

Transport Statement
March 2024

The logo consists of a dark blue square with the letters 'EAS' in white, bold, sans-serif font centered within it.

EAS

Land to the west of 229 London Road

Wickford, Basildon

CBS Developments Ltd

Document History

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The content of this report is based on information available as of March 2024, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

- 1.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of CBS Developments Ltd (hereinafter referred to as the 'client' or 'developer') regarding the proposed redevelopment of Land to the west of 229 London Road, Wickford, Basildon (hereinafter, the 'site').

The Site

- 1.2 The site under consideration is located within the urban limits of Wickford, Essex. The full address of the site is Land to the west of 229 London Rd, Wickford, Essex, SS12 0LG.
- 1.3 Basildon Borough Council ('BBC') is therefore the Local Planning Authority ('LPA'), and Essex County Council ('ECC') is therefore the Local Highway Authority ('LHA').
- 1.4 A map showing the location of the site is contained in **Appendix A**.

The Scheme

- 1.5 It is proposed to develop 4 new dwellings and ancillary landscaping, on previously undeveloped land, forming part of the large garden which bounds the existing dwelling to the west.
- 1.6 It is also proposed to provide ground floor parking for 8 bicycles and for 8 cars inclusive of two visitor bays.
- 1.7 The proposed site plans are contained at **Appendix B**.

Planning History of the Site

- 1.8 The site under consideration is not developed, and as such no previous planning applications exist.

Aims and Structure of this Report

- 1.9 This technical note has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014); as well as to guidance that the regional and local authorities have published on their website.
- 1.10 The contents of this report are:
- Section 2 – sets the national, regional, and local policy context;
 - Section 3 – describes the existing site conditions;
 - Section 4 – describes the proposed development;
 - Section 5 – identifies the likely trip generation and traffic impact; and
 - Section 6 – concludes the statement.

2 Policy Context

- 2.1 This section sets out the policy context. Development and growth are encouraged at national, regional, and local level.
- 2.2 The policy documents reviewed include:
- National Planning Policy Framework;
 - the Essex Local Transport Plan;
 - the Basildon Local Plan; and
 - ECC Parking Standards document.

National Planning Policy Framework

- 2.3 The revised National Planning Policy Framework ('NPPF') was most-recently revised in December 2023 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.6 In respect of that, Paragraph 10 of the NPPF states:
- “So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis).”*
- 2.7 Section 9 of the NPPF is focused on Promoting Sustainable Transport, and states in paragraphs 108 and 109:
- “108. 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.*

109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce 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.”

2.8 Paragraphs 114 and 115 state that in assessing applications for development it should be ensured that:

“114. 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.*

115. 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 Furthermore, paragraphs 116 and 117 continue:

“116. 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.*

117. 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."

The Essex Local Transport Plan

- 2.10 The Essex Local Transport Plan was adopted in June 2011 and covers the transport vision of the County to identify priorities for transport investments and supporting other council schemes that would emerge over the life of the plan.
- 2.11 Policy 2 states that transport and land use planning will be used to locate new developments in areas that are accessible to key services by sustainable forms of transport, that sustainable transport is provided for, that there is effective travel planning and that new developments provide appropriate transport infrastructure in line with the County Council's Development Management Policies (see below).
- 2.12 Policy 8 states that the Council will promote the use of more sustainable forms of travel, support the use of low carbon technologies and ensure that the transport network operates efficiently so as to minimise CO₂ emissions from vehicles.
- 2.13 Policy 9 states that the Council will support and promote sustainable travel, require travel planning for proposed developments and promote access by sustainable means to railway stations and airports.
- 2.14 Policy 10 states that the Council will prioritise measures to reduce deaths and serious injuries on the roads, improve the safety of pedestrians, cyclists and other vulnerable groups and ensure that safety audits are carried out for proposed highway schemes or alterations to the highway.
- 2.15 Policies 14 and 15 aim to promote cycling and walking and integrating rights of way and walking and cycling networks to improve access to local services on foot and by cycle.
- 2.16 Appendix D, on page 183 of this document, sets out priorities for Local Centres in the Thames Gateway, as:
- *"Providing for and promoting access by sustainable modes of transport to development areas;*
 - *Improving the attractiveness and usability of streets and public spaces to support regeneration;*
 - *Improving journey time reliability on congested routes;*
 - *Improving the attractiveness of cycling for all types of trip;*
 - *Providing travel planning services aimed at improving awareness of travel choices;*
 - *Improving access to green spaces."*

Basildon Local Plan

- 2.17 Basildon Borough Council's development plan comprises the saved policies of the 1998 Local Plan. A few of the original BBC Local Plan policies were 'saved' by the Secretary of State in 2007.
- 2.18 The Saved Policies have undergone a review in relation to the NPPF to evaluate the compliance level of each policy. The results of this review are documented in the February 2024 Compliance Review of the Saved Policies with the NPPF report. These findings are factored in when making decisions on planning applications.

Essex Parking Standards Design and Good Practice

- 2.19 Parking standards for Brentwood Borough Council follow the guidance within the Essex Parking Standards document, which whilst adopted in 2009, remains current.
- 2.20 The minimum standards require the following level of parking for residential development, as follows:

Use	Vehicle Parking (minimum)	Cycle Parking (minimum)	Powered Two-wheeler Parking (minimum)	Disabled Parking (minimum)
1-bedroom dwellings	1 space per dwelling	1 secure covered space per dwelling (allocated or unallocated).	Not applicable	Not applicable if parking is in the curtilage. Otherwise as a visitor or unallocated
2- and 3-bedroom dwellings	2 spaces per dwelling	None if a garage or secure area is in the curtilage		
Visitor	0.25 spaces per dwelling (rounded up)	If no garage in curtilage, one per 8 units for visitors		
			1 space plus 1 per 20 car park spaces for 1 st 100 car park spaces	If less than 200 car spaces, 6% of total capacity

Table 2.1: Residential Parking Standards for Essex

3 Existing Site Assessment

- 3.1 The site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network.

Site Location and Local Facilities

- 3.2 **Appendix A** contains a location plan.
- 3.3 The site is located within the western part of the town of Wickford. The site is set on the southern side of London Road, classified as the A129, which links the town centre in the east of the site with the Southend Arterial Road (A127), via the village of Crays Hill and Pipp's Hill Road North. The larger town of Basildon is located directly to the south of the A127.
- 3.4 Wickford Town Centre is located to the east of the site and is around 1.4km, i.e. a 20-minute walk or a 5-minute cycle, away. It has a good range of local shops and businesses that includes the day-to-day requirements that may need to be accessed by local residents including:
- the local Library and Post Office;
 - a range of restaurants, bakeries, coffee shops, take-aways, and public houses;
 - Supermarkets and Convenience Stores;
 - Banks and Building Society branches;
 - Pharmacies and Chemists;
 - Doctors, Dentists, and Vets; and
 - a wide range of local shops and other businesses.
- 3.5 There are also a range of schools and parks present within walking distance of the development site, together with a number of places of worship.

Existing Site Function

- 3.6 The existing site comprises a total of circa 0.4 hectare (circa 1 acre) and remains undeveloped.
- 3.7 The site forms part of the existing garden grounds of property 227 London Road, which is located to the east of the development site.

Public Transport - Bus

- 3.8 There are existing bus stops located close to the site known as Sugden Avenue. The westbound stop is located c. 70m east of the site, and the eastbound stop is around 150m east of the site.
- 3.9 From these stops a total of 4 bus services can be boarded, these being the 3, 12, 251, and 625.

- 3.10 Route 3 is a school service which runs from Shotgate to Billericay Mayflower High School on weekdays, via Wickford, and Ramsden. This service operates once daily in each direction, stopping at 07:58am towards Billericay, returning at 3:42pm.
- 3.11 Route 12, also known as the Arrow Taxis 12, runs from Wickford to Billericay, via Great Burstead. There are 11 buses daily on weekdays and on Saturdays between 6:25am and 6:59pm. This service does not operate on Sundays.
- 3.12 Route 251 runs on Sundays and Public Holidays only, between Wickford and Warley, via Great Burstead, Billericay, Hutton, Shenfield, and Brentwood. There are 5 buses in each direction, stopping locally between 9:52am and 6:07pm.
- 3.13 Route 625 is another School service which runs between Chelmsford and Southend High School for Boys in Prittlewell in Southend-on-Sea, via Tile Kiln, Galleywood, West Hanningfield, Stock, Billericay, Great Burstead, Crays Hill, Wickford, Shotgate, Rawreth, Rayleigh, Eastwood, and Leigh-on-Sea. The service stops locally at 7:25am toward Southend-on-Sea, and returns 4:28pm.
- 3.14 From the above it can therefore be seen that the area is served by regular hourly local bus services.
- 3.15 The local bus map and timetables are contained at **Appendix C**.

Public Transport - Rail

- 3.16 Wickford Rail Station is located around 2.0km (a c. 27-minute walk or a c. 6-minute cycle) east of the site and forms part of the Shenfield to Southend Rail line, as well as being the western terminus of the Crouch Valley Line, which links this station to Southminster.
- 3.17 Most of the former services connect to the Great Eastern Main Line at Shenfield which continue towards London Liverpool Street. Peak-time Southminster trains also run through to London via Wickford. Wickford Station and train services stopping locally are operated by Greater Anglia.
- 3.18 The station is served by 3 departures per hour in each direction between London Liverpool Street and Southend Victoria, whereas one service every 45 minutes operates towards Southminster.
- 3.19 A map of all the Great Anglia train network is contained at **Appendix D**.

Active Travel – Walking and Cycling

- 3.20 The immediate pedestrian environment outside the site is typical of an edge of town site with good quality c. 2.2m wide footways on the northern side of London Road. A wide verge fronts the area outside the site.
- 3.21 London Road is lit near the site, and is restricted to 30mph. The two-lane single carriageway is c. 7.3m in width.
- 3.22 The nearest Public Right of Way ('PRoW') to the site is Footpath Wickford 84, set c. 230m to the east of the site, linking London Road to the area near Noke Wood and Nevendon Road (near its southern end into the A129) via Footpath Wickford 1.
- 3.23 This footpath and the extents of the local highway are shown on the Highway Map contained at **Appendix E**.

- 3.24 The nearest section of the National Cycling Network ('NCN') is Route 13 which routes via Billericay, c. 7.1km to the west of the site, where the A129 meets Chapel Lane at the southern end of the town centre.
- 3.25 Cyclestreets offers online cycle journey planners available for determining suitable cycle routes from the site.
- 3.26 Details of the likely numbers of cyclists and their effect on the local network is covered in Section 5 which describes the impact of the development.

The Local Road Network

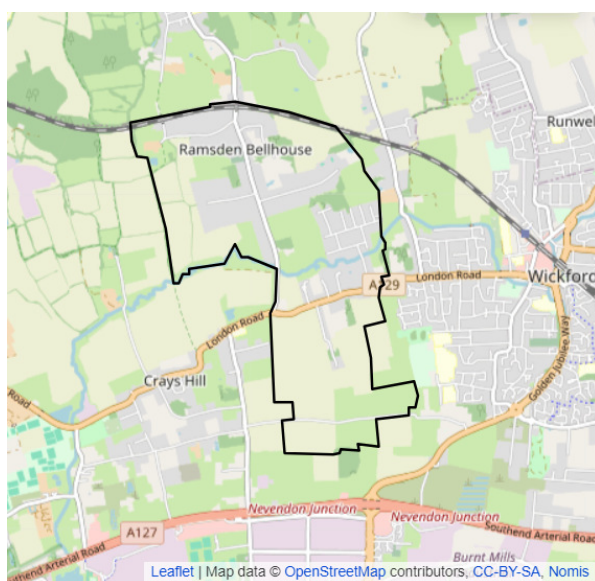
- 3.27 London Road (A129) past the site access runs east to west and connects the Town Centre of Wickford with the southern parts of Billericay, prior to continuing west towards Hutton in Shenfield. To the east of Wickford Town Centre, this road continues towards Rayleigh Train Station.
- 3.28 To the south of the town, the A127 Southend Arterial Road is the main trunk road locally, linking the A12 in Gallows Corner, East London, and the M25 Motorway with Southend-on-Sea.
- 3.29 Being a locally important A-Road parking along London Road is restricted, with the dwellings and business premises that line this road including off-street parking.
- 3.30 No resident parking schemes apply in Wickford, and as such other residential roads remain available for parking.

