



ttp consulting
transport planning specialists

13 KING GEORGE VI AVENUE,
TILBURY

Transport Statement

July 2023

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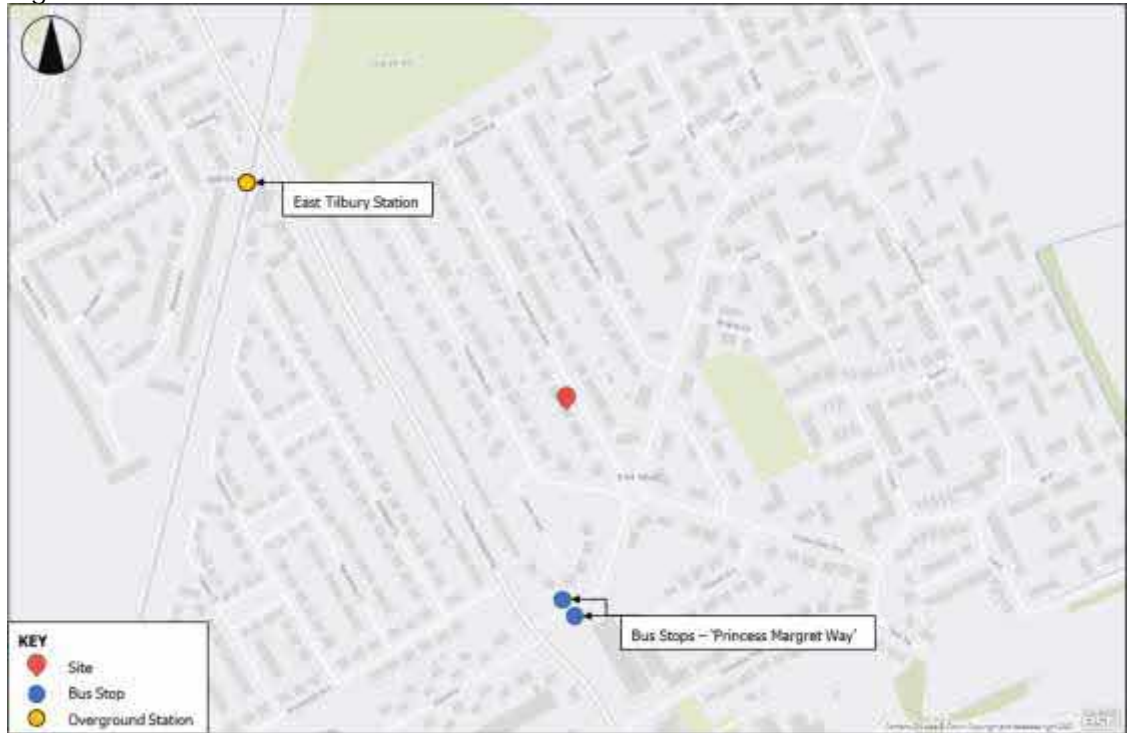
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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for 13 King George VI Avenue (the Site) in East Tilbury.

Figure 1.1: Location Plan



- 1.2 The Site currently has consent as a 6 bedroom House of Multiple Occupancy (HMO) (Class C4) which was granted pursuant to planning permission 20/01718/FUL, with parking provided for 3 cars off-street.
- 1.3 This report has been prepared to support an application to convert the house into an 8 bedroom HMO, i.e. an increase of 2 rooms over the existing. It takes into consideration the existing situation including a parking survey along with comments set out in the recent Decision Notice and the previous consent.
- 1.4 The Decision Notice cited a total of 4 reasons for refusal 2 of which were highway related, with Condition 3 referring to the increase in pedestrian and vehicular activity, and Condition 4 to the potential impact on the on-street car parking; a copy of the Decision Notice is included at Appendix A.

2 EXISTING SITUATION

The Site

- 2.1 The Site which is located at 13 King George VI Avenue in East Tilbury comprises the right hand "side" of a pair of semi-detached house. It is a two-story building (ground plus one) with off-street parking provided for up to 3 vehicles served by a single crossover. The building has permission to be used as a Class C4 HMO with 6 bedrooms with a copy of the permitted layout at Figure 2.1.

