113)

Merseyside Local Transport Plan 3 (LTP3) Part One

2.3 Within this document, Merseyside sets out a vision as a whole and a separate Transport Vision. The general vision states that Merseyside wants *‘to establish our status as a thriving international city region by 2030’* with the specific vision for transport set out as *‘a city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice’*.

2.4 In order to meet these visions, six goals have been set out within the document and are as follows:

- Help create the right conditions for sustainable economic growth by supporting the priorities of the LCR (Liverpool City Regions), the Local Enterprise Partnership and the Local Strategic Partnerships.
- Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.
- Ensure the transport system promotes and enables improved health and well-being and road safety.
- Ensure equality of travel opportunity of all, through transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.
- Ensure the transport network supports the economic success of the city regions by efficient movement of people and goods.
- Maintain our assets to a high standard.

Knowsley Local Plan Core Strategy (January 2016)

2.5 Knowsley Local Plan Core Strategy (2016) sets out a Spatial Vision for Knowsley in 2028. This vision describes the economical, housing, Town Centre Regeneration, transportation, demographical, health, environmental, and character and quality of Knowsley. This Travel Plan looks specifically at the overall spatial vision, housing vision and transportation vision, both have been set out below, alongside the site-specific related objectives.

‘By 2028, Knowsley Borough will be known for its successful suburban townships that provide a sense of place and community, having a sustainable, diverse, more prosperous and healthy population’.

'Knowsley will provide a wide choice of housing to meet needs. Residents will be attracted to the housing on offer and the vibrant, safe and cohesive communities of which it forms part of. Housing renewal projects in Kirkby, North Huyton and Stockbridge Village will be successfully completed. New housing will be provided in sustainable locations, and be well-designed, affordable and form attractive and identifiable neighbourhoods where residents will choose to live.'

'Knowsley's communities will be better connected to local employment opportunities, health care, education, shopping, leisure and recreation provision. Land uses and transport will be well co-ordinated to allow Knowsley's residents, workers and visitors to choose more sustainable forms of transport, including public transport, walking and cycling'.

- 2.6 This document sets out the Strategic Objectives for each visionary section aforementioned. These strategies have been summarised below with reference to site-specific objectives including Housing and Transportation.

Strategic Objective 2 – Well-Balanced Housing Market

'To promote a well-balanced housing market throughout Knowsley by providing a sufficient quantity and mix of high-quality sustainable housing in appropriate locations to meet the needs and demand (including for market, affordable and supported housing).'

- 2.7 This objective supports housing growth in Knowsley, which is needed to redress the imbalances in Knowsley's housing market, such as shortages of affordable housing, accommodation for older people and larger homes, whilst promoting sustainability of new development. The focus will be on meeting the housing needs of those living in Knowsley, including newly emerging households, and attracting new households to settle in Knowsley, hence boosting community sustainability and vitality, and supporting local service provision.

Strategic Objective 6 – Sustainable Transport

'To ensure new development in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services.'

- 2.8 This objective seeks to maintain and improve connectivity both within Knowsley and linking to key destinations in the Liverpool City Region and beyond. The aim is to ensure that new development is appropriately located (including possible colocation with existing development) to reduce the need to travel, and also to maintain and improve access to a choice of travel networks, including those involving walking, cycling and public transport. This includes ensuring that transport is accessible to all living and working within Knowsley through careful design and consideration of the diverse needs of the population, including vulnerable, elderly and disabled people.
- 2.9 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within Knowsley Council and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. LOCAL ACCESSIBILITY

- 3.1 The existing site is a council operated temporary car park with 88 marked parking bays (3 Blue Badge holders) which is free 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.
- 3.2 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

- 3.3 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.
- 3.4 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

3.5 Webster-Drive is a single carriageway road measuring approximately 9.0m wide and is subject to a 30mph speed limit. The road is bordered 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.

3.6 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 by 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

- 3.7 County Road (A5208) is a dual-carriageway road measuring approximately 18.0m wide 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

- 3.8 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, continuous and 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 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

- 3.9 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

3.10 The pedestrian footways throughout the local area are supported by an array of conveniently positioned pedestrian crossing points to further enhance pedestrian movement. 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 crossings 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

3.11 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

3.12 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 at a busy junction. The zebra crossing along Irlam Drive is displayed in **Photograph 15**.



Photograph 15: Irlam Drive Zebra Crossing

3.13 As outlined previously, the site benefits from being located in Kirkby Town Centre and therefore 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.

