

Proposed Development of Residential Care
Scheme
Land at Clacton Road, Weeley Heath, Clacton

Transport Statement

For

LNT Construction

Document Control Sheet

Proposed Development of Residential Care Scheme

Land at Clacton Road, Weeley Heath, Clacton

LNT Construction

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
13 th July 2023	First Draft	Chris Saunders	John Russell
27 th July 2023	Final	Chris Saunders	John Russell



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Contents

1.0	Introduction	1
2.0	Policy	2
3.0	Baseline Conditions	6
4.0	Development Proposals.....	9
5.0	Highway Impact Assessment	10
6.0	Summary and Conclusions	12

Appendices

A	Essex Bus Map
B	Bus Timetables
C	Proposed Site Layout
D	Site Access Drawing
E	Parking Accumulation Analysis
F	Swept Path Analysis
G	TRICS Outputs Nursing Home
H	TRICS Outputs Residential Dwellings

1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of LNT Construction to support a full planning application for a 66-bed care home facility (Use Class C2) alongside associated car and cycle parking, amenity space and refuse storage, at Clacton Road, Weeley Heath, Essex.
- 1.2 The site is located on the west side of Clacton Road to the south east of the centre of Weeley Heath and north of Little Clacton. The site is accessible by the more sustainable modes of travel including foot, cycle and public transport with the nearest bus stops within 75 metres of the site. The site is accessed from Clacton Road.
- 1.3 This report demonstrates that:
- The site accords with national and local policies relevant to transport;
 - The site is accessible by public transport, walking and cycling;
 - The highway network is not subject to any defects that lead to an abnormally high accident rate;
 - Suitable and appropriate access to the site can be achieved from Clacton Road; and,
 - The levels of traffic associated with the proposal will not lead to any demonstrable harm being caused to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.4 Following this introduction, the Transport Statement is split into six sections as follows:
- Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - Section 3 considers the existing use of the site, review the accessibility of the site by all modes of transport and assesses local road safety records.
 - Section 4 provides an overview of the proposed development together with the details related to access, parking and servicing strategies that will be adopted.
 - Section 5 assesses the trip generating potential of the proposals by all travel modes and the likely traffic impact associated with the proposals upon the local highway network.
 - Section 6 summarises the key findings and conclusions of the report.

2.0 Policy

Overview

- 2.1 There are several documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals include:

National Planning Policy Framework – July 2021;

Tendring District Local Plan 2013-2033 and Beyond: North Essex Authorities’ Shared Strategic Section 1, adopted 26th January 2021;

Tendring District Local Plan 2013-2033 and Beyond: Section 2, adopted 25th January 2021; and,

Essex Parking Standards – Design and Good Practice.

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government’s planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says 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 avoiding and mitigating any adverse effects, and for net environmental gains; 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."

- 2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states that:

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

- 2.5 Off-street parking provision is referred to by Paragraph 107, which says that:

In setting local parking standards for development, local planning authorities should take into account:

a) The accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.6 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

"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;

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

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

A footnote to sub paragraph c states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.8 Paragraph 111 says that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.9 Paragraph 112 states:

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.10 Paragraph 113 states:

"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."

Local Policy.

Tendring District Local Plan 2013-2033 and Beyond: North Essex Authorities' Shared Strategic Section 1.

2.11 Adopted in January 2021, Section 1 of the Local Plan addresses the strategic planning matters for the North Essex area covering the Braintree District Council, Colchester Borough Council and Tendring District Council areas. With the respect to transport the relevant policies are as follows.

Policy SP 6 – Infrastructure and Connectivity

"Transportation and Travel

The local planning authorities will work with government departments, Highways England, Essex County Council, Network Rail, rail and bus operators, developers and other partners to deliver the following:

Changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles;

A comprehensive network of segregated walking and cycling routes linking key centres of activity;

Improved urban and inter-urban public transport, and new and innovative ways of providing public transport, including:

high quality rapid transit networks and connections in and around urban areas with links to the new garden community;

maximising the use of the local rail network to serve existing communities and locations for large-scale growth;

a bus network providing a high-frequency, reliable and efficient service, integrated with other transport modes serving areas of new demand;

promoting wider use of community transport schemes; Increased rail capacity, reliability and punctuality, and reduced overall journey times by rail;

New and improved road infrastructure and strategic highway connections to reduce congestion and provide more reliable journey times along the A12, A120 and A133, specifically:

Improved access to and capacity of junctions on the A12 and other main roads;

A dualled A120 from Braintree to the A12.

Innovative strategies for the management of private car use and parking including the promotion of car clubs and car sharing, and provision of electric car charging points."

Tendring District Local Plan 2013-2033 and Beyond: Section 2

2.12 Also adopted in January 2021 Section 2 of the Local Plan addresses the development control policies relevant to Tendring. With the respect to transport the relevant policies are as follows.

Policy CP 1 SUSTAINABLE TRANSPORT AND ACCESSIBILITY

"Proposals for new development must be sustainable in terms of transport and accessibility and therefore should include and encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport. Providing options for non-motorised vehicles is especially important for the large-scale developments at Clacton and the Tendring Colchester Borders Garden Community.

Planning applications for new major development likely to have significant transport implications will normally require a Transport Statement. If the proposal is likely to have significant transport implications or a Transport Assessment, the scope of which should be agreed in advance between the District Council and the applicant, in consultation with Essex County Council as the Highway Authority. In order to reduce dependence upon private car transport, improve the quality of life for local residents, facilitate business and improve the experience for visitors, all such applications should include proposals for walking and cycling routes and new or improved bus-stops/services. Where relevant, improvements to railway station passenger facilities should be included and greater connectivity between places and modes of transport demonstrated.

Travel Plans and Residential Travel Information Packs should be provided as appropriate and in accordance with Essex County Council published guidance.

The Essex Cycling Strategy will be used as a guide to ensure the provision of appropriate cycling infrastructure."

Policy CP 2 – Improving The Transport Network

"Proposals for new development which contribute to the provision of a safe and efficient transport network that offers a range of sustainable transport choices will be supported. Major development proposals should include measures to prioritise cycle and pedestrian movements, including access to public transport.

Proposals will not be granted planning permission if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe."

Essex Parking Standards, Design and Good Practice, September 2009

2.13 Parking standards for Essex are contained within the County Council’s Parking Standards guidelines.

2.14 The parking standards for Residential Care Homes are as detailed within Table 2.1 below.

Mode of Transport	Parking Requirement
Car	1 space per full time equivalent staff plus 1 visitor space per 3 beds
Cycle	1 space per 5 staff
Blue Badge Holders	Dependant on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements.
Motorcycle	1 space + 1 space per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 spaces (over 100 spaces)

Table 2.1 – Parking Standards, Use Class C2 Residential Care Home

3.0 Baseline Conditions

Overview

3.1 So that the context of the site can be established, a detailed review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and baseline traffic conditions. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

Site Details

3.2 The site is located to the west of the B1441 Clacton Road to the south of Weeley Heath and north of Little Clacton. The site falls within the administrative areas of Tendring District Council and Essex County Council and Figure 3.1 details the location of the site in relation to the local surrounding area.



Figure 3.1 – Site Location Plan

3.3 The local highway network is focused around the B1441 Clacton Road which joins the A133 at either end of the Weeley, Weeley Heath and Little Clacton bypass. To the north the A133 provides connections to the A120 and Colchester and to the south to Clacton. The A120 is part of the strategic highway network which links to the A12 with onward connections to Ipswich, Chelmsford, London and Stansted Airport.

3.4 In the vicinity of the site, Clacton Road is 7 metres wide, with 1.4 metre wide footways, street lit and subjected to a 30 miles per hour speed limit. The footways provide access to local bus stops and the centre of Weeley Heath.

Planning History

3.5 The recent planning history related to the site is detailed below.

Planning Application 19/00723/OUT - Demolition of dwelling and erection of four self-build dwellings: Approved at appeal, 4th August 2020. Access from Clacton Road acceptable given visibility splays of 2.4 metres by 43 metres were being provided.