Figure 2.1: Permitted Layout

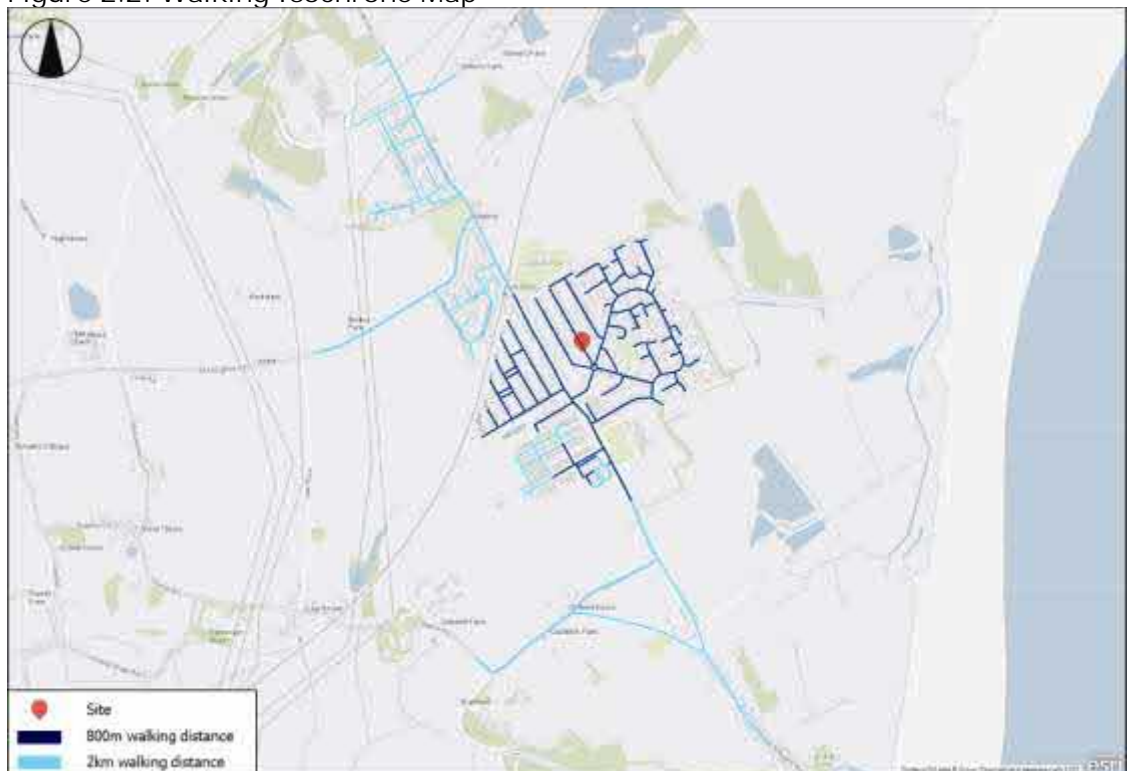


- 2.2 There is parking for up to 3 cars on the hardstanding in front of the property which is accessed via a crossover on King George VI Avenue; the provision of the 3 parking spaces was considered adequate by officers in relation to the 6 bedroom HMO albeit required alterations to the kerb and was subject to a condition of the consent. Notwithstanding that the hardstanding can accommodate up to 3 cars, the Officers report associated with the refused scheme only accepts that 1 space is available due to the relevant condition associated with the condition having not been discharged, inferring that further demand associated with the existing 6 bedroom HMO is met on-street.

Access on Foot

- 2.3 Walking is considered to be a suitable mode of transport to replace car and public transport journeys up to 2km in length, with factors such as health, weather and facilities along with access to a car and journey purpose all influencing a person's choice to walk. Footways are provided along both sides of King George's Avenue that connect the site to the wider pedestrian network. Dropped kerbs and tactile paving are provided across each arm of the roundabout approximately 100m south of the site, whilst a Zebra Crossing with dropped kerbs, tactile paving and lighting is provided on Princess Margaret Road 300m to the west.
- 2.4 Figure 2.2 shows an 800m and 2km walking distance around the Site, with all of East Tilbury within a 2km walk, along with a number of bus stops and East Tilbury Station as well as local amenities including a primary school, a doctor's surgery, a library, a park and a convenience store.