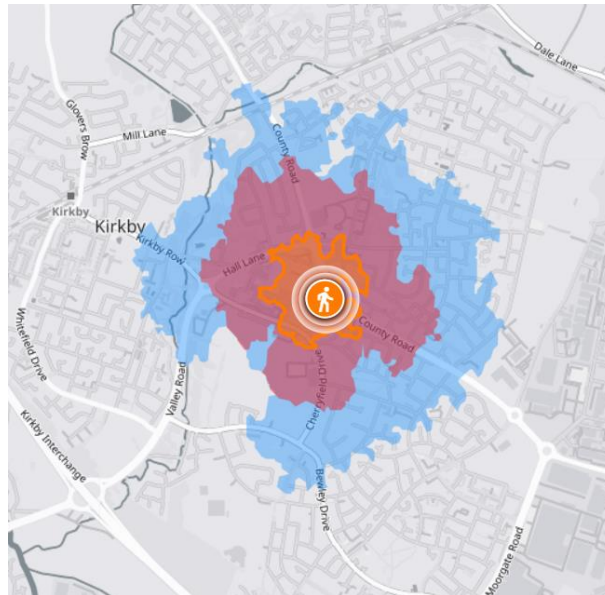


Figure 2: Walking Isochrone Map (Source: TravelTime.com)

- 3.14 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 futures site users.

Public Transport

- 3.15 The site also profits 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 west and eastbound stop available. Both bus stops are identified by a flagpost with a printed timetable and benefits from 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

3.16 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 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

- 3.17 As summarised within **Table 1**, there are 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.
- 3.18 In addition, the proposed development would also benefit from 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.
- 3.19 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

- 3.20 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)'.
- 3.21 Furthermore, 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.
- 3.22 The location of the site in proximity to the local amenities offers an excellent opportunity to develop a sustainable site. A summary of the amenities that would be 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

- 3.23 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.
- 3.24 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.

4. PROPOSED DEVELOPMENT

- 4.1 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**.
- 4.2 '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.
- 4.3 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.
- 4.4 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

- 4.5 As detailed previously, there are currently two existing vehicle access points to the site, with both positioned along St Chad's Drive. 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 it is proposed that this will be narrowed to 5.5m.
- 4.6 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.

Parking Provision

- 4.7 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.

- 4.8 McCarthy Stone's independent parking research has been consulted which identifies an average total parking demand of 0.55 spaces per unit for all open market schemes (data contained within **Appendix B**). 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 is to form part of the Evolve scheme aimed at providing affordable retirement accommodation and therefore a lower car ownership rate is anticipated.
- 4.9 The proposed development will provide 20 car parking spaces (2 designated to Blue Badge holders), equating to 0.38 spaces per units.
- 4.10 In addition to the above, the McCarthy Stone research demonstrates that 26.9% of residents give up their car in the year of entry to the development with 18.5% of residents giving up their car in the year following entry as residents realise they no longer need their own individual car. A questionnaire was undertaken to uncover the reasons that residents choose to give their car, 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

- 4.11 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 throughout the Travel Plan period.
- 4.12 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. An identical parking provision of 20 spaces for 53 apartments was accepted by Knowsley Council. Therefore, the proposed parking provision for this scheme is deemed suitable.

- 4.13 Mobility scooter storage has been made available, with spaces for up to 7 buggies. The independent research undertaken by McCarthy Stone 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.
- 4.14 Furthermore, McCarthy Stone have undertaken independent research into cycle ownership across their sites. 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.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

‘To support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.’

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Travel Plan Targets

5.4 To enable the progression and assessment of the success of the Travel Plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.5 This Travel Plan proposes two targets which should be met over the lifetime of the TP, which we would expect to be implemented for both the residential and commercial elements of the site. These aims are set out in **Table 4** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of journeys made by [single occupancy car/private vehicles] by 5%	End of Year 5
Increase the proportion of trips made by active modes (walking/cycling) by 5%	End of Year 5

Table 4: Travel Plan Targets

5.6 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

5.7 The TRICS database was consulted to obtain multi-modal trip surveys conducted at comparable sites to the proposed Retirement Living units.

5.8 In order to establish the modal split for the Retirement Living units, the TRICS database has been interrogated utilising the following parameters:

- TRICS v.7.10.3 database;
- Land use: 'Residential', 'Retirement Flats';
- Sites in England and Wales (excluding Greater London);
- 17 – 57 Dwellings;
- Weekday surveys only; and
- 'Edge of Town Centre' and 'Suburban Area' locations.

