



MARCH 2022

Transport Statement

Former Friends School, Mount Pleasant Road, Saffron Walden

Iceni Projects Limited on behalf of
Chase New Homes

March 2022

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ON BEHALF OF CHASE NEW
HOMES

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Transport Statement
FORMER FRIENDS SCHOOL,
ROAD, SAFFRON WALDEN
MOUNT PLEASANT

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EXECUTIVE SUMMARY

The intention of the development proposals is to deliver an allocation of 96 units on Site, along with 184 parking spaces of which 24 will be allocated visitor parking spaces and 11 spaces for the swimming pool users, at the Former Friends School, off Mount Pleasant Road in Saffron Walden. Irrespective of an allowance for 96 units being pursued under the development proposals, it has been shown that a quantum of 100 units could be accommodated on the Site, which we understand was agreed in principle with Essex County Council (ECC) highways and therefore is not in dispute.

It is proposed that vehicular ingress and egress will be taken from several access points on the northern and southern extents of the Site. This includes the existing access off Mount Pleasant Road, to the north of the Site, which will act the main access road for the development proposals. Two access points that make up the internal self-imposed one-way crescent road leading to the main school building and the main gated school entrance that leads to the parking area and newer school buildings can also be accessed from Mount Pleasant Road. The new southern access, off The Avenue will act as an access route to the new Mews Court that will serve up to 20 units on a cul de sac carriageway. The communal parking for the new three storey flat block to the rear of the main school building can also be accessed from Water Tower Place off The Avenue, via an existing gated access to the rear of the Water Tower on Debden Road.

This assessment will demonstrate that the development Site is well connected to walk cycle and public transport. It is also connected to employment areas and is well placed to make use of existing everyday amenities.

Analysis of the most recently available five-year personal injury accident data will demonstrate that there has been no discernible trend of accidents at any of the local roads or junctions in close proximity to the Site. There were two personal injury accidents reported in the study area over five years of which one was slight, and one were 'Serious' in severity.

The existing site and proposed vehicle trip generation has been established using the data provided as part of *EAS 2019 Transport Assessment*, which we understand is not in dispute to consider the potential level of additional trips which would be generated by the proposed development. The trip rates were agreed in principle with ECC.

The impact of the development vehicle traffic shows that there will be approximately 49 two-way vehicle trips in the AM peak (08:00-09:00) and 55 two-way vehicle trips in the PM peak (17:00-18:00). Therefore, an allocation of 96 units on Site would be a positive improvement on local capacity with the change of use from education to residential in the AM peak and a broadly similar impact and certainly not severe in the PM peak.

Irrespective of an allowance for 96 units being pursued under the development proposals, it has been shown on balance that driven by the 174 two-way trips in the AM peak extrapolated from the extant use, 344 units could be accommodated on Site or an extra 256 units. It is recognised that any additional housing beyond this would require further consideration and potential junction analysis in the AM peak.

In terms of deliveries which has determined that on average, a residential development will attract 10 deliveries per day (12-hour period) per 100 units. This accounts for home deliveries such as parcel couriers, food shopping and takeaway orders. The proposed scheme with a factor of 10, can therefore be determined to generate on average, 10 deliveries per day (0700 – 1900) based on 98 units. Typically, the average duration of stay for a delivery/servicing vehicle for a residential unit would be less than 10 minutes idle time, with a very small portion requiring to be idle for a longer timeframe.

The Proposed Development will be considered against national, regional and local planning policy. The proposals will accord with ECC/UDC vehicle and cycle parking aspirations, and it will be shown that the Site is located to make use of existing pedestrian, cycle and public transport facilities.

Based on the above impact assessment for proposals it is not considered that the proposed development will have a detrimental impact on the highway study area.

The NPPF states in paragraph 111 states that:

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

The analysis that will be undertaken demonstrates that the proposed development will not have a ‘severe’ impact on the road network in NPPF terms, and that the means of access is safe for all road users.

Further to this, a Framework Travel Plan has also been prepared for the Site, which will reduce the impact further.

In conclusion the proposed redevelopment of the Site is compatible with and supports national and local transport policies and would not give rise to any adverse transport impact which cannot be mitigated. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning consent, especially given the significant local betterment.

1. INTRODUCTION

1.1 Icen Projects have been appointed by Chase New Homes (“the Applicant”) to advise on transport planning matters in relation to the proposed residential redevelopment of the former Friends School in Saffron Walden (“the Site”) in the administrative boundary of Uttlesford District Council (UDC) with Essex County Council (ECC) as the highway authority. This report is submitted in support of a full planning application for Phase 1 of the development proposals.

1.2 The description of development is as follows:

“Application for full planning permission for demolition of existing redundant buildings and infrastructure, residential development of 96 dwellings, with associated highways, infrastructure and open space”.

1.3 The Site is located on the northern fringe of Saffron Walden on the edge and bordering existing residential roads, as shown at **Figure 1.1**. The Site Red Line Boundary Plan is provided at **Appendix A1** for reference.

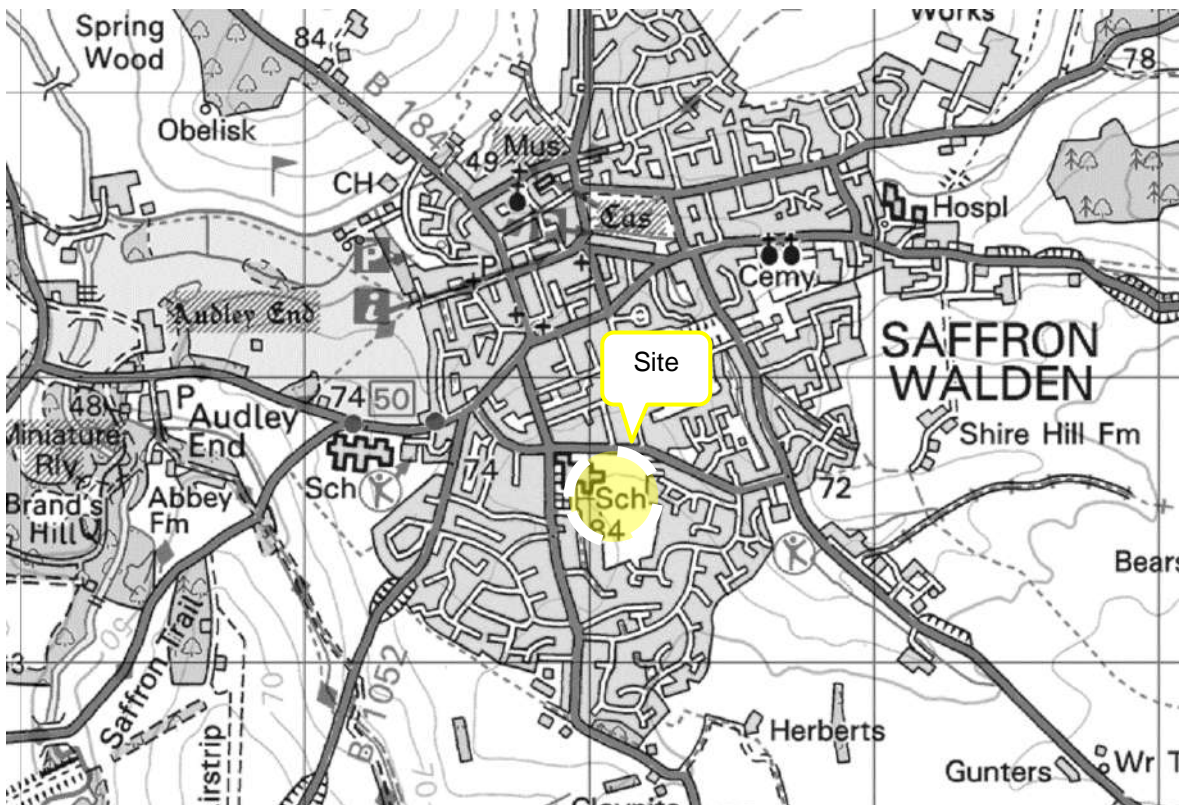


Figure 1.1 – Site Location

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- 1.4 Saffron Walden is a town located east of the M11 in the north-east area of Essex, south of the Essex/Cambridgeshire border. Being located within the heart of Saffron Walden the Site is highly accessible by walking with 20% of the local population using this as their main method of travel to work. It is connected to cycle and public transport connections and well placed to make use of existing everyday amenities.

Scope of the Report

- 1.5 The methodology used in the preparation of this Transport Statement (TS) principally follows the document 'Travel Plans, Transport Assessments and Statements in decision taking' (March 2014), which forms part of the National Planning Practice Guidance, in addition to the relevant ECC guidance.
- 1.6 This report summarises all transport related matters for consideration of the planning application. The methodologies and information included within this document have been discussed and agreed in principle with ECC.

Report Structure

- 1.7 Following this introductory chapter, the remainder of this TS is structured as follows:
- **Chapter 2: Site and Surroundings** – provides an outline review of the local area, existing transport conditions prevailing at the Site and in the immediate surrounding area;
 - **Chapter 3: Planning Policy** – provides a review of national, regional and local development and transport planning policy relevant to the location, scale and type of the proposal;
 - **Chapter 4: Development Proposals** – sets out the development proposals and access arrangements;
 - **Chapter 5: Trip Generation** - presents the results of the vehicle trip generation assessment relative to the proposal. This will include the Multimodal Trip Distribution and the method used to assign development trips to the local highway network and assign predicted traffic to the local highway network;
 - **Chapter 6: Summary and Conclusions** – provides a summary and conclusion by highlighting the key points raised within this TS report.

2. EXISTING SITE SITUATION

Introduction

- 2.1 This chapter considers the existing transport conditions, including public transport, walking, cycling, highways and traffic. It provides a summary of the existing links. A review of road safety statistics for the local highway and at key junctions in the vicinity of the Site has also been undertaken.

Site Description

- 2.2 The Site currently formed of the former Friends School is located within the centre of Saffron Walden and to the south of Mount Pleasant Road and comprises a number of vacant buildings associated with the independent school and comprising a total area of 10.3ha. The school closed in July 2017, but the buildings remain unaltered.
- 2.3 There are currently four accesses into the site, this includes two access points that make up the internal self-imposed one-way crescent road leading to the main school building and are provided in the form of dropped kerbed accesses. The main access is gated school entrance that leads to the parking area and newer school buildings whilst the final access is located at the southern end of the site off Water Tower Place, accessed from The Avenue. A pedestrian and cycle only access is provided at the southern extent of the Site and can be accessed from The Avenue.

Local Highway Network

Mount Pleasant Road

- 2.4 As stated previously, the Site is accessible directly from Mount Pleasant Road. Mount Pleasant Road in a two-way single carriageway road, runs in an east to west direction and is approximately 6m in width. Footways approximately 2m in width are provided on both sides of the carriageway and a good level of on-street lighting is provided. The road has a speed limit of 30mph with a small section of double yellow opposite the main school access and 'Keep Clear' school road markings.
- 2.5 At its western extremity, Mount Pleasant Road meets Debden Road and Borough Lane via a signal Junction with pedestrian crossings provided on all arms of the junction. Heading east, Mount Pleasant Road becomes Peaslands Road and meets with Thaxted Road in the form of a mini roundabout.

Debden Road

- 2.6 Similar in nature to Mount Pleasant Road, Debden Road is a single carriageway two-way residential road, surrounded by residential properties and dwellings. The road is subject to a 30mph speed limit, and links into Mount Pleasant via the four-arm signal junction formed between Debden Road / Borough Lane / Mount Pleasant Road, seen to the northwest of the site.
- 2.7 At its northern end, Debden Road connects to London Road via a mini-roundabout –which by extension links into and becomes High Street on the northern arm. As the road continues southward, it becomes Pleasant Valley after passing Birdbush Avenue.
- 2.8 Closer to the signal junction with Mount Pleasant Road, Debden Road features footways on either side of the carriageway, with adequate street lighting, dropped kerbs and tactile paving at pedestrian crossing points.