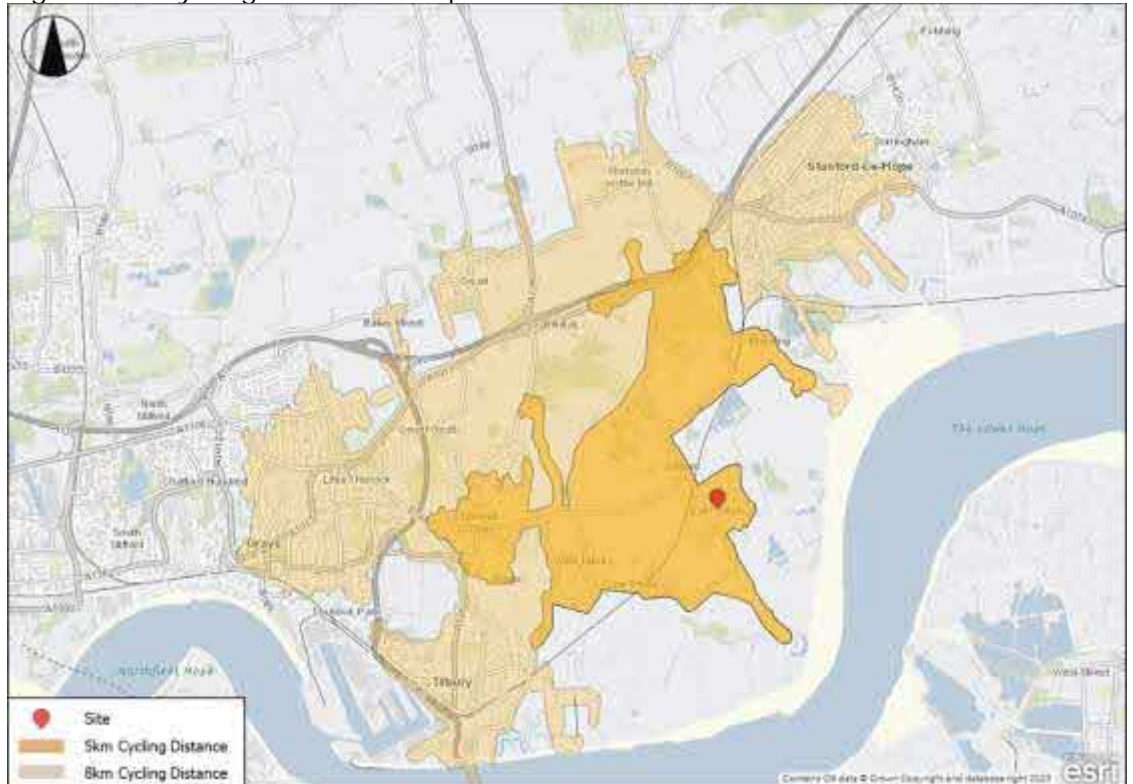
Figure 2.2: Walking Isochrone Map



Access by Bicycle

- 2.5 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. Figure 2.3 shows a 5km and 8km cycling attachment from the site, with areas including East Tilbury, Linford and Chadwell St Mary, and areas including Stanford Le-hope, Orsett Heath, Tilbury and Grays within an 8km cycling.

Figure 2.3: Cycling Isochrone Map



Access by Public Transport

By Bus

- 2.6 The closest bus stops 'Princess Margret Road' which are located either side of Coronation Avenue approximately 230m southwest of the Site provide access to buses on Route 374 which runs between Basildon Town Centre and Grays with services running every 90 minutes in each direction.

By Rail

- 2.7 East Tilbury Station which is located approximately 500m to the north of the Site is served by trains operated by c2c that run between London Fenchurch Street and Pitsea / Leigh on Sea / Shoeburyness / Southend Central with 2 – 3 services per hour in each direction.

Highway Network

- 2.8 King George’s Avenue is a two-way single carriageway residential road that operates in a broadly north to south orientation between Alexandra Way to the north and the roundabout connecting with Coronation Avenue, Queen Mary Avenue and Thomas Bata Avenue to the south. Unrestricted parking is available on both sides of the carriageway with areas of dropped kerbs providing access to private driveways at regular intervals along the road.
- 2.9 Coronation Avenue provides a connection between King George’s Avenue and Princess Margaret Road at its western end and forms a two-way single lane loop road connecting with Gloucester Avenue at its eastern end.
- 2.10 Princess Margret Road is the main road connecting East Tilbury to the wider highway network. The road is a two-way single carriageway road that runs in a broadly north to south orientation between Coalhouse Fort to the south and East Tilbury Road to the north. East Tilbury Road continues northbound towards Linford and the A13, via the A1013.

Car Ownership

- 2.11 The 2011 Census data has been integrated to understand car ownership levels which suggests an average car occupancy of 1.40 per household for the area around the Site with 17% of households not having a car. The data does not however take into account the size and type of dwelling. In this regard, a review of the data for Tilbury Riverside and Thurrock Park suggests that whereas the average car ownership level is 0.94 across the borough, the level varies significantly by size and type, with an average car ownership of 1.15 cars per household for houses with 23% not having access to a car, and 0.53 cars per household for apartments with 56% not having access to a car. The data suggests an average car ownership of 1.02 cars per household for a “4 Room” house with 27% not having access to a car, with lower average of 0.46 cars per household for a 1-3 bedroom apartment with 59% not having access to a car.