5.9 The results of this assessment are outlined below for trips over a 12-hour period. It should be noted that a percentage of these trips are associated to visitors and staff rather than residents of the development. The outputs of this assessment are attached within **Appendix C**, with the results demonstrated in **Figure 3**.

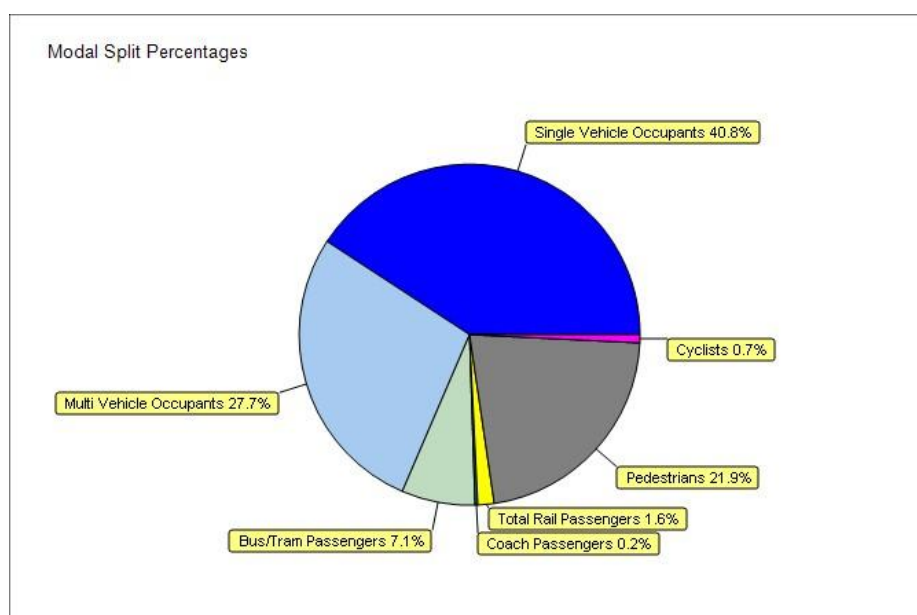


Figure 3: Retirement Living Apartments – Baseline Modal Splits

5.10 It is proposed that to determine the 'actual' travel patterns, surveys would be completed within 3 months of 50% occupation. This would enable a sufficient sample size whilst also providing the opportunity to embed the Travel Plan before too many units are occupied and single occupancy travel becomes habitual.

5.11 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Knowsley Council Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 5**. These are based on the results of multi-modal TRICS assessment, with the modal splits rounded to the nearest whole number, resulting in a slightly higher overall baseline modal share.

Targets	Objective	Baseline Modal Share	Interim Target (End of Year 1)	Interim Target (End of Year 3)	Interim Target (End of Year 5)
TP1	% Of single occupancy vehicle trips	41%	40% (-1%)	38% (-3%)	36% (-5%)
TP2	Number of residents using public transport regularly	9%	10% (+1%)	11% (+2%)	11% (+2%)
TP3	Number of residents walking regularly	22%	22% (+/-0%)	23% (+1%)	24% (+2%)
TP4	Number of residents cycling regularly	1%	1% (+/-0%)	1% (+/-0%)	1% (+/-0%)
TP5	Number of residents car sharing regularly	28%	28% (+/-0%)	28% (+/-0%)	29% (+1%)

Table 5: Indicative Modal Split Targets

5.12 Overall, a 5% reduction in single occupancy vehicle trips is targeted over the 5-year TP period, which is the main aim in reducing pollution and congestion on the local road network. In terms of an increase in sustainable travel over the 5-years, pedestrian levels and public transport use are the main targets with a 2% increase in both modes aimed for, whilst a 1% rise in car sharing is also targeted. No increase in cycling is anticipated due to the nature of the development.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

- 6.2 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 5% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the Transport Statement and Travel Plan submitted as part of the application and by drawing upon community transport solutions.

Key Stages: Preliminary

- 6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Table 6**). These include:
- Appoint a Travel Plan Coordinator (developer);
 - Provide training to the sales staff regarding local travel options and the benefits of the TP;
 - Identify a point of contact for all queries (likely the House Manager);
 - Provision of Resident noticeboard to include:
 - Public Transport Information;
 - Local walking/cycling routes; and
 - Upcoming sustainable travel events.
 - Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits;
 - Key local amenities; and
 - Details of the TPC.

