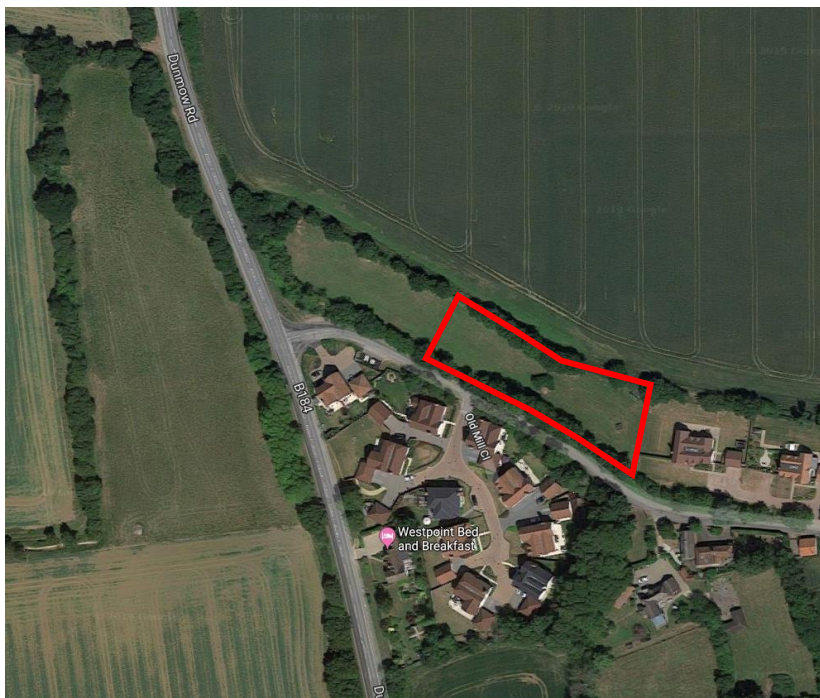


**REAL 8 GROUP**

**PROPOSED RESIDENTIAL DEVELOPMENT:  
KEERES GREEN, AYTHORPE RODING**



**TRANSPORT STATEMENT**

**REPORT REF. 190771-02**

**PROJECT NO. 190771**

**MARCH 2021**

**PROPOSED RESIDENTIAL DEVELOPMENT:  
KEERES GREEN, AYTHORPE RODING**

**TRANSPORT STATEMENT**

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**REPORT REF. 190771-02  
PROJECT NO. 190771  
MARCH 2021**

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## **DRAWINGS**

**190771-002B                      Proposed Access Arrangements**

## **APPENDICES**

- A      Location Plan / Site Analysis**
- B      2011 Census Data**
- C      Site Layout**
- D      TRICS Output**

**DOCUMENT CONTROL SHEET**

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Client Draft	AA	IW	SAF	24.02.2021
-	Planning Issue	AA	IW <i>IK</i>	SAF <i>SAF</i>	02.03.2021

## 1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Real 8 Group to prepare a Transport Statement (TS) to support the proposed development at Keeres Green, Aythorpe Roding, Essex.
- 1.2 The site is located within Uttlesford District Council (UDC) which acts as the local planning authority. Essex County Council (ECC) is the local highway authority responsible for all roads in the village and surrounding area.
- 1.3 This TS supports a full planning application for the development of 3 no. residential units, associated car parking and access provision.
- 1.4 The TS has been prepared in accordance with planning practice guidance published by the Department for Communities and Local Government; namely *Travel Plans, Transport Assessments and Statements* (March 2014) and *Transport evidence bases in plan making and decision taking* (March 2015).
- 1.5 There are two recent planning permissions on sites directly adjacent to the application site that set a precedent for new residential development outside the Keeres Green settlement. These relate to the sites directly to the east and south of the application site and are as follows:
- Keeres Green Nursery – Application for the removal of existing redundant buildings and replacement with 3 new Dwellings. Application approved 19 August 2013 (UTT/13/0571/FUL); and
  - Windmill Works – Demolition of Existing Buildings and Redevelopment of Site to provide 11 Residential Units (Class C3) comprising 9 x 5 Bed Units, 1 x 2 Bed Units and 1 x 3 Bed Unit together with Associated Highways and Landscaping

Improvements. Application approved 7 November 2014 (UTT/14/0779/FUL).

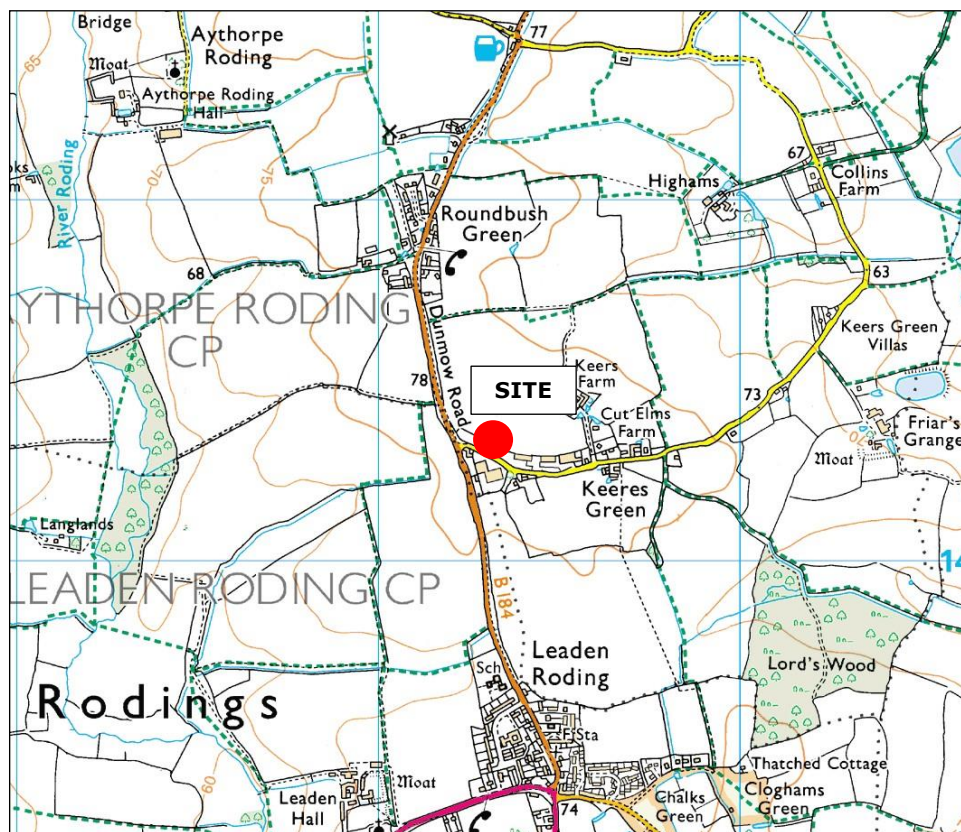
- 1.6 The dwellings for which permission was granted through these two applications have since been built and now form an integral part of the Keeres Green hamlet.
- 1.7 A copy of the site analysis plan produced by L Jones Architects Ltd is provided at **Appendix A** showing this area in context.
- 1.8 Following this introduction, the remainder of this report is structured as follows:
  - **Section 2.0** describes the existing situation;
  - **Section 3.0** outlines the proposed redevelopment scheme;
  - **Section 4.0** considers the transport and land use planning policy context;
  - **Section 5.0** sets out the predicted trip generation of the development; and
  - **Section 6.0** provides a summary and sets out the conclusions.