Table 2.1: Summary of Car Ownership					
	Percentage Car Ownership				Cars per HH
	0 Cars	1 Car	2 Cars	3+ Cars	
Local [E01015948]	17%	43%	29%	12%	1.40
Borough* (All)	34%	43%	19%	5%	0.94
Borough* (Houses)	23%	46%	24%	7%	1.15
Borough* (4 Room House)	27%	48%	21%	4%	1.02
Borough* (Apartments)	56%	36%	8%	1%	0.53
Borough* (1-3 bed Apts.)	59%	35%	5%	0%	0.46

*Tilbury Riverside and Thurrock Park

Parking Survey

2.12 Parking surveys were undertaken on Monday 27th February and Wednesday 1st March 2023 to pick up parking stress within a 200m distance around the Site with a summary of the findings presented below and tabulated in Table 2.2:

King Georges Avenue – Unrestricted parking is available along the road, there is space to park approximately 69 cars with additional spaces just outside of the survey area. Over the two nights there was an average parking occupancy of 52%, with 33 spaces available.

Coronation Avenue – Unrestricted parking is available along the road. Within a 200m walking distance there is space to park approximately 195 cars with additional spaces outside the survey area. Over the two nights there was an average occupancy of 48% with 101 available spaces.

Thomas Bate Avenue – Unrestricted is available along the road with approximately 75 spaces available within a 200m walking distance. Over the two nights there was an average occupancy of 57% with 32 spaces available.

Queen Mary Avenue – Unrestricted parking is available along the road with approximately 60 spaces available within a 200m walking distance. Over the two nights there was an average occupancy of 61% with 33 spaces available.

Table 2.2: Summary of Parking Surveys			
	Survey Results		
	Capacity	Occupied	Free
Thomas Bates Avenue	75	43	32
King George VI Avenue	69	52	17
Queen Mary Avenue	60	27	33
Coronation Avenue	198	97	101
Total	402	219	183

2.13 Overall, there were approximately 402 opportunities to park within 200m of the Site, with an average of 219 spaces (54%) occupied and 183 spaces (46%) available. The results demonstrate there is capacity to accommodate additional vehicles parking within 200m of the Site.

Travel to Work

2.14 Table 2.3 provides a summary of the travel to work data for the local area based on the 2011 Census; as noted above, whereas there is some data from the 2021 Census, it is not yet available at a local level, nor considered representative given the COVID-19 pandemic. The data suggests that 68% of people travel to work as a driver with 4% as passengers, whilst 20% travel using public transport and 6% travel using active travel modes (walking and cycling).

Train	19%
Bus, minibus or coach	1%
Driving a car or van	68%
Passenger	4%
Bicycle	1%
On foot	5%
Other (taxi / MC / Scooter)	2%

3 POLICY

The National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 111 advises 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."

3.3 Paragraph 112 states that:

"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."

3.4 When considering the transport effects of a development, the NPPF states at Paragraph 113 that:

"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."

Thurrock Local Development Framework

- 3.5 The document which was adopted in July 2015 sets out Core Transport and Access Policies from page 109 to 120, and transport policies for Development Management from page 205 to 214 with a summary of the relevant policies as follows:
- CSTP14: Transport in the Thurrock Urban Area: Purfleet to Tilbury (page 113)
 - CSTP15: Transport in Greater Thurrock (page 115)
 - PMD8: Parking Standards (page 205)
 - PMD10: Transport Assessments and Travel Plans (page 211)
- 3.6 Policy CSTP14 (Transport in the Thurrock Urban Area) states that it will work with partners with the aim of delivering at least a 10% reduction in car traffic from the 2026 forecast levels, and sets out a raft of measures that would be delivered to assist in the process. These include delivering new cycle routes along with lowering car parking in accessible locations along with the implementation of 20mph zones and ensuring developments with high person trips are located in the most accessible locations possible.
- 3.7 Policy CSTP15 (Transport in Greater Thurrock) states that in accessibility, especially to work, education and healthcare will be improved in Greater Thurrock, with measures set out including promoting and supporting the use of passenger services that respond to demand, particularly in areas with poor accessibility. The policy sets out a number of initiatives and infrastructure improvements that will be pursued to improve accessibility.
- 3.8 PMD8 (Parking Standards): The policy refers to the Thurrock Parking Standards Guidance which includes minimums and maximums for residential development, with references to minimum standards applying to Cycle Parking, Disabled Parking, Electric Vehicle Charging facilities and Powered Two Wheelers.
- 3.9 PMD10 (Transport Assessments and Travel Plans) does not provide specific guidance on thresholds for drafting a Transport Assessment and Travel Plan, stating that the purpose of the policy is to encourage safe, healthy and sustainable travel options, with the implementation of a Travel Plan a useful tool. It goes on to state that residential developments with 25 or more units should be accompanied by a "Safe Route to Schools Assessment".