Key Stages: Five Years Following Occupation of 50% of the Development

- 6.5 It is proposed that the TP period would become fully active upon occupation of the 50% of the development and would remain active for 5 years (with a possible reduction to 3 years) following that date. After the 5 years of official monitoring has ended and Knowsley Council have signed off the TP, ownership would pass to the local community.
- 6.6 During the five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, Knowsley Council and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan in **Table 6**.

Modal Measures: Walking/Cycling

- 6.7 This TP has summarised the local walking network and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 6.8 The baseline modal split indicates that walking is a key travel mode for residents at comparable sites, which is expected to be the case for the proposed development due to the availability of well-lit, wide footways, convenient pedestrian crossings and several amenities being within reasonable proximity to the proposed development.
- 6.9 The baseline modal split does not indicate that cycling is a key travel mode for residents at comparable sites, and that is expected to be the case at the proposed site due to the nature of the development. However, it is hoped through promotion of the cycle network that some visitors may travel by cycle where possible.
- 6.10 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily travel or occasional leisure.

Modal Measures: Public Transport

- 6.11 The baseline modal split indicates that 9% of residents at comparable sites travel by public transport and therefore it is considered that the development provides an opportunity to promote bus and rail travel as an alternative mode.
- 6.12 The attractiveness of the bus services, particularly those from Kirkby Bus Station would be supported and promoted through tailored promotions.
- 6.13 Maximising resident and visitor use of public transport would also be supported through highlighting the costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.
- 6.14 The TPC will promote rail services from Kirkby railway station as well as the potential link-trip afforded by various local bus services.

Modal Measures: Car Sharing

- 6.15 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident and visitor interaction and creating a sense of community.
- 6.16 Liftshare is a well-established scheme and would be promoted to residents and visitors to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

- 6.17 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.18 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.
- 6.19 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.

- 6.20 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Personalised Travel Planning

- 6.21 Upon moving into their new home, residents will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication

- 6.22 To ensure the ongoing promotion of the Travel Plan to residents and visitors over its lifespan, a dedicated noticeboard will be established prior to occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.

Local Area and Other Site Users

- 6.23 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, as well as local events and businesses. Engagement with any other local active Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.24 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. It is hoped that residents' own positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by Knowsley Council.

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning following 50% occupation of the development.
- 7.3 The TPC role and contact details will be finalised with Knowsley Council prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support;
 - Liaising with public transport operators, local interest groups, Knowsley Council;
 - Designing and implementing an effective marketing strategy and raising awareness;
 - Attending relevant networking events;
 - Organising travel-based events;
 - Acting as the point of call for all TP enquiries; and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Action Plan

- 7.5 An indicative Action Plan for the application of the Travel Plan has been prepared. As measures are reviewed this Action Plan will be updated through the development of the Travel Plan.
- 7.6 The Action Plan does not yet include dates as these would be dependent on construction schedules and occupation dates. The indicative Action Plan is displayed in **Table 6**.

	Action
Preliminary measures	-TPC to be appointed -Knowsley Council to receive TPCs contact details -Implement 'hard' measures -Discharge of Travel Plan condition
Within 3 months of full occupation	-Prepare site noticeboard with relevant transport information -Prepare and distribute Resident Welcome Packs -Provide training to sales team on sustainable travel options -Prepare TP database for logging feedback -Confirm communication strategy
Walking/Cycling	-Promote local and national events/campaigns -Inform residents of pedestrian routes -Advertise local schemes -Maintain onsite pedestrian areas and buggy/cycle storage
Public Transport	-Provide up-to-date timetables -Consistent reviews of local travel infrastructure -Issuing Travel Information Packs to residents -Promote the use of bus passes to residents
Car sharing	-Promote the benefits of car sharing to residents and visitors -Provide information on how to make use of car sharing
Sustainable vehicle use	-Provide information on sustainable travel practices -Provision of information on the road network and fastest routes -Inform residents of the EVC points
Communication/Marketing	-Prepare travel welcome packs and noticeboard promoting sustainable travel

Table 6: Action Plan

Surveys and Feedback

7.7 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales;
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors;
- Adoption of the TP by local residents and visitors beyond the TP's active period; and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

7.8 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TP and is based on our experience of being TPC's on a number of McCarthy Stone sites.