Planning Application 22/00620/FUL – Proposed erection of seven dwellings, garage buildings and associated development following the demolition of existing dwellings, planning consent obtained 7th April 2022. Traffic generation acceptable as was access subject to visibility splays of 2.4 metres by 56 metres being provided.

Planning Application 23/00144/FUL – Proposed erection of ten dwellings and garage buildings following demolition of existing dwellings. This application was refused by Tendring District Council on the 28th April 2023, but with respect to highways, Essex County Council, the highway authority, found the access subject to visibility splays of 2.4 metres by 56 metres acceptable along with the traffic generation from ten dwellings. However following the submission of an amended plan which resulted in refuse collection occurring from Clacton Road and the access changing to be via a dropped kerb and not a bellmouth junction, Essex County Councils recommended refusal on the layout not complying with adopted design standards.

Sustainable Transport Accessibility

- 3.6 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);

The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,

Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).

- 3.7 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles respectively.
- 3.8 Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot and Cycle

- 3.9 Footways are provided along Clacton Road which provide connections to local services within Weeley Heath, Little Clacton and local bus stops within 75 metres of the site.
- 3.10 No specific cycle facilities are provided within the village but given the nature of the roads within the village they are conducive to cycling.

Accessibility by Bus

- 3.11 The site is served by several bus routes with the Essex bus map provided within [Appendix A](#). The nearest bus stops are located, within 75 metres of the site served by Route 2 and 76 and a summary of the services are provided within Table 3.1 below, with the full timetables also provided within [Appendix B](#).

Service Number	Route	Average Service Headway (Minutes)		
		Monday to Friday	Saturday	Sunday
2	Weeley to Manningtree	120 minutes	120 minutes	No Service
76	Clacton to Colchester	60 minutes	60 minutes	120 minutes

Table 3.1 – Local Bus Services

Access by Rail

- 3.12 The site is approximately 1,700 metres from Weeley Railway Station which has links to Clacton, Colchester and the wider region as shown in Table 3.5 below.

Destination	Frequency
Weeley to Walton-on Naze	One service per hour
Weeley to Clacton (Change at Thorpe-le-Soken)	One service per hour
Weeley to Colchester	One Service Per hour

Table 3.2 – Train Services from Weeley Station

Road Safety

- 3.13 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury accident (PIA) information has been obtained from Essex County Councils Collisions map data base for the most recent 3-year period up to 31st March 2023. The extract from the database is shown within Figure 3.2 which shows no PIA's have occurred along Clacton Road within the vicinity of the site.

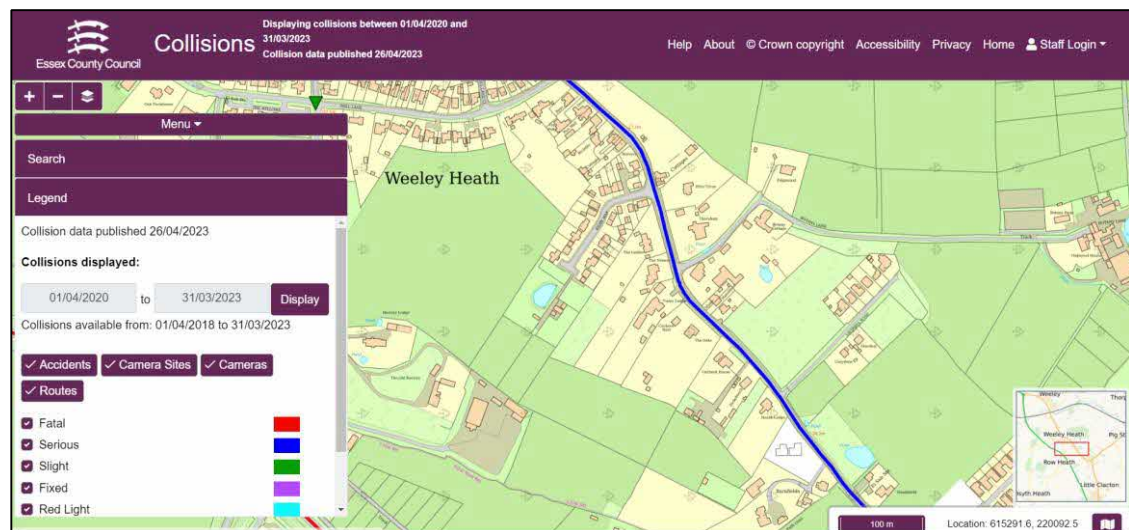


Figure 3.2 – Road Safety Study Area

Summary

- 3.14 This section includes an overview of the site and surrounding area as well as a description of the local highway network in the vicinity of the site. A review of access to the site by the more sustainable forms of transport is provided and opportunities exist to travel to the site on foot, by cycle and public transport. An assessment of road safety has also been completed, which indicates that the local highway network does not suffer from any significant safety problems.

4.0 Development Proposals

Proposed Development

- 4.1 The proposals comprise the construction of a 66-bed care home facility alongside 25 car parking spaces, amenity space, cycle and refuse storage. Of the 25 car parking spaces, two will be blue badge spaces with a further six being electric vehicle charging bays that also have disabled access. The proposed site layout is provided within [Appendix C](#).

Access Arrangements

- 4.2 Access to the site will be via the existing access point, which will be improved to be six metres in width with six metre radii at the junction with Clacton Road, along with a 1.6 metre footway being provided into the site in accordance with the Essex Design Guide as detailed on the site access drawing within [Appendix D](#).
- 4.3 The access will have visibility splays of 2.4 metres by 56 metres which have been found acceptable by Essex County Council, the Highway Authority, with regards the previous consented applications for the site as detailed within Section 3. A Road Safety Audit with regards the access proposals will be submitted in accordance with Essex County Council requirements.

Parking

- 4.4 Car parking within the development will be provided in an unallocated car park at the front of the site. The 25 car parking spaces will be provided alongside a drop-off area near the entrance to reduce the need for parking. Two of the car parking spaces will be blue badge spaces, while another 6 will be electric vehicle charging bays with disabled access.
- 4.5 Essex County Council parking standards require a maximum parking provision of 1 space per 3 beds plus one space per full time equivalent staff member. Parking accumulation analysis, within [Appendix E](#), using the TRICS data presented within Section 5, indicates an average parking accumulation of 8 vehicles, thus the provision of 25 spaces is sufficient to accommodate demand.
- 4.6 It is also should be noted that the site as detailed within Section 3, has good sustainable transport links especially enabling staff and visitors to travel by alternatives modes of transport other than the private car. In addition, parking for cycles and motorcycles will be provided within the car parking area for use by visitors and staff.

Servicing Arrangements

- 4.7 The site access and layout has been designed having regard to guidance set out in Manual for Streets to cater for service and delivery vehicles that are likely to enter and exit the site on a regular basis. Swept path analysis within [Appendix F](#) demonstrates the ability of a large refuse vehicle and emergency vehicles to turn into and out of the site access in a forward gear. In this regard, it is evident that the proposals will not cause disruption to the free flow of traffic or lead to an adverse effect upon the safety levels of the adjoining highway network.

Summary

- 4.8 The development proposals outlined in this section demonstrate that:

Suitable and appropriate vehicular access to the site can be achieved via Clacton Road;

Car parking have been provided in accordance with relevant parking guidance; and,

Appropriate provision is made for servicing.

5.0 Highway Impact Assessment

Overview

- 5.1 The section outlines the levels of trips that are likely to be generated by the proposed 66-bed care home. The assessment presented in this section outlines the traffic generation for the proposed uses during the peak traffic flow periods (i.e. peak hours of 08:00 to 09:00 and 17:00 to 18:00) and daily flows (i.e. from 07:00 to 19:00).

Trip Generation – Proposed Development

- 5.2 To calculate the trip attraction potential of the net increase of a 66-bed care home, an assessment utilising the industry standard TRICS database has been undertaken.
- 5.3 The TRICS category `05 – Health: F – Care Home (Elderly Residential)` has been used to identify sites similar to the site including:
- Sites located in England, Wales and Scotland, excluding Greater London;
 - Suburban / Edge of Town locations; and,
 - Between 31 and 70 beds.
- 5.4 A summary of the vehicle trip rates during the key periods identified is provided in Table 5.1 below and the full TRICS outputs are included, for reference, at [Appendix G](#).

