



HUYTON LANE, HUYTON

TRAVEL PLAN

February 2023

McCarthy Stone Ltd

RETIREMENT SCHEME
HUYTON LANE
HUYTON

TRAVEL PLAN

CONTROLLED DOCUMENT

<i>Document No:</i>	501.0008/TP/2	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	Feb 2023	JH	Updated Site Layout	HC

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1. EXECUTIVE SUMMARY

- Paul Basham Associates have been instructed to act on behalf of McCarthy Stone to support a planning application for a Retirement Living development comprising of 53 Retirement apartments at Huyton Lane, Huyton;
- The site is located in an extremely accessible location, in very close proximity to Huyton town centre and associated amenities/public transport connections.
- The overall aim of the TP is to support a sustainable development by reducing the need for private car/single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.
- The Travel Plan would be active for a period of 5 years, with the target to decrease the proportion of journeys made by single occupancy car/private vehicles by 5% and increase the proportion of trips made by active modes (walking/cycling) by 5%. This will be implemented through a dedicated package of measures across the lifetime of the Travel Plan.

2. INTRODUCTION

- 2.1 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 Retirement apartments at Huyton Lane, Huyton. The site location is outlined in **Figure 1** with the proposed site layout attached within **Appendix A**.

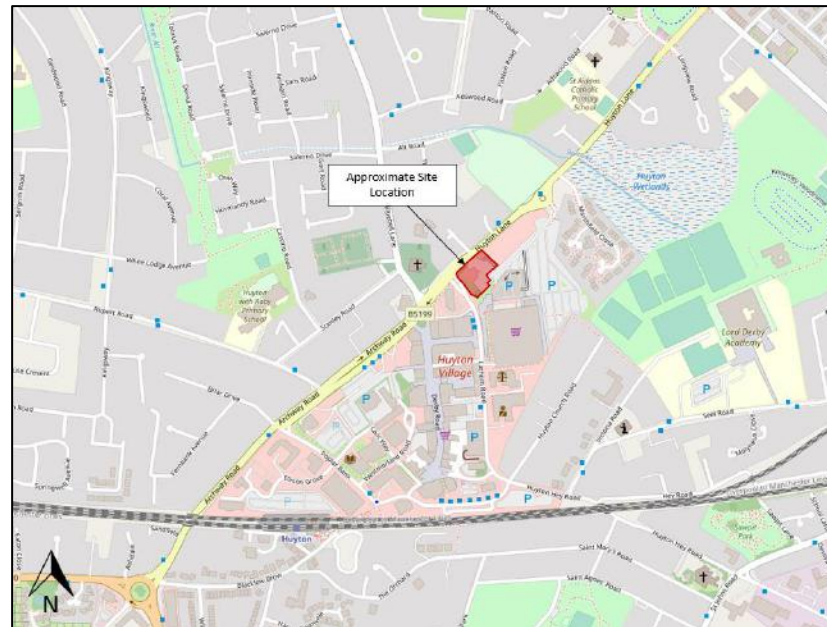


Figure 1: Approximate Site Location

- 2.2 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. Therefore, this Travel Plan should be read in conjunction with that document.
- 2.3 The planning history on the site includes the previous '*demolition of buildings and restoration of site with topsoil and grass seed together with erection of hoarding to site boundary*' (application reference: 18/00539) which was granted permission in December 2018. Furthermore, within near proximity to the site, the development for '*erection of 62 dwellings together with construction of new vehicular and pedestrian access, landscaping, public open space, drainage and associated works*' at Land at Whiston Lane, Huyton was granted permission in April 2019 (application reference: 18/00478/FUL).

Purpose of the Travel Plan

- 2.4 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.

- 2.5 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 client (McCarthy Stone) and the Local Authorities (Knowsley Borough 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

- 2.6 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), as outlined in Knowsley Borough Council guidance. 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

- 2.7 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

3. TRAVEL PLAN POLICY

3.1 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)

3.2 The NPPF (July 2021) 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

3.3 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’*.

3.4 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 wellbeing and road safety.
- Ensure equality of travel opportunity for 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)

3.5 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'.

- 3.6 The document sets out 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).'

- 3.7 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.'

- 3.8 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.

- 3.9 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

4. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

- 4.1 The site is situated approximately 150m northeast of Huyton town centre and is currently vacant but was previously occupied by Huyton Ambulance Centre and Fire Station, which was granted permission (application reference: 18/00539) to be demolished in 2018. The site is bound to the north by Huyton Lane, to the north east by residential dwellings, to the south east by a vehicle car park associated to an Asda and to the south west by Lathom Road. The existing site conditions are shown in **Photographs 1-2.**



Photograph 1: Existing Site Conditions



Photograph 2: Existing Site Conditions

Local Road Network

- 4.2 Huyton Lane (B5199) is a single carriageway road, measuring approximately 10m in width and is subject to a 30mph speed limit within the vicinity of the site. Double yellow lines align the kerb along the site frontage with the exception at access points. The site frontage along Huyton Lane is situated adjacent to a signalised junction (approximately 30m east) whereby the carriageway headed westbound becomes two lanes (one for straight-on, and another for straight-on and left turns).
- 4.3 The site has 2 existing access points, one to the north west for the fire station and one to the north east for the ambulance centre. There is hatching adjacent to the ambulance station access on Huyton Lane preventing waiting adjacent to the site access. The existing conditions along the site frontage on Huyton Lane are demonstrated within **Photographs 3-4.**