The Avenue

- 2.9 The Avenue is a single carriageway two-way residential cul-de-sac, surrounded by over 55s residential properties and dwellings. The road is subject to a 30mph speed limit, and links into Debden Road via a simple priority junction, seen to the west of the site.
- 2.10 As a cul-de-sac, it provides access to Water Tower Place, again as a cul-de-sac, which at its northern extent provides a gated access to the Former Friends School. At the eastern extent of The Avenue, it terminates and becomes a pedestrian and cycle only route, which connects to St John's Road to the south, via a dedicated link.
- 2.11 It features 2.0m footways on either side of the carriageway, with good street lighting, dropped kerbs and tactile paving at pedestrian crossing points. Water Tower Place is a shared space cul-de-sac providing access to the properties that back onto Debden Road.
- 2.12 The remainder of the local highway network is located south of the site within the centre and outer neighbourhoods around Saffron Walden as shown at **Figure 2.1**.



Figure 2.1 – Wider Highway Network

2.13 The local highway network is predominantly made up of local residential roads and urban high streets. Most of the local roads have direct frontage access.

Wider Strategic Network

2.14 The main vehicular routes out of Saffron Walden are B184 and B1052. Eventually the B184 connects with the M11/A11 north of Saffron Walden, as shown at **Figure 2.2**. Only southbound movements on the M11 are available at the junction with the A11/Walden Road (B184).



Figure 2.2 – Wider Strategic Network

- 2.15 However, the M11 northbound is available via the A1301 which routes north of the M11/A11 junction and connects with the A505 which junctions with the M11 via a grade separated junction.

Public Transport Provision

Bus Services

- 2.16 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequencies of services, in addition to the quality of the bus infrastructure within the area.
- 2.17 The nearest bus stops to the site are located on Mount Pleasant Road, directly opposite the northern boundary of the Site and within 100m of the proposed site access. Stops can be found on either side of the carriageway here serving routes 6 and 414 travelling in either direction. These routes operate at these bus stops and provide a service every hour to Saffron Walden Town Centre.
- 2.18 Less than 250m to the northeast Bus Route 34 can be accessed off South Road or Peaslands Road and Route 590 an additional 200m to the west on Debden Road. Note to reader at the time of writing this TS the timetable was correct.
- 2.19 Route 34 is an internal Town Centre route, comprising 32 stops departing from High Street, Saffron Walden and ending in High Street, Saffron Walden. The service runs on Tuesday and Tuesdays operating at 09:35 and ends at 14:30 allowing localised shopping and accessibility throughout the whole of Saffron Walden twice a week.

2.20 Route 590 runs between Saffron Walden and Audley End station providing a commuter service every 30min during the morning between 05:35 until 07:23 and then again in the evening between 17:25 to 20:54.

2.21 Being located within the heart of Saffron Walden the Site is highly accessible by a number of bus routes which provide links throughout the Town and direct to Audley End station for commuting further afield. Saffron Walden being one of most sustainable settlements in Uttlesford that can be easily reached by public transport that provides great onward connectivity.

2.22 **Table 2.1** provides a summary of all bus services within walking distance.

Table 2.1 Summary of Bus Services

Service	Route	Frequency		
		Mon-Fri	Sat	Sun
6	Stansted Airport – Debden – Saffron Walden	Hourly	Hourly	-
7 citi	Saffron Walden – Cambridge	Hourly	Hourly	-
34	Saffron Walden Town Service Tesco	5 p/d (Tu & Thu only)	-	-
59	Audley End Station – Saffron Walden	9 p/d	-	-
60	Udley End – Saffron Walden – Radwinter – Haverhill	5 p/d	3 p/d	-
101 (School Bus)	Whittlesford – Duxford – Saffron Walden	1 per day (Tu Only)	-	-
132	Cambridge – Duxford – Saffron Walden	-	-	5 p/d
301	Bishops Stortford – Mountfitchet – Newport – Saffron Walden	Hourly	Hourly	-
313	Saffron Walden – Thaxted – Debden – Great Easton – Great Dunmow	2 p/d	3 p/d	-
313A	Great Dunmow – Thaxted – Howlett End – Saffron Walden	1 p/d (Mon, Wed, Fri Only)	-	-
414 (School Bus)	Great Dunmow – Thaxted – Wimbish – Saffron Walden	1 per day	-	-
417 (School Bus)	Newport – Saffron Walden – Great Bardfield – Stebbing – Rayne	1 per day	-	-
419 (School Bus)	Newport – Saffron Walden – Radwinter – Wethersfield – Great Sailing	1 per day	-	-
438	Newport – Saffron Walden – Radwinter – Baythorne End – Great Yeldham	1 per day	-	-
590	Ash – Mychett – Friley Green – Deepcut – Collingwood College – Old Dean	1 per day	-	-

2.23 As can be seen by **Table 2.1**, the Site has great connectivity throughout multiple services, and a multitude of operators, within vicinity of the Site.

Train Services

2.24 The nearest station to Saffron Walden is at Audley End, approximately 3.4km (13-minute cycle journey) from the proposed development and is located on the Cambridge – London Liverpool Street line. Abellio Greater Anglia runs regular fast trains which stop at Audley End. Central Trains connect Stansted Airport to Audley End, Cambridge, and Birmingham.

2.25 Audley End station can be accessed from Saffron Walden, with bus services 301, 59, 60 and 590 connect the station with the town.

2.26 Prior to Covid commuters could be observed both cycling and walking (despite the distance) to the station via Wenden Road and to a less extent Newport Road.

2.27 The station benefits from waiting rooms, toilets, shops and a 664-capacity car park with circa 86 bicycle parking spaces, making commuter trips to Cambridge and London a viable option.

Walking and Cycling Opportunities

2.28 *The Chartered Institute of Highways and Transportation (CIHT)* provide guidance on desirable walk distances in their publication ‘*Providing for Journeys on Foot*’ which recommends suggested acceptable walking distances of between 500m (6 minutes, “Desirable”) and 2km (25 minutes, “Preferred Maximum”) for commuting and journeys to school.

2.29 For non-commuter journeys the guidance suggests that a walk distance of up to 1,200 metres can be considered, with the acceptable and desirable distances being 800 and 400 metres respectively.

2.30 **Table 2.2**, summarises the approximate walk journey times that can be ‘Considered’, are ‘Acceptable’, and those that are ‘Desirable’.

Table 2.2 Suggested Acceptable Walking Distance & Approximate Walk Times

IHT Standards	Distance (m)		Approx. Walk Time (mins) ¹	
	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys
‘Desirable’	500	400	6.25	5
‘Acceptable’	1000	800	12.5	10
‘Considered’	2000	1200	25	15

Note: ¹ Calculated assuming an average walk speed of 5kph
Source: IHT 'Guidelines for Providing Journeys on Foot' (2000)

2.31 The 'Manual for Streets' (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

2.32 Approximate walking/cycling distances from the site to key services and facilities are detailed as follows:

Schools

- St. Mary's C of E Primary School - 1.4km, 19-minute Walk / 8 minute Cycle
- Dame Bradbury's School - 1.6km, 21-minute Walk / 6 minute Cycle
- RA Butler Infant & Junior School - 500m, 6-minute Walk / 3-minute Cycle
- Saint Thomas More Catholic Primary School - 400m, 5-minute Walk / 2 minute Cycle
- Walden School - 2.2km, 29-minute Walk / 10 minute Cycle
- Saffron Walden County High School – 1.0km, 12-minute Walk / 5 minute Cycle

2.33 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan shows the walk distances to local primary and the secondary school and the cycle distance to the secondary school (no cycle distance is given for the primary school as it assumed that younger children are less likely to cycle) relative to the location of the Site, which is illustrated in **Figures 2.3** and **2.4**.

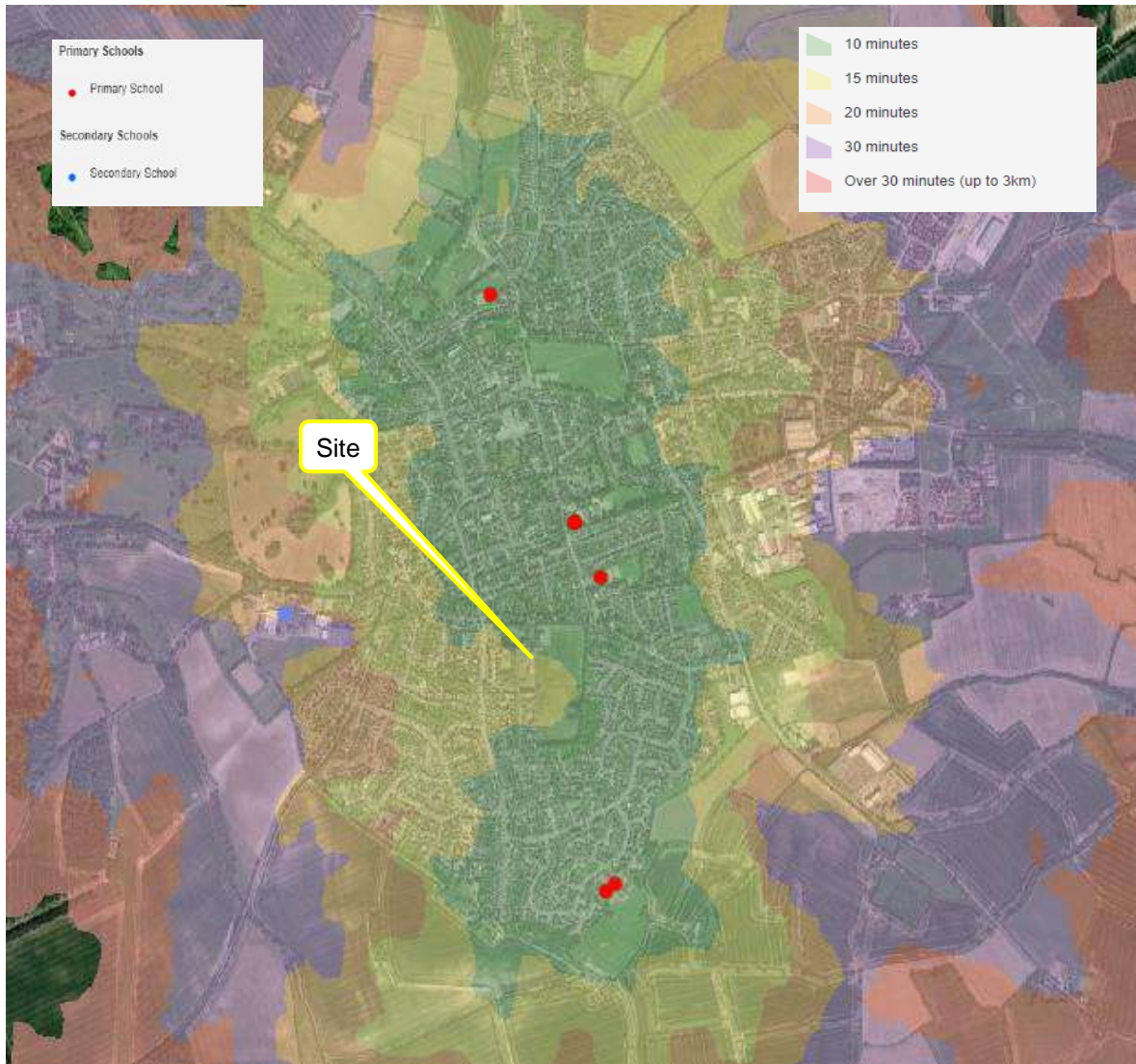


Figure 2.3 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Walk distance to Primary and Secondary Schools relative to the location of the Site)