Highway Safety Record

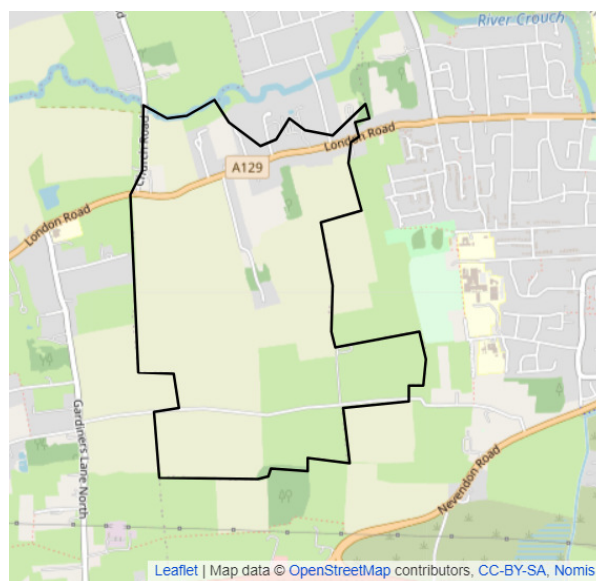
- 3.31 A review of the safety record of the local highway has been undertaken covering the most-recent five-year period (covering the period between 2018 and 2022), extending through all areas within 500m of the site. This review was undertaken through the CollisionPlot website (<https://collisionplot.co.uk/>).
- 3.32 Within the study area, just the one serious collision was noted. This collision happened c. 75m west of the proposed site access, in the early afternoon of a day in March 2021, when a young cyclist turning left whilst driving on the footway, collided with a motor vehicle driven by an elderly gentleman, whilst the latter was entering the main carriageway from a side road.
- 3.33 A further four slight injury collisions were also recorded within the local area, including two collisions at the junction of London Road with Sugden Avenue c. 170m to the east of the proposed site access, and one collision involving two vehicles, c. 40m west of the proposed site access.
- 3.34 The low number of collisions highlights the low chance of collision locally. The local roads can therefore be considered to be safe, and no particular highway safety concern was identified.
- 3.35 The full report, including the detailed report of the above-discussed collision, are contained at **Appendix F**.

Population Statistics - General

- 3.36 A review of the most recently available full set of Census statistics (being from 2011) has been undertaken to assess the local population characteristics.
- 3.37 Nevertheless, over the past year or so, releases of data from the 2021 Census have been issued, including some Travel Information statistics. The available statistics from the 2021 census, i.e., the Car Ownership and Method of Travel to Work statistics, are therefore also included for comparison.
- 3.38 The site is set within local Lower Super Output Area ('LSOA') Basildon 006A, and within the smaller Output Area ('OA') E00107988.



Basildon 006A Area



E00107988 Area

- 3.39 The local OA includes the nearby section of London Road, which includes a number of dwellings on either side of the road, along with the farmsteads to the south of this road, set to the west of Wickford.
- 3.40 In contrast, the LSOA also includes further areas to the north and north west of the site, including residential areas accessible off Sugden Avenue, and extends further north, to include the nearby hamlet of Ramsden Bellhouse, which lies just outside the urban boundaries of Wickford.
- 3.41 The smaller census Output Area would therefore more accurately reflect the typical characteristics of this site, being focused on London Road itself.

Population Statistics - Car Ownership

- 3.42 Data from the Census has been used to assess levels of car ownership for local residents, within both the local Lower Super Output Area and the smaller Output Area within which the site lies.
- 3.43 This information, as extracted from Census datasets KS404EW (2011) and TS045 (2021), is contained at **Appendix G**.
- 3.44 A summary of the data for the local OA and LSOA is included in table 3.1:

	Output Area E00107988				LSOA Basildon 006A			
	2011		2021		2011		2021	
	Total	%age	Total	%age	Total	%age	Total	%age
Total number of households	127		128		519		536	
No Cars or Vans in Household	12	9%	13	10%	28	5%	35	7%
1 Car or Van in Household	43	34%	36	28%	129	25%	127	24%
2 Cars or Vans in Household	49	39%	41	32%	210	40%	170	33%
3 cars or vans in household	12	9%	38	30%	82	16%	204	39%
4 or more cars or vans in household	11	9%			70	13%		
Total no. / Ave cars per household	228	1.80	n/a	n/a	1,132	2.18	n/a	n/a

Table 3.1: Census Local Car and Van Ownership

- 3.45 Table 3.1 shows the number of dwellings with access to a car in the local Lower Super Output Area, Basildon 006A, and the smaller Census Output Area, E00107988.
- 3.46 From the above data it can be seen that in 2021, just 7% of households do not own a car or van at all, and that another 24% of households have access to a single vehicle.
- 3.47 33% of households kept access to two vehicles, whereas 39% of all households in the local LSOA retained access to three or more vehicles.
- 3.48 A comparison of this with the 2011 indicated that the number of vehicles owned by the local residents has increased over the interim period. The average number of car and van owned per household in the LSOA was then 2.18.
- 3.49 Breaking the statistics down further and looking at the smaller E00107988 area around London Road, shows that in 2021, 10% of households did not own a car or van, and with circa 28% of households having a single vehicle.
- 3.50 32% of all local households retained access to two vehicles. It is worth adding that 30% of all households own three or more vehicles.
- 3.51 A similar comparison to the 2011 data indicated that the number of dwellings keeping access to multiple vehicles has increased over the interim period. The average car and van ownership per household within the local OA was of 1.80 vehicles per dwelling.

Population Statistics - Journey to Work

- 3.52 Data from the 2011 and 2021 census have been considered with respect to modal choice of journey to work.
- 3.53 It is accepted that the 2021 data is somewhat skewed towards people Working from home, impacting mostly upon those using public transport modes, which at the time of the census data collection exercise, was affected by Covid-19 restrictions (such as the government guidance to work at home, if possible) and more importantly, by user perceptions of being less safe than other modes of travel.
- 3.54 In contrast 2011 data, was not impacted by restrictions to movement, and residents could choose their preferred method of travel to work without any such concerns. It is therefore pointed out that the 2021 data is not being considered as the typical local pattern of driving choice behaviour.

3.55 The available 2011 and 2021 census data are included as **Appendix G**, and are summarized in table 3.2.

	E00107988 Output Area				Basildon 006A LSOA			
	2011		2021		2011		2021	
	Total	%age	Total	%age	Total	%age	Total	%age
Work from home	15		61		81		284	
Underground, Metro, Tram	1	1%	0	0%	1	0%	3	1%
Train	15	10%	3	3%	111	18%	35	8%
Bus	3	2%	2	2%	5	1%	2	0%
Taxi	2	1%	0	0%	5	1%	1	0%
Motorcycle, Scooter, Moped	1	1%	0	0%	3	0%	1	0%
Car driver	114	76%	81	79%	451	72%	327	79%
Car passenger	6	4%	8	8%	21	3%	19	5%
Bicycle	2	1%	1	1%	4	1%	2	0%
Foot	3	2%	3	3%	23	4%	12	3%
Other	3	2%	4	4%	4	1%	12	3%
Not in Employment	84		n/a	n/a	369		n/a	n/a

Table 3.2: Census Local Journey to Work Data

- 3.56 Table 3.2 shows the method of journey to work in the local Lower Super Output Area ('LSOA'), Basildon 006A, and the smaller Census Output Area, E00107988. The smaller census area most accurately reflects the characteristics of the site being focused on London Road.
- 3.57 It can be seen from the above data that in 2011, within the larger Basildon 006A area, 1% took the bus to work, 18% use rail or the London Underground, 4% travel on foot, 1% cycle to work and 72% are car drivers, with 3% being car passengers.
- 3.58 Breaking the statistics down further and looking at the smaller E00107988 area just around London Road, 2% take the bus to work, 11% use rail or the London Underground, 2% travel on foot, 1% cycle, and 76% are car drivers with 4% car passengers.
- 3.59 The above data shows that a significant percentage of local residents were already using sustainable means, such as walking, cycling, or public transport to travel to work.
- 3.60 Although skewed by the Covid-19 'Work from home where possible' guidance, it is noted that the percentage of people using active travel modes in both the local OA and the LSOA were still similar in between the two census periods.
- 3.61 It is admitted that the suitability for comparative use of the recent census data is still yet to be verified and reviewed, although it is certainly the case that the uptake in working from home and the technology that allows this has been maintained and new patterns of working from home have emerged since CV19.

Summary

- 3.62 The site is located within the western parts of the town of Wickford. The site is set on the southern side of London Road, classified as the A129. The larger town of Basildon is located directly to the south of the A127.

- 3.63 Wickford Town Centre is located to the east of the site and is around 1.4km, i.e. a 20-minute walk or a 5-minute cycle, away. It has a good range of local shops and businesses that includes the day-to-day requirements that may need to be accessed by local residents.
- 3.64 There are existing bus stops located close to the site, located c. 70m and c. 150m east of the site. From these stops a total of 4 bus services can be boarded, these being the 3, 12, 251, and 625. The area is therefore served by regular hourly local bus services.
- 3.65 Wickford Rail Station is located around 2.0km (a c. 27-minute walk or a c. 6-minute cycle) east of the site and forms part of the Shenfield to Southend Rail line, as well as being the western terminus of the Crouch Valley Line, which links this station to Southminster.
- 3.66 The immediate pedestrian environment outside the site is typical of a town edge site with good quality wide footways on the northern side of London Road. A wide verge fronts the area outside the site.
- 3.67 The nearest section of the NCN is Route 13 which routes via Billericay, to the west of the site.
- 3.68 London Road (A129) past the site access runs east to west and connects the Town Centre of Wickford with the southern parts of Billericay, prior to continuing west towards Hutton in Shenfield.
- 3.69 To the south of the town, the A127 Southend Arterial Road is the main trunk road locally, linking the A12 in Gallows Corner, East London, and the M25 Motorway with Southend-on-Sea.
- 3.70 A low number of collisions were recorded locally, highlighting that local roads can be considered to be safe.
- 3.71 Census data indicates that most residents have access to one or two cars, but that a significant percentage owned three or more vehicles. The census information also demonstrates that over a fifth of residents do not use their car to go to work.

4 The Proposed Development

- 4.1 The following section reviews the proposals, including site access arrangements, parking, as well as servicing.

The Development Scheme

- 4.2 The development scheme under consideration will comprise three new detached three-bedroom dwellings in total.
- 4.3 A Site Layout for the development is contained at **Appendix B**.
- 4.4 There will be secure cycle storage available within each plot for two cycles. Each dwelling will also be allocated two car parking spaces.

Site Access

- 4.5 The proposals include one shared access point for the proposed development. This access is proposed to be centrally placed along the site frontage onto London Road.
- 4.6 The access is therefore proposed to be shared between all users. Pedestrian and cycle access into the site will be taken via this point. This access will therefore link to the shared internal access path, which would in turn link into each of the proposed dwellings.
- 4.7 Vehicular access will therefore be made, in line with present arrangements to neighbouring dwellings, via the above discussed shared access point.
- 4.8 Junction visibility splays in either direction from the proposed access exceed the requirements for a 30mph road in line with Manual for Streets Section 7.7 guidance, which requires the clear visibility between a point set 43m in each direction of the access, from a driver's position when leaving the access, from 2.4m behind the carriageway edge.
- 4.9 Visibility splays for the site access is shown in drawing SK05 contained at **Appendix H**.
- 4.10 Access and egress by a van or an emergency vehicle has been tested through Swept Path Analysis.
- 4.11 This swept path analysis is shown within drawing SK06 contained at **Appendix I**.

Parking

- 4.12 As noted above, each plot will include secure cycle storage available for two cycles. The proposed cycle sheds are located within the respective back gardens.
- 4.13 The two cycle spaces per dwelling exceeds the minimum number set within Essex Parking Standards Design and Good Practice document. This policy requires the provision of one space per dwelling.
- 4.14 The car parking standards within Essex require the provision of two car parking spaces per dwelling for larger family units. For the proposed three-bedroom dwellings, this policy therefore requires minimum of 2 car parking spaces per dwelling.

- 4.15 ECC guidance also requires the provision of a minimum of 0.25 car parking spaces per dwelling for visitors.
- 4.16 Based on the proposed 4-dwelling scheme, the minimum number of parking space on the site would hence equate to 9 spaces.
- 4.17 It is therefore proposed that the development will provide 2 allocated car parking spaces for each dwelling, or 8 allocated car parking spaces in total. 2 visitor car parking spaces are also proposed within the shared access path area.
- 4.18 This level of car parking provision is compliant with ECC policy (requiring a maximum of 9 spaces), and exceeds the local car ownership ratio, as evidenced within the Census (at around 1.8 cars per dwelling).
- 4.19 The parking spaces will be of 5.5m x 2.9m in size, as shown on the plans in **Appendix B**.
- 4.20 A swept path analysis exercise, showing cars turning into the site and the respective parking spaces is also contained at **Appendix I**.
- 4.21 In addition, it is proposed that one parking space per dwelling (which would equate to 4 spaces overall) would be provided with electric vehicle charging facilities, in line with Building Regulations.
- 4.22 The remaining spaces would therefore also include passive infrastructure for future conversion into electric vehicle charging spaces as well.

Servicing - Waste Collection

- 4.23 As the site is a small residential redevelopment, it is proposed that the existing arrangement to neighbouring units is replicated for the servicing of the site by waste and recycling collection operatives. In this regard, bins will be set within the site, in an area within 10m of the carriageway edge for servicing on bin collection day.
- 4.24 Residential refuse is likely to be collected weekly by BBC operators, including mixed waste and recycling collections, as currently occurs in the area.