Parking Design and Development Standards

3.10 The Parking Design and Development Standards document which was published in February 2021 sets out the parking design standards and the parking development standards that are applicable throughout the Borough, covering both the size and quantum of parking.

3.11 There are no standards for Sui Generis (Larger HMO) with those for Class C4 House in Multiple Occupation as set out on page 18 of the document and repeated below the most applicable:

Car – a minimum of 2 spaces per house

Electric – a minimum of 2 charging points per house

Cycle – 1 secure and covered space per dwelling

Blue Badge – N/A if parking is provided within the curtilage, otherwise as visitor and unallocated; and

Motorcycle – N/A

4 EFFECTS OF THE PROPOSALS

The Proposals

- 4.1 This report has been prepared to support a (Retrospective) Change of use from Class C4 (House of multiple occupation) to Sui Generis (Larger House of multiple occupation) with a summary of the proposals as follows:

The number of HMO rooms will increase from 6 to 8;

Car parking will provided for up to 3 cars, with the changes to the kerb to facilitate the crossover which was required as a condition of the consented scheme;

Two charging points for Electric Vehicle cars will be installed; and

Parking will be provided for up to 5 bicycles.

- 4.2 A copy of the proposed ground and first floor plans are included at Appendix B.

Trip Generation

- 4.3 The potential increase in the number of trips associated with the proposed development has been estimated based on a first principles approach using travel to work mode share data from the Census. Consideration was given to adopting trip rates from the TRICS database, albeit neither trip rates per bedroom nor trip rates per dwelling were considered representative for the following reasons:

Trip rates per bedroom provide a relatively low number of trips on the grounds that these are based on traditional dwellings where the average occupancy is likely to represent a traditional family.

Trip rates per dwelling on the other hand provide too many trips on the grounds that they do not distinguish between size of dwelling, with on average dwellings anticipated to be 2 bedrooms each with a higher overall occupancy level than that at the Site.

- 4.4 Furthermore, although the proposals would result in the creation of 2 more bedrooms, there is a high probability that not all rooms would be occupied all year round with average occupancy levels lower. Notwithstanding this, the potential increase has been based on fully occupied existing and proposed developments which suggests there could be an additional 2 people living at the premises.

- 4.5 Based on the travel to work census data, there could be on average 1 to 2 additional departures by car and / or 1 by train during the weekday morning peak period (0700 – 1000), with the same number of arrivals during the weekday evening peak period (1600 – 1900); these levels of increases would not impact on levels of service nor the operation of the local highway network.

Car Parking

- 4.6 The existing dwelling comprises a 6-bedroom HMO which can accommodate parking for up to 3 cars off-street; the provision was deemed adequate by officers when considering the previous application and aligns with the average occupancy levels for 1 – 3 room apartments in the borough. As noted earlier, the Officers Report associated with the recent refusal only accepts that 1 space is provided on-site, inferring that additional demand associated with the existing 6 bedroom HMO is met on street.
- 4.7 Adopting the same approach for the proposed 8-bedroom HMO suggests a demand for 4 vehicles, i.e. one more than existing. As such, notwithstanding where any cars associated with the consented existing 6 bedroom HMO, the proposals would result in a demand for 1 additional space on street.
- 4.8 Table 4.1 sets out the anticipated change in average occupancy levels on the surrounding streets, with the overall resultant occupancy well below thresholds typically considered to represent a high level of parking stress. As such, the proposals would not impact on the availability of on street parking.

Table 4.1: Summary of Change in Parking Stress			
	Capacity	Occupied	Free
Observed	402	219 (54%)	183 (46%)
With Development	402	220 (55%)	182 (45%)

- 4.9 Two charging points for cars will be provided in accordance with the policy requirements.

Deliveries

- 4.10 The nature of the accommodation is such that deliveries are likely to be limited to the purchase of online goods and the occasional meal for consumption, with deliveries anticipated to take place using a transit or similar sized vehicle.

It is anticipated that there could be on average 7 – 10 deliveries per week associated with the existing 6 bedroom HMO;

The proposed 8 bedroom HMO would receive on average 8 to 12 deliveries per week.

- 4.11 Vehicles would stop on-street in common with existing residential up and down the street.
- 4.12 Overall, there could be 2 – 3 additional deliveries per week which would not impact on the operation of the local or wider highway network, with many of the deliveries anticipated to be linked to another delivery in the local or wider area and as such not be a new trip.