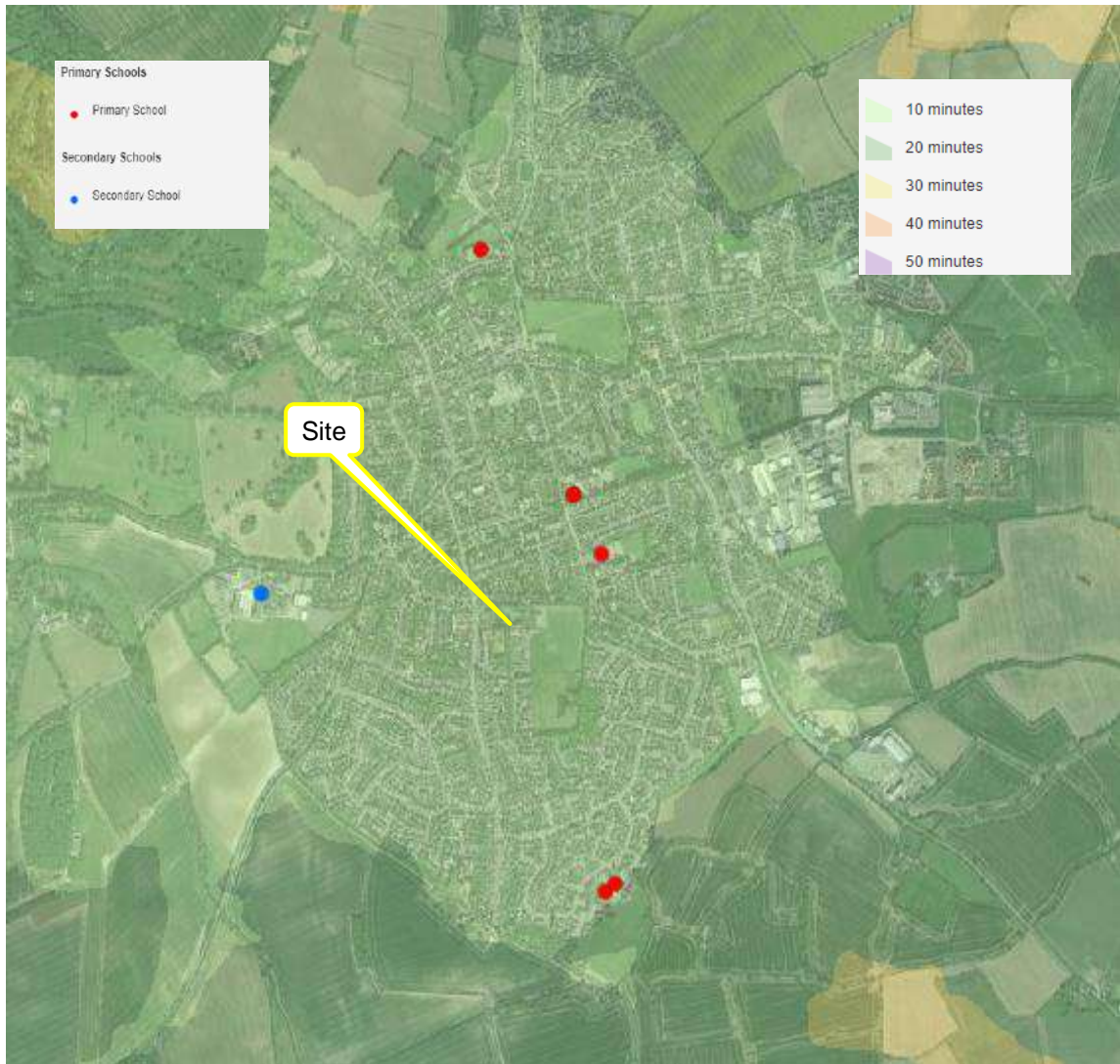


Figure 2.4 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Cycle distance to the Secondary School relative to the location of the Site)

Retail

- Aldi Food Retailer – 1.2km, 15-minute Walk / 5 minute Cycle
- Waitrose Food Retailers - 1.0km, 12-minute Walk / 5 minute Cycle
- Saffron Walden Post Office & Costcutter - 850m, 12-minute Walk / 5 minute Cycle
- Saffron Walden Town Centre - 1.2km, 18-minute Walk / 5 minute Cycle
- East Street Stores - 1.6km, 20-minute Walk / 6 minute Cycle
- Tesco Superstore - 2.1km, 28-minute Walk / 9 minute Cycle

2.34 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan shows the walk distances to local retail stores relative to the location of the Site (**Figures 2.5**).

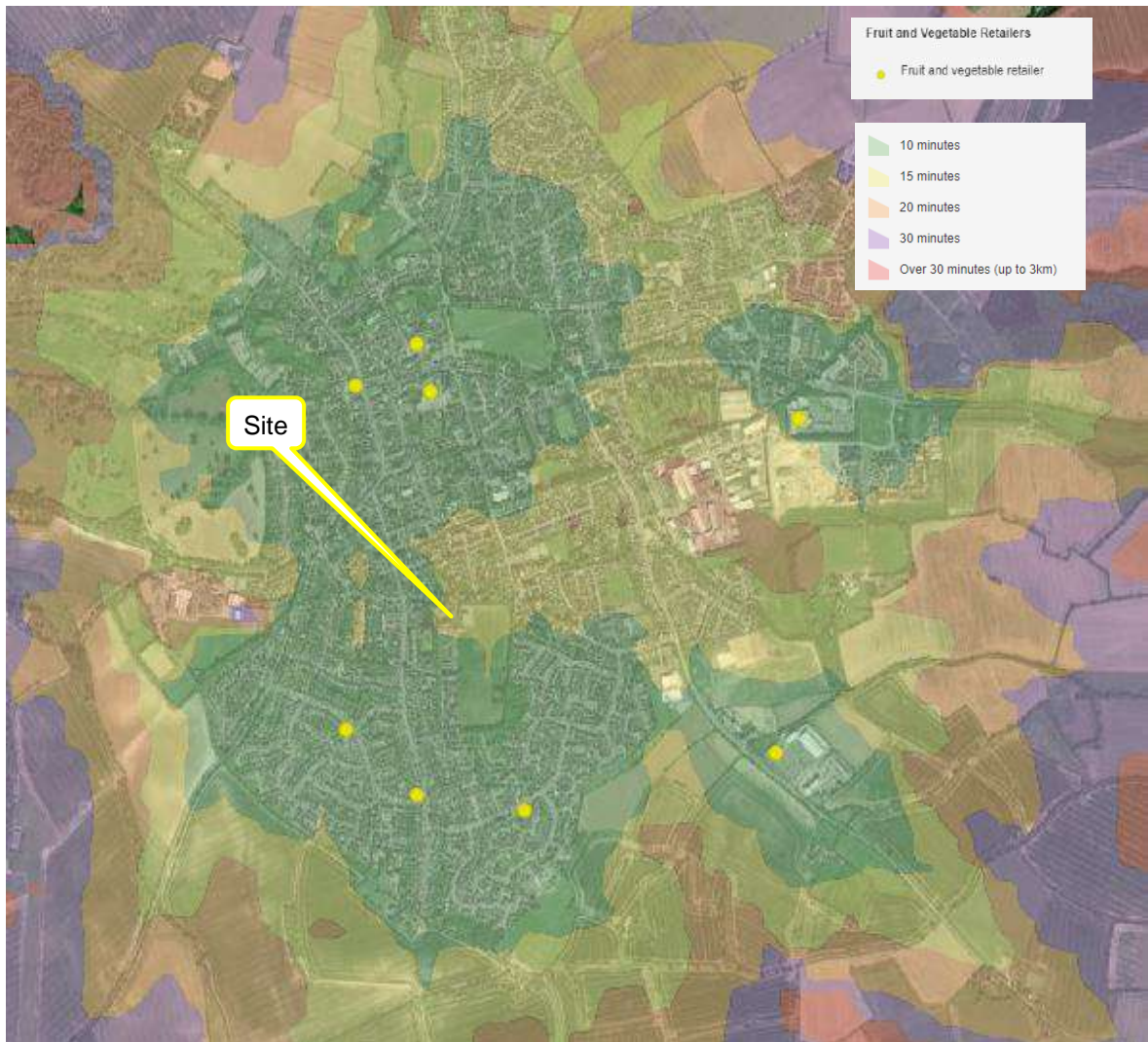


Figure 2.5 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Walk distance to Retail stores relative to the location of the Site)

Health

- The Rectory Practice - 1.2km, 15-minute Walk / 6 minute Cycle
- Boots Pharmacy - 1.3km, 17-minute Walk / 5-minute Cycle
- The Gold Street Surgery - 850m, 12-minute Walk / 5-minute Cycle
- The Dental Surgery - 500m, 7-minute Walk / 3-minute Cycle
- Specsavers Opticians - 1.1km, 14-minute Walk / 6 minute Cycle

Employment

- Ridgeons Timber & Builders Merchants - 2.5km, 33 minute Walk / 10 minute Cycle
- St Andrew's House Industrial Estate - 1.4km, 17-minute Walk / 6 minute Cycle Other
- Saffron Walden Town Centre – 0.5km 5-minute Walk / 4 minute Cycle

2.35 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan shows the walk distances to local Employment Areas relative to the location of the Site (**Figures 2.6**).



Figure 2.6 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan (Walk distance to Employment Areas relative to the location of the Site)

Other Facilities

- Saffron Walden Football Club – 1.6km, 21-minute Walk / 9 minute Cycle
- Saffron Walden Museum - 1.7km, 17-minute Walk / 8 minute Cycle
- Saffron Walden Library - 1.2km, 15-minute Walk / 7 minute Cycle
- The Common Park - 1.3km, 17-minute Walk / 5 minute Cycle
- Saffron Screen – 1.0km, 13-minute Walk / 5 minute Cycle

- Lord Butler Fitness & Leisure Centre – 1.0km, 10-minute Walk / 4 minute Cycle

2.36 Given the level of local services and amenities, the site is clearly well located in terms of walking and cycling accessibility and offers significant potential to replace short car trips to location that are less than 2km for walking and 5km for cycling. While a small number of services and amenities fall outside of the IHT 25m-minute walk time, many can be accessed by walking an additional 5 minutes, or alternatively by cycling. It is recognised that many people will cycle to services/amenities outside of the 25-minute walk distance.

2.37 The Uttlesford Accessibility Analysis TRACC Outputs basemap plan (**Figure 2.7**) shows the amenities and local public transport facilities within the local area.



Figure 2.7 – Uttlesford Accessibility Analysis TRACC Outputs basemap plan

Walking and Cycling Facilities

Public Rights of Way

2.38 Several Public Rights of Way (PROW) can be seen around Saffron Walden as well, with several designated footpaths and Bridleways accessible from the site by foot. These include Public Footpath No. 56 and 58 seen further to the northwest of the site, and Public Footpath No.37 seen further east of the site – which can be seen linking into Public Bridleway No.19.

2.39 Despite the above, there are plenty of PRoW's available for recreational use all around Saffron Walden, with route to Audley End and vast is also network provided to the east of the town. **Figure 2.8** shows a map illustrating all PRoW in the vicinity taken from the ECC website.



Figure 2.8 – Saffron Walden PRoW

Cycling Infrastructure

2.40 With regards to cycling, National Route 11 of the National Cycle Network is also within proximity of Saffron Walden. Connecting Harlow with Norfolk, via Cambridge and Ely, and a link to Saffron Walden. The link to National Route 11 can be accessed via Audley End Road, before continuing south west along Wenden Road.

2.41 To ensure that cycling is catered for within the town centre, a number of cycle parking stands are located around major areas. These stands can be found within Market Square, outside the Barclays bank and opposite, outside the library, enabling cyclists to store their bike. Food retailer Waitrose, also found within the town centre, contains a number of sheltered Sheffield stands as well.

2.42 A Tesco foodstore and Saffron Walden Community Hospital, located on either side of Radwinter Road to the north east, the Lord Butler Fitness and Leisure Centre to east of the site, located on Peasland Road and the Aldi located to the east of the site on Knight Park Shopping Centre also contain a number of cycle storage facilities.

2.43 The DfT's Local Transport Note 1/20 Cycle Infrastructure Design states that:

'Main roads are often the only direct, coherent route available to move between places, but these are usually the roads where people most fear the danger from motor vehicles. Consequently, the provision of adequately safe, attractive and comfortable facilities along these roads is crucial to creating a coherent cycling network'

2.44 Consequently, Uttlesford District Council has plans to reorganise the traffic priorities within Saffron Walden, with planned costing estimating at £1 million, with the intention of maximising opportunities to increase the priority and benefits of cycling. In addition, routes will be improved heading toward the town centre and to Audley End Station. **Figure 2.9** below shows an extract of the cycle upgrade schemes taken from Uttlesford Cycle Strategy.