Photograph 3: Site frontage conditions viewing westbound



Photograph 4: Site frontage conditions viewing westbound

- 4.4 Huyton Lane facilitates access to residential dwellings, meeting Archway Road (B5199) and Lathom Road approximately 30m west of the proposed site access at the signalised crossroad junction – the B5199 headed westbound provides access to the M62 (approximately 2.6km southwest of the site). To the east Huyton Lane connects to Liverpool Road roundabout (A57/A58) approximately 2.9km east that connects Huyton to the Strategic Road Network via the M57. The strategic Road Network provides access to Liverpool to the west and Manchester to the east.

Pedestrian Infrastructure

- 4.5 There is excellent pedestrian connectivity in the local area, presenting the opportunity to promote walking from the development site, particularly as the site is situated approximately 150m northeast of Huyton town centre. Huyton Lane provides footways that flank both sides of the carriageway measuring approximately 2.5m in width as well as featuring dropped kerbs and tactile paving. Pedestrian infrastructure is demonstrated within **Photographs 5-8**.



Photograph 5: Tactile Paving and footway conditions at the site frontage viewing eastbound along Huyton Lane



Photograph 6: Pedestrian footway conditions headed eastbound along Huyton Lane



Photograph 7: Zebra Crossing point at Asda, Huyton



Photograph 8: Pedestrian refuge Islands along Huyton Lane adjacent the Asda vehicle access roundabout

- 4.6 As previously mentioned, the site is located 30m east of a signalised junction, this junction provides controlled toucan crossings with tactile paving and dropped kerbs across Huyton Lane and Lathom Road. These crossings help facilitate the safe movement of pedestrians. These crossings are shown within **Photographs 9-10.**



Photograph 9: Pedestrian Signalised Crossing at Huyton Lane viewing westbound



Photograph 10: Pedestrian Signalised Crossing headed southbound from Huyton Lane

- 4.7 Approximately 55m to the west of the proposed site access (headed south), wide pedestrian footways flank either side of Lathom Road, connecting Huyton Lane through to Huyton town centre, bus facilities, the rail station and amenities. Within Huyton town centre, an abundance of pedestrian infrastructure is provided; including designates pedestrian areas, raised tables and pedestrian refuge islands. The existing pedestrian infrastructure within Huyton town centre has been shown within **Photograph 11-14.**



Photograph 11: Pedestrian Conditions within Huyton town centre



Photograph 12: Pedestrian Signalised Crossing within Huyton town centre



Photograph 13: Pedestrian Conditions within Huyton town centre



Photograph 14: Pedestrian Footway Conditions within the local road network headed westbound

- 4.8 Public Right of Way HU/6/2 is situated approximately 60m north east of the site. The route follows Corpse Way southward towards the ASDA supermarket and then towards Victoria Road and Seel Road, approximately 390m south of the site. **Figure 2** demonstrates the Public Right of Way within near proximity to the site and **Photographs 15-16** demonstrates the conditions of the footway.

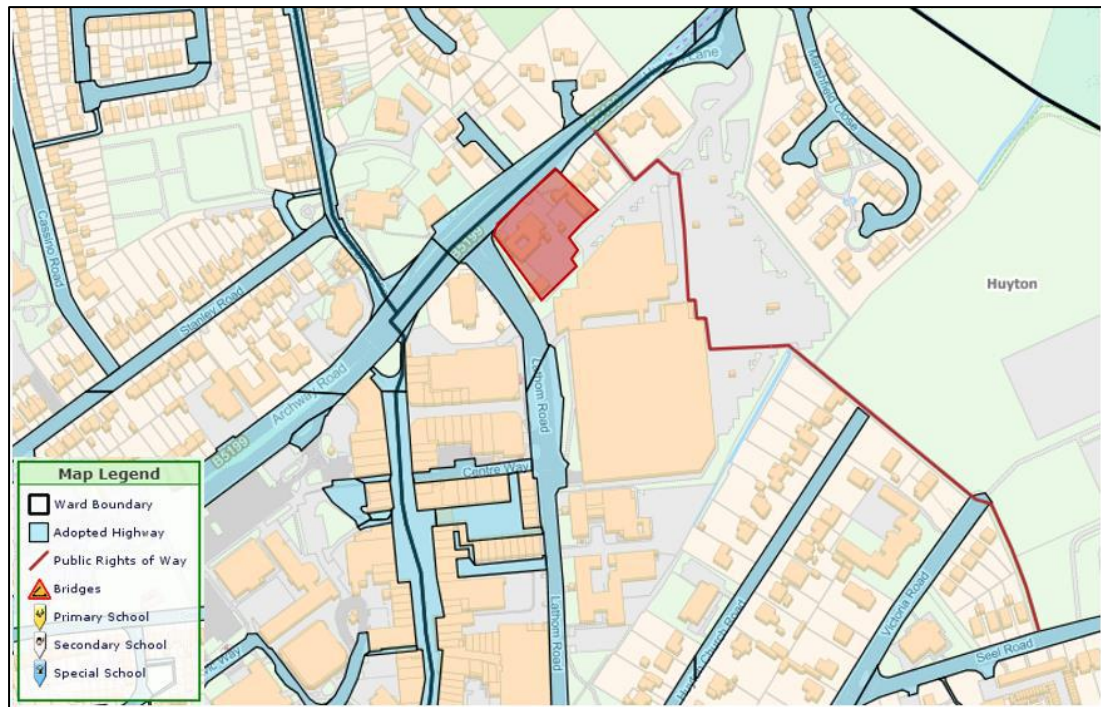


Figure 2: Public Right of Way Route (Source: Knowsley Borough Council)