## 2.0 EXISTING SITUATION

### Site Location

2.1 The application site is located in Keeres Green, on land on the eastern side off the B184 Dunmow Road. Keeres Green is a small hamlet, located between the villages of Leaden Roding and Aythorpe Roding.

2.2 The site location is as shown at **Plate 1**.



**Plate 1:** Site Location (Source: Street Map)

2.3 The site boundary is formed by:

- Agricultural fields and open countryside to the north;
- 3 no. residential properties to the east (Approved Application UTT/13/0571/FUL);

- An unnamed country lane to the south (referred to as 'the country lane' in this report); and
- The B184 Dunmow Road to the west.

2.4 The local land use environment is principally formed of agricultural land, open space and residential properties.

### **The Site**

2.5 The proposed development site comprises an area of approximately 0.44 hectares and is currently formed of an existing enclosed field. An aerial view of the site is shown at **Plate 2**.



**Plate 2:** Aerial View of Site (Source: Google Maps)

2.6 Vehicular access and egress to the site is currently available from one point.



- 2.7 The existing informal field access point is currently taken from the country lane, located on the corner of the site's south-eastern boundary (see **Plate 3**).



**Plate 3:** Informal Vehicle Access Point (Source: Google Maps)

- 2.8 The private gated access is formed by a culverted structure which provides access directly into the site. The culvert / crossing measures approximately 3.4m wide and is set back approximately 4m from the edge of the carriageway.
- 2.9 This access crosses the existing ditch which runs along the length of the southern boundary.

## Local Highway Network

### *Unnamed Country Lane*

- 2.10 The country lane runs along the southern site boundary as a single carriageway road approximately 4.1m wide, which is sufficient to allow two cars to pass (see **Plate 5**). It is classified as a “local road” within ECC’s *Development Management Route Hierarchy Plan*.



**Plate 4:** The Country Lane (Source: Google Maps)

- 2.11 The lane is de-restricted along its length (i.e. subject to the national speed limit of 60mph for single carriageway roads); however, observations suggest that actual vehicle speeds are significantly slower than this. The curved alignment of the country lane and presence of roadside vegetation restricts forward visibility and effectively acts to slow vehicles.

2.12 Direct residential accesses are provided from both sides of the carriageway and are formed by driveways allowing for on-plot car parking.

2.13 The country lane forms part a loop road with School Lane, with two points of access onto the B184 Dunmow Road. Both access points form a priority T-junction arrangement where the lane is the minor arm.

### ***B184 Dunmow Road***

2.14 The B184 Dunmow Road is a "County Road" that forms part of the strategic highway network within Essex, connecting Leaden Roding to Great Dunmow. It is defined as a "Priority Route 2" (PR2) in ECC's *Development Management Route Hierarchy Plan*.

2.15 Dunmow Road is located along the western site boundary as a single carriageway road, formed of two running lanes and used as a bus route.

2.16 The carriageway is approximately 7m wide and is de-restricted along its length (i.e. subject to the national speed limit of 60mph).

2.17 Direct residential and educational accesses are provided from both sides of the carriageway. Residential accesses are formed by driveways allowing for on-plot car parking.

2.18 Dunmow Road provides one good quality footpath between Aythorpe Roding and Leading Roding, which provides a safe route for pedestrians (see **Plate 5**).



**Plate 5:** B184 Dunmow Road (Source: Google Maps)

- 2.19 At the southern end of Dunmow Road, the road meets the A1060 Stortford Road and the A1060 Chelmsford Road at a 3-arm priority mini-roundabout arrangement.
- 2.20 To the north of the site, the B184 continues northbound providing connections to/from High Roding and Great Dunmow.

### **Wider Highway Network**

- 2.21 The A1060 provides further connections to/from Chelmsford, Hatfield Heath, Wright's Green, Hockerill and Bishop's Stortford.
- 2.22 The A120 runs to the north of the site, which can be accessed via the B184 Dunmow Road. It provides connections to/from London Stansted Airport, Braintree, Marks Tey, the A10, A12 (Junction 25) and M11 (Junction 8).



2.23 The M11 is located to the west of the site and provides further connections between London, Essex and Cambridge.

2.24 In conclusion, the site has excellent access to the immediate and wider highway network, providing access to local centres and facilities.

### **Accident Data**

2.25 The crashmap.co.uk website has been reviewed to understand the general accident traits of the immediate highway network.

2.26 There is one accident which has been recorded in close proximity to the development site in the period spanning 2015 – 2019. The accident involved two vehicles and is recorded as serious severity (see **Plate 6**).