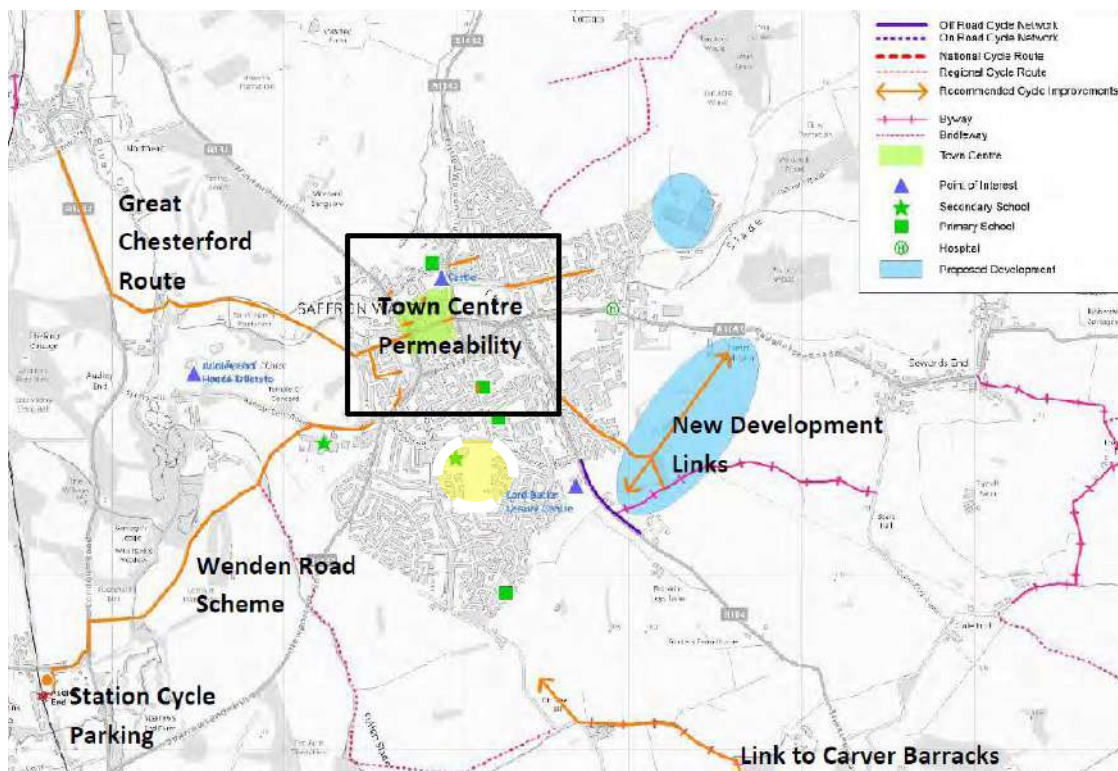


Figure 2.9 – Potential Cycle Upgrade Schemes

2.45 The Cambridge to Saffron Walden Cycle Route can be found starting on Audley End Road to the west of the site, on the western fringe of Saffron Walden. This route has a number of on-street, off-street, or designating routes separate from traffic – eventually linking into the National Cycle Route (NCR) Network via NCR11. **Figure 2.10** below demonstrates this route in relation to the site location.

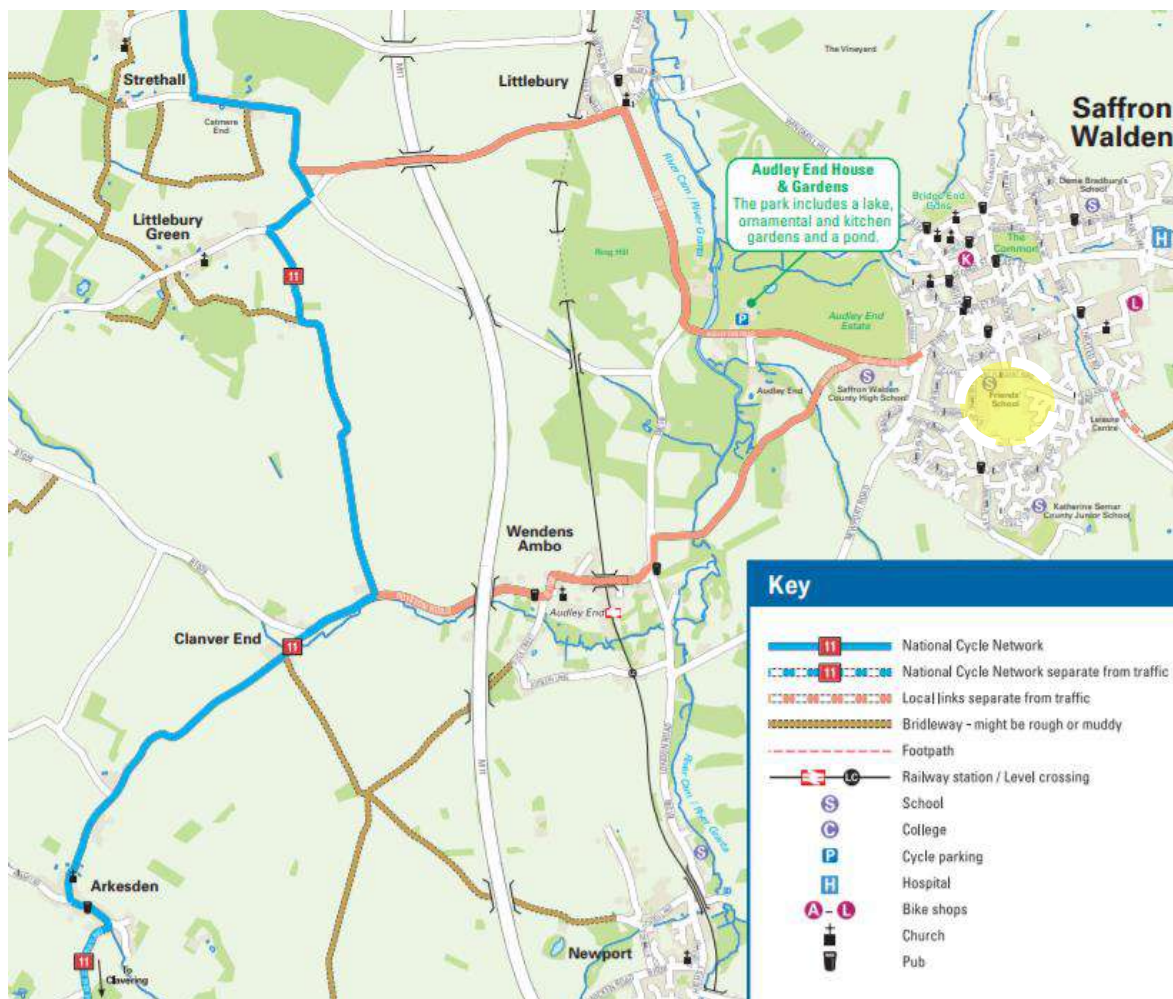


Figure 2.10 - Cycle Route Plan

2.46 As previously stated, it is widely recognised that cycling offers the greatest potential to replace short car trips, particularly those under 5km, but can also be part of longer journeys via public transportation.

2011 Census Data

Method of Travel to Work

2.47 In order to understand how existing residents travel in the area, reference has been made to the 2011 Census for Method of Journeys to Work data for the “MSOA Uttlesford 002 Middle Super Output Area”, which replicates the approach for the proposed Site. Uttlesford 002 has been selected as the “origin”, with all other areas selected as the “destination”. **Table 2.3** below sets out the existing modal share.

Table 2.3 Method of Journey to Work (Local Population)

Mode of Transport	%age of Mode
Train	6.9%
Bus	1.9%
Motorcycle	0.5%
Taxi	0.7%
Car Driver	63.7%
Car Passenger	4.5%
Bicycle	1.3%
On Foot	19.8%
Other	0.7%
Total	100%

2.48 **Table 2.3** indicates that travel by car driver represents the highest proportion accounting for 63.7% of all trips, with passenger in a car or van, and bike trips accounting for 5.8% between them, with public transport trips accounting for a combined 8.8% - split between 6.9% by train, and 1.9% by bus. On foot journeys account for 19.8% of all trips, whilst taxi and motorcycle journeys account for 1.2% of journeys. Other methods of travel account for a total of 0.7%. On the back of this, the modal splits show that 30% of residents currently travel to work via sustainable means of travel – be it by foot or bike, or public transport. The car use is surprising given the relative sustainable location as previously discussed in this report.

2.49 The high level of walking trips is expected given the proximity to Saffron Walden Town Centre. This also explains why the level of cycling is reasonably low, as the distance to travel to a range of public transport and amenities is more convenient for walking than cycling.

2.50 Car ownership data has also been obtained from the 2011 Census Data in order to understand the average number of cars per household within the local area. **Table 2.4** below provides a summary of the average number of cars per household per output area.

Table 2.4 Census Car Ownership Data

	Uttlesford 002 MSOA
Average Cars Per Household	1.28

2.51 Given the location of the Site, trends towards sustainable travel and relatively new services such as car clubs, it is considered that the car ownership level has likely reduced locally since 2011 and that has been taken into consideration in the proposals.

Personal Injury Collision Analysis

- 2.52 Personal Injury Collision (PIC) data for the most recent five-year period has been obtained from 'Crash Map'. The online resource 'Crash Map' has been used to identify any historic road traffic collisions (RTCs) within the surrounding highway network. This resource has identified only two accidents, involving four vehicles, that have been recorded within the proximity of the Site frontage in a 5-year period covering 2016 - 2020. This road safety analysis covers the study area agreed during scoping discussions with ECC.
- 2.53 The study area, as identified above indicated that there was a total of 2 collisions, comprising of one slight and one serious accident with the breakdown of numbers and type of classification as shown in **Figure 2.11**.

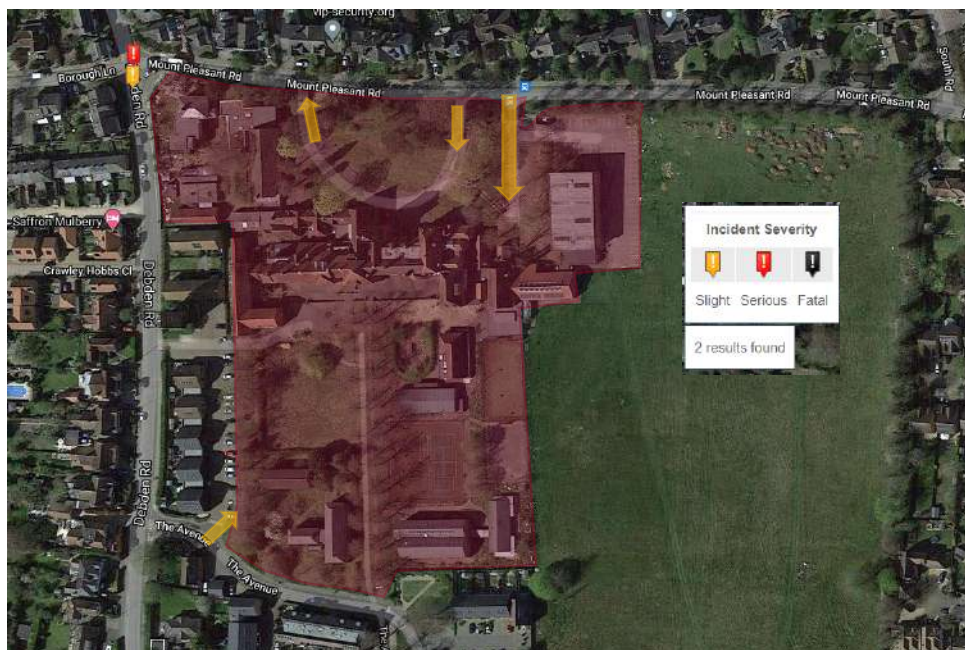


Figure 2.11 – Accident Data close to the Site

Summary of Accident Data

- 2.54 The above analysis has shown there to have been only two personal injury collisions over the year-year period (between 2016 and 2020) resulting in 2 casualties, of which one was slight, and one was serious.
- 2.55 Within the vicinity of the Site along Mount Pleasant Road, there were no recorded collisions over the 5 years with the two accidents recorded at the junction of Mount Pleasant Road/Debden Road/Borough Lane. The serious accident occurred approximately 160m west of the site access junction. It should be highlighted that no collisions occurred on Mount Pleasant Road adjacent to the Site.

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- 2.56 Analysis of the most recently available five-year personal injury accident data demonstrates that there has been no discernible trend of accidents at any of the local roads or junctions in close proximity to the Site. Given the above analysis, it is concluded that there are no road safety issues on the highway network in Saffron Walden that would preclude the delivery of this development nor be exacerbated by it.