7.9 The resultant monitoring structure for the TP is therefore set out within **Table 7** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident Questionnaire (occupation of 50% of dwelling)	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report

Table 7: Monitoring Strategy

- 7.10 A resident questionnaire is proposed to be undertaken within 3 months upon occupation of 50% of the development, with additional travel surveys to be conducted at the end of each subsequent year. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example resident survey is included in **Appendix D**.
- 7.11 To assist with obtaining a high response rate within the Travel Surveys, a Travel Gift may be promoted, and those wishing to obtain the gift would be required to complete the questionnaire. In later years of the development, or if response rates prove to be low, further incentives may be considered. The results of the survey will be available for residents and visitors to view on the noticeboard.
- 7.12 An annual monitoring/progress report will be produced and submitted to Knowsley Council within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 7.13 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with Knowsley Council's TPO will ensure that mismanagement does not occur.
- 7.14 If the five-year target is not achieved, the requirement for remedial measures would be explored with Knowsley Council and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

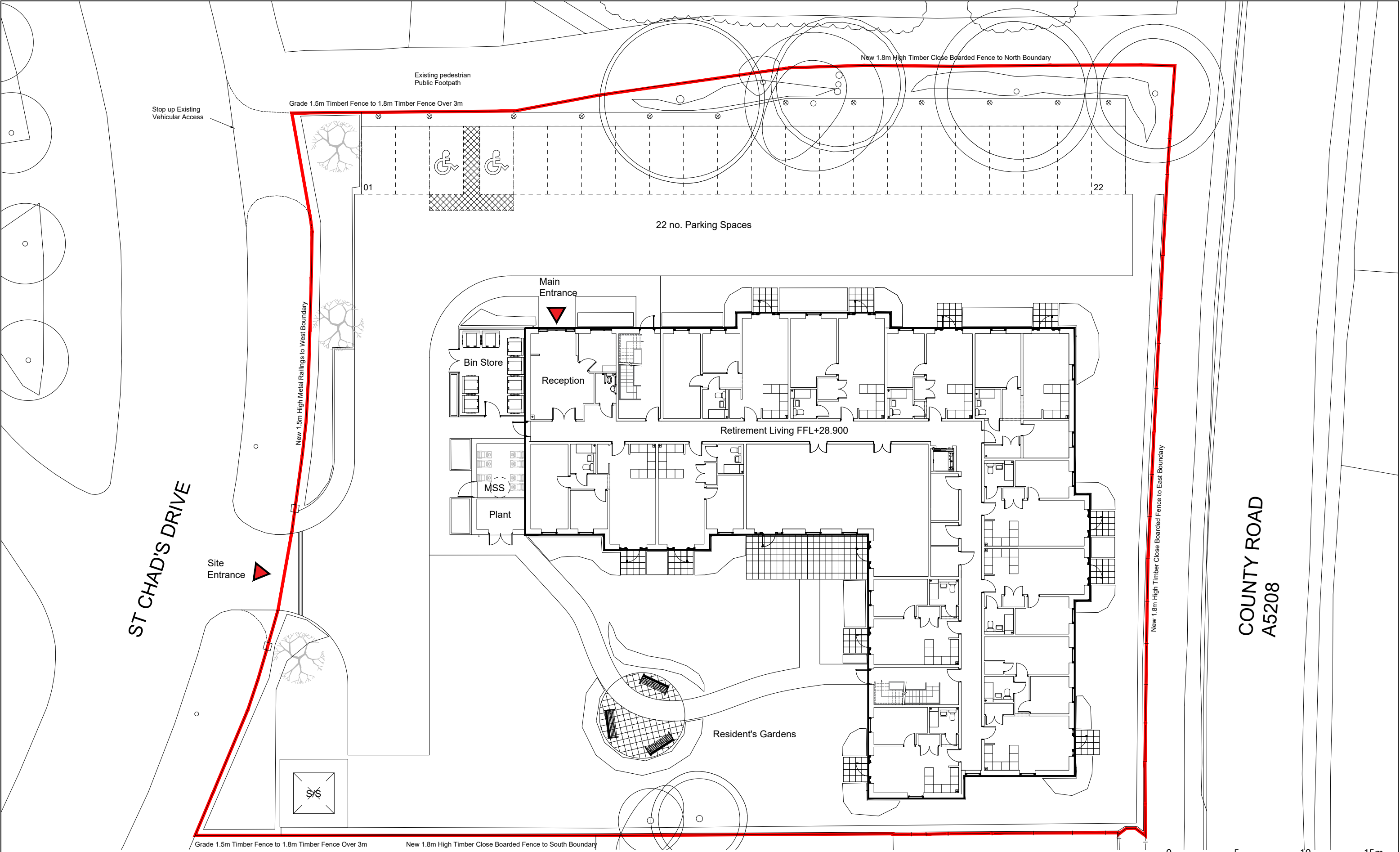
- 7.15 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP.
- 7.16 Local engagement and a gradual handover are embedded within the proposed TP strategy and should form a key subject in annual liaison with Knowsley Council's TPO as the TP draws to an end.