Time Period	Vehicle Trip Rates (Per Resident)			Vehicle Trip Rates (66 Residents)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08.00-09.00)	0.068	0.045	0.113	4	3	7
PM Peak (17.00-18.00)	0.034	0.061	0.095	2	4	6
Daily (07.00-19.00)	0.557	0.519	1.076	37	34	71

Table 5.1 – Vehicle Trip Rates – Proposed Development

- 5.5 The above table indicates that the Proposed Development is expected to generate approximately 7 two-way vehicle trips in the morning peak period and 6 two-way vehicle trips in the evening peak period. Over the course of a typical weekday, the Proposed Development is anticipated to generate 71 two-way vehicle trips.
- 5.6 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will, not only lead to a change of up to seven additional vehicle movements in the peak periods. As such, there is no requirement for further detailed junction assessment.
- 5.7 However development has been consented on the site for seven dwellings (Planning Ref: 22/00620/FUL), and while planning application 23/00144/FUL for 10 dwellings was recently refused, it is noteworthy that Essex County Council have stated that the vehicular movements from these proposals could be accommodated on the highway network.
- 5.8 Trip Rates for residential dwellings have also been obtained from TRICS which are provided within [Appendix H](#) to assess the vehicular generation for a development of ten dwellings which are summarised within Table 5.2.

Time Period	Vehicle Trip Rates (Per Dwelling)			Vehicle Trip Rates (10 Dwellings)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08.00-09.00)	0.247	0.370	0.617	2	4	6
PM Peak (17.00-18.00)	0.507	0.315	0.822	5	3	8
Daily (07.00-22.00)	3.387	3.275	6.662	34	33	67

Table 5.2 – Vehicle Trip Rates – Detached Residential Dwellings

- 5.9 It can be seen from Table 5.2 that ten residential dwellings could generate up to 8 vehicular movements within the peak hours and 67 vehicular movements across the day. Table 5.3, below, details the net difference between a development of 10 detached dwellings and the proposed care home.

Scenario	AM Peak	PM Peak	Daily
10 Detached Dwellings	6	8	67
66 Bed Care Home	7	6	71
Net Difference	+1	-2	+4

Table 5.3 – Net Difference in Vehicle Trips

- 5.10 Table 5.3 details that the vehicular movements generated by the care home are representative of those generated by ten residential dwellings.
- 5.11 In summation, the proposed development will not result in any adverse disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared on behalf of LNT Construction to support a full planning application for a 66-bed care home facility (Use Class C2) alongside associated parking, amenity space together with cycle and refuse storage, at Clacton Road, Weeley Heath, Essex.
- 6.2 The site is located on the west side of Clacton Road to the south east of the centre of Weeley Heath and north of Little Clacton. The site is accessible by the more sustainable modes of travel including foot, cycle and public transport with the nearest bus stops within 75 metres of the site. Vehicular access to the site will utilise the existing access into the site from Clacton Road.
- 6.3 In summary, this report demonstrates that:
- The proposals accord with national and local policies relevant to transport;
 - The site is accessible by public transport, walking and cycling;
 - A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to road safety levels;
 - Suitable and appropriate vehicular access to the site can be achieved via Clacton Road in accordance with current best practice guidelines;
 - Car and cycle parking have been provided in accordance with relevant parking guidance;
 - Appropriate provision is made for servicing, having regard to relevant design guidance;
 - It has been demonstrated vehicle movements it has been demonstrated that the proposals will not interfere with the operation, capacity or safety on the adjoining highway network.
- 6.4 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Essex Bus Map

Essex Bus Map

SUFFOLK
Phone: 0871 200 22 33
for information

HERTFORDSHIRE
Phone: 0871 200 22 33
for information

DEMAND RESPONSIVE TRANSPORT

These services must be pre-booked and operate within shaded areas on the map, for further details please visit essex.gov.uk/dart

- DART 1 area
- DART 2 area
- DART 3 area

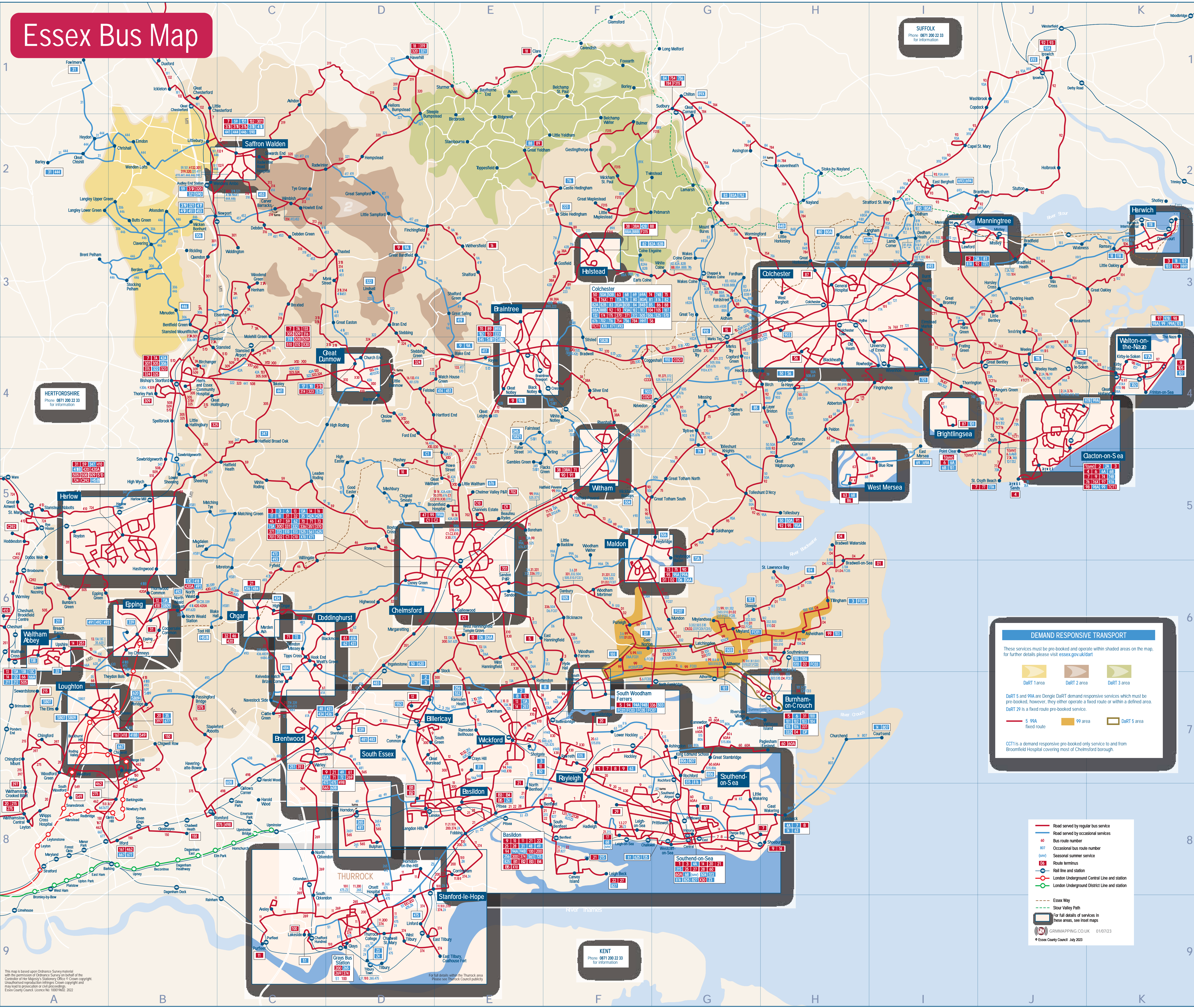
DART 5 and 99A are Dengie DART demand responsive services which are not pre-booked, however, they either operate a fixed route or within a defined area. DART 29 is a fixed route pre-booked service.