Photograph 15: PRoW HU/6/2 from Huyton Lane viewing westbound along Huyton Lane



Photograph 16: PRoW HU/6/2 from Huyton Lane viewing southbound towards Asda

Cycle Network

- 4.9 The nature of the proposed development means that residents are unlikely to cycle to/from the site, however there are still opportunities to promote this method of sustainable travel in the local area. Staff and visitors would be able to utilise Sheffield Stands and the existing pedestrian/cycle designated area within Huyton town centre. The closest National Cycle Route (NCR) is a short section of NCR 56 which is situated 1.3km southeast of site. The route is situated in the Stadt Moers Country Park and can be accessed via a 6-minute cycle from the site access. National Cycle Route (NCR) 56 is demonstrated within **Figure 3**. Overall, cycling in the local area is a viable option for both residents who are able to do so to reach local amenities, and staff/visitors travelling from nearby areas.

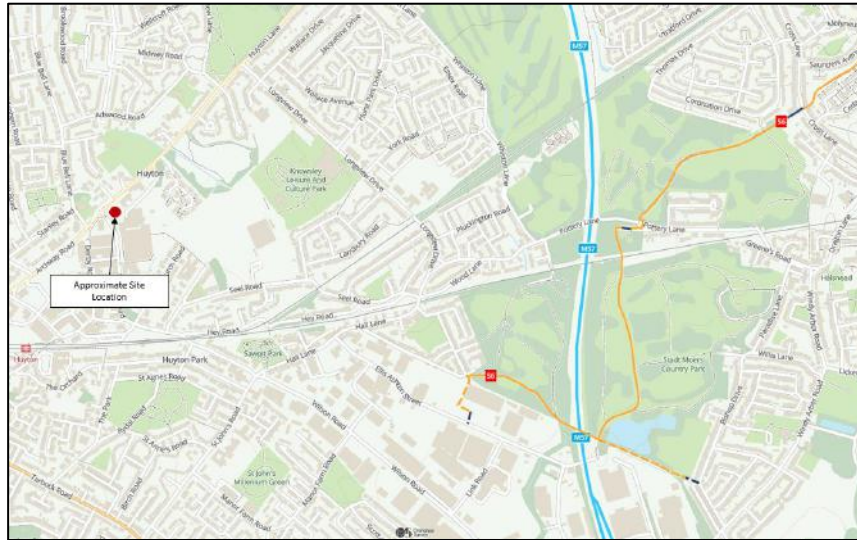


Figure 3: National Cycle Route 56 (Source: OS Maps)

Public Transport

Bus Travel

4.10 The closest bus stops to the proposed site are the 'Archway Road (Stop K)' bus stops situated approximately 140m south of the site and the 'Huyton Bus Station' situated approximately 400m south of the site. Both stops are served by an abundance of services and have been summarised within **Table 1** and demonstrated within **Figure 4**.

Service	Closest Bus Stop	Operator	Route	Approximate Frequency		
				Mon-Fri	Sat	Sun
3/3A	Huyton Bus Station (Stand 3)	Arriva Merseyside	Wilson Road – Halewood Shopping Centre	First Bus 06:51am; Last Bus 17:51pm Every Hour	First Bus 07:51am; Last Bus 17:51pm Every Hour	No Service
7	Huyton Bus Station (Stand 2)	Arriva Merseyside	Warrington – Liverpool	First Bus 05:41am; Last Bus 22:59pm Every 30 minutes	First Bus 05:41am; Last Bus 22:58pm Every 30 minutes	First Bus 09:02am; Last Bus 22:59pm Every 30 minutes
9	Huyton Bus Station (Stand 5)	Arriva Merseyside	Liverpool – Huyton Circular	First Bus 05:32am; Last Bus 19:31pm Every 30 minutes	First Bus 06:46am; Last Bus 18:36pm Every 30 minutes	No Service
10B	Archway Road K	Arriva Merseyside	Huyton – Liverpool	First Bus 06:20am; Last Bus 23:08pm Every 10 minutes then every 30 minutes after 9pm	First Bus 07:15am; Last Bus 23:08pm Every 15-20 minutes then every 30 minutes after 9pm	First Bus 09:13am; Last Bus 22:38pm Every 20 minutes