Servicing - Other Deliveries

- 4.25 The development of the site also provides an opportunity for the access by servicing vehicles. It is assumed that this will apply to deliveries made by rigid vehicles up to c. 10m in length, such as small furniture drop-offs or from trades-persons, who would need to stay a bit longer on site.
- 4.26 Emergency access into the site is also proposed to be undertaken from the shared access path.
- 4.27 Swept Path Analysis contained at **Appendix I** shows access by large rigid vehicles and by a fire tender.

Summary

- 4.28 The proposals are for four new detached residential units, all comprising three-bedroom family dwellings.

- 4.29 There will be secure cycle storage available within each plot for two cycles. Each dwelling will also be allocated two car parking spaces.
- 4.30 There will be one shared access point for the proposed development. This access is proposed to be located centrally along the site frontage onto London Road.
- 4.31 The proposed site access has been tested for both junction visibility and through a swept path analysis exercise.
- 4.32 Residential and recycling waste will both be collected from London Road, in line with the existing arrangements to neighbouring units.
- 4.33 The proposals include that deliveries and servicing to the site by rigid servicing vehicles would be made from within the site area.

5 Development Impact

5.1 This section discusses the proposed parking strategy, and predicts the transport impacts of the development proposals.

Parking

5.2 A total of 8 car park spaces are proposed for the development of which all are allocated to the residential development, representing a ratio of 2 allocated spaces per unit. This meets the local parking standards requirements.

5.3 Additional hard-standing areas are also present in front of each dwelling's allocated parking spaces. These areas remain available for informal tandem parking, which may be used by visitors to the future occupiers of the dwellings, in addition to the allocated parking required in line with the policy requirement.

5.4 The local car ownership levels were evidenced to be at 1.80 within the 2011 Census. Although an increase in the number of cars per dwelling was noted within the 2021 Census, this number would not be expected to have increased dramatically.

5.5 The level of allocated car parking provision is therefore in line with the ECC parking standards, and the proposed visitor spaces and unallocated areas provide ample space for any potential overspill from the dwellings.

Trip Generation

5.6 To obtain an estimate of the likely vehicle trips associated with the development a TRICS v7.10.4 assessment has been undertaken for similar types of development within this TRICS database query.

5.7 In this regard, the search was also filtered to include:

- land use category;
- multi-modal surveys only;
- set within East Anglia area only;
- sites within Edge of Town locations; and
- with a parking space ratio of between 2.0 and 2.5 spaces per dwelling.

5.8 A summary of the TRICS trip rate generation for the residential element is shown below in table 5.1.

5.9 The full TRICS datasheets are contained in **Appendix J**.

	AM Peak		PM Peak		All Day Trips Number	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.175	0.354	0.318	0.175	2.058	2.052

Table 5.1 TRICS Vehicle Trip Rates

5.10 Based on a development of 4 dwellings for the site the following trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak		All Day Trips Number	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trips	1	1	1	1	8	8

Table 5.2 Development Traffic Movements from TRICS

- 5.11 From the above it can be seen that the development is likely to generate one arrival and one departure during each peak hour, or one additional trip every 30 minutes.
- 5.12 Over the course of the day, it would be expected that the scheme would generate 16 daily trips (8 arrivals and 8 departures).

Multi-modal Trip Rates

- 5.13 In accordance with best practice multi-modal trip rates have also been considered. There are two ways to readily provide information for multi-modal trips, one is to review TRICS sites where multi-modal data has been collected and the other is to look at census data to determine the mode of travel to work. Both have pitfalls.
- 5.14 The TRICS data is based on surveys of other sites selected because of geographical similarities but there are of course many variables at the detailed level for example proximity to a cycle route or bus route. And the journey to work census data by definition does not include the multitude of other trip purposes taking place throughout the day.
- 5.15 Within this assessment we have looked at TRICS sites only.
- 5.16 The above-discussed TRICS sites have therefore been selected that include multi-modal information. Multi-modal trip data is also contained within the TRICS datasheet contained within **Appendix J**.
- 5.17 The results are:

	All Day Trip Rate (07:00 to 19:00)			All Day Trip Number (4 units)		
	In	Out	Two Way	In	Out	Two Way
Rail and Tube	0	0	0	0	0	0
Bus	0.093	0.092	0.185	0	0	0
Walk	0.290	0.316	0.606	1	1	2
Cyclist	0.049	0.052	0.101	0	0	0
Other	2.897	2.939	5.836	12	13	25
Total	3.329	3.399	6.728	13	14	27

Table 5.3 TRICS based All Day multi-modal trips (Allowing for rounding)

	AM Peak Trip Rate (08:00 to 09:00)			AM Peak Trip Number (4 units)		
	In	Out	Two Way	In	Out	Two Way
Rail and Tube	0	0	0	0	0	0
Bus	0.002	0.023	0.025	0	0	0
Walk	0.019	0.062	0.081	0	0	0
Cyclist	0.015	0.060	0.075	0	0	0
Other	0.206	0.539	0.745	1	3	4
Total	0.242	0.684	0.926	1	3	4

Table 5.4 TRICS based AM Peak multi-modal trips (Allowing for rounding)

	PM Peak Trip Rate (17:00 to 18:00)			PM Peak Trip Number (4 units)		
	In	Out	Two Way	In	Out	Two Way
Rail and Tube	0	0	0	0	0	0
Bus	0.021	0.003	0.024	0	0	0
Walk	0.035	0.029	0.052	0	0	0
Cyclist	0.008	0.007	0.015	0	0	0
Other	0.441	0.244	0.697	2	1	3
Total	0.505	0.0.283	0.788	2	1	3

Table 5.5 TRICS based PM Day multi-modal trips (Allowing for rounding)

- 5.18 Based on the TRICS multi-modal data, shown in Tables 5.3 to 5.5 above, it is likely that the residential element of the site would generate of the order of 2 non-car trips throughout the course of the day.
- 5.19 The actual breakdown of sustainable mode of travel may vary from the figures indicated by TRICS but the overall amount would be likely to be similar.

Transport Impact

- 5.20 As can be seen from the figures in Table 5.2 above overall predicted vehicular traffic numbers are not high with 2 movements (1 arrival and 1 departure) in each peak hour, and 16 trips (8 arrivals and 8 departures) daily.
- 5.21 This level of vehicular traffic generation would be imperceptible on the local highway network.
- 5.22 The TRICS multi-modal data above indicates that the development is expected to produce around 2 daily (weekday) trips by active travel or public transport modes.
- 5.23 It is believed there is sufficient capacity in the local public transport networks (bus and rail), as well as within active travel networks, to accommodate the level of additional trips expected from the development.

Summary

- 5.24 A total of 8 car park spaces are proposed for the development, representing a ratio of 2.0 spaces per unit.
- 5.25 The overall predicted vehicular traffic numbers are not high with 2 movements (1 arrivals and 1 departures) in both peak hours, and 16 trips (8 arrivals and 8 departures) daily.
- 5.26 A couple of daily non-car trips would also be expected to or from the site, which could easily be accommodated on the existing local sustainable travel networks.

6 Summary and Conclusions

- 6.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of CBS Developments Ltd regarding the proposed redevelopment of Land to the west of 229 London Road, Wickford, Basildon.

Summary

- 6.2 The site is located within the western parts of the town of Wickford. The site is set on the southern side of London Road, classified as the A129. The larger town of Basildon is located directly to the south of the A127.
- 6.3 Wickford Town Centre is located to the east of the site and is around 1.4km, i.e. a 20-minute walk or a 5-minute cycle, away. It has a good range of local shops and businesses that includes the day-to-day requirements that may need to be accessed by local residents.
- 6.4 There are existing bus stops located close to the site, located c. 70m and c. 150m east of the site. From these stops a total of 4 bus services can be boarded, these being the 3, 12, 251, and 625. The area is therefore served by regular hourly local bus services.
- 6.5 Wickford Rail Station is located around 2.0km (a c. 27-minute walk or a c. 6-minute cycle) east of the site and forms part of the Shenfield to Southend Rail line, as well as being the western terminus of the Crouch Valley Line, which links this station to Southminster.
- 6.6 The immediate pedestrian environment outside the site is typical of a town edge site with good quality wide footways on the northern side of London Road. A wide verge fronts the area outside the site.
- 6.7 The nearest section of the NCN is Route 13 which routes via Billericay, to the west of the site.
- 6.8 The proposals are for four new detached residential units, all comprising three-bedroom family dwellings.
- 6.9 There will be secure cycle storage available within each plot for two cycles. Each dwelling will also be allocated two car parking spaces.
- 6.10 There will be one shared access point for the proposed development. This access is proposed to be located centrally along the site frontage onto London Road.
- 6.11 The proposed site access has been tested for both junction visibility and through a swept path analysis exercise.
- 6.12 Residential and recycling waste will both be collected from London Road, in line with the existing arrangements to neighbouring units.
- 6.13 The proposals include that deliveries and servicing to the site by rigid servicing vehicles would be made from within the site area.
- 6.14 A total of 8 car park spaces are proposed for the development, representing a ratio of 2.0 spaces per unit.
- 6.15 The overall predicted vehicular traffic numbers are not high with 2 movements (1 arrivals and 1 departures) in both peak hours, and 16 trips (8 arrivals and 8 departures) daily.

- 6.16 A couple of daily non-car trips would also be expected to or from the site, which could easily be accommodated on the existing local sustainable travel networks.

Conclusion

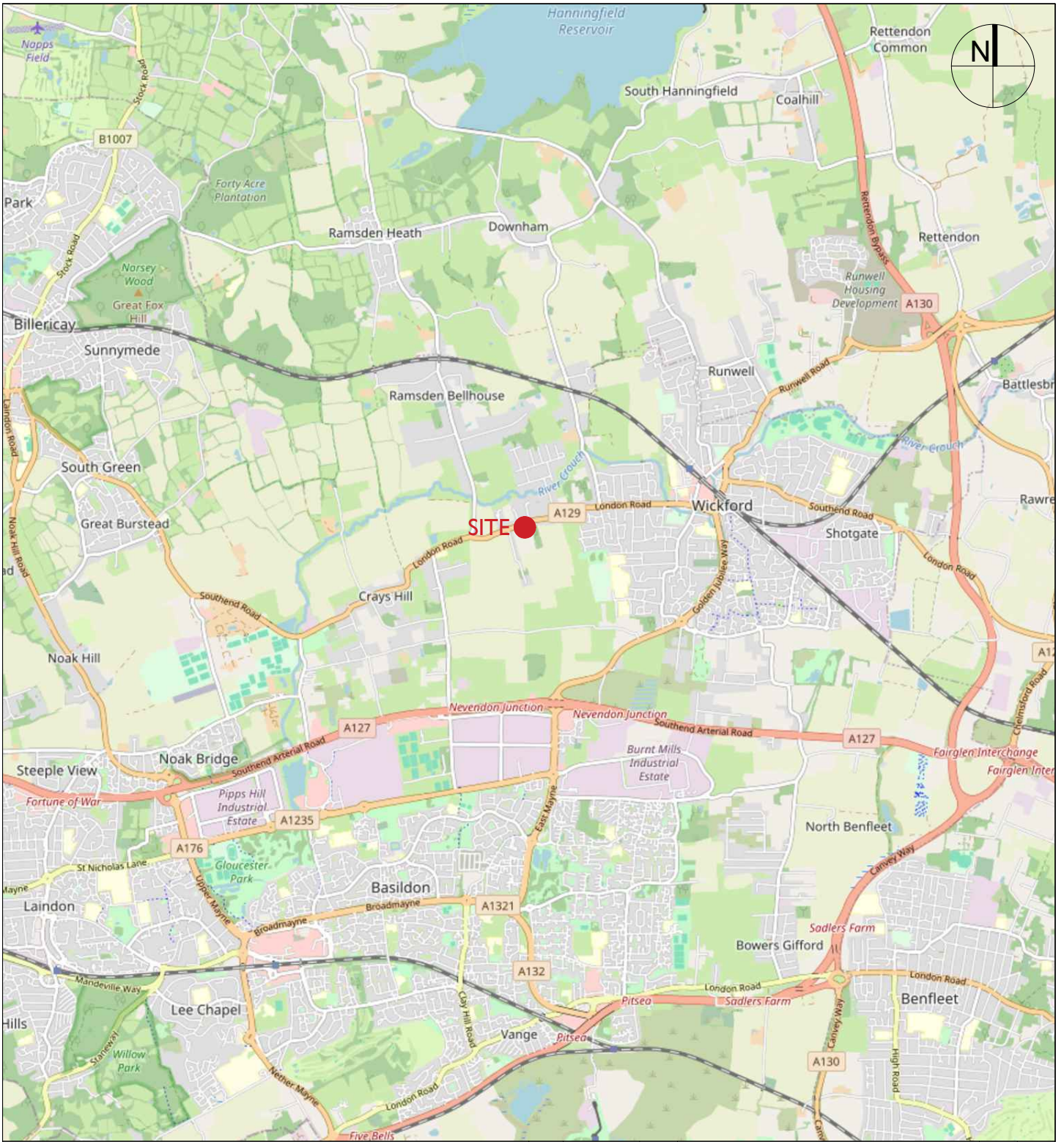
- 6.17 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.
- 6.18 The scheme will generate negligible effects on the local highway network, and will support existing local networks and services through increase custom and a higher population density.
- 6.19 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.


Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - Bus Services
Appendix: D - Rail Services
Appendix: E - Adopted Highway Extents Map
Appendix: F - Collision Report
Appendix: G - Census Data
Appendix: H - Junction Visibility Splay
Appendix: I - Swept Path Analysis
Appendix: J - TRICS Data



Appendix: A - Location Plan



DRAWING STATUS: FOR INFORMATION	REV	DATE	BY	DESCRIPTION	CKD	APP
	PROJECT: LAND WEST OF 227 LONDON ROAD, WICKFORD, ESSEX					
Ordinance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432	TITLE: LOCATION MAP					
 1 st Floor Millers House, Roydon Road, Stanstead Abbots, SG12 8HN Tel: 01920 871777 www.eastp.co.uk	CLIENT: CBS DEVELOPMENTS LTD		SCALE @ A3: NTS	DESIGN-DRAWN: JM	DATE: 12/03/2024	
	ARCHITECT: ARCH2 LIMITED	PROJECT No: 4789		DRAWING No: SK04		

Appendix: B - Proposed Plans

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PLEASE NOTE: The structural, civil engineering and other non-architectural information shown on this drawing is purely for coordination purposes only and in no way does it take on any responsibility or liability for Archtwo Ltd. For all detailed information relating to these items see the latest relevant consultants drawings, specification and full design information.



Proposed Site Plan

Scale 1:500 at A3

REV	DESCRIPTION	DATE

Client: CBS Developments
 Project: London Road Wickford
 Title: Proposed Site Plan
 Date Drawn: September 2023
 Drawn by: AR
 Scale: 1:500 @ A3



STATUS: PLANNING

Archtwo
 ARCHTWO LTD
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 BUCKINGHAMSHIRE, MK17 9BY
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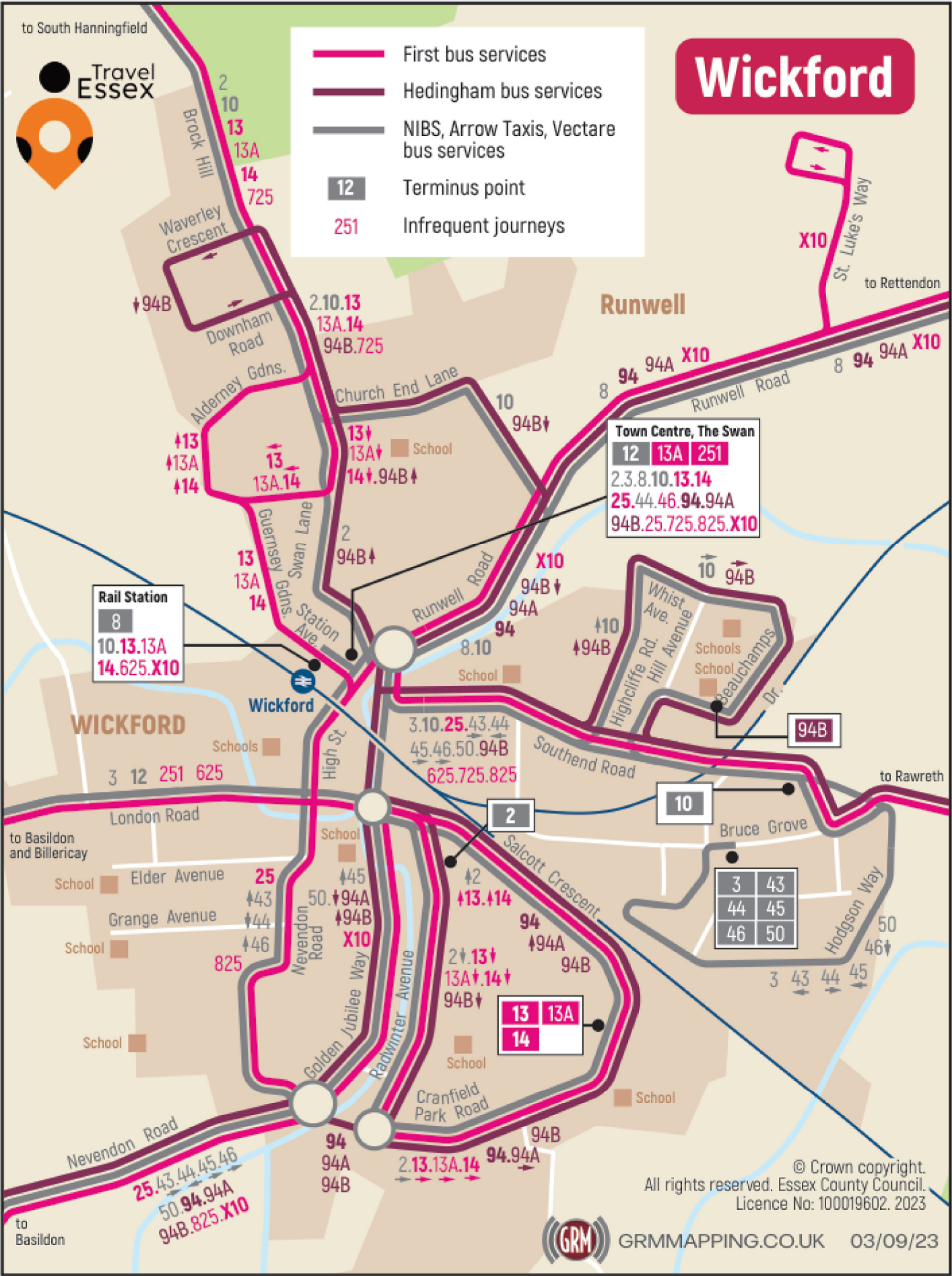
Appendix: C - Bus Services

to South Hanningfield



- First bus services
- Heddingham bus services
- NIBS, Arrow Taxis, Vectare bus services
- 12 Terminus point
- 251 Infrequent journeys

Wickford



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Arrow Taxis 12 Wickford-Billericay

Mondays to Fridays from 16 June 2023

	12	12	12	12	12	12	12	12	12	12	12
Wickford, The Swans	0625	0730	0835	0940	1104	1200	1310	1420	1530	1640	1804
Wickford, Halls Corner	0627	0732	0837	0942	1106	1202	1312	1422	1532	1642	1806
Great Burstead, The Kings Head	0639	0744	0849	0954	1118	1214	1324	1434	1544	1654	1818
Billericay, Rail Station Stand A	0647	0752	0857	1002	1126	1222	1332	1442	1552	1702	1826
Billericay, Queens Park Roundabout	0651	0756	0901	1005	1129	1225	1335	1445	1555	1705	1829
Billericay, Somerfields	-	-	0902	1006	1130	1226	1336	1446	1556	1706	1830
Billericay, Arlington Way	0653	0758	0906	1010	1134	1230	1340	1450	1600	1710	1834

Arrow Taxis 12 Wickford-Billericay

Saturdays from 16 June 2023

	12	12	12	12	12	12	12	12	12	12	12
Wickford, The Swans	0625	0730	0835	0940	1104	1200	1310	1420	1530	1640	1804
Wickford, Halls Corner	0627	0732	0837	0942	1106	1202	1312	1422	1532	1642	1806
Great Burstead, The Kings Head	0639	0744	0849	0954	1118	1214	1324	1434	1544	1654	1818
Billericay, Rail Station Stand A	0647	0752	0857	1002	1126	1222	1332	1442	1552	1702	1826
Billericay, Queens Park Roundabout	0651	0756	0901	1005	1129	1225	1335	1445	1555	1705	1829
Billericay, Somerfields	-	-	0902	1006	1130	1226	1336	1446	1556	1706	1830
Billericay, Arlington Way	0653	0758	0906	1010	1134	1230	1340	1450	1600	1710	1834

Arrow Taxis 12 Billericay-Wickford

Mondays to Fridays from 16 June 2023

	12	12	12	12	12	12	12	12	12	12	12
Billericay, Arlington Way	0653	0758	0906	1010	1134	1230	1340	1450	1600	1710	1834
Billericay, Atridge Chase	0656	0801	0908	1012	1136	1232	1342	1452	1602	1712	1836
Billericay, Rail Station Stand B	0700	0805	0912	1015	1139	1235	1345	1455	1605	1715	1839
Wickford, Halls Corner	0717	0824	0930	1032	1157	1252	1402	1512	1622	1732	1857
Wickford, The Swans	0719	0826	0932	1034	1159	1254	1404	1514	1624	1734	1859

Arrow Taxis 12 Billericay-Wickford

Saturdays from 16 June 2023

	12	12	12	12	12	12	12	12	12	12	12
Billericay, Arlington Way	0653	0758	0906	1010	1134	1230	1340	1450	1600	1710	1834
Billericay, Atridge Chase	0656	0801	0908	1012	1136	1232	1342	1452	1602	1712	1836
Billericay, Rail Station Stand B	0700	0805	0912	1015	1139	1235	1345	1455	1605	1715	1839
Wickford, Halls Corner	0717	0824	0930	1032	1157	1252	1402	1512	1622	1732	1857
Wickford, The Swans	0719	0826	0932	1034	1159	1254	1404	1514	1624	1734	1859

What's Changed?

Services 80A-80C Brentwood to Hutton Circular

The Sunday service is operated under contract to Essex County Council and will operate to a revised timetable.

80A | 80C

Brentwood | Hutton (Circular Services)
via Shenfield

Sundays and Public Holidays

Service Number	80C	80A	80C	80A	80C	80A	80C	80A	80C	80A	80C	80A
Brentwood, Rail Station	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	1945
Brentwood, High Street	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	1949
Norman Crescent, Pondfield Lane	—	1011	—	1211	—	1411	—	1611	—	1811	—	1956
Hutton, Hutton Drive,	—	1020	—	1220	—	1420	—	1620	—	1820	—	2005
Hutton, Wash Road	—	1024	—	1224	—	1424	—	1624	—	1824	—	2009
Woodland Avenue, Arnold Avenue	—	1027	—	1227	—	1427	—	1627	—	1827	—	2012
Shenfield, Rail Station	0909	1032	1109	1232	1309	1432	1509	1632	1709	1832	1909	2017
Woodland Avenue, Arnold Avenue	0914	—	1114	—	1314	—	1514	—	1714	—	1914	—
Hutton, Wash Road	0917	—	1117	—	1317	—	1517	—	1717	—	1917	—
Hutton Drive	0921	—	1121	—	1321	—	1521	—	1721	—	1921	—
Norman Crescent, Pondfield Lane	0928	—	1128	—	1328	—	1528	—	1728	—	1928	—
Brentwood, High Street	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937	2022
Brentwood, Rail Station	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1941	2026

Service 80A and 80C is operated under contract to Essex County Council and does not operate Monday to Saturday

251

Warley | Wickford Broadway
via Brentwood, Shenfield and Billericay

Sundays and Public Holidays

Service Number	251	251	251	251	251
Warley, Eagle Way	0905	1105	1305	1505	1705
Brentwood, Rail Station	0909	1109	1309	1509	1709
Brentwood, High Street	0912	1112	1312	1512	1712
Shenfield, Rail Station	0918	1118	1318	1518	1718
Billericay, Rail Station	0928	1128	1328	1528	1728
Billericay, High Street, Chequers	0929	1129	1329	1529	1729
Billericay, Elm Green	0937	1137	1337	1537	1737
Great Burstead, Kings Head	0942	1142	1342	1542	1742
Crays Hill, Shepherd & Dog	0946	1146	1346	1546	1746
Wickford Broadway, The Swans	0952	1152	1352	1552	1752

Sundays and Public Holidays

Service Number	251	251	251	251	251
Wickford Broadway, The Swans	1007	1207	1407	1607	1807
Great Burstead, Kings Head	1018	1218	1418	1618	1818
Billericay, Elm Green	1023	1223	1423	1623	1823
Billericay, High Street	1031	1231	1431	1631	1831
Billericay, Rail Station	1033	1233	1433	1633	1833
Hutton, Chequers	1041	1241	1441	1641	1841
Shenfield, Rail Station	1045	1245	1445	1645	1845
Shenfield, Green Dragon	1046	1246	1446	1646	1846
Brentwood, High Street	1050	1250	1450	1650	1850
Brentwood, Rail Station	1053	1253	1453	1653	1853
Warley, Eagle Way	1057	1257	1457	1657	1857

Service 251 is operated under contract to Essex County Council and does not operate Monday to Saturday

Customer Services ...



customerfeedback-ssc@firstgroup.com



0345 646 0707

Mon-Sat 0700-1900; Sun 0900-1700 except public holidays

Traveline ...