Refuse Collection

- 4.13 The proposals do not include any changes to the refuse storage and collection strategy, with waste and recycling bins located within the yard at the Site frontage within 10m of the front doors and acceptable distance for refuse collection operatives.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for 13 King George VI Avenue in East Tilbury.
- 5.2 The Site which is one half of a pair of semi-detached houses has permission to be used as a 6 bedroom HMO (Class C4) with off-street parking for up to 3 cars.
- 5.3 Retrospective planning is sought to convert the house to a Sui Generis 8 bedroom HMO; the Officers Report associated with the recent refused application notes that there is not an in principle objection to the proposed development, albeit noted that a number of conditions had not been discharged including alterations to the kerb to facilitate access to the 3 parking spaces.
- 5.4 There are a number of local amenities along with public transport services including a primary school, surgery and convenience store along with bus stops and East Tilbury Station within walking distance.
- 5.5 The potential increase in trips has been estimated based on a first principle approach assuming full occupancy; the exercise demonstrates that the proposed use would not result in an unacceptable (or severe) impact on the local highway or transport network.
- 5.6 The results of the parking survey conducted in February / March 2023 demonstrates that existing on-street overnight parking levels are low and that the proposed development would not impact on the availability of parking, regardless of where the demand associated with the existing 6 bedroom HMO is met.
- 5.7 Two charging points for cars will be provided in accordance with the policy requirements.
- 5.8 Parking will be provided for up to 5 bicycles; if necessary, parking for more cycle parking can be provided.
- 5.9 There could be an additional 2 – 3 deliveries per week all of which would stop on street as per deliveries to existing dwellings up and down the street.
- 5.10 No changes are proposed to the refuse collection strategy, with bins located at the front of the property.

Conclusion

- 5.11 This assessment demonstrates that the proposed use of the Site as a Sui Generis (Larger HMO) with 8 bedrooms would not result in a noticeable (or severe) impact on the local highway or transport network, with no more than 1 additional car parked on street and / or 1 additional arrival or departure during the peak periods; as such, there are no highway or transport reasons to refuse the application.

Appendix A

(Decision Notice)



**TOWN AND COUNTRY PLANNING ACT 1990
(as amended) Town and Country Planning
(Development Management Procedure) (England) Order 2015**

Applicant:	Blue Bird Housing Ltd	Application Ref:	23/00396/FUL
Agent:	MR ASB Property Consultants Limited AS ASB Property Consu... ASB Property Consultants Limited ASB PROPERTY CONSULTANTS Spaces 100 Avebury Boulevard Milton Keynes MK9 1FH	Date Accepted:	11th April 2023
		Date of Decision:	29th June 2023

Refusal of Planning Permission

Development at: 13 King George Vi Avenue East Tilbury Essex RM18 8SL

Proposal: (Retrospective) Change of use from C4 (House of multiple occupation) to Sui Generis (Larger House of multiple occupation)

Planning permission refused in accordance with the plans and specifications for the following reason(s) set out below:

1. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of its intensification of the use of the site by 8 persons in 8 individual households HMO, adversely impacts upon both the residential amenity and character of the area. Therefore the use is contrary to policies PMD2 and CSTP23 of the adopted Core Strategy 2015 and the National Planning Policy Framework 2021.
2. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of the inadequate and substandard level of bedroom space for Bedroom 7, and lack of adequate communal amenity space for all the occupiers of the property, results in an unacceptable living environment for the occupiers, contrary to policy PMD1 of the adopted Core Strategy 2015 and the National Planning Policy Framework 2021.
3. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis use, by reason of the increase to 8 persons living as 8 separate households, has resulted in unacceptable levels of noise, disturbance, vehicular and pedestrian movements detrimental to the neighbour amenities of the immediately surrounding neighbouring properties. This is contrary to policy PMD1 of the adopted Thurrock Core Strategy and Policies for the Management of Development (as amended) 2015 and the Residential Extensions and Alterations Supplementary Planning Document 2017.
4. The change of use to a larger House of Multiple Occupation (HMO), Sui Generis

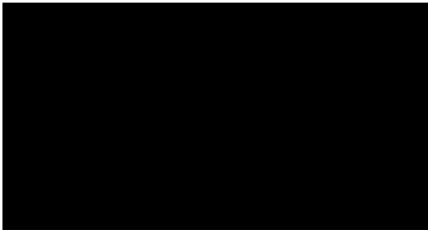
use, by reason of the increase to 8 persons living as 8 separate households, the associated likely increase in car ownership, and the inadequate provision of only one off street parking space, has resulted in the unacceptable migration of additional parking on the highway to the detriment of both pedestrian and highway safety and visual amenity, contrary to Policies PMD2 and PMD8 of the adopted Core Strategy 2015 and the NPPF.