Summary

- 2.57 In summary, with a large range of local amenities within reasonable walking and cycling distances, the Site is in a highly sustainable location with close proximity to Saffron Walden's town centre and all surrounding facilities. This is supported by the 2011 Census which showed that 20% of the local population walk as their main method of travel to work.
- 2.58 With the town centre being less than a 20-minute walk away, or a 5-minute cycle ride, every day residential needs are well within reach. There are a number of cycle parking areas located near to frequently used amenities.
- 2.59 There are multiple bus routes accessible from Church Street, Common Hill and East Street, and a Tuesday and Thursday 34 service being accessible within shorter distance to the site.
- 2.60 A frequent rail service to Cambridge, London and Stansted Airport ensures that, combined with cycle, bus or car, train is a viable alternative mode of travel for accessing larger towns, cities and transport hubs.
- 2.61 The site is therefore well located to take advantage of existing local services, amenities and access to sustainable transport modes.

3. POLICY AND GUIDANCE

Introduction

- 3.1 The Proposed Development is subject to both national and local planning policy guidance, with respect to transportation and its impact on the local environment / surrounding infrastructure. The relevant policies / guidance is detailed within this following section.

National and Local Policy

- 3.2 Relevant policy and guidance relating this area comprises of the following documents:

- *The National Planning Policy Framework (NPPF) (July 2021);*
- *National Planning Practice Guidance (NPPG) (March 2014);*
- *The Essex Transport Strategy: The Local Transport Plan for Essex (June 2011)*
- *Uttlesford District Council Local Plan (Adopted 2005)*

National Planning Policy Framework

- 3.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.
- 3.4 The NPPF was adopted in March 2012, however, a number of revised versions have since been published. The latest revised version was published on 20th July 2021 and therefore replaces the previous versions.
- 3.5 With regard to transport policy, the revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text relevant to this proposal:

Paragraph 104

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.

Paragraph 110

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.

Paragraph 111

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.

Paragraph 112

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.

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- 3.6 The NPPF is therefore clear that development should only be refused on transport grounds where the residual cumulative impact of the development can be considered “severe”, and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.
- 3.7 The Site is in a sustainable location, with a good level of opportunity to travel by bus, cycle and walking. The location within the centre of Saffron Waldon ensures that this is encouraged through its good connectivity, all detailed throughout this report. The proposals therefore follow the advice provided within the NPPF in regard to transport.
- 3.8 As a result of the NPPF being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy.
- 3.9 Whilst no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site’s level of sustainable travel access, as stated below.

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car.

Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.

- 3.10 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

National Planning Practice Guidance (NPPG)

- 3.11 Information contained as part of the NPPG provides advice for travel plans, transport assessments and statements in decision taking.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.

- 3.12 This TS follows the advice provided within the NPPG and accords with providing the information which should be included as part of an assessment. A Framework Travel Plan has also been produced which accompanies the planning submission documents.

The Essex Transport Strategy: The Local Transport Plan for Essex (June 2011)

- 3.13 The Local Transport Plan (LTP) contains detailed policies for all aspects of transport in Essex. The main vision of the Plan is to provide “a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.”
- 3.14 The LTP outlines the strategy to achieve this over the next 15 years, with the main desired outcomes being to:
- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;
 - Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;
 - Improve safety on the transport network and enhance and promote a safe travelling environment;
 - Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and
 - Provide sustainable access and travel choice for Essex residents to help create sustainable communities.
- 3.15 It is considered that the Proposed Development, which is within a short walking distance of a range of amenities including shops, schools, and restaurants. There are numerous bus routes within the local area providing the opportunity for travel without the use of a private car. On that basis it is considered that the site is in a suitable location to meet the aims of the LTP.

Uttlesford District Council Local Plan

- 3.16 In April 2020, councillors agreed to withdraw the 2019 Draft Local Plan to start the preparation of a new Local Plan, in response to a letter received from the Inspector. Work has now begun to deliver a new Local Plan for Uttlesford by December 2023. The current Local Plan is therefore the Local Plan which was adopted in 2005 and contains the following pertinent policies in relation to transport.

Policy GEN1 - Access:

Development will only be permitted if it meets all of the following criteria:

- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.
- b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.
- c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.
- d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.
- e) The development encourages movement by means other than driving a car.

Policy GEN8 – Vehicle Parking Standards:

Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance “Vehicle Parking Standards”, a summary extract of which is reproduced in Appendix 1 to this plan.

- 3.17 An assessment of the proposed access strategy and of vehicle parking is provided in the following section of this report.

Summary

- 3.18 The Site benefits from good walking and cycling facilities and is located within easy distance of local facilities and amenities.
- 3.19 As such, the proposed development is considered to accord with the relevant Local, Regional and Central Government Policy Guidelines in terms of being in a suitable location and accessible by modes other than the private car.

4. PROPOSED DEVELOPMENT

Introduction

- 4.1 This section of the TA introduces and outlines the development proposals for the Site. It includes a description of the proposed land use and access arrangements by all mode.

Development Description

- 4.2 The intention is that the Proposed Development will deliver 96 units, at the Former Friends School, off Mount Pleasant Road in Saffron Walden. The schedule of accommodation is set out at **Table 4.1**.

Table 4.1 Residential Unit Breakdown

	Unit Breakdown				
Dwelling Type	1 Bed	2 Bed	3 Bed	4 Bed	Total
No of Units	25	44	18	9	96
% of Total	26	46	19	9	100
Total	96				

- 4.3 **Table 4.1** shows the number of residential units (96), which have been used as a starting point for the impact assessment to understand whether an allocation of 96 units on Site would have positive improvement on local capacity with the change of use from education to residential in the AM peak and PM peak.
- 4.4 Irrespective of an allowance for 96 units being pursued under the development proposals, a sensitivity test will be undertaken to understand the quantum of housing that could be accommodated on Site relative to the extant two-way trips in the AM peak. This will determine whether any additional housing beyond the extant two-way trips in the AM peak would require further consideration and potential junction analysis in the AM peak.

Proposed Site Layout

- 4.5 Detailed plans for the Site are submitted separately to this report and a Proposed Site Layout (*Drawing No. 21 0037-200i*) is also submitted as part of this application. An extract of the site is shown below at **Figure 4.1** and is attached in full at **Appendix A2** of this report.

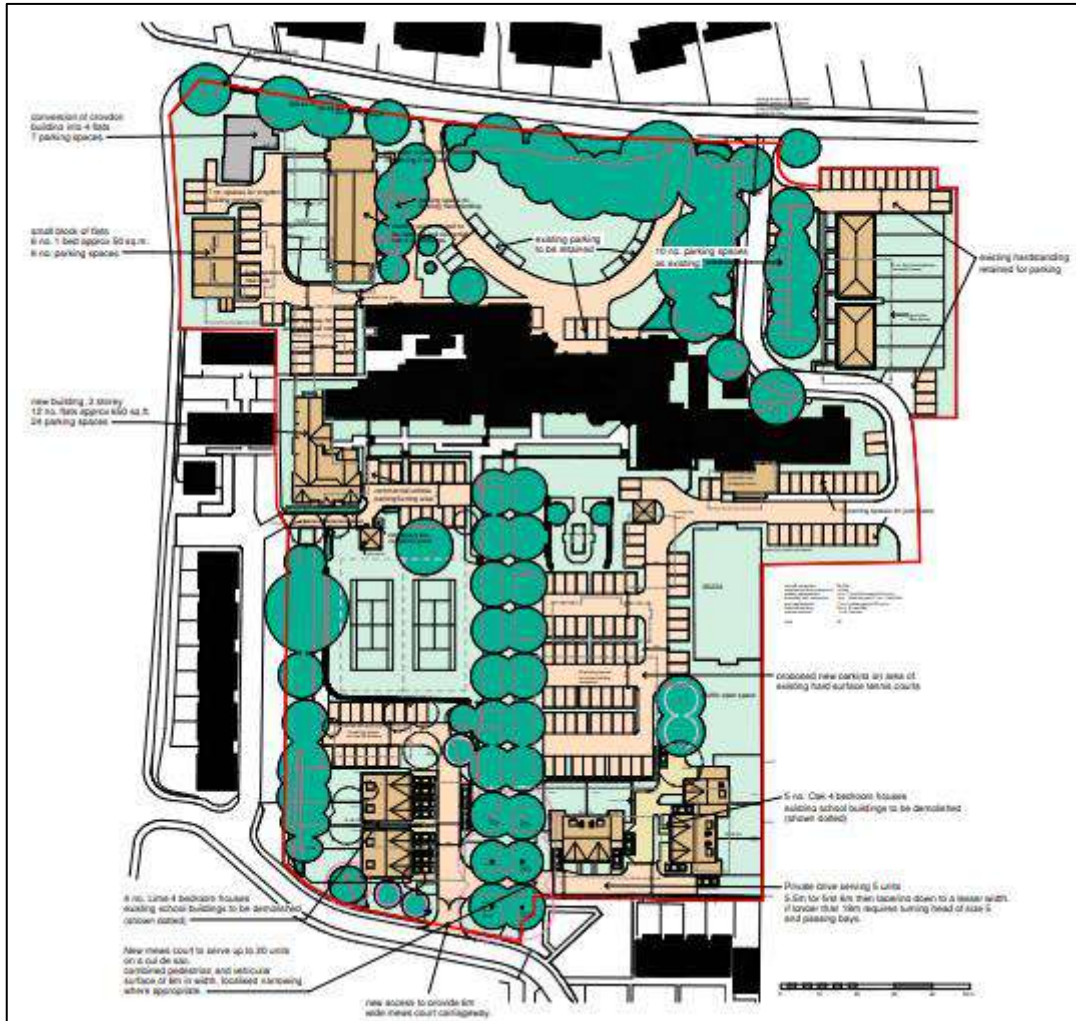


Figure 4.1: Proposed Site Layout

4.6 From the outset, permeability for pedestrians to Mount Pleasant Road, through the Site and onwards have been a key driver for the layout. There are a number of pedestrian routes through the site providing permeable and direct access to key attractors, such as the public open space and tennis and basketball courts to the south of the Site.

Proposed Vehicular Access Arrangements

Main Access

4.7 The Site currently benefits from three vehicular accesses off Mount Pleasant Road at the northern boundary. It is proposed that the existing Site access be upgraded to provide the main access for the development proposals. *Drawing No. 21 0037-2001 (illustrated by Figure 4.2 and at Appendix A3)* shows that this would take the form of a simple priority 'Access'. The junction upgrade has been designed in accordance with *Essex Design Guide (EDG) Standards and Design Manual for Roads and Bridges (DMRB) CD 123 Geometric design of at-grade priority and signal-controlled junctions (Revision 2)*, which incorporates the principle of these design standards. The flows along Mount

Pleasant Road are such that a main single access point is considered sufficient to cater for demand from a development of this size.

- 4.8 The upgraded access will be provided in the form of a simple priority 'Access', as described within the EDG, with 5.5m carriageway width, radii of 6m and two 2m footways on either side. Importantly, the access arrangements have previously been accepted by the council, which we understand is not in dispute.
- 4.9 It is generally preferred practice and considered appropriate that highway authorities determine visibility splays based on an 85th percentile speed (Mount Pleasant Road) in accordance with Manual for Streets (MfS). Whilst 85th percentile speeds have not been obtained for the Site at present, visibility splays of 2.4m x 70m are shown to be achievable, which is in excess of the 2.4 x 41 metres specified in *Table 7.1 in MfS* and the EDG, for a 30mph zone.
- 4.10 The visibility splays should be considered in a pragmatic manner, given the context of its urban location, which allows for three existing access points along a road with a straight-line geometry. The Site is being brought forward as a single land parcel and therefore the necessary requirements for sufficient visibility splays will be achievable within the boundary of the Site and its application relative to MfS. The access arrangements can therefore be seen to work when based on the design speed of 30mph or the need to provide a 85th percentile speed with visibility splays to the east and west of the upgraded access achievable.



Figure 4.2 – Upgraded Site Access Arrangement for *Drawing No. 21 0037-2001*

- 4.11 This access has been designed for two-way traffic. It will serve predominantly as access to the residential development, the majority of vehicle movements through the access will be associated with the Site. In addition, service vehicles will use this access to serve the Site and service the proposed waste collection points along with drop-off points for delivery services.