15	Huyton Bus Station (Stand 1)	Arriva Merseyside	Huyton - Liverpool	First Bus 05:16am; Last Bus 23:41pm Every 10 minutes then every 30 minutes after 7pm	First Bus 05:29am; Last Bus 23:41pm Every 10 minutes then every 30 minutes after 7pm	First Bus 06:36am; Last Bus 23:11pm Every 30 minutes
61	Huyton Bus Station (Stand 2)	Arriva Northwest	Queen Square – Halton Hospital	First Bus 05:31am; Last Bus 19:31 Every Hour	First Bus 05:31am; Last Bus 19:31 Every Hour	First Bus 08:52am; Last Bus 18:52 Every Hour
89	Archway Road J	Arriva Merseyside	St.Helens – Liverpool John Lennon Airport	First Bus 06:10am; Last Bus 22:52pm Every 30 minutes	First Bus 06:11am; Last Bus 22:52pm Every 30 minutes	First Bus 09:23am; Last Bus 22:52pm Every 30 minutes
217	Huyton Bus Station (Stand 1)	Stagecoach Merseyside and South Lancashire	Kirkby Civic Centre – Huyton Bus Station	First Bus 05:15am; Last Bus 20:36pm Every 20-30 minutes	First Bus 05:15am; Last Bus 20:41pm Every 30 minutes	(Bus Stand 5) First Bus 07:06am; Last Bus 23:06pm Every 2 Hours
246	Huyton Bus Station (Stand 1)	Cumfybus	Huyton Local Route	First Bus 09:30am; Last Bus 17:30pm Every Hour	First Bus 09:30am; Last Bus 17:30pm Every Hour	No Service
258	Archway Road K	Huyton Travel	Leach Croft – Waterpark Drive Circular	First Bus 08:14am; Last Bus 17:34pm Every 30 minutes	First Bus 09:24am; Last Bus 17:34pm Every 30 minutes	No Service
C46	Archway Road J	Warrington's Own Buses	Stockbridge Village - Widnes	First Bus 08:16am; last bus 17:05pm; – One bus a day	No Service	No Service

Table 1: Summary of Local Bus Services

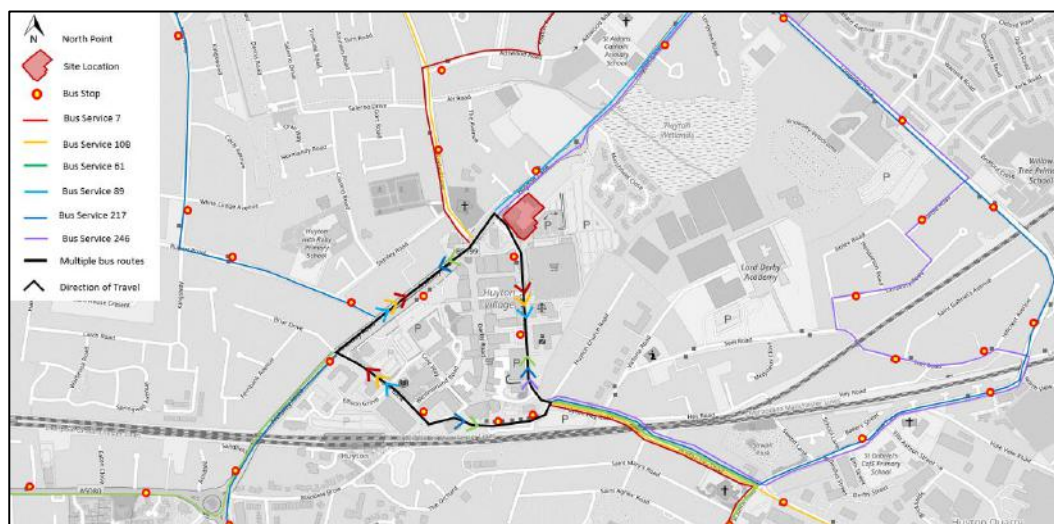


Figure 4: Key Bus Routes within Huyton

Rail Travel

4.11 The closest rail station to the site is Huyton Railway Station situated approximately 570m southwest of the site along Blacklow Brow carriageway. The station can be accessed via a 2-minute cycle, 9-minute walk, or an 8-minute bus journey via the 7 or 10B bus. Huyton Railway Station is served by the Northern Line; it provides 10 parking spaces, 12 cycle spaces, seated area and step free access. The station provides services to Liverpool Lime Street, Wigan North-western, Manchester Airport, Manchester Victoria and Blackpool North.

4.12 The rail services timetable has been summarised in **Table 2**.

Destination	Approximate Frequency	Approximate Journey Length
Liverpool Lime Street	Every 10 Minutes	20-minutes
Wigan North-Western	Every 30 Minutes	40-minutes
Manchester Airport	Every Hour	1 hour 10-minutes
Blackpool North	Every Hour	1 hour 50-minutes

Table 2: Rail Services

Facilities

4.13 The CIHT document, 'Providing for Journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 3** below.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 3: CIHT Guidance for 'Providing for journeys on foot' (2000)

4.14 In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes.

4.15 The site is positioned within walking/cycling distance of several local amenities and services within Huyton. A summary of the site's proximity to these facilities and the associated walking and cycling times is provided in **Table 4**.