0871 200 22 33

Daily 0700-2200

Calls cost 12p per minute plus your phone company's access charge

First 625 Chelmsford-Prittlewell

Mondays to Fridays from 19 February 2023

625

Sch

Chelmsford, Bus Station Stand 9	0645
Chelmsford, South Lodge Hotel	0651
Chelmsford, Wood Street Tesco	0652
Chelmsford, Hylands Parade	0653
Tile Kiln, Linnet Drive	0654
Galleywood, The Eagle	0656
West Hanningfield, The Ship	0700
Stock, War Memorial	0702
Billericay, Mayflower School	0708
Billericay, The Chequers	0712
Billericay, Sun Corner	0714
Billericay, Laindon Common	0715
Great Burstead, Homefield Close	0720
Crays Hill, The Shepherd & Dog	0723
Wickford, Castledon Road	0726
Wickford, Rail Station	0732
Wickford, Highcliffe Road	0736
Shotgate, Post Office	0737
Rawreth, Carpenters Arms Roundabout	0742
Rayleigh, Rail Station	0749
Eastwood, Eastwood Rise	0758
Leigh-on-Sea, Westcliff High Schools Stop D	0810
Leigh-on-Sea, St Thomas Moore School	0813
Prittlewell, Southend Hospital South Stop C	0818
Prittlewell, Highfield Gardens Stop E	0820

Notes

Sch this journey runs on schooldays only

First 625 Prittlewell-Chelmsford

Mondays to Fridays from 19 February 2023

625

Sch

Prittlewell, Highfield Gardens Stop L	1545
Prittlewell, Southend Hospital South Stop B	1547
Leigh-on-Sea, St Thomas Moore School	1548
Leigh-on-Sea, Westcliff High Schools Stop B	1550
Eastwood, Eastwood Rise	1600
Rayleigh, Rail Station	1607
Rawreth, Carpenters Arms Roundabout	1612
Shotgate, Post Office	1617
Wickford, Highcliffe Road	1619
Wickford, Rail Station	1624
Wickford, Castledon Road	1628
Crays Hill, The Shepherd & Dog	1632
Great Burstead, Homefield Close	1637
Billericay, Laindon Common	1642
Billericay, Sun Corner	1644
Billericay, The Chequers	1645
Billericay, Mayflower School	1652
Stock, War Memorial	1658
West Hanningfield, The Ship	1701
Galleywood, The Eagle	1705
Tile Kiln, Linnet Drive	1707
Chelmsford, Hylands Parade	1709
Chelmsford, Wood Street Tesco	1712
Chelmsford, South Lodge Hotel	1714
Chelmsford, Bus Station Stand 9	1721

Notes

Sch this journey runs on schooldays only

Appendix: D - Rail Services



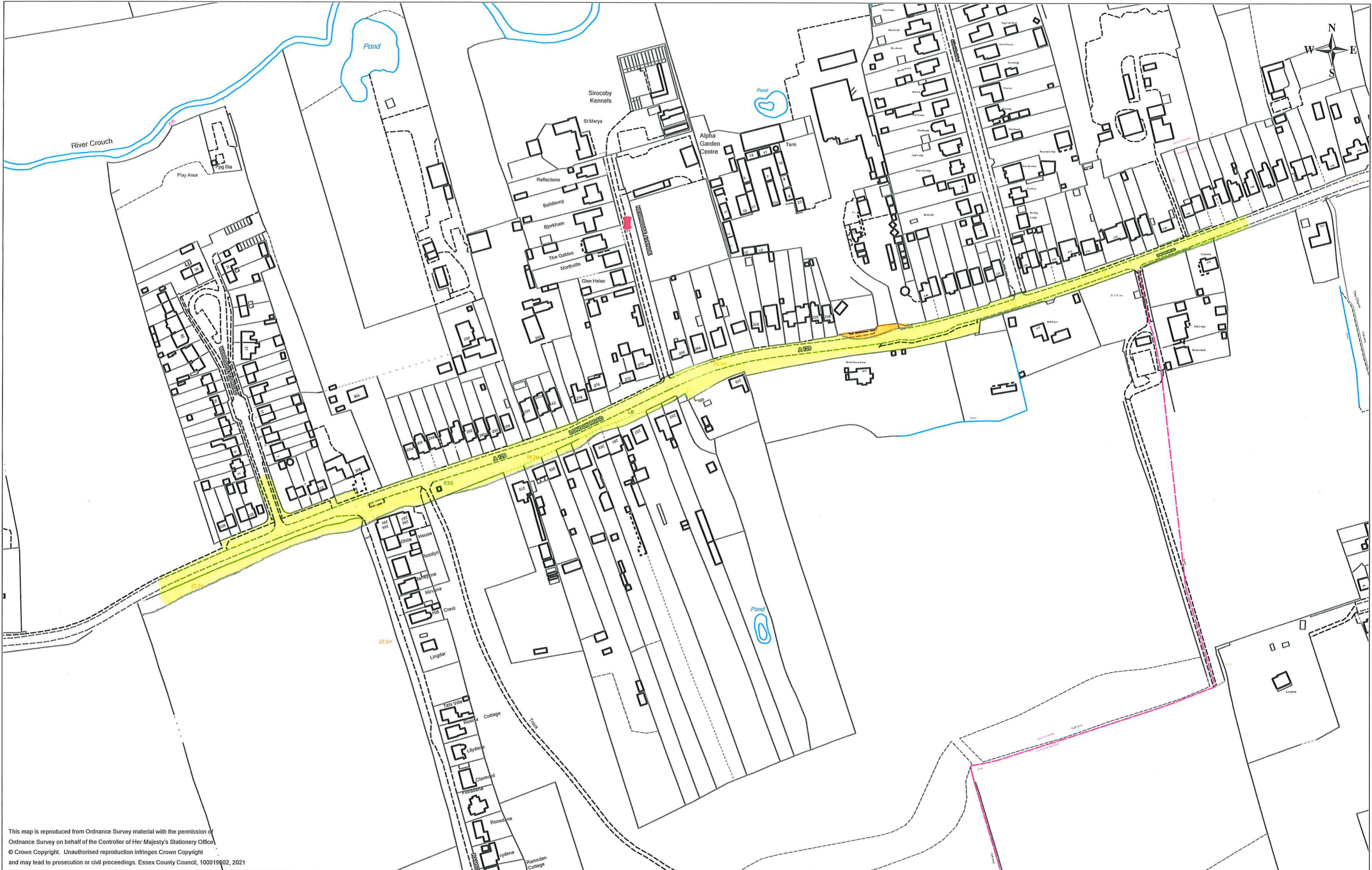
East Coast services to Yorkshire, the North East and Scotland

East Coast services to London

- Abellio Greater Anglia route
- Stansted Express route
- Abellio Greater Anglia limited route
- Other operators route
- East Coast route
- ⊕ Docklands Light Railway interchange
- ⊕ Airport interchange
- ⊕ London Underground interchange
- ⊕ Ferry service interchange



Appendix: E - Adopted Highway Extents Map



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Essex Highways
County Hall, Chelmsford, CM1 1QH
Tel: 0345 6037631

DRAWING TITLE
**LONDON ROAD
WICKFORD**

This information is given with the proviso that where there is a roadside ditch or pond, that ditch or pond and any land to the rear would not normally form part of the highway even where the ditch or pond has been filled.

Map Showing Public Rights of Way

- Footpaths
- Bridleways
- Restricted Byways
- Byways

Please note: This map is for general reference purposes only. It cannot be used to prove or disprove the existence or alignment of a public path. In the event of any dispute or query, and for all legal purposes, always refer to the statutory Definitive Map of Public Rights of Way.

DRAWN	LJ	ENQUIRY NO.	2902117
DATE	01/03/24	FILE REF.	N/A
DRAWING STATUS	FINAL		
DRAWING UNITS U.N.O	SCALE AT A3 (420x297mm)		
DIMENSIONS IN MILLIMETRES		LEVELS IN METRES	
		1:2500	



Appendix: F - Collision Report

Collision Plot Premium

01/01/2018 - 31/12/2022

Number of Collisions Involving

	Slight	Serious	Fatal	Total
Pedestrian	2	0	0	2 (22%)
Cyclist	0	1	0	1 (11%)
Motorcycle	0	0	0	0 (0%)
Car	3	1	0	4 (44%)
Taxi	0	0	0	0 (0%)
Bus	1	0	0	1 (11%)
Goods	1	0	0	1 (11%)
Other	0	0	0	0 (0%)

Severity

Slight	4 (80%)
Serious	1 (20%)
Fatal	0 (0%)
Total	5

Light conditions

Dark	2 (40%)
Light	3 (60%)

Casualties

	Slight	Serious	Fatal	Total
Pedestrian	2	0	0	2 (33%)
Cyclist	0	1	0	1 (17%)
Motorcycle	0	0	0	0 (0%)
Car	1	0	0	1 (17%)
Taxi	0	0	0	0 (0%)
Bus	1	0	0	1 (17%)
Goods	1	0	0	1 (17%)
Other	0	0	0	0 (0%)
Total	5	1	0	6

Surface conditions

Dry	5 (100%)
Wet	0 (0%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

2018420284555 | Slight | Mon | 16/04/2018 | 00:11 | Dark | Dry

Authority (highway):	Essex	Road 2:	Unclassified, –	Weather:	Other	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Dark	
Police force:	Essex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 129	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	2, Bus
Manoeuvre:	Going ahead
Direction of travel:	West to east
Vehicle Location:	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach
First point of impact:	Front
Driver sex & age:	Male, 56
Journey purpose:	Part of work
Engine capacity (cc):	9000
Propulsion:	Heavy oil
Age of vehicle:	5

Casualties

Casualty reference:	1
Vehicle reference:	2 (Bus)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 56

2020420990022 | Slight | Tue | 13/10/2020 | 10:07 | Light | Dry

Authority (highway):	Essex	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	20	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Essex	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	Other object	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type: 1, Car
 Manoeuvre: Moving off
 Direction of travel: West to south
 Vehicle Location: On main carriageway
 Junction Location: Not at/within 20m of junction
 First point of impact: Front
 Driver sex & age: Male, 74
 Engine capacity (cc): 1995
 Propulsion: Heavy oil
 Age of vehicle: 6
 Generic make/model: BMW 3 SERIES

Casualties

Casualty reference: 1
 Vehicle reference: 1 (Car)
 Severity: Slight
 Class: Pedestrian
 Sex & age: Male, 36
 Pedestrian location: In road, not crossing
 Pedestrian movement: Unknown or other

2021421026214 | Serious | Sun | 07/03/2021 | 16:15 | Light | Dry

Authority (highway):	Essex	Road 2:	Unclassified, –	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Other junction	Light conditions:	Light	
Police force:	Essex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 129	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Cyclist	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	East to west	West to east
Vehicle Location:	Cycleway/shared use footway (not part of road)	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Cleared junction or waiting/parked at junction exit
First point of impact:	Front	Nearside
Leaving road:	Left road offside	--
Driver sex & age:	Male, 12	Male, 76
Journey purpose:	--	Other
Engine capacity (cc):	--	4367
Propulsion:	--	Heavy oil
Age of vehicle:	--	4
Generic make/model:	--	LAND ROVER RANGE ROVER

Casualties

Casualty reference:	1
Vehicle reference:	1 (Cyclist)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 12

2022421197807 | Slight | Tue | 12/07/2022 | 12:00 | Light | Dry

Authority (highway):	Essex	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	40	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Essex	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 129	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type: 1, Car
 Manoeuvre: Going ahead
 Direction of travel: East to west
 Vehicle Location: On main carriageway
 Junction Location: Not at/within 20m of junction
 First point of impact: Nearside
 Driver sex & age: Female, 82
 Journey purpose: Other
 Engine capacity (cc): 1596
 Propulsion: Petrol
 Age of vehicle: 10
 Generic make/model: FORD B-MAX

Casualties

Casualty reference: 1
 Vehicle reference: 1 (Car)
 Severity: Slight
 Class: Pedestrian
 Sex & age: Male, 49
 Pedestrian location: On footway or verge
 Pedestrian movement: Unknown or other

2022421251995 | Slight | Fri | 09/12/2022 | 18:40 | Dark | Dry

Authority (highway):	Essex	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	Essex	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 129	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Goods	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	East to southwest	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Offside
Leaving road:	Left road nearside	Left road nearside
Object hit off road:	--	Telegraph pole
Driver sex & age:	Male, -1	Female, 49
Journey purpose:	--	Other
Engine capacity (cc):	1248	1999
Propulsion:	Heavy oil	Heavy oil
Age of vehicle:	10	3
Generic make/model:	VAUXHALL CORSA	JAGUAR E-PACE

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Goods)	2 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Driver or rider
Sex & age:	Male, -1	Female, 49



Appendix: G - Census Data

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 13 March 2024]

population All households; All cars or vans
 units Households
 date 2011
 rural urban Total

Cars	oa2011: E00107988		Isoa2011: E01021264: Basildon 006A		msoa2011: E02004429: Basildon 006		ward011qs: E05004024: Crouch		ualad09: Basildon		uacounty09: Essex		gor: East		country: England	
All categories: Car or van availability	127		519		3,111		3,545		72,746		581,589		2,423,035		22,063,368	
No cars or vans in household	12	9%	28	5%	455	15%	314	9%	15,962	22%	104,522	18%	449,358	19%	5,691,251	26%
1 car or van in household	43	34%	129	25%	1,215	39%	1,364	38%	31,658	44%	244,783	42%	1,039,677	43%	9,301,776	42%
2 cars or vans in household	49	39%	210	40%	995	32%	1,299	37%	19,178	26%	171,954	30%	703,968	29%	5,441,593	25%
3 cars or vans in household	12	9%	82	16%	291	9%	347	10%	4,369	6%	42,913	7%	166,426	7%	1,203,865	5%
4 or more cars or vans in household	11	9%	70	13%	155	5%	221	6%	1,579	2%	17,417	3%	63,606	3%	424,883	2%
sum of all cars or vans in the area	228	1.80	1,132	2.18	4,793	1.54	6,011	1.70	90,052	1.24	795,400	1.37	3,231,763	1.33	25,696,833	1.16

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.