Crescent Access

- 4.12 An existing crescent access off Mount Pleasant Road, to the north of the development, will remain unchanged under the development proposals and will serve as an access point for over 30 parking spaces associated with the Croydon Building, School Building and Assembly Hall conversions along with new flats being proposed.
- 4.13 The existing arrangement, which provides for 'in' movements at the eastern access and 'out' movements at the western access will also be retained under the development proposals.
- 4.14 Although these 'in' and 'out' access points will serve over 30 parking spaces under the proposals, the overall allocation of 96 units on Site, would be a positive improvement on local capacity with the change of use from education to residential in the AM peak and a broadly similar impact and certainly not severe in the PM peak. Therefore, it should be borne in mind that the former school would have generated a substantial traffic movement on the crescent, that would have had an impact on local roads, particularly during the AM peak period. As such, the crescent 'in' and 'out' access points would have been used every day as the main drop off and pick up point for pupils at the school, as well as being used for access to the gym.
- 4.15 It can therefore be seen that the proposed development will not cause an intensification of traffic at these existing access points, as there will be a lower level of vehicle trips under the change of use from educational to residential and that the existing design of the 'in' and 'out' access will operate satisfactorily under its current arrangement.
- 4.16 The existing 'in' and 'out' access for the crescent has been tested using a refuse vehicle and fire tender. It can be shown that the refuse vehicle can manoeuvre through the eastern 'in' access point and shows that it can serve the dwellings with regards to bin collection. The refuse vehicle then circumnavigates the crescent, but it will need to reverse into the access road off the crescent to be able to manoeuvre along the route. It should be added that whilst the refuse vehicle is able to reverse along the access road for approximately 20m, which we have shown on the drawings. It is not able to enter in forward gear without overrunning the grassed area. By reversing down the access road, the refuse vehicle can leave the access road in forward gear and exit by the western entrance (the out access) successfully
- 4.17 The swept path analysis for the refuse vehicle is shown on *Drawing Nos. 21-T055_05.1C* produced by IPL, and at **Appendix A4**.

Secondary Southern Accesses

- 4.18 A new access of The Avenue, to the south of the development, will be introduced to serve as a second point of access to the development (**Figure 4.3**). It is expected that the new access will provide a 6m wide carriageway that will provide access to the new mews court to serve up to 20 dwellings on a cul-de-sac. The 6m wide carriageway will combine pedestrian and vehicular movements with appropriate surface typology to reflect the shared nature of the surface, localised narrowing where appropriate will be designed to provide appropriate layout features for a 20mph zone. It is expected that refuse vehicles will also enter via The Avenue and use the secondary access point much in the same way as they utilise the primary access.
- 4.19 Visibility splays of 2.4m x 25m are shown to be achievable (**Figure 4.3**), which is in accordance with the distance specified in Table 7.1 in MfS and the EDG, for a 20mph zone.

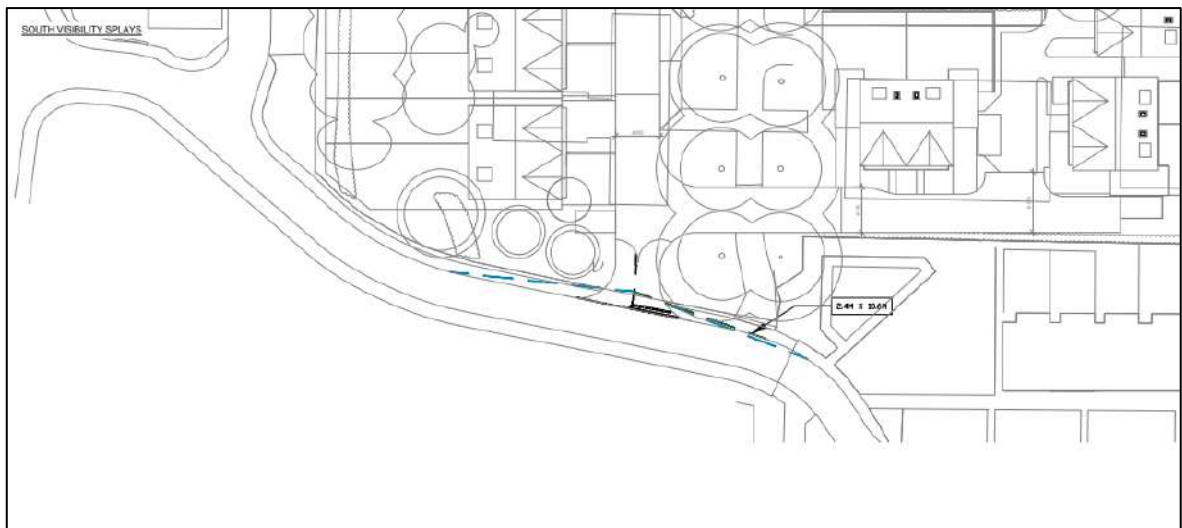


Figure 4.3 - Upgraded Southern Site Access Arrangement

- 4.20 Access to the parking for the new three storey flat block to the rear of the main school building will be served via the existing gated entrance taken from Water Tower Place of The Avenue. It is expected that this will serve 12 flats with 14 parking spaces, including one commercial vehicle parking space, which will also act as turning area.

On-site Parking Provision

Vehicular Parking

- 4.21 The proposed development will include a clear justification for the level of vehicle parking proposed meets with the requirements of the Site. The approach of UDC, is that they have adopted the *Uttlesford Local Residential Parking Standards (2013)*, as an addition to the *Essex Design Guide Parking Standards (2009)*.

4.22 The *Essex Design Guide Parking Standards (2009)* provide a clear steer on the requirements for car parking standards for new developments. As part of a design led approach whereby car parking provision is tailored to reflect the specific development in terms of its location, density of development and mix of uses proposed, UDC have recognised that local parking standards have been adopted as material planning consideration to ensure they better reflect the context of Uttlesford District with further provision to reflect the nature of larger dwellings. Therefore, car parking standards for UDC lead to appropriate parking standards for 4 Bedrooms or larger. It is recognised that an over-provision may result in unsightly and sometimes unsafe car dominated developments.

4.23 In accordance with policy *Essex Design Guide Parking Standards (2009)* and the *Uttlesford Local Residential Parking Standards (2013)* the parking standards are as follows:

Table 4.2 Residential Parking Standards (ECC & UDC)

Dwelling Size	Minimum Parking Spaces
<i>ECC Standards (2009)</i>	
1 bedroom	1 space
2 Bedroom +	2 spaces (Excluding garage if less than 7m x 3m internal dimension)
Visitor Parking	0.25 spaces per dwelling (unallocated) (rounded up to nearest whole number)
<i>UDC Standards (In addition) (2013)</i>	
4 + bedrooms	3 spaces (Excluding garage if less than 7m x 3m internal dimension)

4.24 A total of 184 parking spaces of which 24 visitor parking spaces (0.25 spaces per dwelling) and 11 spaces for the swimming pool users, will be distributed throughout the site and are shown on *Drawing reference: 21 0037-2001*. On street visitor parking not allocated to a specific dwelling is adoptable by ECC Highways.

4.25 In respect of siting and dimensions of vehicle parking, proposals will conform to the requirements detailed within the '*Essex Design Guide Parking Standards (2009)*' along with guidance from *Uttlesford Local Residential Parking Standards (2013)* on the appropriate parking numbers for new residential developments within the local area.

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- 4.26 It has already been alluded to that with a number of private drives provided throughout the development site for dwellings and accesses to Mews dwellings, a number of parking spaces will be provided adjacent to houses whilst others will be provided in parking courts associated with flatted units. With regards to the parking bays is to provide them in accordance with council standards for the preferred dimension of individual parking spaces.

Residential Disabled Parking

- 4.27 As outlined in *Essex Design Guide Parking Standards (2009)* disabled parking spaces are not applicable, if parking is in curtilage of dwelling, otherwise as visitor/ unallocated parking space within the proposed development.

Cycle Parking

- 4.28 Cycle parking for the site conforms to the *Essex Design Guide Parking Standards (2009)*, which states that at least one clearly identified secure cycle space per dwellings, unless it can be demonstrated that if a garage or secure area is provided within curtilage of dwelling then there is no requirement.
- 4.29 It is anticipated that the proposed development will provide a minimum of 96 cycle parking spaces throughout the Site (based on 96 units), which is in accordance with standards.
- 4.30 To accommodate the cycle parking arrangements for individual dwellings, provision is made for cycle parking within sheds to the rear of dwellings and within garages, for flatted units dedicated cycle storage will be utilised. This will be sufficient and secure to store cycles and will provide a safe and secure location within the curtilage of each individual dwelling or within appropriate location for the type of building.

Car Clubs

- 4.31 The *Essex Design Guide Parking Standards (2009)* states that car clubs should be promoted in low provision/car free residential developments and car club spaces. This Site is not deemed a car free or low provision residential development and therefore no car clubs are being provided.

Refuse Collections and Servicing

- 4.32 Adequate storage for refuse and recycling will be provided in accessible locations and sufficient space will be provided in each collection location/area for refuse vehicles to manoeuvre so that they can enter and exit site in forward gear.

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- 4.33 In respect of household waste, adequate storage is provided for bin storage for both recyclable and non-recyclable waste for each dwelling to reduce the visibility of waste collection bins and distanced travelled by residents to deposit waste from their houses. In some locations around the site there will be bin collection points for two to three housing plots. In terms of the placement of the bin storage this is advantageous to bin collectors as it minimises the distance the refuse vehicle needs to reverse in certain instances as well as reducing the drag distance to the rear of the refuse vehicle. In general terms this should not exceed 25m drag distance or 10m for larger four-wheeled 1,100L Euro-bins that could be associated with the flatted units.
- 4.34 The frequency of collections will be confirmed following discussions with ECC's Waste and Street Cleansing Contracts team, and the full refuse strategy will be agreed with UDC by condition prior to the Site becoming operational.
- 4.35 The internal road layout has been tracked to ensure refuse collection vehicles can access all properties safely and efficiently through the primary, secondary and tertiary streets within the site. This vehicle has been identified as being in line with UDC guidance and used as worst case.
- 4.36 Given that IPL use the tracking of a refuse vehicle throughout the site, including at junctions as a worse case, then it follows that the internal layout has been designed to accommodate cars, vans and fire tender vehicles that are anticipated to access the development site. The swept path analysis for the refuse vehicle is shown on *Drawing Nos. 21-T055_01.1C and 21-T055_01.2C* produced by IPL, and at **Appendix A4**.

Deliveries

- 4.37 Deliveries to consider for a residential development such as this relate primarily to the delivery of goods and services. It is clear, that the pattern of retail shopping for residents has changed over the past decade with a growing trend towards online shopping industry. Given the ongoing nature of the COVID-19 pandemic, which has in the short term 'forced' consumers to switch to online shopping, it is not yet certain whether these behavioural traits can be viewed as a real seismic shift away from so called 'conventional' methods of shopping on the High Street, to online shopping. However, the closure of large shopping centres and the large department stores on the High Street is evidence that this is a growth market. Therefore, the Proposed Development has taken account of the growing trend to online deliveries.

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- 4.38 Residential deliveries will be undertaken via the access points on the northern and southern extents of the Site, with vehicles passing through the Site before setting down to make the residential delivery, it is not envisaged that there will be design loading/unloading areas to allow vehicles to wait without blocking the route for other vehicles to pass. Given the size of many of these vehicles, and the layout of the development, it is not expected to be an issue in terms of vehicular movements. The set down time of these type of vehicles, means that a delivery is made promptly before the vehicle alights the area, they have set down in. Many parcel delivery drivers work on the number of parcels delivered so it is in their best interests to ensure that delivery is speedy and efficient as possible.
- 4.39 The associated delivery vehicle types and number of movements per day are discussed within **Section 5** of the TS.

Emergency Vehicles

- 4.40 The internal site layout will be designed in accordance with the EDG and MfS which states that “*there should be vehicle access for a pump appliance within 45m of every dwelling entrance for single family houses, flats and maisonettes.*” The layout of the site will be designed to ensure that emergency vehicles such as Fire Appliances and Ambulances can access the development with relative ease.
- 4.41 As part of the layout review, swept path analysis was undertaken to demonstrate that fire tenders refuse vehicles and cars can successfully serve the site. This has been achieved and is provided on *Drawing Nos T055_041C, 21 – T055_04.2C, 21 – T055_04.3C, 21 – T055_04.4C and T055_04.5C, 21 – T055_04.6C* at **Appendix A4** of the TS.
- 4.42 As such, it is considered that both a refuse vehicle and a pumping appliance will be able to serve the 96 proposed units, via the main access road and through the primary, secondary and tertiary routes within the Site. Given that these vehicles movements will be ad-hoc in nature and in the case of the refuse vehicle a maximum of one two-way vehicle movement per week, the access geometries have not been over-engineered as they are deemed appropriate to accommodate the typical vehicle movements using the Site on a daily basis.