- 5 99A fixed route
- 99 area
- DART 5 area

CCT1 is a demand responsive pre-booked only service to and from Bromfield Hospital covering most of Chelmsford borough.

- Road served by regular bus service
- Road served by occasional services
- Bus route number
- Occasional bus route number
- Seasonal summer service
- Route terminus
- Rail line and station
- London Underground Central Line and station
- London Underground District Line and station
- Essex Way
- Stour Valley Path
- For full details of services in these areas, see inset maps

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For full details within the Thurrock area please see Thurrock Council publicity

KENT
Phone: 0871 200 22 33
for information

Appendix B

Bus Timetables

Hedingham 2 2A Mistley-Clacton

Mondays to Fridays from 1 August 2022

	2	2	2A	2	2	2
Mistley , Rigby Avenue	0715	0940	-	1410	1615	1845
Mistley , Church Hall	0718	0943	-	1413	1618	1848
Manningtree , Sports Centre	0721	0946	-	1416	1621	1851
Manningtree , Rail Station	0726	0951	-	1421	1626	1856
Lawford , Lawford Place	0730	0955	-	1425	1630	1900
Little Bromley , Post Office	0734	0959	-	1429	1634	1904
Little Bentley , The Bricklayers Arms Stop 1	0744	1009	-	1439	1644	1914
Mistley , Rigby Avenue	-	-	1202	-	-	-
Mistley Heath , The Blacksmiths Arms	-	-	1205	-	-	-
Tendring Heath , Water Tower	-	-	1213	-	-	-
Tendring , Post Office	0748	1013	1218	1443	1648	1918
Weeley , The Street	0755	1020	1225	1450	1655	1925
Little Clacton , The Blacksmiths Arms	0801	1026	1231	1456	1701	1931
Clacton , Highfield Morrisons	0804	1029	1234	1459	1704	1934
Clacton , Shopping Village	0807	1032	1237	1502	1707	1937
Clacton , Valleybridge	0814	1039	1244	1509	1714	1944
Clacton , Rail Station Stop 3	0818	1043	1248	1513	1718	1948
Clacton , Pier Avenue Stand B	0820	1045	1250	1515	1720	1950

Hedingham 2 2A Mistley-Clacton

Saturdays from 1 August 2022

	2	2	2A	2	2	2
Mistley , Rigby Avenue	0715	0940	-	1410	1615	1845
Mistley , Church Hall	0718	0943	-	1413	1618	1848
Manningtree , Sports Centre	0721	0946	-	1416	1621	1851
Manningtree , Rail Station	0726	0951	-	1421	1626	1856
Lawford , Lawford Place	0730	0955	-	1425	1630	1900
Little Bromley , Post Office	0734	0959	-	1429	1634	1904
Little Bentley , The Bricklayers Arms Stop 1	0744	1009	-	1439	1644	1914
Mistley , Rigby Avenue	-	-	1202	-	-	-
Mistley Heath , The Blacksmiths Arms	-	-	1205	-	-	-
Tendring Heath , Water Tower	-	-	1213	-	-	-
Tendring , Post Office	0748	1013	1218	1443	1648	1918
Weeley , The Street	0755	1020	1225	1450	1655	1925
Little Clacton , The Blacksmiths Arms	0801	1026	1231	1456	1701	1931
Clacton , Highfield Morrisons	0804	1029	1234	1459	1704	1934
Clacton , Shopping Village	0807	1032	1237	1502	1707	1937
Clacton , Valleybridge	0814	1039	1244	1509	1714	1944
Clacton , Rail Station Stop 3	0818	1043	1248	1513	1718	1948
Clacton , Pier Avenue Stand B	0820	1045	1250	1515	1720	1950

Hedingham 2 2A Clacton-Mistley

Mondays to Fridays from 1 August 2022

	2A	2	2	2	2A	2
Clacton , Pier Avenue Stand B	0625	0830	1055	1300	1525	1735
Clacton , Rail Station Stop 1	0627	0832	1057	1302	1527	1737
Clacton , Valleybridge	0632	0837	1102	1307	1532	1742
Clacton , Shopping Village	0639	0844	1109	1314	1539	1749
Clacton , Highfield Morrisons	0641	0846	1111	1316	1541	1751
Little Clacton , The Blacksmiths Arms	0645	0850	1115	1320	1545	1755
Weeley , The Street	0651	0856	1121	1326	1551	1801
Tendring , Post Office	0658	0903	1128	1333	1558	1808
Tendring Heath , Water Tower	0702	-	-	-	1602	-
Mistley Heath , The Blacksmiths Arms	0710	-	-	-	1610	-
Mistley , Rigby Avenue	0713	-	-	-	1613	-
Little Bentley , The Bricklayers Arms	-	0908	1133	1338	-	1813
Little Bromley , Post Office	-	0918	1143	1348	-	1823
Lawford , Lawford Place	-	0921	1146	1351	-	1826
Manningtree , Rail Station	-	0925	1150	1355	-	1830
Manningtree , School	-	0930	1155	1400	-	1835
Mistley , Church Hall	-	0933	1158	1403	-	1838
Mistley , Rigby Avenue	-	0935	1200	1405	-	1840

Hedingham 2 2A Clacton-Mistley

Saturdays from 1 August 2022

	2A	2	2	2	2A	2
Clacton , Pier Avenue Stand B	0625	0830	1055	1300	1525	1735
Clacton , Rail Station Stop 1	0627	0832	1057	1302	1527	1737
Clacton , Valleybridge	0632	0837	1102	1307	1532	1742
Clacton , Shopping Village	0639	0844	1109	1314	1539	1749
Clacton , Highfield Morrisons	0641	0846	1111	1316	1541	1751
Little Clacton , The Blacksmiths Arms	0645	0850	1115	1320	1545	1755
Weeley , The Street	0651	0856	1121	1326	1551	1801
Tendring , Post Office	0658	0903	1128	1333	1558	1808
Tendring Heath , Water Tower	0702	-	-	-	1602	-
Mistley Heath , The Blacksmiths Arms	0710	-	-	-	1610	-
Mistley , Rigby Avenue	0713	-	-	-	1613	-
Little Bentley , The Bricklayers Arms	-	0908	1133	1338	-	1813
Little Bromley , Post Office	-	0918	1143	1348	-	1823
Lawford , Lawford Place	-	0921	1146	1351	-	1826
Manningtree , Rail Station	-	0925	1150	1355	-	1830
Manningtree , School	-	0930	1155	1400	-	1835
Mistley , Church Hall	-	0933	1158	1403	-	1838
Mistley , Rigby Avenue	-	0935	1200	1405	-	1840

Hedingham 76 76X Clacton-Colchester

Saturdays from 16 April 2023

	76	76	76X	76	76X	76	76X	76	76X	76	76X	76	76	76	76	76X	76	76
Jaywick, Tyndale Drive	0700	-	0803	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jaywick, Tower Camp	0709	-	0812	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jaywick, Three Jays	0715	-	0819	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Clacton, Martello Inn	0718	-	0822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Clacton, Pier Avenue Stand B	0724	0755	0832	0907	0937	1002	1042	1102	1142	1202	1242	1302	1402	1442	1602	1647	1712	1802
Great Clacton, The Plough	0733	0804	0841	0916	0946	1011	1051	1111	1151	1211	1251	1311	1411	1451	1611	1656	1721	1811
Clacton, Retail Park	0737	0808	0845	0920	0950	1015	1055	1115	1155	1215	1255	1315	1415	1455	1615	1700	1725	1815
Clacton, Highfield Holiday Park	0738	0809	0845	0921	0950	1016	1055	1116	1155	1216	1255	1316	1416	1456	1616	1700	1726	1816
Little Clacton, The Blacksmiths Arms	0742	0813	-	0925	-	1020	-	1120	-	1220	-	1320	1420	1500	1620	-	1730	-
Weeley, The Street	0749	0820	-	0932	-	1027	-	1127	-	1227	-	1327	1427	1507	1627	-	1737	-
Weeley, The Black Boy	0750	0821	-	0933	-	1028	-	1128	-	1228	-	1328	1428	1508	1628	-	1738	-
Frating, Haggars Lane	0757	0829	0858	0940	1003	1035	1108	1135	1208	1235	1308	1335	1435	1515	1635	1713	1745	-
Elmstead Market, The Kings Arms	0802	0834	0902	0944	1007	1039	1112	1139	1212	1239	1312	1339	1439	1519	1639	1717	1749	-
University of Essex, South Courts	0806	0838	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
University of Essex, Knowledge Gateway	0810	0842	0908	0950	1013	1045	1118	1145	1218	1245	1318	1345	1445	1525	1645	1723	1755	-
The Hythe, Tesco	0814	0846	0912	0954	1017	1049	1122	1149	1222	1249	1322	1349	1449	1529	1649	1727	1759	-
Colchester, Head Street Stop Ea	0828	0900	0926	1008	1031	1103	1136	1203	1236	1303	1336	1403	1503	1543	1703	1741	1813	-