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 13 March 2024]

population All households; All cars or vans
 units Households
 date 2021
 rural urban Total

Cars	oa2011: E00107988		Isoa2011: E01021264: Basildon 006A		msoa2011: E02004429: Basildon 006		ward011qs: E05004024: Crouch		ualad09: Basildon		uacounty09: Essex		gor: East		country: England	
All categories: Car or van availability	128		536		3,121		3,497		76,362		626,473		2,628,782		23,436,085	
No cars or vans in household	13	10%	35	7%	384	12%	340	10%	14,300	20%	99,454	17%	442,119	18%	5,516,098	25%
1 car or van in household	36	28%	127	24%	1,166	37%	1,285	36%	32,037	44%	255,505	44%	1,092,400	45%	9,674,645	44%
2 cars or vans in household	41	32%	170	33%	1,003	32%	1,202	34%	22,118	30%	191,930	33%	789,798	33%	6,106,970	28%
3 or more cars or vans in household	38	30%	204	39%	568	18%	670	19%	7,907	11%	79,584	14%	304,465	13%	2,138,372	10%

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.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 13 March 2024]

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

Method of Travel to Work	oa2011: E00107988		Isoa2011: E01021264: Basildon 006A		msoa2011: E02004429: Basildon		ward011qs: E05004024: Crouch		ualad09: Basildon		uacounty09: Essex		gor: East		country: England	
All categories: Method of travel to work	249		1,078		5,466		6,602		125,795		1,011,611		4,245,544		38,881,374	
Work mainly at or from home	15		81		220		267		2,997		36,346		161,428		1,349,568	
Underground, metro, light rail, tram	1	1%	1	0%	28	1%	29	1%	580	1%	15,788	2%	33,110	1%	1,027,625	4%
Train	15	10%	111	18%	544	16%	675	16%	13,737	17%	71,710	11%	205,077	8%	1,343,684	6%
Bus, minibus or coach	3	2%	5	1%	67	2%	90	2%	2,806	4%	22,009	3%	106,303	4%	1,886,539	8%
Taxi	2	1%	5	1%	22	1%	44	1%	728	1%	3,913	1%	13,227	0%	131,465	1%
Motorcycle, scooter or moped	1	1%	3	0%	22	1%	34	1%	598	1%	4,982	1%	22,475	1%	206,550	1%
Driving a car or van	114	76%	451	72%	2,257	67%	2,947	70%	47,782	60%	408,986	64%	1,757,121	65%	14,345,882	60%
Passenger in a car or van	6	4%	21	3%	145	4%	196	5%	4,621	6%	31,594	5%	143,749	5%	1,264,553	5%
Bicycle	2	1%	4	1%	42	1%	49	1%	1,441	2%	14,247	2%	100,651	4%	742,675	3%
On foot	3	2%	23	4%	219	7%	148	3%	7,279	9%	62,214	10%	288,663	11%	2,701,453	11%
Other method of travel to work	3	2%	4	1%	17	1%	21	0%	437	1%	3,742	1%	17,708	1%	162,727	1%
Not in employment	84		369		1,883		2,102		42,789		336,080		1,396,032		13,718,653	

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.

TS061 - Method of travel to work

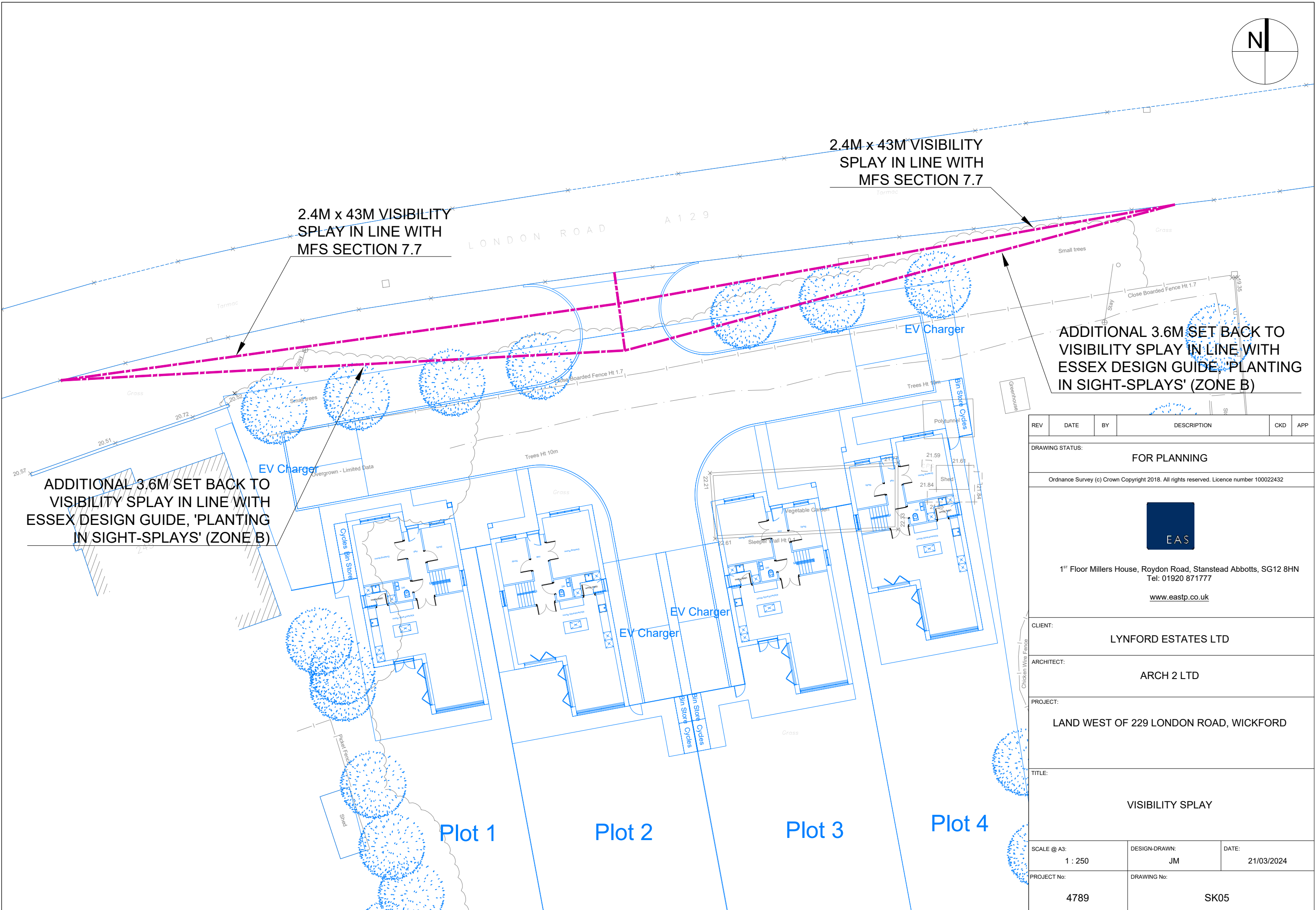
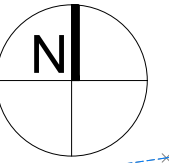
ONS Crown Copyright Reserved [from Nomis on 13 March 2024]

population All usual residents aged 16 to 74
 units Persons
 date 2021
 rural urban Total

Method of Travel to Work	oa2011: E00107988		Isoa2011: E01021264: Basildon 006A		msoa2011: E02004429: Basildon		ward011qs: E05004024: Crouch		ualad09: Basildon		uacounty09: Essex		gor: East		country: England	
All categories: Method of travel to work	163		698		3,449		3,449		89,013		713,793		3,028,640		26,405,214	
Work mainly at or from home	61		284		1,226		1,226		27,225		230,883		966,487		8,321,252	
Underground, metro, light rail, tram	-	0%	3	1%	20	1%	20	1%	707	1%	7,696	2%	18,366	1%	504,716	3%
Train	3	3%	35	8%	182	8%	182	8%	4,967	8%	23,067	5%	69,954	3%	517,902	3%
Bus, minibus or coach	2	2%	2	0%	33	1%	33	1%	1,846	3%	12,319	3%	61,931	3%	1,129,539	6%
Taxi	-	0%	1	0%	13	1%	13	1%	802	1%	3,572	1%	16,936	1%	192,884	1%
Motorcycle, scooter or moped	-	0%	1	0%	4	0%	4	0%	386	1%	3,081	1%	13,632	1%	124,207	1%
Driving a car or van	81	79%	327	79%	1,674	75%	1,674	75%	41,731	68%	344,352	71%	1,445,280	70%	11,751,945	65%
Passenger in a car or van	8	8%	19	5%	109	5%	109	5%	3,818	6%	24,913	5%	114,537	6%	1,017,402	6%
Bicycle	1	1%	2	0%	18	1%	18	1%	1,057	2%	9,741	2%	70,857	3%	554,215	3%
On foot	3	3%	12	3%	135	6%	135	6%	5,498	9%	46,977	10%	219,725	11%	2,016,981	11%
Other method of travel to work	4	4%	12	3%	35	2%	35	2%	976	2%	7,192	1%	30,935	2%	274,171	2%
Not in employment																