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Place of Worship (St Michael's Parish Church)	90m	<1 Minute	<1 Minute
Bus Stop (Archway Road)	100m	1 Minute	<1 Minute
Supermarket (Asda)	100m	1 Minute	1 Minute
Pharmacy (ASDA Pharmacy)	100m	1 Minute	1 Minute
Restaurant (The Barkers Brewery)	110m	2 Minutes	1 Minute
Retail (Holland and Barrett/Wilko/Butchers)	150m	2 Minutes	1 Minute
Bank (Lloyds Bank)	180m	3 Minutes	2 Minutes
Restaurant (Huyton Fish and Chip Shop)	230m	3 Minutes	2 Minutes
Police Station (Huyton Police Station)	280m	4 Minutes	2 Minutes
Cafe (The Coffee House Huyton)	360m	4 Minutes	2 Minutes
Pharmacy (Superdrug)	390m	4 Minutes	2 Minutes
Restaurants (La Vita)	430m	5 Minutes	2 Minutes
Post Office (Huyton Post Office)	500m	5 Minutes	2 Minutes
Health (Roby Medical Centre)	500m	5 Minutes	2 Minutes
Huyton Library	520m	7 Minutes	3 Minutes

Table 4: Proximity to Local Amenities

4.16 As displayed within **Table 4** and referring to **Table 3**, there are several amenities and services within the 'desirable' and 'acceptable' walking distances due to the close proximity of Huyton town centre to the proposed site. This demonstrates that the proposed site would provide an excellent opportunity to create a sustainable development. Additionally, in line with the guidance provided in 'Planning for Walking' (April 2015) walking to local amenities is realistic for future site occupants given all of the facilities listed in **Table 4** are within the average walking time.

4.17 These are just a handful of the nearby amenities that would be accessible for future residents of the site. Additionally, the public transport network (rail and bus) to locations such as Liverpool, Blackpool North and Manchester provide access to further amenities. Therefore, the site is considered to be highly accessible.

Summary of Accessibility

4.18 The proposed site is considered to be extremely sustainable, located within significantly close proximity to Huyton town centre, with excellent public transportation options providing connections to wider areas including Liverpool, Manchester and Blackpool.

Key Travel Resources

4.19 Sustainable travel opportunities are supported locally. **Table 5** provides a summary of key travel resources available for residents, staff, and visitors.

Resource	Description	Details
Living Streets	National Organisation for supporting Pedestrians	https://www.livingstreets.org.uk/
Cycle Streets	Online cycling journey planner	https://www.cyclestreets.org/
Sustrans	The national sustainable transport charity	https://www.sustrans.org.uk/
Traveline	Online Journey Planner	https://www.traveline.info/

Table 5: Key Travel Resources

5. PROPOSED DEVELOPMENT

- 5.1 The proposed development is for a 53-unit Retirement Living development located on Huyton Lane, Huyton. The proposed site layout is attached within **Appendix A**.

Access Arrangements

- 5.2 The proposed site has one access point along Huyton Lane in the form of a vehicle crossover arrangement measuring approximately 5.5m in width approximately 15m to the north west of the Ambulance Centre access. The proposed development seeks to stop up the existing Fire Station access and the Ambulance Centre access, providing a continuous footway of 2m in width to be in keeping with the current footway along the site frontage.
- 5.3 Pedestrian access can be taken from Huyton Lane using the proposed stepped access and alternative pedestrian access along the site frontage. Alternatively, a third pedestrian access point is situated along Lathom Road to the southwest of the development which provides direct routes towards Huyton Town Centre.

Parking Provision

- 5.4 The proposed development provides a total of 22 parking spaces; In order to determine the parking provision of the proposed site, Local Authority parking standards have been assessed, however Knowsley Borough Council do not provide specific standards for the Retirement land-use, with the closest alternative being Care Home/Nursing Home. Therefore, to further inform the parking provision for the development, McCarthy Stone independent research has been consulted. McCarthy Stone Independent Data presents that on average the parking demand equates 0.55 spaces per unit (29 spaces for the 53 units).
- 5.5 The proposed development seeks to provide 22 spaces (including 2 disabled bays), which equates to 0.42 spaces per unit, which is considered adequate in light of the affordable nature of the proposed units in comparison to the schemes that produced the benchmark McCarthy Stone data. Additionally, the site is located in a highly accessible area as previously aforementioned, with excellent access to public transport in the form of buses and the tram and use of such sustainable modes of transport will be encouraged throughout this Travel Plan and Travel Plan Coordination. A similar McCarthy Stone scheme for 51 units with a comparable parking provision of 20 spaces (0.39 spaces per apartment) was recently approved by Oldham Council in Failsworth (FUL/349677/22).
- 5.6 Furthermore, a car club space, allowing residents access to a car without owning one, could be

implemented to increase the parking provision should the demand suggest that this is needed. McCarthy Stone's Independent research did not include any sites that had car club spaces and so the provision of the car club space in this instance will reduce resident demand. CoMouK's car club annual report for the UK 2021 states that each car club vehicle replaces 6 private car parking spaces. In combination with the other measures proposed to encourage sustainable transport, it is therefore considered that the proposed provision of 22 parking spaces is appropriate. The inclusion the car club space here would theoretically see the provision rise from 22 to 27 spaces, increasing the overall parking provision to 0.50. This approach of increasing the effective parking provision through the implementation of a car club space has recently been approved by Rushcliffe Borough Council for a similar McCarthy Stone Scheme in West Bridgford (ref: 21/0063/FUL).