This notice of this decision relates to the following plan(s):

Plan Reference	Plan Type	Plan Date
ASB823 -03FPA	Pre-Existing Floor Plans	11th April 2023
LP	Location Plan	4th April 2023
ASB823-01FPA	Existing Floor Plans	4th April 2023
ASB823-02FPA	Existing Site Layout	4th April 2023

Policies that were taken into consideration when determining this application:

NPPF - National Planning Policy Framework
CSTP22 - Thurrock Design
CSTP23 - Thurrock Character and Distinctiveness
CSTP24 - Heritage Assets and the Historic Environment
PMD1 - Minimising Pollution and Impacts on Amenity
PMD2 - Design and Layout
PMD4 - Historic Environment
PMD8 - Parking Standards



Assistant Director Planning,
Transport And Public Protection

Date: 29th June 2023

Informative(s):-

1. Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing with the Applicant/Agent. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

Appendix C

(Census Car Ownership Data)

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 25 July 2023]

population	All households; All cars or vans
units	Households
area type	2011 super output areas - lower layer
area name	E01015948 : Thurrock 013B
rural urban	Total

Cars

2011

All categories: Car or van availability	605	
No cars or vans in household	103	17.0%
1 car or van in household	258	42.6%
2 cars or vans in household	173	28.6%
3 cars or vans in household	50	8.3%
4 or more cars or vans in household	21	3.5%
sum of all cars or vans in the area	844	1.40

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	car ownership
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	Total: Number of rooms	2,652	908	1,129	492	123	0.94
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	1 - 3 rooms	478	265	179	34	0	0.52
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	4 rooms	546	236	222	79	9	0.75
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	5 rooms	1,080	316	497	217	50	1.00
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	6 rooms	372	66	170	105	31	1.27
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	7 rooms	114	13	40	42	19	1.59
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Total: Tenure	8 or more rooms	62	12	21	15	14	1.50
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,191	163	567	364	97	1.33
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	65	17	38	10	0	0.89
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	4 rooms	160	26	83	47	4	1.18
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	5 rooms	564	83	278	166	37	1.28
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	6 rooms	266	30	122	90	24	1.41
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	7 rooms	94	5	34	36	19	1.73
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	8 or more rooms	42	2	12	15	13	1.93
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	Total: Number of rooms	1,461	745	562	128	26	0.61
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	1 - 3 rooms	413	248	141	24	0	0.46
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	4 rooms	386	210	139	32	5	0.56
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	5 rooms	516	233	219	51	13	0.70
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	6 rooms	106	36	48	15	7	0.93
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	7 rooms	20	8	6	6	0	0.90
E36000799 Tilbury Riverside and Thurrock Park	Total: Accommodation type	Shared ownership; rented and living rent free	8 or more rooms	20	10	9	0	1	0.60
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	Total: Number of rooms	1,731	392	801	421	117	1.15
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	1 - 3 rooms	61	17	31	13	0	0.93
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	4 rooms	233	62	113	49	9	1.02
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	5 rooms	922	237	437	201	47	1.06
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	6 rooms	350	58	162	101	29	1.29
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	7 rooms	111	11	39	42	19	1.62
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Total: Tenure	8 or more rooms	54	7	19	15	13	1.63
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,102	140	515	352	95	1.36
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	30	5	16	9	0	1.13
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	4 rooms	125	21	59	41	4	1.22
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	5 rooms	553	79	275	163	36	1.28
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	6 rooms	260	29	119	88	24	1.41
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	7 rooms	93	4	34	36	19	1.75
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Owned: Owned outright or with a mortgage or loan	8 or more rooms	41	2	12	15	12	1.90
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	Total: Number of rooms	629	252	286	69	22	0.78
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	31	12	15	4	0	0.74
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	4 rooms	108	41	54	8	5	0.79
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	5 rooms	369	158	162	38	11	0.73
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	6 rooms	90	29	43	13	5	0.93
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	7 rooms	18	7	5	6	0	0.94
E36000799 Tilbury Riverside and Thurrock Park	House or bungalow	Shared ownership; rented and living rent free	8 or more rooms	13	5	7	0	1	0.77
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	Total: Number of rooms	921	516	328	71	6	0.53
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	1 - 3 rooms	417	248	148	21	0	0.46
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	4 rooms	313	174	109	30	0	0.54
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	5 rooms	158	79	60	16	3	0.64
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	6 rooms	22	8	8	4	2	1.00
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	7 rooms	3	2	1	0	0	0.33
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Total: Tenure	8 or more rooms	8	5	2	0	1	0.63
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	89	23	52	12	2	0.92
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	35	12	22	1	0	0.69
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	4 rooms	35	5	24	6	0	1.03
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	5 rooms	11	4	3	3	1	1.09
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	6 rooms	6	1	3	2	0	1.17
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	7 rooms	1	1	0	0	0	0.00
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	8 or more rooms	1	0	0	0	1	3.00
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	Total: Number of rooms	832	493	276	59	4	0.49
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	382	236	126	20	0	0.43
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	278	169	85	24	0	0.48
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	5 rooms	147	75	57	13	2	0.61
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	6 rooms	16	7	5	2	2	0.94
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	7 rooms	2	1	1	0	0	0.50
E36000799 Tilbury Riverside and Thurrock Park	Flat, maisonette or apartment	Shared ownership; rented and living rent free	8 or more rooms	7	5	2	0	0	0.29