**Plate 6:** Accident Data (Source: Crashmap.co.uk)

- 2.27 The accident occurred to the west of the site, at the T-junction arrangement where the country lane meets the B184 Dunmow Road.
- 2.28 A single isolated accident does not suggest a recurring accident issue on the roads or junctions in proximity to the site.
- 2.29 It is considered that the immediate highway network does not have an accident problem, and that the proposed development is not predicted to exacerbate the situation.

### **2011 Census Data**

- 2.30 Both car ownership and travel to work data has been derived from the 2011 Census for the existing resident population of the area surrounding the site (The Rodings), details of which are contained in **Appendix B.**

### ***Car Ownership***

- 2.31 The data shows a total average car ownership level of 1.88 cars per household for all housing types in the area surrounding the site, and that just 3% of local households do not own a car.

### ***Travel to Work***

- 2.32 The data shows the following proportions of multi-modal trips based upon the journey to work travel data:

**Table 2.1: Journey to Work Proportions (2011 Census data)**

Mode of Travel	Percentage of Residents (excluding working at home, other, unemployed)
<i>Train (incl. Underground)</i>	7.5%
<i>Bus</i>	1.1%
<i>Taxi</i>	1%
<i>Motorcycle</i>	1.3%
<i>Car Driver</i>	79.9%
<i>Car Passenger</i>	4.2%
<i>Bicycle</i>	0.6%
<i>Pedestrian</i>	4.5%
<b>Total</b>	<b>100%</b>

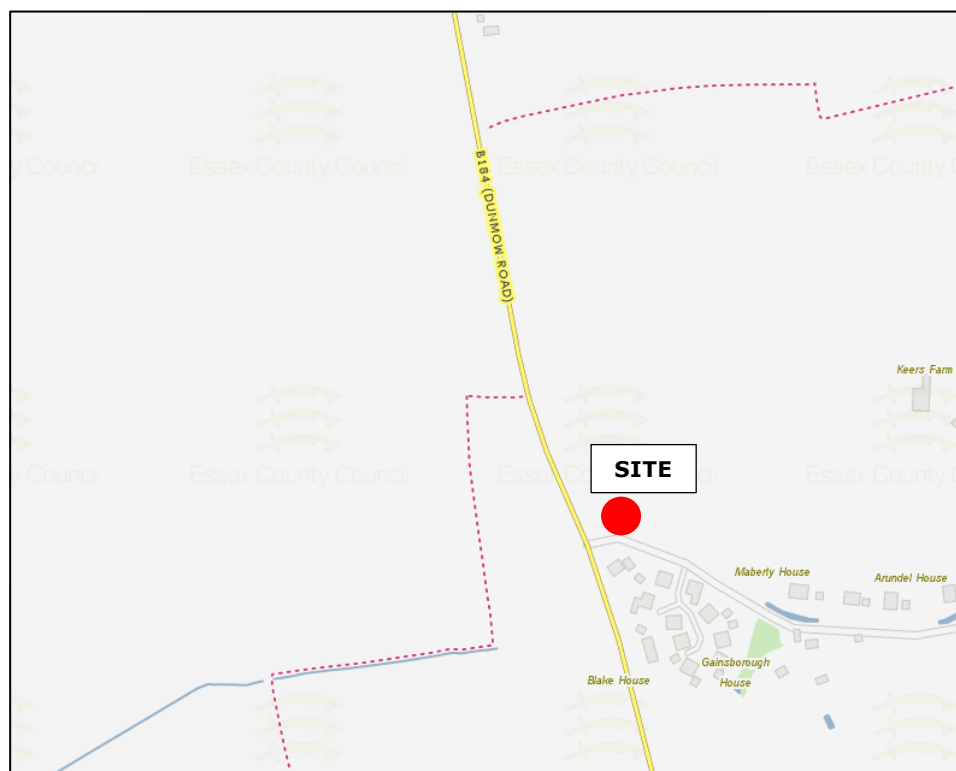
### Local Amenities and Facilities

- 2.33 The site is located on the western edge of the settlement of Keeres Green, between the villages of Aythorpe Roding and Leaden Roding. Its surrounding area is predominantly residential and agricultural.
- 2.34 The Chartered Institution of Highways and Transportation (CIHT) document '*Providing for Journeys on Foot*' recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.
- 2.35 The '*Manual for Streets*' (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.
- 2.36 Facilities within acceptable walking distances from the application site include Rodings Primary School (730m), Aythorpe Roding Village Hall (830m), The Country Shop Off Licence (1.1km), The Axe & Compasses Pub (1.3km) and Parklands Business Centre (1.7km).

### Walking and Cycling

- 2.37 No footways are present along the country lane, except at the initial south-west section from Dunmow Road where a footway extends partially around the junction radius.
- 2.38 A footway is provided on Dunmow Road between Aythorpe Roding and Leading Roding, providing a pedestrian route between the site and local facilities. The verge to the rear of the footway grows over part of the metalled surface and regular maintenance is required by ECC to keep the useable width clear.
- 2.39 There are no public rights of way (PROW) that run directly along the boundaries of the site.
- 2.40 PROW footpath no. 1 is located approximately 210m north-west of the site. The footpath begins on the western side of Dunmow Road and provides a connection 1.4km south to the A1060 Stortford Road.
- 2.41 PROW footpath no. 8 is located approximately 430m north of the site. The footpath begins on the eastern side of Dunmow Road and provides a connection 1.3km west towards Collins Farm.
- 2.42 The PROW map showing the local routes in proximity to the site is provided at **Plate 7** below:





**Plate 7:** Public Right of Way Map (Source: ECC)

- 2.43 The relatively flat topography of the local area is ideal for cycling.
- 2.44 A review of the Sustrans website confirms that there are no National Cycle Network routes within close proximity to the site.

### **Public Transport**

#### **Buses**

- 2.45 The closest bus stops are located on the B184 Dunmow Road to the north of the site within a 650m (8 minute) walk.
- 2.46 The stops are served by 2 services (no. 17 and 18) that provide access to Chelmsford and Great Dunmow. Both services are operated by JW Lodge & Sons, but offer limited service frequency.
- 2.47 Additional bus stops are provided along the A1060 Stortford Road that provide an additional service (no. 59) within a 1km (15 minute)

walk. This service provides access to Chelmsford and Harlow and is operated by First in Essex. This route has an hourly service.