Appendix A

St Chad's Drive, Kirkby
Travel Plan

Paul Basham Associates Ltd
Report No 501.0014/TP/3





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

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Appendix B

St Chad's Drive, Kirkby
Travel Plan

Paul Basham Associates Ltd
Report No 501.0014/TP/3



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 C

St Chad's Drive, Kirkby
Travel Plan

Paul Basham Associates Ltd
Report No 501.0014/TP/3



Calculation Reference: AUDIT-247601-231115-1111

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	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: 34 to 57 (units:)
Range Selected by User: 17 to 57 (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 1 days
Tuesday 2 days
Wednesday 1 days
Thursday 1 days

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

Selected survey types:

Manual count 5 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 4
Suburban Area (PPS6 Out of 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:

Residential Zone 4
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 X days - Selected

Secondary Filtering selection:

Use Class:

C3 5 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
25,001 to 50,000	3 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
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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	2 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	4 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	5 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	RETIREMENT BUNGALOWS	CALDERDALE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL
2	BG-03-N-01	RETIREMENT FLATS	BRIDGEND
	PICTON AVENUE		
	PORTHCAWL		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: TUESDAY	18/05/21	Survey Type: MANUAL
3	DY-03-N-02	RETIREMENT FLATS	DERBY
	LEAPER STREET		
	DERBY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	35	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
4	WK-03-N-01	RETIREMENT FLATS	WARWICKSHIRE
	REGENT STREET		
	ROYAL LEAMINGTON SPA		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	34	
	Survey date: MONDAY	21/11/22	Survey Type: MANUAL
5	WS-03-N-03	RETIREMENT FLATS	WEST SUSSEX
	FITZALAN ROAD		
	LITTLEHAMPTON		
	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
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.78

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	5	40	0.051	5	40	0.051	5	40	0.102
08:00 - 09:00	5	40	0.066	5	40	0.101	5	40	0.167
09:00 - 10:00	5	40	0.121	5	40	0.131	5	40	0.252
10:00 - 11:00	5	40	0.141	5	40	0.146	5	40	0.287
11:00 - 12:00	5	40	0.121	5	40	0.101	5	40	0.222
12:00 - 13:00	5	40	0.141	5	40	0.121	5	40	0.262
13:00 - 14:00	5	40	0.096	5	40	0.141	5	40	0.237
14:00 - 15:00	5	40	0.086	5	40	0.111	5	40	0.197
15:00 - 16:00	5	40	0.126	5	40	0.096	5	40	0.222
16:00 - 17:00	5	40	0.091	5	40	0.086	5	40	0.177
17:00 - 18:00	5	40	0.066	5	40	0.045	5	40	0.111
18:00 - 19:00	5	40	0.066	5	40	0.066	5	40	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.172			1.196			2.368

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:

34 - 57 (units:)

Survey date date range:

01/01/15 - 21/11/22

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL CYCLISTS
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	5	40	0.000	5	40	0.000	5	40	0.000
08:00 - 09:00	5	40	0.010	5	40	0.000	5	40	0.010
09:00 - 10:00	5	40	0.000	5	40	0.000	5	40	0.000
10:00 - 11:00	5	40	0.005	5	40	0.005	5	40	0.010
11:00 - 12:00	5	40	0.000	5	40	0.000	5	40	0.000
12:00 - 13:00	5	40	0.000	5	40	0.000	5	40	0.000
13:00 - 14:00	5	40	0.000	5	40	0.000	5	40	0.000
14:00 - 15:00	5	40	0.000	5	40	0.000	5	40	0.000
15:00 - 16:00	5	40	0.000	5	40	0.005	5	40	0.005
16:00 - 17:00	5	40	0.000	5	40	0.005	5	40	0.005
17:00 - 18:00	5	40	0.000	5	40	0.000	5	40	0.000
18:00 - 19:00	5	40	0.000	5	40	0.000	5	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL VEHICLE OCCUPANTS
 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	5	40	0.066	5	40	0.066	5	40	0.132
08:00 - 09:00	5	40	0.076	5	40	0.116	5	40	0.192
09:00 - 10:00	5	40	0.131	5	40	0.177	5	40	0.308
10:00 - 11:00	5	40	0.197	5	40	0.167	5	40	0.364
11:00 - 12:00	5	40	0.121	5	40	0.111	5	40	0.232
12:00 - 13:00	5	40	0.167	5	40	0.131	5	40	0.298
13:00 - 14:00	5	40	0.126	5	40	0.167	5	40	0.293
14:00 - 15:00	5	40	0.101	5	40	0.126	5	40	0.227
15:00 - 16:00	5	40	0.182	5	40	0.116	5	40	0.298
16:00 - 17:00	5	40	0.126	5	40	0.111	5	40	0.237
17:00 - 18:00	5	40	0.081	5	40	0.056	5	40	0.137
18:00 - 19:00	5	40	0.096	5	40	0.076	5	40	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.470			1.420			2.890