No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
34%	43%	19%	5%
55%	37%	7%	0%
43%	41%	14%	2%
29%	46%	20%	5%
18%	46%	28%	8%
11%	35%	37%	17%
19%	34%	24%	23%
14%	48%	31%	8%
26%	58%	15%	0%
16%	52%	29%	3%
15%	49%	29%	7%
11%	46%	34%	9%
5%	36%	38%	20%
5%	29%	36%	31%
51%	38%	9%	2%
60%	34%	6%	0%
54%	36%	8%	1%
45%	42%	10%	3%
34%	45%	14%	7%
40%	30%	30%	0%
50%	45%	0%	5%
23%	46%	24%	7%
28%	51%	21%	0%
27%	48%	21%	4%
26%	47%	22%	5%
17%	46%	29%	8%
10%	35%	38%	17%
13%	35%	28%	24%
13%	47%	32%	9%
17%	53%	30%	0%
17%	47%	33%	3%
14%	50%	29%	7%
11%	46%	34%	9%
4%	37%	39%	20%
5%	29%	37%	29%
40%	45%	11%	3%
39%	48%	13%	0%
38%	50%	7%	5%
43%	44%	10%	3%
32%	48%	14%	6%
39%	28%	33%	0%
38%	54%	0%	8%
56%	36%	8%	1%
59%	35%	5%	0%
56%	35%	10%	0%
50%	38%	10%	2%
36%	36%	18%	9%
67%	33%	0%	0%
63%	25%	0%	13%
26%	58%	13%	2%
34%	63%	3%	0%
14%	69%	17%	0%
36%	27%	27%	9%
17%	50%	33%	0%
100%	0%	0%	0%
0%	0%	0%	100%
59%	33%	7%	0%
62%	33%	5%	0%
61%	31%	9%	0%
51%	39%	9%	1%
44%	31%	13%	13%
50%	50%	0%	0%
71%	29%	0%	0%

Appendix D

(Census Travel to Work Data)

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 date 2011
 rural urban Total

Area	All categories: Method of travel to work	Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Not in employment
msoa2011:E02003308 : T	4,777	87	26	581	31	12	23	2,311	150	40	134	13	1,369
oa2011:E00080643	251	9	0	20	0	0	1	121	4	2	7	2	85
oa2011:E00080644	263	5	1	34	1	1	3	123	4	4	10	2	75
oa2011:E00080636	242	4	0	33	3	1	0	104	6	1	11	0	79
oa2011:E00080631	293	3	1	35	1	1	3	122	8	2	14	1	102
oa2011:E00080649	149	0	6	22	0	0	2	74	5	1	2	0	37
oa2011:E00080648	263	5	1	42	2	2	2	133	12	5	8	0	51
oa2011:E00080646	96	3	1	16	1	0	0	38	4	2	3	0	28
oa2011:E00080647	239	6	3	26	1	2	0	118	6	4	8	0	65
oa2011:E00080645	206	2	0	41	0	0	0	107	7	2	7	1	39
oa2011:E00080642	235	0	1	29	1	0	1	118	5	0	8	2	70
oa2011:E00080641	199	4	1	30	3	0	1	105	13	1	3	0	38
oa2011:E00080640	233	3	3	30	3	0	2	112	1	1	4	1	73
oa2011:E00080632	317	5	1	44	2	0	1	146	13	1	11	0	93
	2,986	49	19	402	18	7	16	1,421	88	26	96	9	835
			0.9%	19.1%	0.9%	0.3%	0.8%	67.6%	4.2%	1.2%	4.6%	0.4%	

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.