- 2.48 The route and frequencies of the above bus services are summarised in **Table 2.2**.

**Table 2.2: Bus services available**

Service and Route	Bus Stop	Daytime Frequency		
		Weekday	Saturday	Sunday
17 Chelmsford - Mashbury - Gt Dunmow	Dunmow Road	1 per day (Fridays Only)	1 per day	-
18 Chelmsford - Chignall St James - High Roding - Gt Dunmow	Dunmow Road	1 per day (Tuesdays and Thursdays Only)	-	-
59 Chelmsford - Roxwell - Leaden Roding - Sheering - Harlow	Stortford Road	60 mins	60 mins	120 mins

- 2.49 **Table 2.2** shows that the bus routes which are served by stops within walking distance from the site provide a local connection to other settlements across the immediate area and further afield.

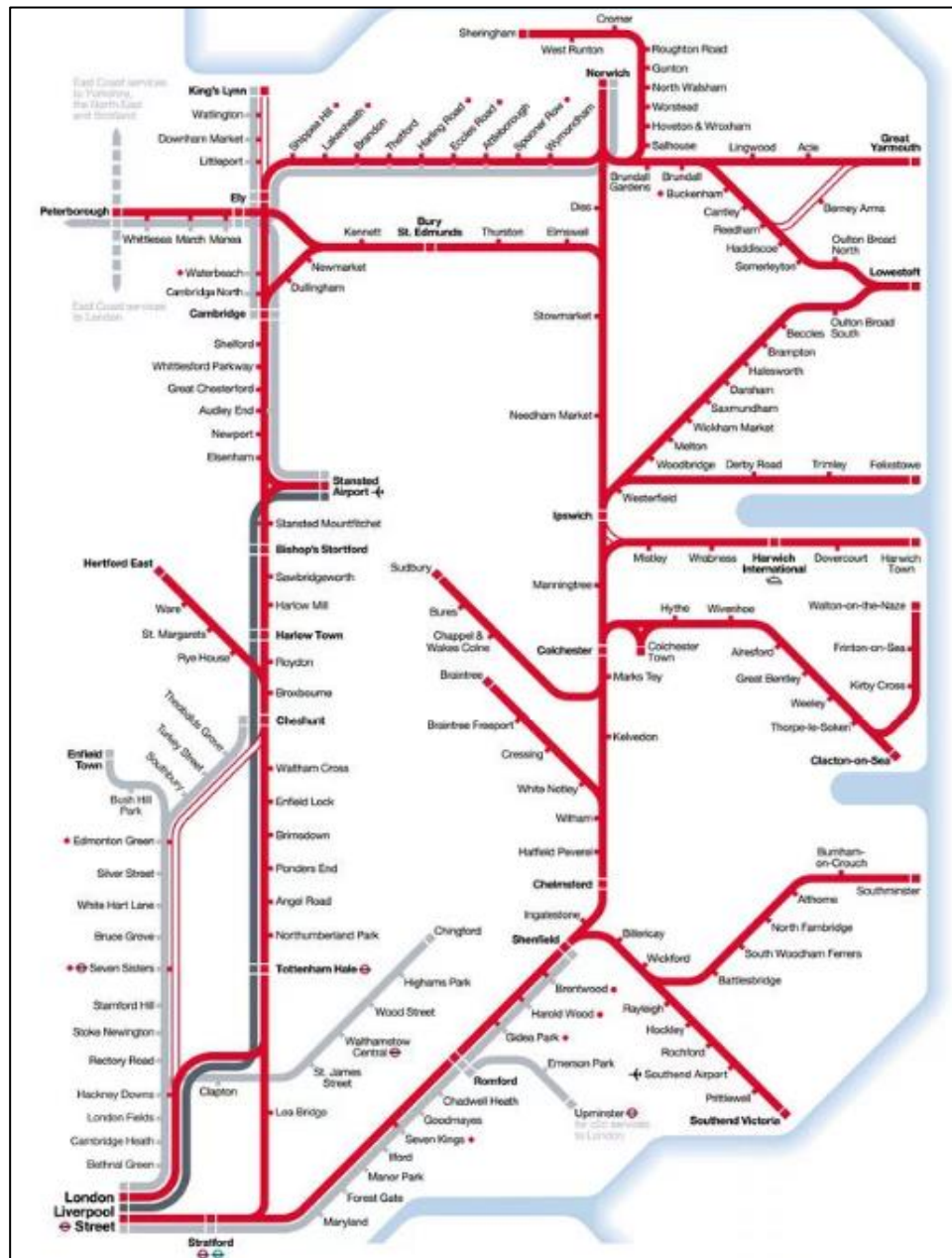
### ***Rail***

- 2.50 Sawbridgeworth Station is the nearest train station, located around 12.7km to the west of the site, around a 13-minute drive away. The station is managed by Greater Anglia and follows the West Anglia Main Line.
- 2.51 The station has 30 cycle parking spaces located within the station's frontage and on platform 1.
- 2.52 In the morning peak period between 06:30 and 08:30 there are a total of 18 direct trains that connect to Bishop's Stortford, Cambridge, Cambridge North, London Liverpool Street and Stratford (London).

2.53 In the evening peak period between 16:30 and 18:30 there are a total of 20 direct trains that return to Sawbridgeworth station from Bishop's Stortford, Cambridge, Cambridge North, London Liverpool Street and Stratford (London).

2.54 These stations also provide further connections for the London Overground and London Underground (Central, Circle, Hammersmith & City and Metropolitan lines).

2.55 A route map of the Greater Anglia network is provided at **Plate 8**.



**Plate 8:** Greater Anglia Network Map (Source: Greater Anglia)

## Summary

- 2.56 The site is located within walking distance of local services such as a village shop, primary school, and recreational grounds, which are accessible via a footway.

2.57 It is clear from the above that the site has reasonable accessibility to non-car modes of transport. Given its location within close proximity of bus stops, the site is well located to take advantage of sustainable travel opportunities.