76 76

Jaywick, Tyndale Drive	-	-
Jaywick, Tower Camp	-	-
Jaywick, Three Jays	-	-
Clacton, Martello Inn	-	-
Clacton, Pier Avenue Stand B	1902	1957
Great Clacton, The Plough	1911	2006
Clacton, Retail Park	1915	2010
Clacton, Highfield Holiday Park	1916	2011
Little Clacton, The Blacksmiths Arms	-	-
Weeley, The Street	-	-
Weeley, The Black Boy	-	-
Frating, Haggars Lane	-	-
Elmstead Market, The Kings Arms	-	-
University of Essex, South Courts	-	-
University of Essex, Knowledge Gateway	-	-
The Hythe, Tesco	-	-
Colchester, Head Street Stop Ea	-	-

Hedingham 76 76X Colchester-Clacton

Mondays to Fridays from 16 April 2023

	76	76	76	76	76X	76	76X	76	76X	76	76	76	76	76X	76	76	76X	76
Colchester , Head Street Stop Ea	-	-	0849	0939	1029	1049	1129	1149	1229	1249	1334	1449	1555	1625	1655	1735	1755	1839
Colchester , High Street Stop Fc	-	-	0851	0941	1031	1051	1131	1151	1231	1251	1336	1451	1557	1627	1657	1737	1757	1841
Colchester , Stanwell Street Stop Bb	0755	-	0855	0945	1035	1055	1135	1155	1235	1255	1340	1455	1606	1631	1701	1741	1801	1845
The Hythe , Tesco	0805	-	0905	0955	1045	1105	1145	1205	1245	1305	1350	1505	1616	1641	1711	1751	1811	1853
University of Essex , Knowledge Gateway	0808	-	0908	0958	1048	1108	1148	1208	1248	1308	1353	1508	1619	1644	1714	1754	1814	1856
Elmstead Market , The Kings Arms	0815	-	0915	1005	1055	1115	1155	1215	1255	1315	1400	1515	1626	1651	1721	1801	1821	1903
Frating , The Kings Arms	0819	-	0919	1009	1059	1119	1159	1219	1259	1319	1404	1519	1630	1655	1725	1805	1825	1907
Weeley , The Black Boy	0827	0900	0927	1017	-	1127	-	1227	-	1327	1412	1527	1638	-	1733	1813	-	1915
Little Clacton , The Blacksmiths Arms	0834	0907	0934	1024	-	1134	-	1234	-	1334	1419	1534	1645	-	1740	1820	-	1922
Clacton , Retail Park	0840	0913	0940	1030	1113	1140	1213	1240	1313	1340	1425	1540	1651	1709	1746	1826	1839	1926
Great Clacton , The Plough	0844	0917	0944	1034	1117	1144	1217	1244	1317	1344	1429	1544	1655	1713	1750	1830	1843	1930
Clacton , Pier Avenue Stand A	0852	0925	0952	1042	1125	1152	1225	1252	1325	1352	1437	1552	1703	1721	1758	1838	1851	1936

76

Colchester , Head Street Stop Ea	1939
Colchester , High Street Stop Fc	1941
Colchester , Stanwell Street Stop Bb	1945
The Hythe , Tesco	1953
University of Essex , Knowledge Gateway	1956
Elmstead Market , The Kings Arms	2003
Frating , The Kings Arms	2007
Weeley , The Black Boy	2015
Little Clacton , The Blacksmiths Arms	2022
Clacton , Retail Park	2026
Great Clacton , The Plough	2030
Clacton , Pier Avenue Stand A	2036

Hedingham 76 76X Colchester-Clacton

Saturdays from 16 April 2023

	76	76	76	76	76X	76	76X	76	76X	76	76	76	76	76X	76	76	76X	76
Colchester , Head Street Stop Ea	-	-	0849	0939	1029	1049	1129	1149	1229	1249	1334	1449	1555	1625	1655	1735	1755	1839
Colchester , High Street Stop Fc	-	-	0851	0941	1031	1051	1131	1151	1231	1251	1336	1451	1557	1627	1657	1737	1757	1841
Colchester , Stanwell Street Stop Bb	0755	-	0855	0945	1035	1055	1135	1155	1235	1255	1340	1455	1606	1631	1701	1741	1801	1845
The Hythe , Tesco	0805	-	0905	0955	1045	1105	1145	1205	1245	1305	1350	1505	1616	1641	1711	1751	1811	1853
University of Essex , Knowledge Gateway	0808	-	0908	0958	1048	1108	1148	1208	1248	1308	1353	1508	1619	1644	1714	1754	1814	1856
Elmstead Market , The Kings Arms	0815	-	0915	1005	1055	1115	1155	1215	1255	1315	1400	1515	1626	1651	1721	1801	1821	1903
Frating , The Kings Arms	0819	-	0919	1009	1059	1119	1159	1219	1259	1319	1404	1519	1630	1655	1725	1805	1825	1907
Weeley , The Black Boy	0827	0900	0927	1017	-	1127	-	1227	-	1327	1412	1527	1638	-	1733	1813	-	1915
Little Clacton , The Blacksmiths Arms	0834	0907	0934	1024	-	1134	-	1234	-	1334	1419	1534	1645	-	1740	1820	-	1922
Clacton , Retail Park	0840	0913	0940	1030	1113	1140	1213	1240	1313	1340	1425	1540	1651	1709	1746	1826	1839	1926
Great Clacton , The Plough	0844	0917	0944	1034	1117	1144	1217	1244	1317	1344	1429	1544	1655	1713	1750	1830	1843	1930
Clacton , Pier Avenue Stand A	0852	0925	0952	1042	1125	1152	1225	1252	1325	1352	1437	1552	1703	1721	1758	1838	1851	1936

76

Colchester , Head Street Stop Ea	1939
Colchester , High Street Stop Fc	1941
Colchester , Stanwell Street Stop Bb	1945
The Hythe , Tesco	1953
University of Essex , Knowledge Gateway	1956
Elmstead Market , The Kings Arms	2003
Frating , The Kings Arms	2007
Weeley , The Black Boy	2015
Little Clacton , The Blacksmiths Arms	2022
Clacton , Retail Park	2026
Great Clacton , The Plough	2030
Clacton , Pier Avenue Stand A	2036

First 76 Colchester-Clacton

Sundays and Public Holidays from 29 March 2020

	76	76	76	76	76	76
Colchester , Stanwell Street Stop Bb	0910	1110	1310	1510	1710	1910
The Hythe , Tesco	0918	1118	1318	1518	1718	1918
University of Essex , South Courts	0924	1124	1324	1524	1724	1924
Elmstead Market , The Kings Arms	0930	1130	1330	1530	1730	1930
Frating , The Kings Arms	0934	1134	1334	1534	1734	1934
Weeley , The Black Boy	0941	1141	1341	1541	1741	1941
Little Clacton , The Blacksmiths Arms	0948	1148	1348	1548	1748	1948
Great Clacton , The Plough	0954	1154	1354	1554	1754	1954
Clacton , Jackson Road Stand F	1001	1201	1401	1601	1801	2001