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

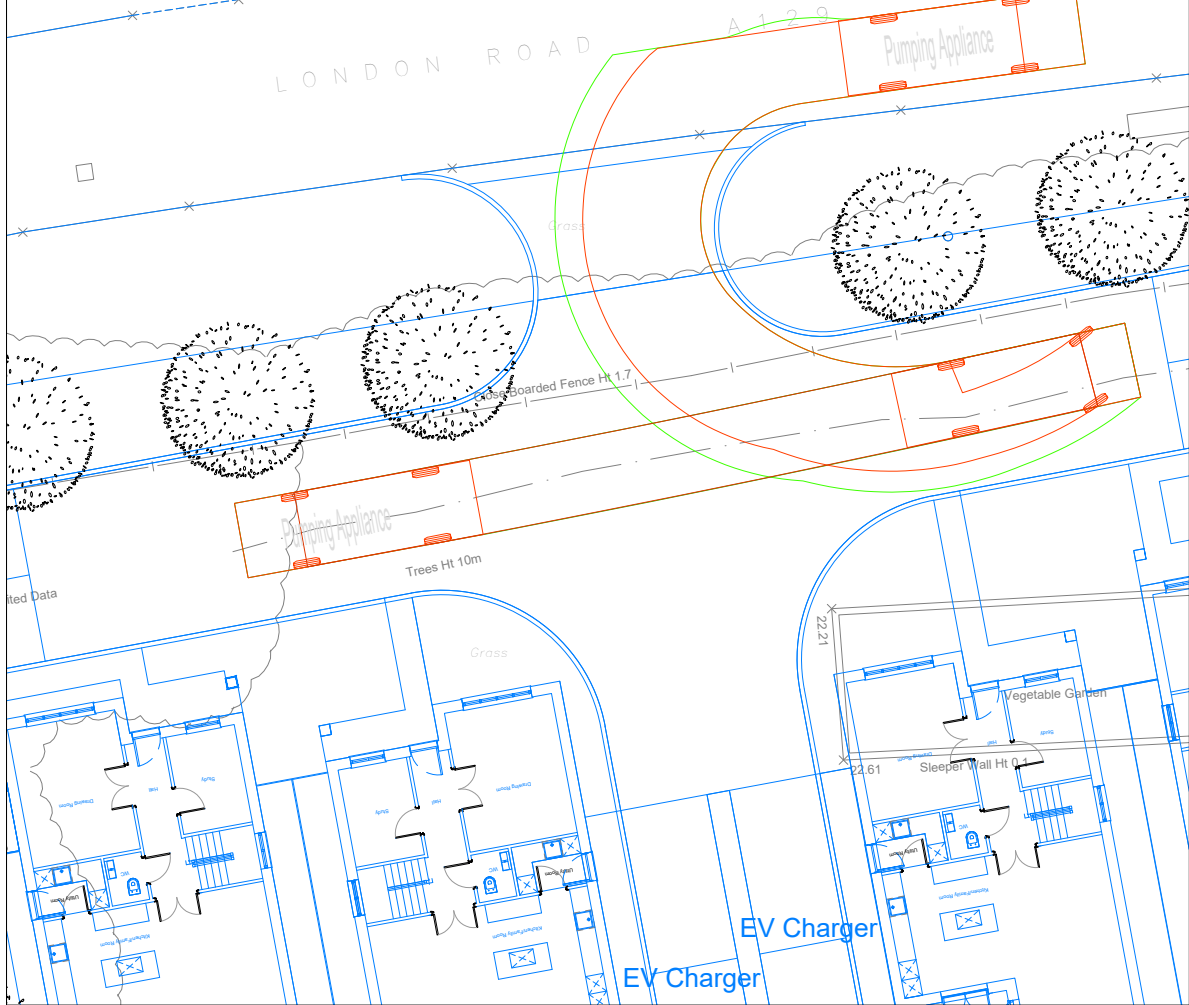
Appendix: H - Junction Visibility Splay



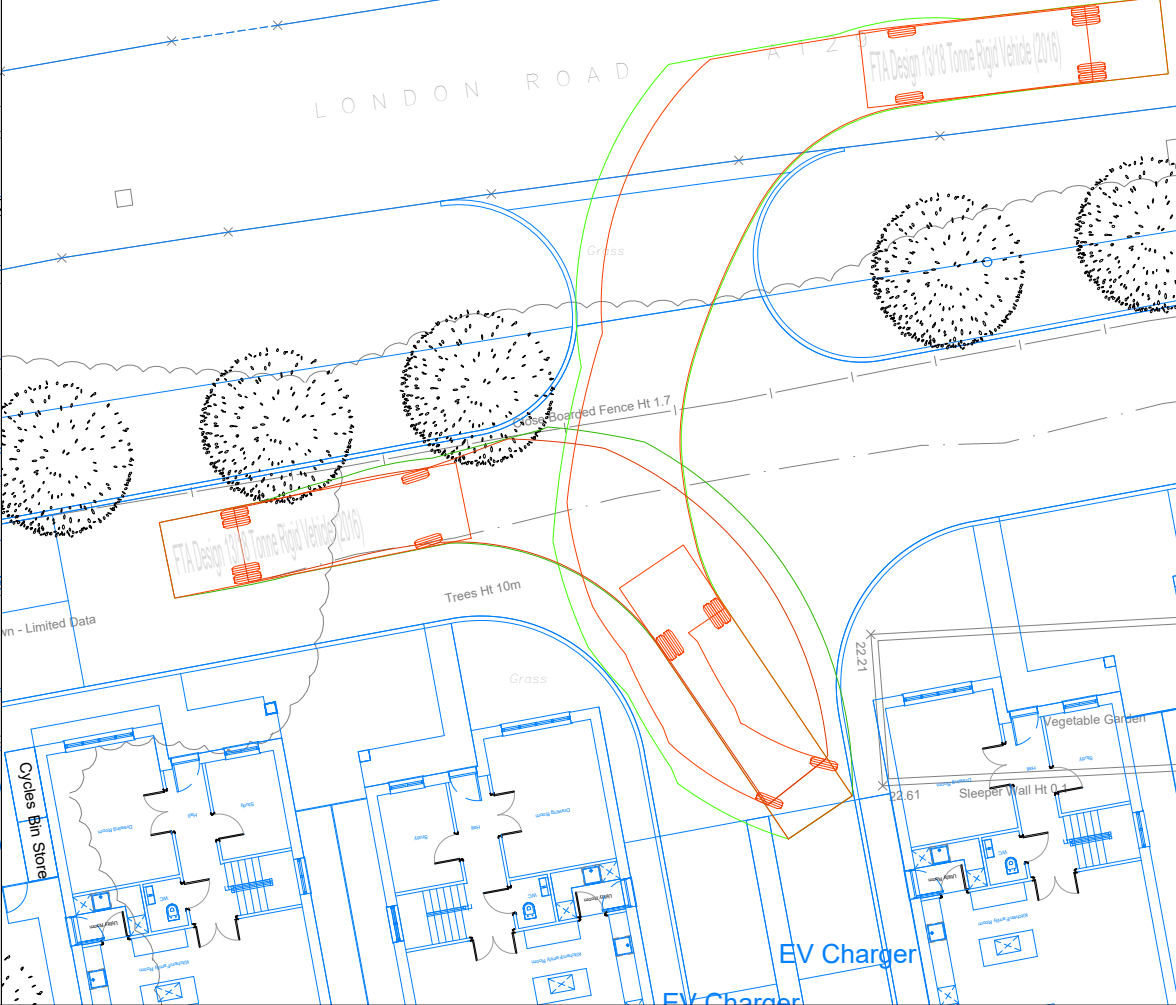
REV	DATE	BY	DESCRIPTION	CKD	APP
DRAWING STATUS: FOR PLANNING					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
 1 st Floor Millers House, Roydon Road, Stanstead Abbots, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:			LYNFORD ESTATES LTD		
ARCHITECT:			ARCH 2 LTD		
PROJECT:			LAND WEST OF 229 LONDON ROAD, WICKFORD		
TITLE:			VISIBILITY SPLAY		
SCALE @ A3:		DESIGN-DRAWN:		DATE:	
1 : 250		JM		21/03/2024	
PROJECT No:		DRAWING No:			
4789		SK05			

Appendix: I - Swept Path Analysis

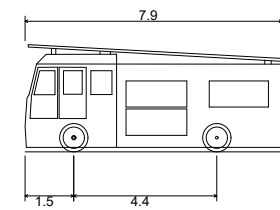
FIRE TENDER ACCESSING THE SITE



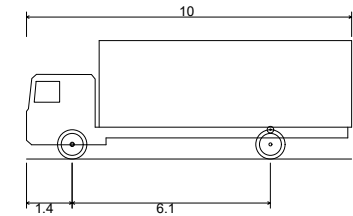
RIGID VEHICLE ACCESSING AND TURNING WITHIN THE SITE



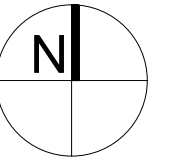
TRACKING VEHICLE MODELS:



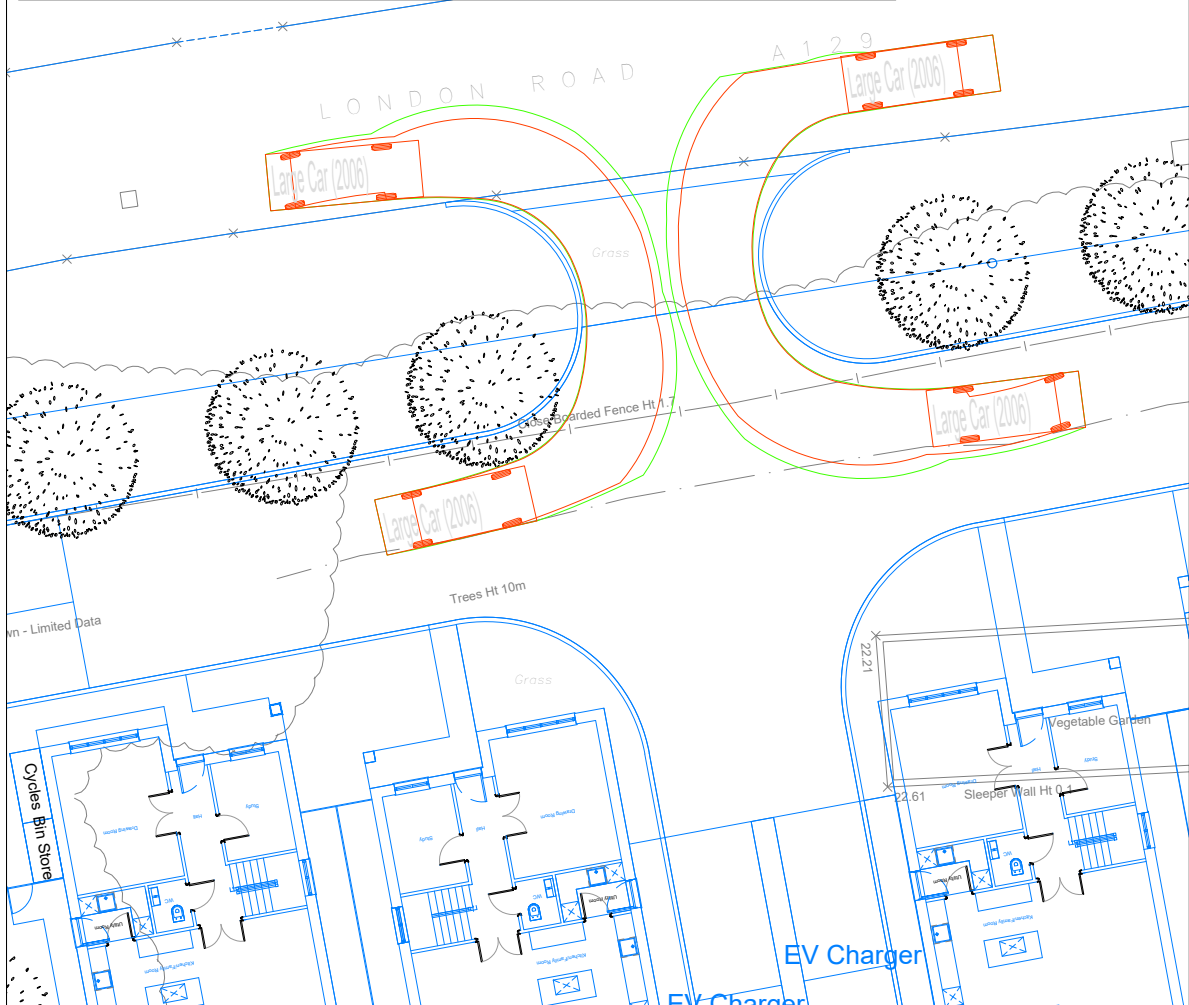
Pumping Appliance
 Overall Length 7.900m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m



FTA Design 13/18 Tonne Rigid Vehicle (2016)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m



LARGE CARS ACCESSING AND EGRESSING THE SITE SIMULTANEOUSLY



LARGE CAR TURNING INTO PARKING SPACES



REV	DATE	BY	DESCRIPTION	CKD	APP

DRAWING STATUS: **FOR PLANNING**

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1st Floor Millers House, Roydon Road, Stanstead Abbots, SG12 8HN
 Tel: 01920 871777

www.eastp.co.uk

CLIENT: **LYNFORD ESTATES LTD**

ARCHITECT: **ARCH 2 LTD**

PROJECT: **LAND WEST OF 229 LONDON ROAD, WICKFORD**

TITLE: **SWEPT PATH ANALYSIS OF AN EMERGENCY VEHICLE, A LARGE VAN ACCESSING THE SITE, AND LARGE CARS ACCESSING THE SITE**

SCALE @ A3: **1 : 250** DESIGN-DRAWN: **JM** DATE: **21/03/2024**

PROJECT No: **4789** DRAWING No: **SK06**

Appendix: J - TRICS Data

Calculation Reference: AUDIT-743101-240313-0341

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA
NF NORFOLK 9 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 40 to 1146 (units:)
Range Selected by User: 7 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 2.0 to 2.5 Actual: 0.92 to 4.43

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/10/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
--------------	---

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

Selected Location Sub Categories:

Residential Zone	8
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3	9 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	8 days
No	1 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
2	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		275	
	<i>Survey date: MONDAY</i>		<i>23/09/19</i>	<i>Survey Type: MANUAL</i>
3	NF-03-A-09 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		984	
	<i>Survey date: TUESDAY</i>		<i>24/09/19</i>	<i>Survey Type: MANUAL</i>
4	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		514	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: MANUAL</i>
5	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		55	
	<i>Survey date: TUESDAY</i>		<i>21/09/21</i>	<i>Survey Type: MANUAL</i>
6	NF-03-A-28 ATLANTIC AVENUE NORWICH SPROWSTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		1146	
	<i>Survey date: THURSDAY</i>		<i>22/09/22</i>	<i>Survey Type: MANUAL</i>
7	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: <i>TUESDAY</i>	<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
9	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	300	
	Survey date: <i>TUESDAY</i>	<i>14/09/21</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-10	CV19 period

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.64

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	9	408	0.070	9	408	0.280	9	408	0.350
08:00 - 09:00	9	408	0.175	9	408	0.354	9	408	0.529
09:00 - 10:00	9	408	0.137	9	408	0.148	9	408	0.285
10:00 - 11:00	9	408	0.103	9	408	0.119	9	408	0.222
11:00 - 12:00	9	408	0.111	9	408	0.109	9	408	0.220
12:00 - 13:00	9	408	0.126	9	408	0.135	9	408	0.261
13:00 - 14:00	9	408	0.140	9	408	0.116	9	408	0.256
14:00 - 15:00	9	408	0.139	9	408	0.148	9	408	0.287
15:00 - 16:00	9	408	0.218	9	408	0.155	9	408	0.373
16:00 - 17:00	9	408	0.260	9	408	0.161	9	408	0.421
17:00 - 18:00	9	408	0.318	9	408	0.175	9	408	0.493
18:00 - 19:00	9	408	0.261	9	408	0.152	9	408	0.413
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.058			2.052			4.110