### **3.0 THE PROPOSED DEVELOPMENT**

- 3.1 The proposed development is for 3 no. residential units along with internal landscaping, associated car parking and access provision.
- 3.2 A copy of the proposed site plan is provided at **Appendix C**.
- 3.3 The following description is pertinent to the highways and transport aspects of the proposed development scheme.

#### **Access**

- 3.4 Vehicular access to the development is proposed to be taken from a new shared access point from the country lane.
- 3.5 The access road provides both an access and egress point into the site via a priority junction arrangement, as shown on **ACE drawing no. 190771-002**.
- 3.6 The existing field access will be closed and no longer used.
- 3.7 The initial section of the access point has been designed as a 5.5m wide shared surface allowing two vehicles to pass at the entrance as is required within the Essex Design Guide for at least the first 6m. The access road then splits to form private driveways for each of the dwellings.
- 3.8 In order to create the access point, a short section of the existing ditch which runs along the southern boundary will have to be culverted. The design and subsequent approvals of this approach will be approved and secured prior to construction.
- 3.9 Visibility splays at the access point have been calculated as per the recorded speeds that were surveyed for the adjacent Windmill Works application which has now been implemented.

3.10 Junction visibility splays of 2.4m x 45m are provided to the left (east) and 2.4m x 61m are provided to the right (west) of the access points for drivers egressing from the development. These splays are indicated on **ACE drawing no. 190771-002**. As has been shown in Section 2.0, there have been no accidents in relation to the access point of the adjacent development which suggests that visibility splays provided for that development are appropriate.

3.11 Additional visibility can be achieved within the extent of highway boundary in both directions.

3.12 Cars are able to park and manoeuvre internally of the site, thereby being able to access and egress the site in forward gear with a minimum of 6m clear room at the rear of any perpendicular parking spaces.

### **Parking**

3.13 Parking is to be provided in accordance with the 2009 ECC/EPOA standards for all units.

3.14 The standard requires a minimum of 2 spaces per 2+ bedroom dwelling to be provided on-site. This level of required parking spaces has been met.

3.15 Parking spaces have been provided measuring 5.5m x 3.3m, which is in excess for the preferred bay sizes of ECC and are therefore compliant.

3.16 All units have secure gardens to meet cycle parking requirements.

### **Servicing and Emergency Access**

3.17 Refuse is to be collected from the kerbside of the country lane, with a refuse vehicle able to get within acceptable collection distances of bin collection points.

- 3.18 Emergency vehicles are able to enter the site and get within 45m of dwellings (houses), as shown on **drawing no. 190771-002**. Fire tenders can enter and exit the development in forward gear.



## 4.0 POLICY CONTEXT

### Framework

4.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents: -

- *National Planning Policy Framework (NPPF – February 2019);*
- *Essex County Council Development Management Policies Document; and*
- *Uttlesford District Local Plan (2005)*

### ***National Planning Policy Framework (2019)***

4.2 Para 102 states that: *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) 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;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

- 4.3 Para 103 states that: *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.*
- 4.4 Para 108 states that: *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
  - b) Safe and suitable access to the site can be achieved for all users; and*
  - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 4.5 Para 109 confirms that: *Development should only be prevented or refused on highway grounds if the residual cumulative impacts on the road network or road safety would be severe.*

***Essex County Council***

- 4.6 Essex County Council's Development Management Policies document sets out the policies applicable within the County.
- 4.7 **Policy DM8** requires that developments adhere to the *Parking Standards: Design and Good Practice* document (September 2009). To this end, these set out the minimum required parking provision for car spaces for a C3 residential site as follows:
- 1 Bedroom Dwelling – 1 vehicle space per dwelling;
  - 2+ Bedroom Dwelling – 2 vehicle spaces per dwelling.

- 4.8 In addition, visitor parking is to be provided as 0.25 spaces per dwelling.
- 4.9 The same document provides minimum cycle parking standards within as one secure space per dwelling
- 4.10 **Policy DM9** requires developments to be sited in order to reduce and minimise the number of trips by private vehicle.
- 4.11 **Policy DM10** requires all new residential dwellings to be provided with a Residential Travel Information Pack.
- 4.12 **Policy DM11** seeks the Highway Authority to protect and enhance Public Rights of Way that run through or near to development sites.
- 4.13 **Policy DM14** requires a Stage 1 Road Safety Audit including Designer's Response to accompany a development where changes to the highway are proposed.

***Uttlesford District Local Plan (2005)***

- 4.14 Local Plan **Policy GEN1 – Access** states that: *Development will only be permitted if it meets all of the following criteria:*
- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.*
  - b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*
  - c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*

*d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*

*e) The development encourages movement by means other than driving a car.*

### **Summary**

4.15 In view of the above, it is clear that the principle of the proposed residential development on this site is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.

## 5.0 TRIP GENERATION

5.1 The proposed residential development is for 3 no. residential dwellings.

5.2 The TRICS database has been used to derive suitable trip rates of comparable sites the proposed site use.

5.3 **Table 5.1** sets out the vehicle trip rates used and the resultant weekday peak hour vehicle trip generation of the proposed residential scheme, providing details on the predicted change in vehicle movements during the key AM and PM weekday peak hours (based on traditional network peak hours).

5.4 The proposed development weekday trips rates were selected using the following criteria:

- All regions excluding Greater London, Ireland, Scotland and Wales;
- Suburban, Edge of Town and Neighbourhood Centre locations;
- Houses Privately Owned selected; and
- Trip rate based upon number of units.

**Table 5.1: Weekday peak hour trip rates (source: TRICS)**

Period and mode	Trip Rates			Trips (3 dwellings)		
	In	Out	2-way	In	Out	2-way
<b>Weekday AM peak hour (08:00-09:00)</b>						
<i>Vehicles (per dwelling)</i>	0.129	0.369	0.498	0	1	1
<b>Weekday PM peak hour (17:00-18:00)</b>						
<i>Vehicles (per dwelling)</i>	0.319	0.147	0.466	1	0	1

5.5 The TRICS outputs for proposed development are contained in **Appendix D**.

- 5.6 As shown in **Table 5.1**, it is predicted that there will be 1 two-way vehicle movement in the weekday AM and PM peak hours resulting from the 3 dwellings.
- 5.7 It is considered that this level of traffic will result in a negligible change in traffic flows on the local highway network as a result of the proposed development of the site.
- 5.8 It is therefore considered that the proposed development will not have a detrimental impact upon the local highway network.