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL PEDESTRIANS
 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	5	40	0.015	5	40	0.030	5	40	0.045
08:00 - 09:00	5	40	0.035	5	40	0.030	5	40	0.065
09:00 - 10:00	5	40	0.025	5	40	0.025	5	40	0.050
10:00 - 11:00	5	40	0.020	5	40	0.066	5	40	0.086
11:00 - 12:00	5	40	0.066	5	40	0.045	5	40	0.111
12:00 - 13:00	5	40	0.081	5	40	0.040	5	40	0.121
13:00 - 14:00	5	40	0.015	5	40	0.020	5	40	0.035
14:00 - 15:00	5	40	0.020	5	40	0.066	5	40	0.086
15:00 - 16:00	5	40	0.071	5	40	0.035	5	40	0.106
16:00 - 17:00	5	40	0.071	5	40	0.035	5	40	0.106
17:00 - 18:00	5	40	0.035	5	40	0.025	5	40	0.060
18:00 - 19:00	5	40	0.020	5	40	0.030	5	40	0.050
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.474			0.447			0.921

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	5	40	0.000	5	40	0.010	5	40	0.010
08:00 - 09:00	5	40	0.010	5	40	0.040	5	40	0.050
09:00 - 10:00	5	40	0.005	5	40	0.000	5	40	0.005
10:00 - 11:00	5	40	0.015	5	40	0.015	5	40	0.030
11:00 - 12:00	5	40	0.005	5	40	0.010	5	40	0.015
12:00 - 13:00	5	40	0.015	5	40	0.010	5	40	0.025
13:00 - 14:00	5	40	0.015	5	40	0.005	5	40	0.020
14:00 - 15:00	5	40	0.015	5	40	0.010	5	40	0.025
15:00 - 16:00	5	40	0.030	5	40	0.005	5	40	0.035
16:00 - 17:00	5	40	0.020	5	40	0.025	5	40	0.045
17:00 - 18:00	5	40	0.015	5	40	0.005	5	40	0.020
18:00 - 19:00	5	40	0.005	5	40	0.010	5	40	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.150			0.145			0.295

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL RAIL PASSENGERS
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	5	40	0.000	5	40	0.020	5	40	0.020
08:00 - 09:00	5	40	0.000	5	40	0.005	5	40	0.005
09:00 - 10:00	5	40	0.000	5	40	0.000	5	40	0.000
10:00 - 11:00	5	40	0.000	5	40	0.000	5	40	0.000
11:00 - 12:00	5	40	0.000	5	40	0.005	5	40	0.005
12:00 - 13:00	5	40	0.005	5	40	0.000	5	40	0.005
13:00 - 14:00	5	40	0.000	5	40	0.000	5	40	0.000
14:00 - 15:00	5	40	0.000	5	40	0.000	5	40	0.000
15:00 - 16:00	5	40	0.000	5	40	0.000	5	40	0.000
16:00 - 17:00	5	40	0.005	5	40	0.005	5	40	0.010
17:00 - 18:00	5	40	0.010	5	40	0.000	5	40	0.010
18:00 - 19:00	5	40	0.010	5	40	0.000	5	40	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.035			0.065