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: 40 - 1146 (units:)
 Survey date date range: 01/01/15 - 13/10/22
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TAXIS
 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	9	408	0.003	9	408	0.003	9	408	0.006
08:00 - 09:00	9	408	0.005	9	408	0.006	9	408	0.011
09:00 - 10:00	9	408	0.002	9	408	0.002	9	408	0.004
10:00 - 11:00	9	408	0.001	9	408	0.001	9	408	0.002
11:00 - 12:00	9	408	0.001	9	408	0.001	9	408	0.002
12:00 - 13:00	9	408	0.002	9	408	0.002	9	408	0.004
13:00 - 14:00	9	408	0.003	9	408	0.003	9	408	0.006
14:00 - 15:00	9	408	0.003	9	408	0.002	9	408	0.005
15:00 - 16:00	9	408	0.004	9	408	0.004	9	408	0.008
16:00 - 17:00	9	408	0.003	9	408	0.004	9	408	0.007
17:00 - 18:00	9	408	0.002	9	408	0.003	9	408	0.005
18:00 - 19:00	9	408	0.002	9	408	0.002	9	408	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.033			0.064

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL OGVS
 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	9	408	0.000	9	408	0.002	9	408	0.002
08:00 - 09:00	9	408	0.002	9	408	0.002	9	408	0.004
09:00 - 10:00	9	408	0.001	9	408	0.002	9	408	0.003
10:00 - 11:00	9	408	0.002	9	408	0.002	9	408	0.004
11:00 - 12:00	9	408	0.003	9	408	0.003	9	408	0.006
12:00 - 13:00	9	408	0.001	9	408	0.002	9	408	0.003
13:00 - 14:00	9	408	0.001	9	408	0.001	9	408	0.002
14:00 - 15:00	9	408	0.002	9	408	0.001	9	408	0.003
15:00 - 16:00	9	408	0.002	9	408	0.002	9	408	0.004
16:00 - 17:00	9	408	0.002	9	408	0.001	9	408	0.003
17:00 - 18:00	9	408	0.001	9	408	0.002	9	408	0.003
18:00 - 19:00	9	408	0.001	9	408	0.001	9	408	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.021			0.039

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PSVS
 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	9	408	0.000	9	408	0.000	9	408	0.000
08:00 - 09:00	9	408	0.000	9	408	0.000	9	408	0.000
09:00 - 10:00	9	408	0.000	9	408	0.000	9	408	0.000
10:00 - 11:00	9	408	0.000	9	408	0.000	9	408	0.000
11:00 - 12:00	9	408	0.000	9	408	0.000	9	408	0.000
12:00 - 13:00	9	408	0.000	9	408	0.000	9	408	0.000
13:00 - 14:00	9	408	0.000	9	408	0.000	9	408	0.000
14:00 - 15:00	9	408	0.000	9	408	0.000	9	408	0.000
15:00 - 16:00	9	408	0.000	9	408	0.000	9	408	0.000
16:00 - 17:00	9	408	0.000	9	408	0.000	9	408	0.000
17:00 - 18:00	9	408	0.000	9	408	0.000	9	408	0.000
18:00 - 19:00	9	408	0.000	9	408	0.000	9	408	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	408	0.005	9	408	0.006	9	408	0.011
08:00 - 09:00	9	408	0.004	9	408	0.015	9	408	0.019
09:00 - 10:00	9	408	0.003	9	408	0.004	9	408	0.007
10:00 - 11:00	9	408	0.001	9	408	0.002	9	408	0.003
11:00 - 12:00	9	408	0.001	9	408	0.001	9	408	0.002
12:00 - 13:00	9	408	0.001	9	408	0.002	9	408	0.003
13:00 - 14:00	9	408	0.002	9	408	0.002	9	408	0.004
14:00 - 15:00	9	408	0.002	9	408	0.003	9	408	0.005
15:00 - 16:00	9	408	0.009	9	408	0.002	9	408	0.011
16:00 - 17:00	9	408	0.007	9	408	0.005	9	408	0.012
17:00 - 18:00	9	408	0.008	9	408	0.007	9	408	0.015
18:00 - 19:00	9	408	0.006	9	408	0.003	9	408	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.052			0.101

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	408	0.081	9	408	0.387	9	408	0.468
08:00 - 09:00	9	408	0.217	9	408	0.584	9	408	0.801
09:00 - 10:00	9	408	0.165	9	408	0.207	9	408	0.372
10:00 - 11:00	9	408	0.134	9	408	0.165	9	408	0.299
11:00 - 12:00	9	408	0.150	9	408	0.154	9	408	0.304
12:00 - 13:00	9	408	0.171	9	408	0.175	9	408	0.346
13:00 - 14:00	9	408	0.179	9	408	0.150	9	408	0.329
14:00 - 15:00	9	408	0.189	9	408	0.201	9	408	0.390
15:00 - 16:00	9	408	0.385	9	408	0.219	9	408	0.604
16:00 - 17:00	9	408	0.405	9	408	0.230	9	408	0.635
17:00 - 18:00	9	408	0.446	9	408	0.246	9	408	0.692
18:00 - 19:00	9	408	0.375	9	408	0.222	9	408	0.597
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.897			2.940			5.837

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	408	0.011	9	408	0.038	9	408	0.049
08:00 - 09:00	9	408	0.019	9	408	0.062	9	408	0.081
09:00 - 10:00	9	408	0.018	9	408	0.023	9	408	0.041
10:00 - 11:00	9	408	0.016	9	408	0.016	9	408	0.032
11:00 - 12:00	9	408	0.016	9	408	0.017	9	408	0.033
12:00 - 13:00	9	408	0.020	9	408	0.020	9	408	0.040
13:00 - 14:00	9	408	0.020	9	408	0.020	9	408	0.040
14:00 - 15:00	9	408	0.022	9	408	0.017	9	408	0.039
15:00 - 16:00	9	408	0.044	9	408	0.030	9	408	0.074
16:00 - 17:00	9	408	0.035	9	408	0.017	9	408	0.052
17:00 - 18:00	9	408	0.035	9	408	0.029	9	408	0.064
18:00 - 19:00	9	408	0.034	9	408	0.027	9	408	0.061
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.290			0.316			0.606

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	408	0.001	9	408	0.023	9	408	0.024
08:00 - 09:00	9	408	0.002	9	408	0.023	9	408	0.025
09:00 - 10:00	9	408	0.004	9	408	0.007	9	408	0.011
10:00 - 11:00	9	408	0.004	9	408	0.007	9	408	0.011
11:00 - 12:00	9	408	0.003	9	408	0.008	9	408	0.011
12:00 - 13:00	9	408	0.005	9	408	0.004	9	408	0.009
13:00 - 14:00	9	408	0.004	9	408	0.004	9	408	0.008
14:00 - 15:00	9	408	0.009	9	408	0.003	9	408	0.012
15:00 - 16:00	9	408	0.015	9	408	0.004	9	408	0.019
16:00 - 17:00	9	408	0.021	9	408	0.003	9	408	0.024
17:00 - 18:00	9	408	0.016	9	408	0.002	9	408	0.018
18:00 - 19:00	9	408	0.009	9	408	0.004	9	408	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.092			0.185

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	408	0.000	9	408	0.000	9	408	0.000
08:00 - 09:00	9	408	0.000	9	408	0.000	9	408	0.000
09:00 - 10:00	9	408	0.000	9	408	0.000	9	408	0.000
10:00 - 11:00	9	408	0.000	9	408	0.000	9	408	0.000
11:00 - 12:00	9	408	0.000	9	408	0.000	9	408	0.000
12:00 - 13:00	9	408	0.000	9	408	0.000	9	408	0.000
13:00 - 14:00	9	408	0.000	9	408	0.000	9	408	0.000
14:00 - 15:00	9	408	0.000	9	408	0.000	9	408	0.000
15:00 - 16:00	9	408	0.000	9	408	0.000	9	408	0.000
16:00 - 17:00	9	408	0.000	9	408	0.000	9	408	0.000
17:00 - 18:00	9	408	0.000	9	408	0.000	9	408	0.000
18:00 - 19:00	9	408	0.000	9	408	0.000	9	408	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	9	408	0.001	9	408	0.023	9	408	0.024
08:00 - 09:00	9	408	0.002	9	408	0.023	9	408	0.025
09:00 - 10:00	9	408	0.004	9	408	0.007	9	408	0.011
10:00 - 11:00	9	408	0.004	9	408	0.007	9	408	0.011
11:00 - 12:00	9	408	0.003	9	408	0.008	9	408	0.011
12:00 - 13:00	9	408	0.005	9	408	0.004	9	408	0.009
13:00 - 14:00	9	408	0.004	9	408	0.004	9	408	0.008
14:00 - 15:00	9	408	0.009	9	408	0.003	9	408	0.012
15:00 - 16:00	9	408	0.015	9	408	0.004	9	408	0.019
16:00 - 17:00	9	408	0.021	9	408	0.003	9	408	0.024
17:00 - 18:00	9	408	0.016	9	408	0.002	9	408	0.018
18:00 - 19:00	9	408	0.009	9	408	0.004	9	408	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.093			0.092			0.185

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.64

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	9	408	0.097	9	408	0.454	9	408	0.551
08:00 - 09:00	9	408	0.242	9	408	0.684	9	408	0.926
09:00 - 10:00	9	408	0.191	9	408	0.241	9	408	0.432
10:00 - 11:00	9	408	0.156	9	408	0.190	9	408	0.346
11:00 - 12:00	9	408	0.170	9	408	0.180	9	408	0.350
12:00 - 13:00	9	408	0.197	9	408	0.200	9	408	0.397
13:00 - 14:00	9	408	0.205	9	408	0.176	9	408	0.381
14:00 - 15:00	9	408	0.221	9	408	0.224	9	408	0.445
15:00 - 16:00	9	408	0.452	9	408	0.256	9	408	0.708
16:00 - 17:00	9	408	0.468	9	408	0.255	9	408	0.723
17:00 - 18:00	9	408	0.505	9	408	0.283	9	408	0.788
18:00 - 19:00	9	408	0.425	9	408	0.256	9	408	0.681
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.329			3.399			6.728

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	408	0.054	9	408	0.243	9	408	0.297
08:00 - 09:00	9	408	0.147	9	408	0.320	9	408	0.467
09:00 - 10:00	9	408	0.117	9	408	0.125	9	408	0.242
10:00 - 11:00	9	408	0.084	9	408	0.098	9	408	0.182
11:00 - 12:00	9	408	0.092	9	408	0.089	9	408	0.181
12:00 - 13:00	9	408	0.109	9	408	0.114	9	408	0.223
13:00 - 14:00	9	408	0.119	9	408	0.096	9	408	0.215
14:00 - 15:00	9	408	0.121	9	408	0.132	9	408	0.253
15:00 - 16:00	9	408	0.192	9	408	0.129	9	408	0.321
16:00 - 17:00	9	408	0.224	9	408	0.138	9	408	0.362
17:00 - 18:00	9	408	0.286	9	408	0.156	9	408	0.442
18:00 - 19:00	9	408	0.238	9	408	0.140	9	408	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.783			1.780			3.563

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL LGVS
 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	9	408	0.012	9	408	0.030	9	408	0.042
08:00 - 09:00	9	408	0.019	9	408	0.023	9	408	0.042
09:00 - 10:00	9	408	0.016	9	408	0.018	9	408	0.034
10:00 - 11:00	9	408	0.015	9	408	0.017	9	408	0.032
11:00 - 12:00	9	408	0.015	9	408	0.016	9	408	0.031
12:00 - 13:00	9	408	0.013	9	408	0.017	9	408	0.030
13:00 - 14:00	9	408	0.015	9	408	0.015	9	408	0.030
14:00 - 15:00	9	408	0.011	9	408	0.011	9	408	0.022
15:00 - 16:00	9	408	0.019	9	408	0.017	9	408	0.036
16:00 - 17:00	9	408	0.029	9	408	0.017	9	408	0.046
17:00 - 18:00	9	408	0.025	9	408	0.014	9	408	0.039
18:00 - 19:00	9	408	0.017	9	408	0.008	9	408	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.206			0.203			0.409

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 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	9	408	0.001	9	408	0.002	9	408	0.003
08:00 - 09:00	9	408	0.001	9	408	0.003	9	408	0.004
09:00 - 10:00	9	408	0.000	9	408	0.000	9	408	0.000
10:00 - 11:00	9	408	0.002	9	408	0.002	9	408	0.004
11:00 - 12:00	9	408	0.000	9	408	0.001	9	408	0.001
12:00 - 13:00	9	408	0.001	9	408	0.001	9	408	0.002
13:00 - 14:00	9	408	0.001	9	408	0.002	9	408	0.003
14:00 - 15:00	9	408	0.001	9	408	0.001	9	408	0.002
15:00 - 16:00	9	408	0.002	9	408	0.002	9	408	0.004
16:00 - 17:00	9	408	0.003	9	408	0.001	9	408	0.004
17:00 - 18:00	9	408	0.003	9	408	0.001	9	408	0.004
18:00 - 19:00	9	408	0.003	9	408	0.001	9	408	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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.*