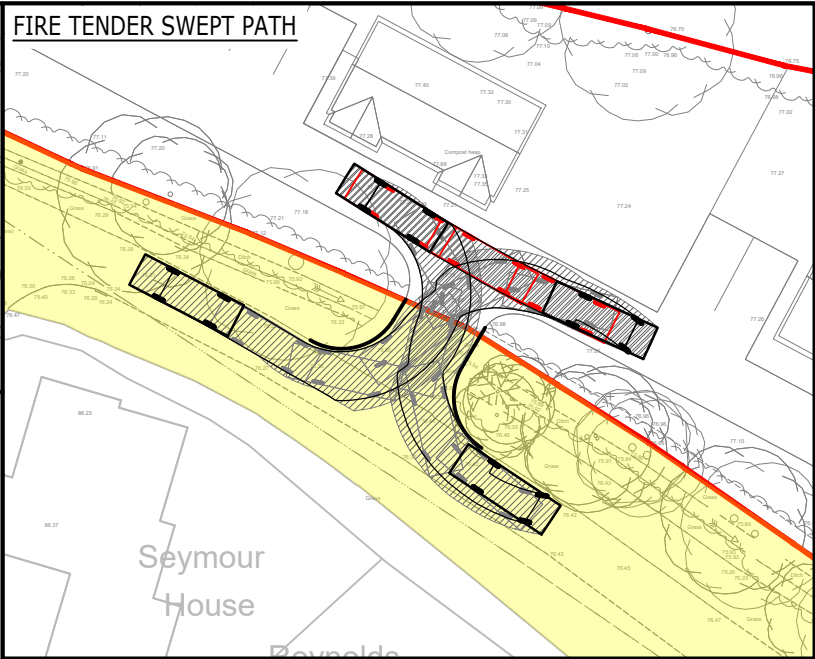
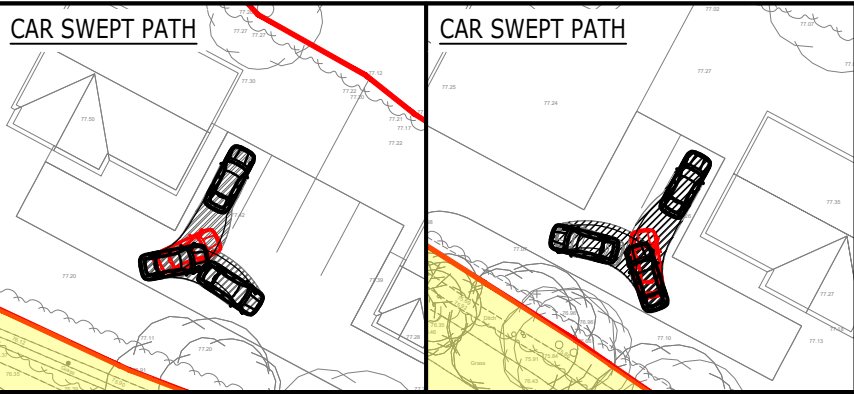
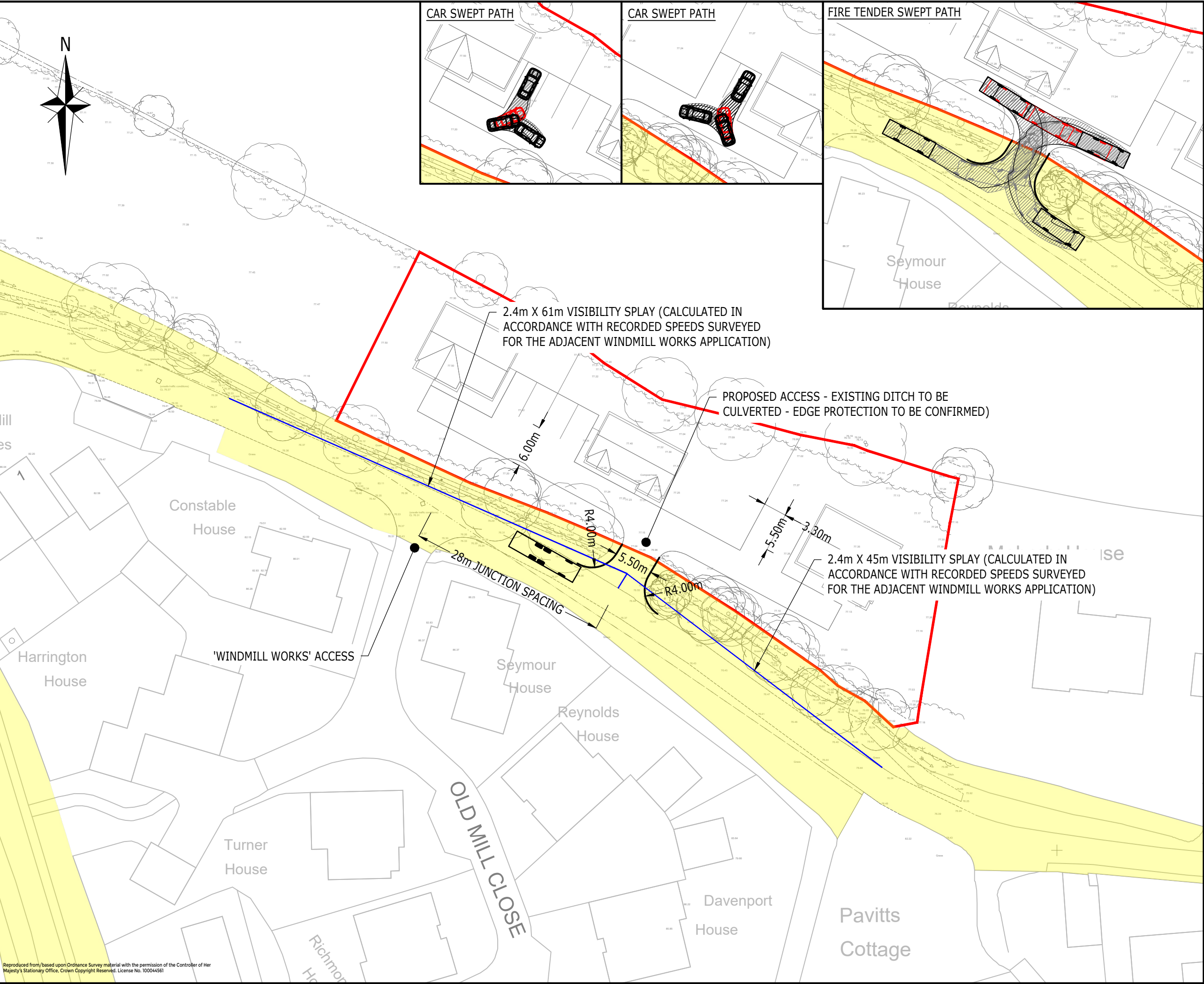
## **6.0 SUMMARY & CONCLUSIONS**