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL COACH PASSENGERS
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	5	40	0.000	5	40	0.000	5	40	0.000
08:00 - 09:00	5	40	0.000	5	40	0.000	5	40	0.000
09:00 - 10:00	5	40	0.000	5	40	0.000	5	40	0.000
10:00 - 11:00	5	40	0.000	5	40	0.000	5	40	0.000
11:00 - 12:00	5	40	0.000	5	40	0.010	5	40	0.010
12:00 - 13:00	5	40	0.000	5	40	0.000	5	40	0.000
13:00 - 14:00	5	40	0.000	5	40	0.000	5	40	0.000
14:00 - 15:00	5	40	0.000	5	40	0.000	5	40	0.000
15:00 - 16:00	5	40	0.000	5	40	0.000	5	40	0.000
16:00 - 17:00	5	40	0.000	5	40	0.000	5	40	0.000
17:00 - 18:00	5	40	0.000	5	40	0.000	5	40	0.000
18:00 - 19:00	5	40	0.000	5	40	0.000	5	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.010			0.010

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.78

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	5	40	0.081	5	40	0.126	5	40	0.207
08:00 - 09:00	5	40	0.131	5	40	0.192	5	40	0.323
09:00 - 10:00	5	40	0.162	5	40	0.202	5	40	0.364
10:00 - 11:00	5	40	0.237	5	40	0.253	5	40	0.490
11:00 - 12:00	5	40	0.192	5	40	0.182	5	40	0.374
12:00 - 13:00	5	40	0.268	5	40	0.182	5	40	0.450
13:00 - 14:00	5	40	0.157	5	40	0.192	5	40	0.349
14:00 - 15:00	5	40	0.136	5	40	0.202	5	40	0.338
15:00 - 16:00	5	40	0.283	5	40	0.162	5	40	0.445
16:00 - 17:00	5	40	0.222	5	40	0.182	5	40	0.404
17:00 - 18:00	5	40	0.141	5	40	0.086	5	40	0.227
18:00 - 19:00	5	40	0.131	5	40	0.116	5	40	0.247
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.141			2.077			4.218

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL CARS
 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	5	40	0.045	5	40	0.045	5	40	0.090
08:00 - 09:00	5	40	0.051	5	40	0.091	5	40	0.142
09:00 - 10:00	5	40	0.091	5	40	0.101	5	40	0.192
10:00 - 11:00	5	40	0.116	5	40	0.116	5	40	0.232
11:00 - 12:00	5	40	0.081	5	40	0.076	5	40	0.157
12:00 - 13:00	5	40	0.101	5	40	0.076	5	40	0.177
13:00 - 14:00	5	40	0.081	5	40	0.121	5	40	0.202
14:00 - 15:00	5	40	0.066	5	40	0.091	5	40	0.157
15:00 - 16:00	5	40	0.091	5	40	0.061	5	40	0.152
16:00 - 17:00	5	40	0.081	5	40	0.076	5	40	0.157
17:00 - 18:00	5	40	0.061	5	40	0.040	5	40	0.101
18:00 - 19:00	5	40	0.056	5	40	0.061	5	40	0.117
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.921			0.955			1.876

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.

Appendix D

St Chad's Drive, Kirkby
Travel Plan

Paul Basham Associates Ltd
Report No 501.0014/TP/3



McCarthy Stone Resident Travel Survey Example

Thank you for taking the time to complete this travel questionnaire. This will help us help you and your local travel.

If you have any queries then please contact your Travel Plan Coordinators via:

✉ Email: travelplan@paulbashamassociates.com



✉ Post: Paul Basham Associates, Office Address, Office Address, Office Address

Hello McCarthy Stone Residents! Please answer ALL questions as this survey will help us (your Travel Plan Coordinators) understand a little more about your journeys and your local travel. We would like to thank you for your time.

1. What is your room number at McCarthy Stone Development?

Room Number:

2. How long have you been a resident at McCarthy Stone Development?

- ☐ Less than a month
- ☐ 1-6 months
- ☐ 7-12 months
- ☐ 1-3 years/since opening

3. Would you say that you know the area of XXXXX well?

- ☐ Yes
- ☐ No
- ☐ Could know more

4. Please tell us where you make your most frequent journey to:

5. What mode of transport do you use on this most frequent journey?

- ☐ Public Bus
- ☐ Cycle
- ☐ Car Alone
- ☐ Car Share
- ☐ Motorcycle/Scooter
- ☐ Walking
- ☐ Other

6. Would you consider using another form of transport on this journey?

- ☐ Yes
- ☐ No

7. What would encourage you to try a new way of making this journey? And is anything stopping you from trying something new?

McCARTHY STONE
Life, well lived