5. TRIP GENERATION

Introduction

- 5.1 This section of the TS provides an overview of the projected traffic generation associated with the proposed development, which has been established using the data provided as part of *EAS 2019 Transport Assessment*, which we understand is not in dispute.

Methodology

- 5.2 IPL will undertake a trip comparison assessment between the extant school use and proposed residential development in order to understand the appropriate impact on the highway network in the AM and PM peaks. The quantum of housing has been determined to be 96 units on the Site.
- 5.3 Irrespective of an allowance for 96 units being pursued under the development proposals, a sensitivity test will be undertaken to understand the quantum of housing that could be accommodated on Site relative to the extant two-way trips in the AM peak. This will determine whether any additional housing beyond the extant two-way trips in the AM peak would require further consideration and potential junction analysis in the AM peak. It is important to recognise that the development proposals are for 96 units and that this is the maximum number of units being proposed for the Site.

Existing Trip Generation

- 5.4 The extant site currently comprises the former buildings of Walden School and playing field totalling an area of 10.3 ha. of F1(a) (Provision of education) use.
- 5.5 The existing site vehicle trip generation has been established using the data provided as part of *EAS 2019 TA*, which we understand is not in dispute. The extant therefore has been based on the level of vehicles trips the school land use will generate based on 375 places at the former Walden School. **Table 5.1** summarises these trip rates and the estimated trip numbers based on the 375 places at the former Walden School. It is however understood at its peak the school had between 450 to 500 pupils, but for the purpose of this TS, we have continued to assess the flows based on the previous *EAS 2019 TA* at **Appendix A5**.

Table 5.1 F1(a) (Provision of education) use – Trip Rates and Generation

Period	Trip Rate (Per Place)			Flows (Based on 375 Places)		
	Arrive	Depart	2-way	Arrive	Depart	2-way
AM Peak (08:00-09:00)	0.288	0.176	0.464	108	66	174
PM Peak (17:00-18:00)	0.054	0.066	0.120	20	25	45

Notes: Number of trips based on 375 pupils

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- 5.6 **Table 5.1** shows in the AM peak there will be a total of 174 two-way vehicles trips entering and exiting the site, whilst in the PM peak there will be a total of 45 two-way vehicles trips entering and exiting the site, although a similar number of movements to the AM peak would be expected slightly earlier on the network in the afternoon during normal school closing times.

Equivalent Housing Numbers based on Extant Use

- 5.7 The quantum of housing that could be accommodated on Site is driven by the extant two-way trips presented within **Table 5.1**. The AM peak two-way trips represent the benchmark for determining the total number of vehicles trips the school land use will generate assigned to the local network.
- 5.8 Driven by the 174 two-way trips in the AM peak extrapolated from the extant use, it has been determined that 344 units could be accommodated on Site. This demonstrates how reasonable 96 units are in highways terms and that this is the maximum number of units being proposed for the Site. Any additional housing beyond this would require further consideration and potential junction analysis.

Development Proposals Trip Generation

- 5.9 The proposed site vehicle trip generation (**Table 5.2**) has been established using the data provided as part of *EAS 2019 TA*, which we understand is not in dispute. This interrogated the TRICS database applying parameters relating to our site and the development proposals. In order to estimate the total number of vehicle trips the proposed development will generate, reference has been made to the TRICS data based on the following criteria:
- Residential – Houses Privately Owned;
 - South East and East Anglia Only;
 - Surveyed since 2010; and
 - Actual Range: 7 to 367 dwellings
- 5.10 As such an initial assessment of trip numbers that would be generated by a proposed residential use of 96 residential dwellings, has been undertaken utilising TRICS data. An initial assessment of trip numbers that would be generated by a proposed residential use of circa 96 residential dwellings had been undertaken utilising the 2019 TRICS data as shown at **Appendix A5. Table 5.2** shows the vehicle trip rates per dwelling and the estimated two-way trip numbers for a development of this size.

Table 5.2 C3 (Residential) Use Trip Rates and Generation

Period	Trip Rate (Per Unit)			Flows (Based on 96 Units)		
	Arrive	Depart	2-way	Arrive	Depart	2-way
AM Peak (08:00-09:00)	0.110	0.395	0.505	11	38	49
PM Peak (17:00-18:00)	0.371	0.206	0.557	36	20	55

Notes: Number of trips based on 96 units and rounding up provided

- 5.11 **Table 5.2** shows that there will be approximately 49 two-way vehicle trips in the AM peak (08:00-09:00) and 55 two-way vehicle trips in the PM peak (17:00-18:00).
- 5.12 The proposed development is for 96 units, which show that the associated vehicle movements are less than the extant permission (school) in the AM peak and broadly similar in level within the PM peak indicated that there is capacity to increase the number of units on Site relative to the AM peak movements. These trips will be distributed via three different accesses, which we understand is not in dispute.
- 5.13 As outlined in *para 5.8*, the extant school traffic generation is equivalent to 344 houses in the AM peak, which would allow for housing up to this number without further modelling. Any additional housing beyond this would require further consideration and potential junction analysis in the AM peak.

Net Trip Generation

- 5.14 In order to calculate the net impact of the proposed change of use to C3 (Residential Institution), the vehicle trips of the extant use (School Trips) have been considered alongside that of the proposed development vehicle trips. **Table 5.3** shows the net impact of the proposed development within the AM and PM peaks, respectively.

Table 5.3 Net Impact of Development (two-way vehicle trips)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Extant Use (School)	108	66	174	20	25	45
Proposed C3 Use (96 dwellings)	11	38	49	36	20	55
Difference over Extant Use	- 97	-28	-125	+16	-5	+10

- 5.15 **Table 5.3** demonstrates that the proposed change of use is expected to generate 49 two-way vehicles trips in the AM and 55 two-way vehicle trips in the PM Peak, which equates to a reduction of 125 two-way vehicle trips in the AM and broadly similar with only 10 additional two-way trips in the

PM, when compared to the extant development. All these numbers are based on trips and rates prior to Covid-19, which as such probably results in an overestimate of the traffic generation from the residential area.

- 5.16 It is not unreasonable to assume that going forward many commuters and leisure activities will continue from the home environment, improving the work life balance. As such it is not unreasonable to assume if the individual worked at home between 1 to 2 days a week, then the AM and PM peak trips could reduce by 20% to 40%.
- 5.17 This does not allow for the stronger desire over the last year to consider walking and cycling as an alternative to the car. Although there will no doubt be a shift back towards the car there is no reason to assume that some trips would be replaced by walking and cycling given recent trends.
- 5.18 Assuming a 20% reduction due to home working, AM trips would reduce by 138 vehicles over the extant use with a reduction of 5 vehicles in the PM peak over the extant use.
- 5.19 Assuming a 40% reduction due to home working, AM trips would reduce by 147 vehicles over the extant use with a reduction of 15 vehicles in the PM peak over the extant use.
- 5.20 Irrespective of an allowance for changes in habit due to Covid there would be a positive improvement on local capacity with the change of use from education to residential in the AM peak and a relatively negligible impact and certainly not severe in the PM peak. Allowing for some home working it is reasonable to say that the impact between the AM and PM peak almost balance out, especially considering the earlier school afternoon peak would be removed.
- 5.21 Assuming a 20% reduction there would be only a 19-car increase over the peaks, and assuming a 40% reduction there would be a 38-car saving over the peaks.

Deliveries

- 5.22 It is expected that the majority of deliveries will be carried out by smaller vehicles in the form of transit vans and rigid vehicles, such as those used by Amazon or Tesco deliveries. To understand the level of delivery trip generation associated with the residential element of the development, a factor has been applied to the number of units on site to determine an average number of deliveries over a 12-hour day (0700 – 1900). The traditional method of applying servicing trips from the TRICs database, could be applied to determine this level, although this is not always considered a realistic and robust estimate for these development proposals.

-
- 5.23 The number of two-way delivery/servicing trips have been recalibrated by applying a methodology applied on other development schemes and accepted by other Councils, which has determined that on average, a residential development will attract 10 deliveries per day (12-hour period) per 100 units. This accounts for home deliveries such as parcel couriers, food shopping and takeaway orders.
- 5.24 To assess the impact of proposed scheme with a factor of 10, the calculation can then be applied to the 98 residential units being proposed at the site. It can therefore be determined that a 98-unit scheme would generate on average, 10 deliveries per day (0700 – 1900). Typically, the average duration of stay for a delivery/servicing vehicle for a residential unit would be less than 10 minutes idle time, with a very small portion requiring to be idle for a longer timeframe.
- 5.25 Over a 12-hour period (0700 - 1900) this would calculate to approximately 1 vehicle movement per hour and would therefore generate one delivery/servicing vehicle movement every 60 minutes. By recalibrating the delivery/servicing trip generation on a more robust factor it can be shown the level of delivery/servicing trips anticipated with the proposed scheme is now considered a more realistic and robust estimate.
- 5.26 It has been identified above that the majority of delivery/servicing vehicles for the residential units will be undertaken by Light Goods Vehicles (LGVs), such as transit vans, box and panel vans. The demand on home deliveries has certainly diversified and accelerated over the past couple of years with the main core activities around home shopping and grocery deliveries, which principally either are specifically allotted times throughout the day or part of a wider delivery route. This means that deliveries are dependent on the route taken by parcel delivery companies and of the respective drivers, such as Amazon or Tesco for example.
- 5.27 The current proposals provide for sufficient room to set down and deliver via the main access route that runs to the north of the proposed development or to a lesser extent the secondary access to the south of the Site. With a duration of stay for a service/delivery vehicle of less than 10 minutes for the average number of deliveries to site per day, the 10 deliveries per day as determined by 98 units, could be accommodated within the use of the proposed Site development.

Residential Multimodal Trips

- 5.28 The total vehicle trip generation in **Table 5.4** has been applied to the *2011 Method of Journeys to Work Census Data* which has been obtained for residents living within *Middle Super Output Area Uttlesford (MSOA) 002*.
- 5.29 It is anticipated that the model split of future residents would be like existing residents of *MSOA Uttlesford 002*, with the multimodal assessment provided in **Table 5.4** and at **Appendix A6**.

Table 5.4 Proposed Multi Modal Assessment

Mode	Share	AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	6.9%	1	4	5	4	2	6
Bus	1.9%	0	1	1	1	1	2
Motorcycle	0.5%	0	0	0	0	0	0
Taxi	0.7%	0	0	1	0	0	1
Car Driver	63.7%	11	38	48	36	20	55
Car Passenger	4.5%	1	3	3	3	1	4
Bicycle	1.3%	0	1	1	1	0	1
On Foot	19.8%	3	12	15	11	6	17
Other	0.7%	0	0	1	0	0	1
Total	100%	17	60	76	56	31	87

NB – Total rounded up

5.30 **Table 5.4** shows the trip generation for non-car modes, which has made reference to the method of travel to work data outlined within **Table 2.3**. The figures within **Table 5.4** demonstrate that there is likely to be 32 two-way on foot trips in the peak hours and 11 rail trips in the peak hours.

Summary

5.31 In conclusion, the intention is to deliver an allocation of 96 units, at the Former Friends School, off Mount Pleasant Road in Saffron Walden.

5.32 An allocation of 96 units on Site would be a positive improvement on local capacity with the change of use from education to residential in the AM peak and a broadly similar impact and certainly not severe in the PM peak.

5.33 Irrespective of an allowance for 96 units being pursued under the development proposals, it has been shown on balance that driven by the 174 two-way trips in the AM peak extrapolated from the extant use, 344 units could be accommodated on Site or an extra 256 units. It is recognised that any additional housing beyond this would require further consideration and potential junction analysis in the AM peak.