- 5.7 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 decide they no longer need a car.
- 5.8 Electric Vehicle Charging points are also to be provided for the 22 spaces. Each EV charging point will be placed in the middle of two spaces, with two ports available for each pair of spaces. This results in all spaces having access to EVC infrastructure.
- 5.9 Mobility scooter storage has been made available for the storage of 7 buggies. 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 requirement of 4 mobility scooter spaces. Therefore, the buggy store provided is sufficient for accommodating the expected demand.
- 5.10 Furthermore, McCarthy Stone have also undertaken independent research into their cycle ownership across their sites. The data presented that the cycle ownership per apartment is 0.0289, therefore equating to 2 spaces for the 53-unit development. The buggy store provided will be suitable to provide flexible storage to suit the required demand for both uses.

6. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

6.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for private car/single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

6.2 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

6.3 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

6.4 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.

6.5 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 6** 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 6: Framework Travel Plan Targets

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

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

6.8 In order to establish the modal split for the Retirement Living units, the TRICS (v.7.9.1) database has been interrogated utilising the following parameters:

- TRICS (v.7.9.4);
- Land use: 'Residential', 'Retirement Flats';
- Sites in England and Wales (excluding Greater London);
- 17 – 57 Dwellings;
- Weekday surveys only; and
- 'Edge of Town Centre' locations.

6.9 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 as well as residents of the development. The outputs of this assessment are attached within **Appendix B**, with the results demonstrated in **Figure 5**.

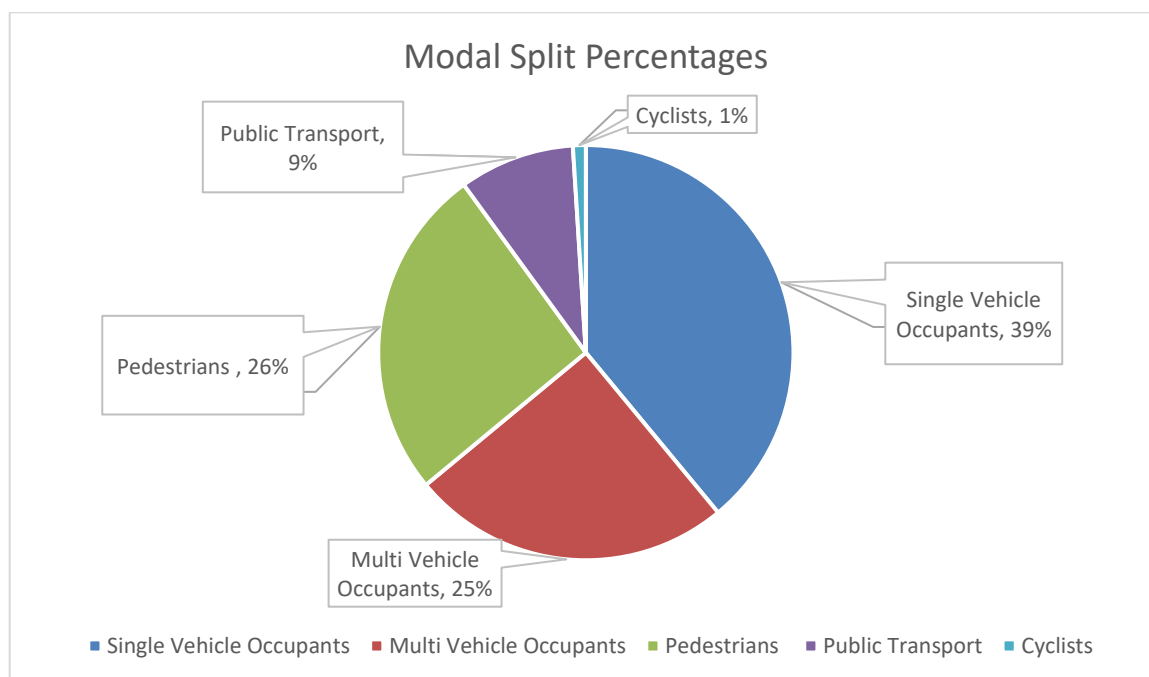


Figure 5: Retirement Living Apartments – Baseline Modal Splits

- 6.10 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 residential TP before too many units are occupied.
- 6.11 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Knowsley Borough Council Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 7**, which are based on the TRICS assessment.

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 car trips	39%	37.5% (-1.5%)	36% (-3%)	34% (-5%)
TP2	Number of residents using Public Transport Regularly	9%	9.5% (+0.5%)	10% (+1%)	11% (+2%)
TP3	Number of residents Walking Regularly	26%	26.5% (+0.5%)	27% (+1%)	27.5% (+1.5%)
TP4	Number of residents Cycling Regularly	1%	1% (+/-0%)	1% (+/-0%)	1% (+/-0%)
TP5	Number of residents Car Sharing Regularly	25%	25.5% (+0.5%)	26% (+1%)	26.5% (+1.5%)

Table 7: Indicative Baseline Splits and Targets Based on TRICS (V.7.9.4)

- 6.12 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, a steadier increase in each mode is expected. Use of public transport is targeted to increase by 2%, with the number of residents walking and car sharing both targeted to increase by 1.5% each, whilst the number cyclists is not anticipated to increase due to the nature of the development.