- 6.1 Real 8 Group has instructed Ardent Consulting Engineers to provide transport and highway advice on the proposed development scheme at Keeres Green, Aythorpe Roding.
- 6.2 The application proposes 3 no. residential units along with internal landscaping, associated car parking and access provision.
- 6.3 The site is located within walking distance of local services such as a village shop, primary school, and recreation grounds. It is accessible by bus, with stops within walking distance, providing services to Chelmsford and Great Dunmow.
- 6.4 Access to the residential development is proposed to be taken from the country lane via a new shared access point, replacing the existing informal field access into the site which will be closed and no longer used.
- 6.5 The proposed level of parking for cars and cycles is to be provided in accordance with adopted standards.
- 6.6 Refuse collection is to be collected from the kerbside of the country lane, with a refuse vehicle able to get within acceptable collection distances of bin collection points. Fire tenders can reach a point within 45m of each of the internal parts of each residential unit.
- 6.7 It is predicted that there will be 1 two-way vehicle movement in the weekday AM and PM peak hours resulting from the 3 dwellings. This is well below the 30 additional movements "starting point for discussions" set out in the *DfT/DCLG* TA Guidance.
- 6.8 Traffic changes as a result of the development proposals are expected to have a negligible impact on the surrounding highway network.

- 6.9 Having fully considered highways/transport matters, we consider that planning permission for the proposed development at the site should be granted.



**Drawings**



**KEY:**

- SITE BOUNDARY
- EXTENT OF HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS

**VEHICLES USED:**

Fire Tender  
Overall Length 7.334m  
Overall Width 2.286m  
Overall Body Height 3.495m  
Min Body Ground Clearance 0.380m  
Track Width 2.286m  
Lock to lock time 5.00s  
Kerb to Kerb Turning Radius 8.000m

Essex Large Refuse Vehicle (3 axle)  
Overall Length 10.342m  
Overall Width 2.450m  
Overall Body Height 3.814m  
Min Body Ground Clearance 0.366m  
Track Width 2.450m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

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

**DRAFT**

Rev	Description	Drn	Chk	App	Date
<b>ARDENT</b> CONSULTING ENGINEERS					
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Client <b>REAL 8 GROUP</b>					
Project Title: <b>LAND OFF KEERES GREEN, AYTHORPE RODING (3 UNIT SCHEME)</b>					
Drawing Title: <b>PROPOSED ACCESS ARRANGEMENTS</b>					
A3 Scale	Date	Designed by			
1:500	22.02.2021	AA			
Drawn by	Checked by	Approved by			
AA	DV	IW			
Drawing Number	190771-002				Rev -

**Appendix A**  
**Site Analysis**



**LJA**

L Jones Architects Ltd

06\_02\_19  
Keeres Green, Essex

Location Plan /  
Site Analysis  
NTS

**Appendix B**  
**Census Data**

# nomis

official labour market statistics



## QS416EW - Car or van availability

[Edit query](#)
[View data](#)   [Change format](#)

### QS416EW - Car or van availability ⓘ

ONS Crown Copyright Reserved [from Nomis on 26 February 2019] ⓘ

Population      All households; All cars or vans  
 Units              Households  
 Area Type        2011 wards  
 Area Name        E05004284 : The Rodings  
 Rural Urban ⓘ    Total

#### Cars ⓘ 2011

All categories: Car or van availability	730
No cars or vans in household	40
1 car or van in household	224
2 cars or vans in household	317
3 cars or vans in household	103
4 or more cars or vans in household	46
sum of All cars or vans in the area	1,373

#### Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

# nomis

official labour market statistics




## QS701EW - Method of travel to work

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### QS701EW - Method of travel to work

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Population      All usual residents aged 16 to 74  
 Units              Persons  
 Area Type        2011 wards  
 Area Name        E05004284 : The Rodings  
 Rural Urban     Total

#### Method of Travel to Work

2011

All categories: Method of travel to work	1,360
Work mainly at or from home	114
Underground, metro, light rail, tram	23
Train	40
Bus, minibus or coach	9
Taxi	8
Motorcycle, scooter or moped	11
Driving a car or van	673
Passenger in a car or van	35
Bicycle	5
On foot	38
Other method of travel to work	8
Not in employment	396

#### Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

**Appendix C**  
**Site Layout**





NOTES / REVISIONS	
REV A.	
REV B. 07/12/20	
REV C. 15/01/21	
REV D. 27/01/21	
REV E. 05/02/21	
Verify all dimensions on site before commencing any work on site or preparing drawings. Do not scale from this drawing. This drawing and design are copyright of L Jones Architects Ltd.	
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<div><div><div>LJA</div><div>Hohenfels Douglas Isle of Man IM2 5AL laura@ljonesarchitects.com 07832972705</div></div></div>	
FOR	<div>REA</div> <div>GROUP</div>
PROJECT	KEERES GREEN, DUNMOW
DRAWING	BLOCK PLAN
SCALE	1:500 @A3
DATE	17/02/20

**Appendix D**  
**TRICS Database**

Calculation Reference: AUDIT-437201-190301-0321

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	5 days
	SC SURREY	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	7 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	2 days