First 76 Clacton-Colchester

Sundays and Public Holidays from 29 March 2020

	76	76	76	76	76	76	76
Clacton , Jackson Road Stand F	0810	1010	1210	1410	1610	1810	2010
Great Clacton , The Plough	0817	1017	1217	1417	1617	1817	2017
Little Clacton , The Blacksmiths Arms	0823	1023	1223	1423	1623	1823	2023
Weeley , The Black Boy	0830	1030	1230	1430	1630	1830	2030
Frating , Haggars Lane	0837	1037	1237	1437	1637	1837	2037
Elmstead Market , The Kings Arms	0841	1041	1241	1441	1641	1841	2041
University of Essex , South Courts	0847	1047	1247	1447	1647	1847	2047
The Hythe , Tesco	0853	1053	1253	1453	1653	1853	2053
Colchester , Stanwell Street Stop Bb	0901	1101	1301	1501	1701	1901	2101

Appendix C

Proposed Site Layout



KEY

Site Boundary



C:\Users\Danny.Roddy\Motion\StarfSite - TP Projects\Inclac 2306042\Drawings\2306042-02.dwg



Guildford - London - Reading
www.motion.co.uk

Project:
Clacton Road, Weely Heath

Title:
Site Access Overview

Client:
LNT Care Developments Group

Drawing Status:

Scale: 1:500 (@ A3) Date: 27/07/23

Drawn: DR Checked: CS Approved: CS

Drawing:
2306042-02 Revision:

Appendix D

Site Access Drawing



KEY

Site Boundary —



Guildford - London - Reading
 www.motion.co.uk

Project:
 Clacton Road, Weely Heath

Title:
 Visibility Splays
 at Site Access

Client:
 LNT Care Developments Group

Drawing Status:

Scale: 1:500 (@ A3) Date: 17/07/23

Drawn: DR Checked: CS Approved: CS

Drawing: 2306042-01 Revision: A

Appendix E

Parking Accumulation Analysis

TRICS 7.8.3

Trip Rate Parameter: Number of residents

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Number of Residents

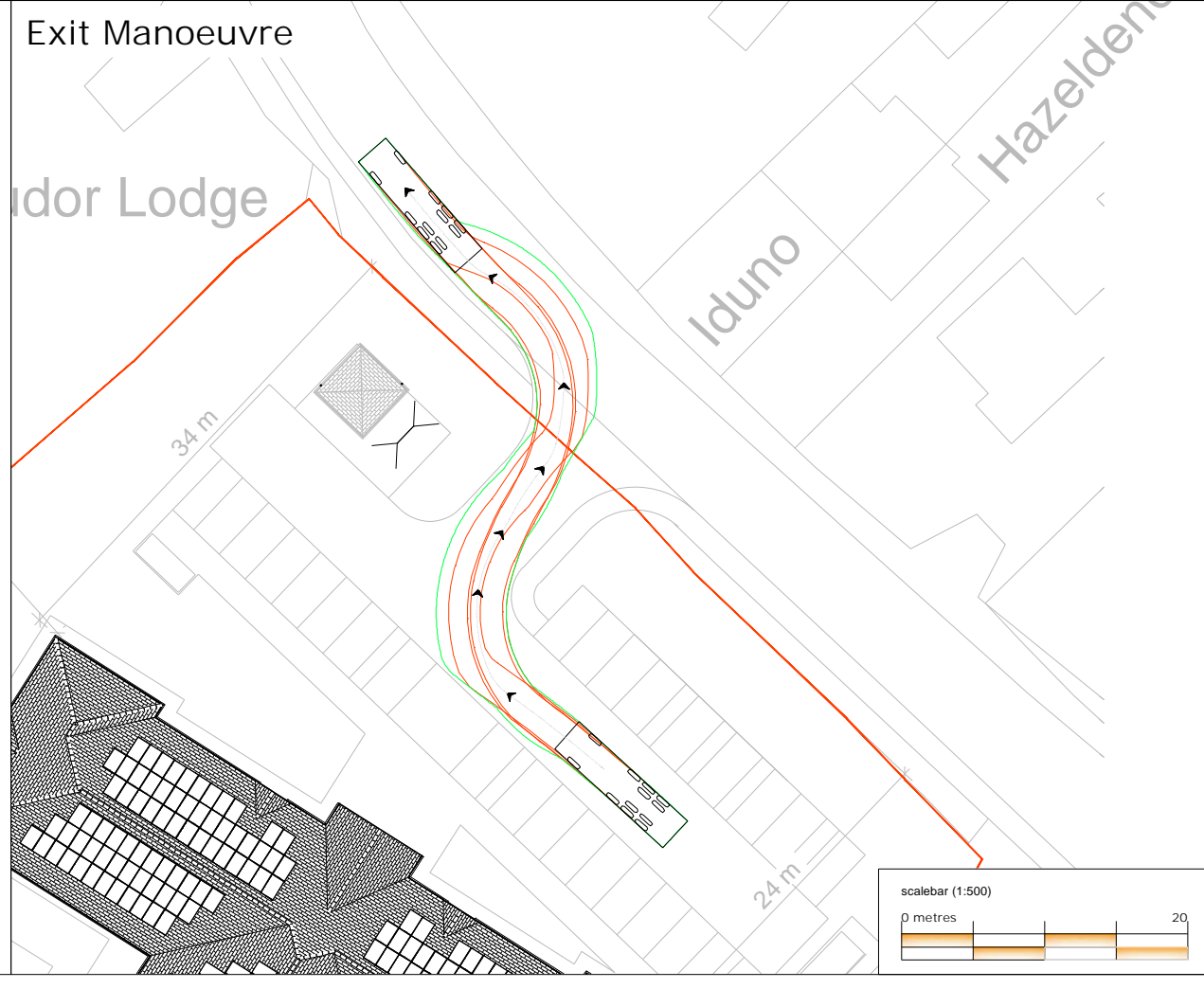
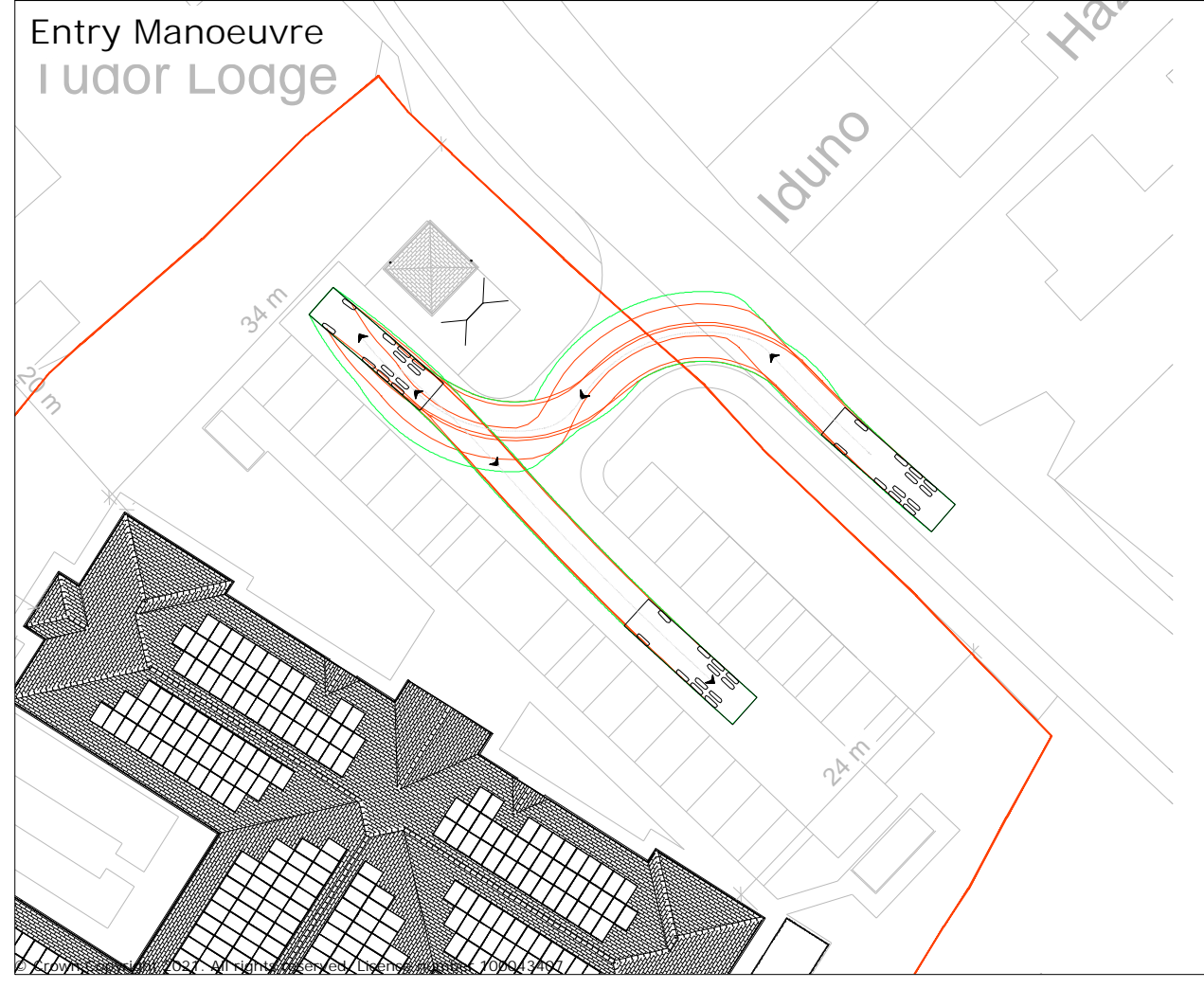
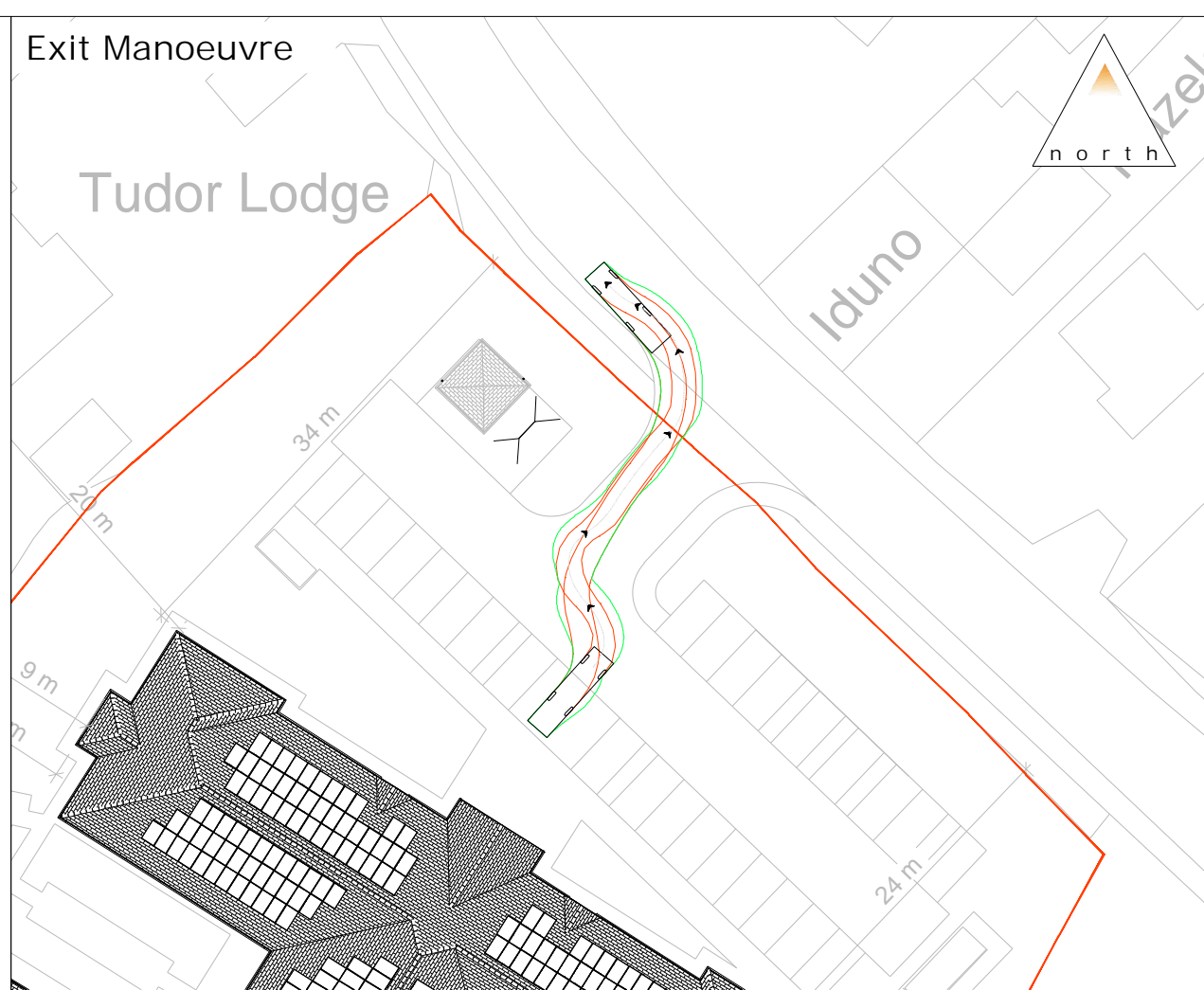
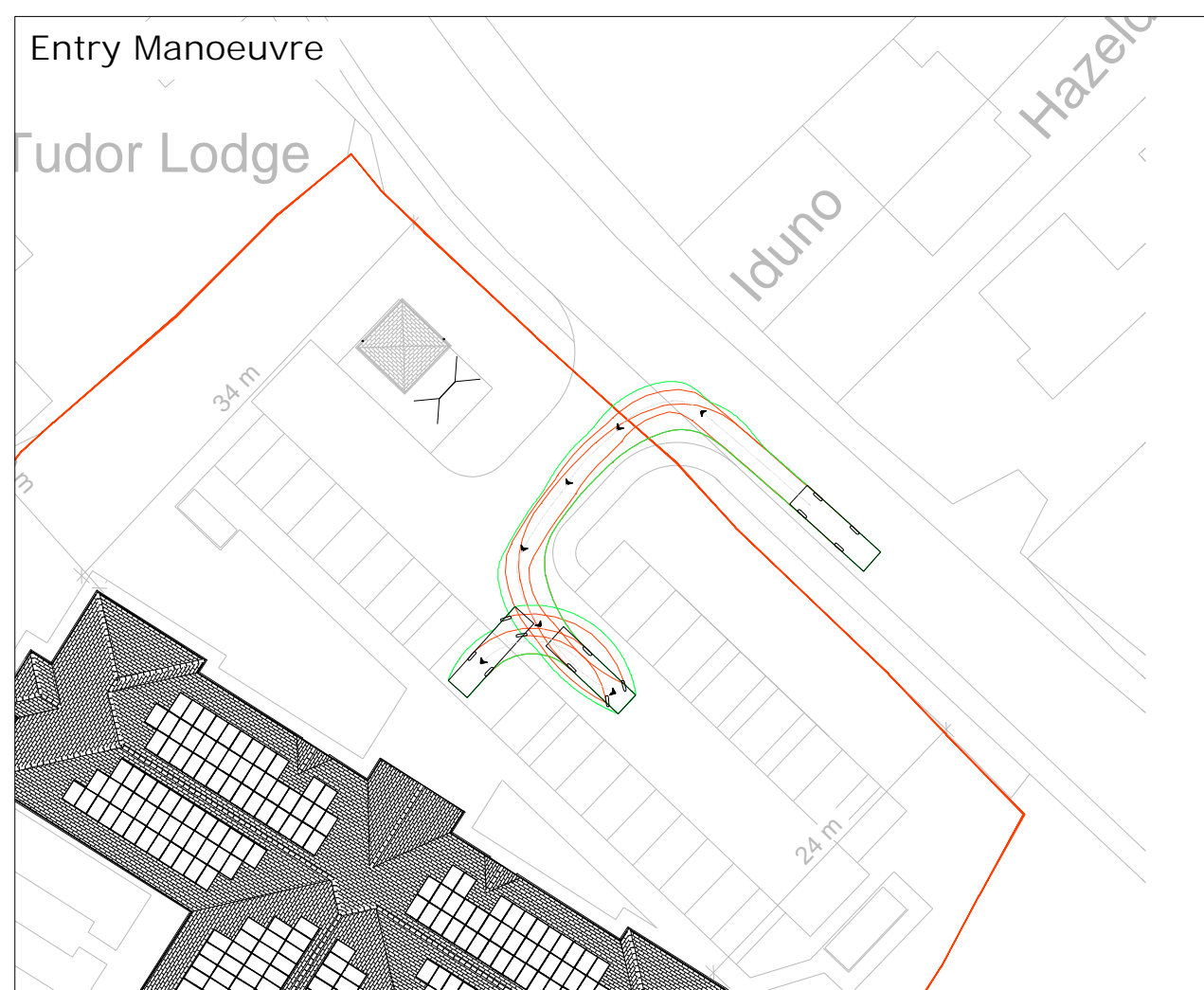
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
	Days	RESIDE	Rate	Days	RESIDE	Rate	Days	RESIDE	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	5	53	0.068	5	53	0.023	5	53	0.091
08:00-09:00	5	53	0.068	5	53	0.045	5	53	0.113
09:00-10:00	5	53	0.049	5	53	0.027	5	53	0.076
10:00-11:00	5	53	0.042	5	53	0.027	5	53	0.069
11:00-12:00	5	53	0.038	5	53	0.049	5	53	0.087
12:00-13:00	5	53	0.042	5	53	0.023	5	53	0.065
13:00-14:00	5	53	0.049	5	53	0.034	5	53	0.083
14:00-15:00	5	53	0.053	5	53	0.064	5	53	0.117
15:00-16:00	5	53	0.061	5	53	0.098	5	53	0.159
16:00-17:00	5	53	0.034	5	53	0.045	5	53	0.079
17:00-18:00	5	53	0.034	5	53	0.061	5	53	0.095
18:00-19:00	5	53	0.019	5	53	0.023	5	53	0.042
19:00-20:00	4	53	0.066	4	53	0.033	4	53	0.099
20:00-21:00	4	53	0.028	4	53	0.066	4	53	0.094
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.651			0.618			1.269