7. TRAVEL PLAN STRATEGY

- 7.1 A Travel Plan is a useful tool produced to encourage residents/staff/visitors 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

- 7.2 In addition to the physical Infrastructure, such as the proposed footway along the site frontage to be reinstated, 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's location, the TP aim, objectives and targets and the local and national policy.
- 7.3 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 outline application and by drawing upon community transport solutions.

Key Stages: Preliminary

- 7.4 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 8**) 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);
 - Produce a Travel Plan webpage;
 - Provision of Resident/Staff/Visitor 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; and
 - Details of the TPC.

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

- 7.5 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 HCC have signed off the TP, ownership would pass to the local community.
- 7.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents/staff/visitors. Such measures would be determined by the TPC in dialogue with occupants of the site, local authorities 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 which is included in **Table 8**.

Modal Measures: Walking and Cycling

- 7.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents/staff/visitors. These will be detailed to residents/staff/visitors in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 7.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents/staff/visitors in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.
- 7.9 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents, it is hoped that the proposed improvements to the infrastructure will help this become a more favourable travel mode.
- 7.10 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/staff to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

Modal Measures: Public Transport

- 7.11 The baseline modal splits indicate that 9% of existing residents currently 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.

- 7.12 The attractiveness of the bus services, particularly those from Archway Road and Huyton Bus Station would be supported and promoted through tailored promotions.
- 7.13 Maximising resident/staff/visitors use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.
- 7.14 The TPC will promote rail services from Huyton Rail station as well as the potential link-trip afforded by the 10B bus service which operates between the station and Archway Road bus stop.

Modal Measures: Car Sharing

- 7.15 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/staff/visitor interaction and creating a sense of community.
- 7.16 Liftshare (<https://liftshare.com/uk/search/from/merseyside>) is a well-established scheme and would be promoted to residents/staff/visitors through the newsletters/welcome pack/website, 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

- 7.17 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.
- 7.18 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.
- 7.19 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.
- 7.20 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

- 7.21 Upon moving into their new home, households/to their new job, residents/staff 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/staff 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 - Travel Plan Website/Newsletters

- 7.22 To ensure the ongoing promotion of the Travel Plan to residents/staff/visitors, over its life a number of marketing and communication elements would be implemented.
- 7.23 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up to date information and the 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.
- 7.24 The TPC would also produce biannual newsletters for the five (or three) years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information.

Local Area and Other Site Users

- 7.25 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 residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 7.26 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. Residents'/staff positive sustainable travel experiences should have a knock-on effect to visitors.

8. IMPLEMENTATION AND MONITORING

Implementation

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

Travel Plan Coordinator

- 8.2 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 on occupation of 50% occupation of the development.
- 8.3 The TPC role and contact details will be finalised with Knowsley Borough 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.
- 8.4 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 Borough 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 and Targets

- 8.5 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.
- 8.6 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 8**.

	Action
Preliminary measures	-TPC to be appointed - Knowsley Borough 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 Travel Information 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/staff of pedestrian and cycle routes -Advertise local schemes -Maintain onsite pedestrian areas and cycle storage
Public Transport	-Provide up-to-date timetables -Consistent reviews of local travel infrastructure -Issuing Travel Information Packs to residents/staff -Promote the use of bus passes to residents
Car sharing	-Promote the benefits of car sharing to residents/staff/visitors -Provide information on how to make use of car sharing
Sustainable vehicle use	-Provide information on sustainable travel practises -Provision of information on the road network and fastest routes -Inform residents of the EVC points
Communication/Marketing	-Prepare travel welcome packs promoting sustainable travel -Provide regular social media updates -Update TP website frequently -Provide newsletters to update any discounts/promotions

Table 8: Action Plan

Surveys and Feedback

8.7 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/employers beyond the TP's active period: and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

8.8 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TP.

- 8.9 The resultant monitoring structure for the TP is therefore set out within **Table 9** 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 (50% occupation of dwellings)	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report	Travel Survey & Monitoring Report

Table 9: Monitoring Strategy

- 8.10 A resident questionnaire is proposed to be undertaken within 3 months of the occupation of the 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 C**.
- 8.11 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.
- 8.12 The results of the survey will be available for residents/staff to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 8.13 An annual monitoring/progress report will be produced and submitted to Knowsley Borough 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

- 8.14 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 Borough Council TPO will ensure that mismanagement does not occur.
- 8.15 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with Knowsley Borough Council's Travel Plan Officers. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

- 8.16 If the five-year target is not achieved, the requirement for remedial measures would be explored with Knowsley Borough Council and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

- 8.17 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/ maintain the website etc.
- 8.18 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with Knowsley Borough Council's TPO as the TP draws to an end.