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

## Secondary Filtering selection:

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

Parameter: Number of dwellings  
Actual Range: 6 to 805 (units: )  
Range Selected by User: 6 to 4334 (units: )

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/11/18

*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	13 days
Tuesday	8 days
Wednesday	13 days
Thursday	12 days
Friday	12 days

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

Selected survey types:

Manual count	58 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	23
Edge of Town	26
Neighbourhood Centre (PPS6 Local Centre)	9

*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	50
Village	5
No Sub Category	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.*

## Secondary Filtering selection:

Use Class:

C3	58 days
----	---------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	9 days
5,001 to 10,000	11 days
10,001 to 15,000	16 days
15,001 to 20,000	6 days
20,001 to 25,000	7 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

## Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	8 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	14 days
250,001 to 500,000	7 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	20 days
1.1 to 1.5	36 days
1.6 to 2.0	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	7 days
No	51 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	57 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			
2	CA-03-A-06 CRAFT'S WAY NEAR CAMBRIDGE BAR HILL	MIXED HOUSES		CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 207 <i>Survey date: FRIDAY 22/06/18</i>			
3	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED		CHESHIRE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			
4	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE
	Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
6	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES		DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>			
7	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>			
8	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>			

*Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		
10	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN	PRIVATE HOUSING	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>		
11	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		
12	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		
13	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total Number of dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>		
14	GM-03-A-10 BUTT HILL DRIVE MANCHESTER PRESTWICH	DETACHED/SEMI	GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>		
15	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>		
16	HC-03-A-20 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 20/11/18</i>		

*Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		51
	Survey date: THURSDAY		14/07/16
			Survey Type: MANUAL
18	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		110
	Survey date: FRIDAY		22/09/17
			Survey Type: MANUAL
19	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:		8
	Survey date: FRIDAY		22/09/17
			Survey Type: MANUAL
20	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		363
	Survey date: WEDNESDAY		27/09/17
			Survey Type: MANUAL
21	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		288
	Survey date: WEDNESDAY		27/09/17
			Survey Type: MANUAL
22	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:		32
	Survey date: FRIDAY		17/11/17
			Survey Type: MANUAL
23	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	LINCOLN		
	BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		22
	Survey date: TUESDAY		18/09/12
			Survey Type: MANUAL
24	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		15
	Survey date: FRIDAY		21/06/13
			Survey Type: MANUAL



LIST OF SITES relevant to selection parameters (Cont.)

25	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total Number of dwellings:		432	
	Survey date: MONDAY		12/05/14	Survey Type: MANUAL
26	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		27	
	Survey date: TUESDAY		16/10/12	Survey Type: MANUAL
27	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		98	
	Survey date: MONDAY		22/10/12	Survey Type: MANUAL
28	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
29	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		115	
	Survey date: FRIDAY		14/10/11	Survey Type: MANUAL
30	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE	DETACHED & SEMI DET.		NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings:		23	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
31	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		21	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
32	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		52	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

33	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
34	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
35	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
36	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
37	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
38	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
39	SF-03-A-06	DETACHED & SEMI-DETACHED		SUFFOLK
	BURY ROAD			
	KENTFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:	38		
	Survey date: FRIDAY	22/09/17		Survey Type: MANUAL
40	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
41	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

42	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total Number of dwellings: 33 Survey date: THURSDAY 24/09/15	DETACHED & SEMI	SOMERSET	Survey Type: MANUAL
43	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
44	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total Number of dwellings: 26 Survey date: WEDNESDAY 22/11/17	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: MANUAL
45	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL
46	TW-03-A-02 WEST PARK ROAD GATESHEAD  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 Survey date: MONDAY 07/10/13	SEMI-DETACHED	TYNE & WEAR	Survey Type: MANUAL
47	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 33 Survey date: FRIDAY 13/11/15	MIXED HOUSES	TYNE & WEAR	Survey Type: MANUAL
48	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6 Survey date: FRIDAY 21/10/11	TERRACED/SEMI /DET.	WARWICKSHIRE	Survey Type: MANUAL
49	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: THURSDAY 17/10/13	BUNGALOWS	WARWICKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

50	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>			<i>Survey Type: MANUAL</i>
51	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>			<i>Survey Type: MANUAL</i>
52	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 151 <i>Survey date: THURSDAY 11/12/14</i>			<i>Survey Type: MANUAL</i>
53	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 48 <i>Survey date: WEDNESDAY 18/04/12</i>			<i>Survey Type: MANUAL</i>
54	WS-03-A-06 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 805 <i>Survey date: THURSDAY 02/03/17</i>			<i>Survey Type: MANUAL</i>
55	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>			<i>Survey Type: MANUAL</i>
56	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i>			<i>Survey Type: MANUAL</i>
57	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST Durrington	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 197 <i>Survey date: THURSDAY 05/07/18</i>			<i>Survey Type: MANUAL</i>
58	WY-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY	MIXED HOUSING		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 46 <i>Survey date: WEDNESDAY 21/09/16</i>			<i>Survey Type: MANUAL</i>

*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/A - HOUSES PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	58	90	0.074	58	90	0.274	58	90	0.348
08:00 - 09:00	58	90	0.129	58	90	0.369	58	90	0.498
09:00 - 10:00	58	90	0.145	58	90	0.171	58	90	0.316
10:00 - 11:00	58	90	0.127	58	90	0.156	58	90	0.283
11:00 - 12:00	58	90	0.140	58	90	0.149	58	90	0.289
12:00 - 13:00	58	90	0.157	58	90	0.148	58	90	0.305
13:00 - 14:00	58	90	0.160	58	90	0.155	58	90	0.315
14:00 - 15:00	58	90	0.159	58	90	0.182	58	90	0.341
15:00 - 16:00	58	90	0.250	58	90	0.174	58	90	0.424
16:00 - 17:00	58	90	0.270	58	90	0.162	58	90	0.432
17:00 - 18:00	58	90	0.319	58	90	0.147	58	90	0.466
18:00 - 19:00	58	90	0.268	58	90	0.165	58	90	0.433
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.291			2.325			4.616		

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:	6 - 805 (units: )
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	58
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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