In	Out	Car Park accumulation
4	2	3
4	3	4
3	2	6
3	2	7
3	3	6
3	2	7
3	2	8
3	4	8
4	6	5
2	3	5
2	4	3
1	2	3
4	2	5
2	4	2

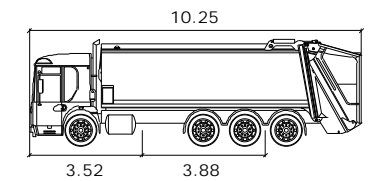
Appendix F

Swept Path Analysis

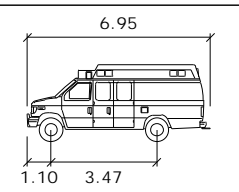
C:\Users\Danny.Roddy\motion\StaffSite - TP Projects\Inclac 2306042\Drawings\2306042-TK01A.dwg



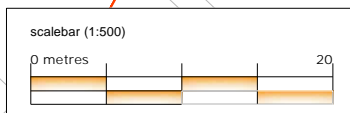
Rev: Description: Date: Rev By: Chk'd:
 A Updated Site Layout 27/07/23 DR CS



Dennis Eagle OL 27W 2013
 meters
 Width : 2.53
 Track : 2.50
 Lock to Lock Time : 6.0
 Steering Angle : 22.7



Ambulance
 meters
 Width : 1.80
 Track : 1.80
 Lock to Lock Time : 6.0
 Steering Angle : 42.9



Project:
Clacton Road, Weely Heath

Title:
**Swept Path Analysis
 Refuse Vehicle & Ambulance**

Client:
LNT Care Developments Group

Drawing Status:

Scale: 1:500 (@ A3) Date: 17/07/23

Drawn: DR Checked: CS Approved: CS

Drawing: **2306042-TK01** Revision: **A**

Appendix G

TRICS Outputs Nursing Home

LIST OF SITES relevant to selection parameters

1	AS-05-F-01	NURSING HOME		ABERDEENSHIRE
	FONTHILL ROAD			
	ABERDEEN			
	FERRYHILL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		53	
2	BP-05-F-01	NURSING HOME		BLACKPOOL
	LYTHAM ROAD			
	BLACKPOOL			
	SQUIRES GATE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:		31	
3	DY-05-F-01	NURSING HOME		DERBY
	29 VILLAGE STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		70	
4	TW-05-F-03	NURSING HOME		TYNE & WEAR
	MOORE STREET			
	GATESHEAD			
	FELLING SHORE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		52	
5	WG-05-F-01	NURSING HOME		WOKINGHAM
	BARKHAM ROAD			
	WOKINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		58	

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.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	53	0.068	5	53	0.023	5	53	0.091
08:00 - 09:00	5	53	0.068	5	53	0.045	5	53	0.113
09:00 - 10:00	5	53	0.049	5	53	0.027	5	53	0.076
10:00 - 11:00	5	53	0.042	5	53	0.027	5	53	0.069
11:00 - 12:00	5	53	0.038	5	53	0.049	5	53	0.087
12:00 - 13:00	5	53	0.042	5	53	0.023	5	53	0.065
13:00 - 14:00	5	53	0.049	5	53	0.034	5	53	0.083
14:00 - 15:00	5	53	0.053	5	53	0.064	5	53	0.117
15:00 - 16:00	5	53	0.061	5	53	0.098	5	53	0.159
16:00 - 17:00	5	53	0.034	5	53	0.045	5	53	0.079
17:00 - 18:00	5	53	0.034	5	53	0.061	5	53	0.095
18:00 - 19:00	5	53	0.019	5	53	0.023	5	53	0.042
19:00 - 20:00	4	53	0.066	4	53	0.033	4	53	0.099
20:00 - 21:00	4	53	0.028	4	53	0.066	4	53	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.651			0.618			1.269

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:	31 - 70 (units:)
Survey date range:	01/01/05 - 02/05/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix H

TRICS Outputs Residential Dwellings

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-03-A-02	DETACHED		CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		11	
2	EN-03-A-02	DETACHED HOUSES		ENFIELD
	DUCHY ROAD			
	HADLEY WOOD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		9	
3	KI-03-A-01	DETACHED		KINGSTON
	COOMBE RISE			
	KINGSTON UPON THAMES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		12	
4	LE-03-A-01	DETACHED		LEICESTERSHIRE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		11	
5	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		10	
6	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	SHREWSBURY			
	BICTON HEATH			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:		10	
7	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	BROMSGROVE			
	ASTON FIELDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	

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 Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.247	0.370	0.617
1700-1800	0.507	0.315	0.822
0700-1900	3.165	3.164	6.329

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	10	0.205	7	10	0.315	7	10	0.520
08:00 - 09:00	7	10	0.247	7	10	0.370	7	10	0.617
09:00 - 10:00	7	10	0.123	7	10	0.247	7	10	0.370
10:00 - 11:00	7	10	0.288	7	10	0.260	7	10	0.548
11:00 - 12:00	7	10	0.247	7	10	0.288	7	10	0.535
12:00 - 13:00	7	10	0.205	7	10	0.260	7	10	0.465
13:00 - 14:00	7	10	0.219	7	10	0.178	7	10	0.397
14:00 - 15:00	7	10	0.247	7	10	0.260	7	10	0.507
15:00 - 16:00	7	10	0.260	7	10	0.205	7	10	0.465
16:00 - 17:00	7	10	0.384	7	10	0.274	7	10	0.658
17:00 - 18:00	7	10	0.507	7	10	0.315	7	10	0.822
18:00 - 19:00	7	10	0.233	7	10	0.192	7	10	0.425
19:00 - 20:00	1	9	0.111	1	9	0.111	1	9	0.222
20:00 - 21:00	1	9	0.111	1	9	0.000	1	9	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.387			3.275			6.662

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:	9 - 12 (units:)
Survey date date range:	01/01/05 - 14/09/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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