Appendix A

Huyton Lane, Huyton
Travel Plan

Paul Basham Associates Ltd
Report No 501.0008/TP/2





UNIT TYPES	GF	FF	SF	3F	Total
EV1-1	3	5	5	5	18
EV2-1	3	3	3	3	12
EV3-1	1	1	1	1	4
EV4-2	1	1	1	1	4
EV5-2	2	2	2	2	8
EV6-1	0	1	1	1	3
EV7-2	1	1	1	1	4
Total Per Floor	11	14	14	14	53

Total Amount	53 Unit Types
Footprint GEA Ground Floor	927.0m ²
Footprint GIA Ground Floor	860.0m ²
Total GEA (all floors)	3708.0m ²
Total GIA (all floors)	3440.0m ²
Acres	0.947
Hectare	0.3834

PARKING LAYOUT PHASE 1

Accessible Spaces	2
Standard Spaces	20
Total parking spaces	22
Residents Garden	1132m ²



Scale 1:500

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
C	25.01.23	Amendment to staircase location and units arrangement	AL	MA
B	23.01.23	Amendments to car park layout	AL	MA
A	20.01.23	Building re-designed to accommodate 5m water easement	MA	MA

Drawn By:	Project No:
AL	22053
Date:	Scale:
Dec22	1:500 @A3
Checked By:	Dwg No:
MA	1002
Date:	Rev: C

Issued for:

PLANNING (DRAFT)

Project/Client:

22053

Huyton Lane, Huyton

McCarthy & Stone

Drawing:

Proposed Site Plan



27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX
T: (01425) 655806 www.brightspacearchitects.com
© Brightspace Architects Ltd. Contractors must work only to figured dimensions which are to be checked on site.
Registered Office: 27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hants, SP6 1QX. Registered Number: 07399058

Appendix B

Huyton Lane, Huyton
Travel Plan

Paul Basham Associates Ltd
Report No 501.0008/TP/2



Calculation Reference: AUDIT-247601-230118-0123

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
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: 35 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: 01/01/14 to 20/10/21

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:

Tuesday	1 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	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 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
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	1 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

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

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

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	BG-03-N-01 PICTON AVENUE PORTHCAWL	RETIREMENT FLATS	BRIDGEND
	Edge of Town Centre Residential Zone Total No of Dwellings:	57	
	Survey date: TUESDAY	18/05/21	Survey Type: MANUAL
2	DY-03-N-02 LEAPER STREET DERBY	RETIREMENT FLATS	DERBY
	Edge of Town Centre Residential Zone Total No of Dwellings:	35	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
3	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
 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): 1.91

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	43	0.046	3	43	0.046	3	43	0.092
08:00 - 09:00	3	43	0.062	3	43	0.092	3	43	0.154
09:00 - 10:00	3	43	0.108	3	43	0.115	3	43	0.223
10:00 - 11:00	3	43	0.138	3	43	0.154	3	43	0.292
11:00 - 12:00	3	43	0.131	3	43	0.100	3	43	0.231
12:00 - 13:00	3	43	0.131	3	43	0.108	3	43	0.239
13:00 - 14:00	3	43	0.092	3	43	0.154	3	43	0.246
14:00 - 15:00	3	43	0.038	3	43	0.092	3	43	0.130
15:00 - 16:00	3	43	0.115	3	43	0.054	3	43	0.169
16:00 - 17:00	3	43	0.092	3	43	0.108	3	43	0.200
17:00 - 18:00	3	43	0.069	3	43	0.038	3	43	0.107
18:00 - 19:00	3	43	0.069	3	43	0.077	3	43	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.091			1.138			2.229

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:

35 - 57 (units:)
 01/01/14 - 20/10/21
 3
 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.

Appendix C

Huyton Lane, Huyton
Travel Plan

Paul Basham Associates Ltd
Report No 501.0008/TP/2



Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.

Don't forget to fill out your details at the end!

You can send your completed survey via:

- ☐ Post using the pre-paid envelope: Paul Basham Associates, Office Address, Office Address, Office Address
- ☐ Or you can fill this out via Survey Monkey on <https://www.surveymonkey.com/s/xxxxxxx>
- ☐ Email: travelplan@paulbashamassociates.com



SITE NAME

Hello **SITE NAME** resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

1. What is your main mode of travel? (Please choose 1)

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Public Transport
- ☐ Other (please specify _____)

2. How often do you use another form of transport?

- ☐ Never
- ☐ Very rarely/sometimes
- ☐ Once a month
- ☐ Once a fortnight
- ☐ Once a week

3. If you were to change your mode of travel what mode would it most likely be:

- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Bus
- ☐ Car Share
- ☐ Other please specify _____

4. What is your most frequent journey for?

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other

5. How far do you usually travel for your most frequent journey?

- ☐ 0-10 Miles
- ☐ 11-20 Miles
- ☐ 21-30 Miles
- ☐ 31-40 Miles
- ☐ 41 Miles Plus

6. How long does your most frequent journey usually take?

- ☐ 0-10 Minutes
- ☐ 11-20 Minutes
- ☐ 21-30 Minutes
- ☐ 31-45 Minutes
- ☐ 46-60 Minutes
- ☐ Over 1 hour

7. To which location do you travel the most regularly?

- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ Other please specify _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)

- ☐ Yes (Please go to question 10)
- ☐ No (Please complete next question)

9. I would like to claim:

- ☐ £XX Bus Pass
- ☐ £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

11. Is there anything else you would like to tell us about travel in your local area?:

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

**INSERT DEVELOPER
LOGO**