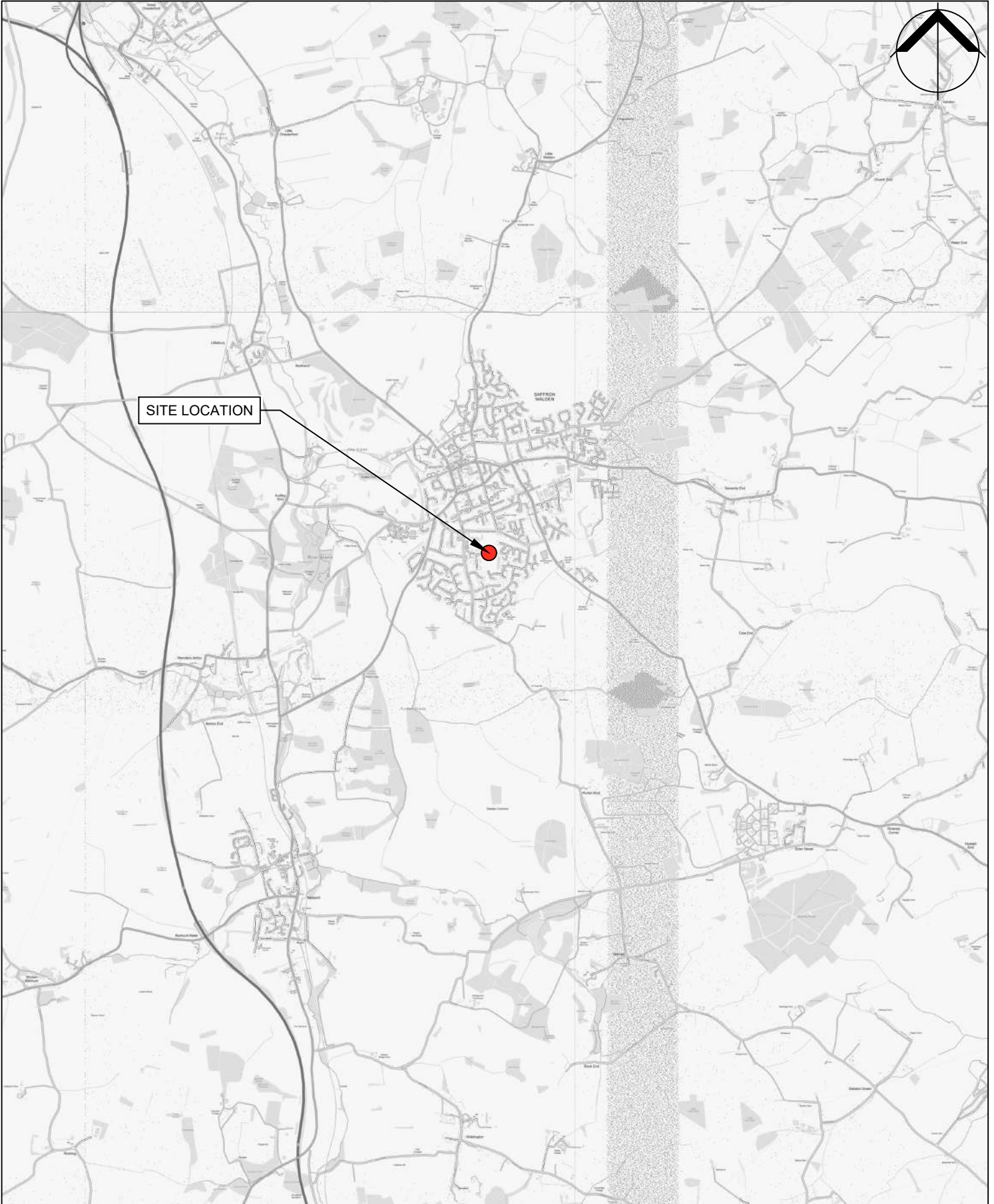
6. CONCLUSION

- 6.1 Icen Projects have been appointed by Chase New Homes (“the Applicant”) to advise on transport planning matters in relation to the proposed residential redevelopment of the Former Friends School Site (“the Site”). This report is submitted in support of a full planning application for the development proposals.
- 6.2 It is proposed that vehicular ingress and egress will be taken from several access points on the northern and southern extents of the Site. This includes the existing access off Mount Pleasant Road, to the north of the Site, which will act the main access road for the development proposals. Two access points that make up the internal self-imposed one-way crescent road leading to the main school building and the main gated school entrance that leads to the parking area and newer school buildings can also be accessed from Mount Pleasant Road. The new southern access, off The Avenue will act as an access route to the new Mews Court that will serve up to 20 units on a cul de sac carriageway. The communal parking for the new three storey flat block to the rear of the main school building can also be accessed from Water Tower Place off The Avenue, via an existing gated access to the rear of the Water Tower on Debden Road.
- 6.3 This assessment has demonstrated that the development site is well connected to walk cycle and public transport. It is also connected to employment areas and is well placed to make use of existing everyday amenities.
- 6.4 Analysis of the most recently available five-year personal injury accident data demonstrates that there has been no discernible trend of accidents at any of the local roads or junctions in close proximity to the Site. There were two personal injury accidents reported in the study area over five years of which one was slight, and one were ‘Serious’ in severity.
- 6.5 The existing site and proposed vehicle trip generation has been established using the data provided as part of *EAS 2019 TA*, which we understand is not in dispute to consider the potential level of additional trips which would be generated by the proposed development. The trip rates were agreed in principle with ECC.
- 6.6 The intention is to deliver an allocation of 96 units on Site, The impact of the development vehicle traffic shows that there will be approximately 49 two-way vehicle trips in the AM peak (08:00-09:00) and 55 two-way vehicle trips in the PM peak (17:00-18:00).Therefore, an allocation of 96 units on Site would be a positive improvement on local capacity with the change of use from education to residential in the AM peak and a broadly similar impact and certainly not severe in the PM peak.

-
- 6.7 Irrespective of an allowance for 96 units being pursued under the development proposals, it has been shown on balance that driven by the 174 two-way trips in the AM peak extrapolated from the extant use, 344 units could be accommodated on Site or an extra 256 units. It is recognised that any additional housing beyond this would require further consideration and potential junction analysis in the AM peak
- 6.8 In terms of deliveries which has determined that on average, a residential development will attract 10 deliveries per day (12-hour period) per 100 units. This accounts for home deliveries such as parcel couriers, food shopping and takeaway orders.
- 6.9 The proposed scheme with a factor of 10, can therefore be determined to generate on average, 10 deliveries per day (0700 – 1900) based on 98 units. Typically, the average duration of stay for a delivery/servicing vehicle for a residential unit would be less than 10 minutes idle time, with a very small portion requiring to be idle for a longer timeframe.
- 6.10 The Proposed Development been considered against national, regional and local planning policy. The proposals accord with ECC/UDC vehicle and cycle parking aspirations, and it has been shown that the Site is located to make use of existing pedestrian, cycle and public transport facilities.
- 6.11 Based on the above impact assessment for proposals it is not considered that the proposed development will have a detrimental impact on the highway study area.
- 6.12 The NPPF states in paragraph 111 states that:
- “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or residual cumulative impacts on the road network would be severe.”*
- 6.13 The analysis undertaken has demonstrated that the proposed development will not have a ‘severe’ impact on the road network in NPPF terms, and that the means of access is safe for all road users.
- 6.14 Further to this, a Framework Travel Plan has also been prepared for the Site, which will reduce the impact further.
- 6.15 In conclusion the proposed redevelopment of the Site is compatible with and supports national and local transport policies and would not give rise to any adverse transport impact which cannot be mitigated. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning consent, especially given the significant local betterment.

A1. SITE LOCATION PLAN

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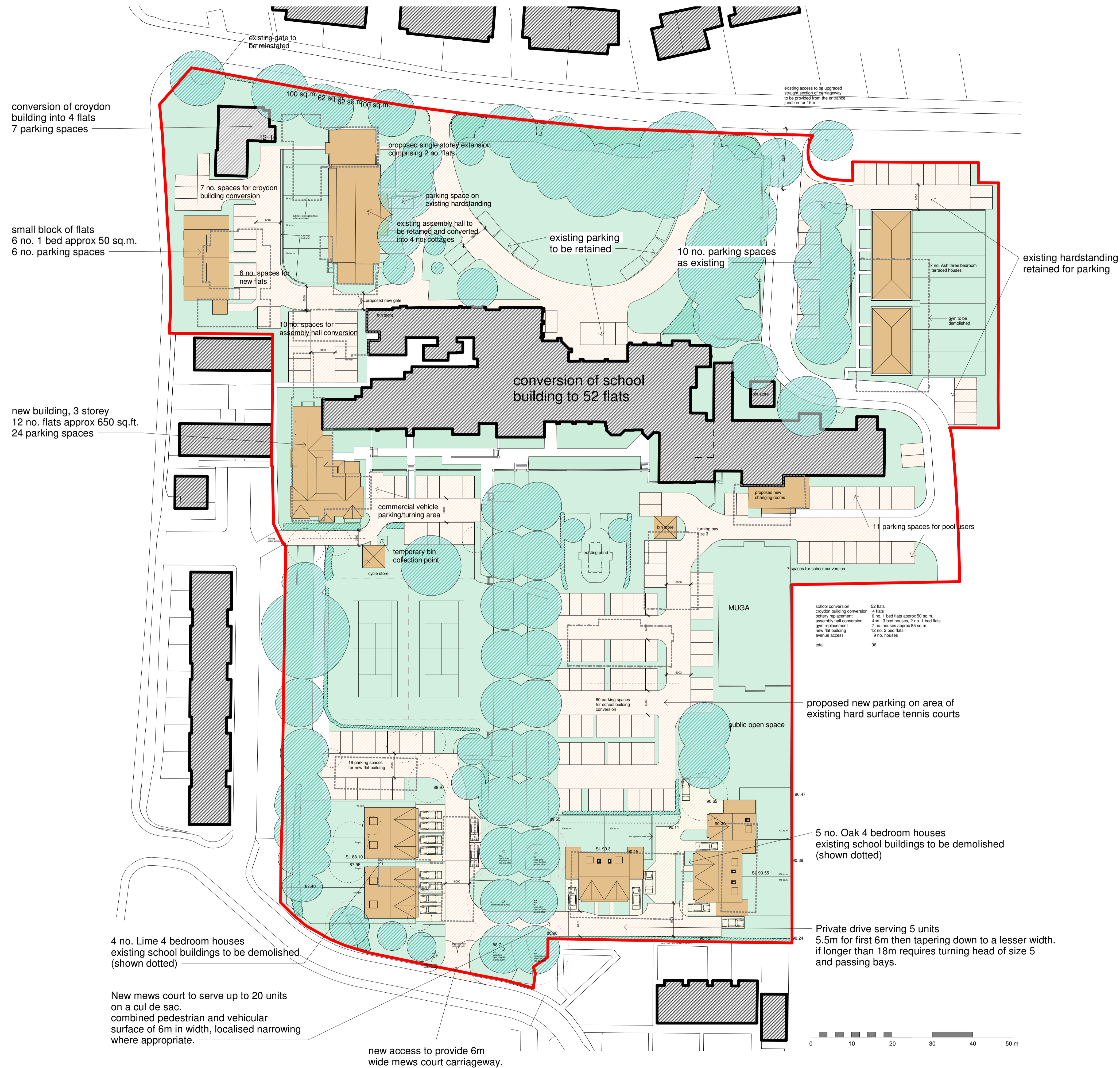
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PROJECT	SCALE @ A4	DATE.
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TITLE	DRAWN BY	CHECKED BY
SITE LOCATION PLAN	JP	NM
		APPROVED BY
		CB
	16/06/2021	16/06/2021

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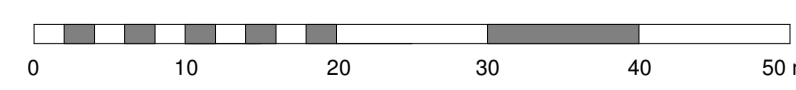
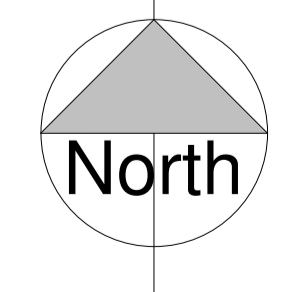


A2. MASTERPLAN



school conversion	52 flats
crofton building conversion	4 flats
pottery replacements	6 no. 1 bed flats approx 50 sq.m.
assembly hall conversion	4 no. 3 bed houses, 2 no. 1 bed flats
gym replacement	7 no. houses approx 65 sq.m.
new flat building	12 no. 2 bed flats
avenue access	9 no. houses
total	96

Site
1 : 500



REV	AMENDMENTS	DATE
I	tracking revisions	22/02/2022
H	revised boundaries to lime house types	18/02/2022
G	revised annotations regarding existing parking	18/02/2022
F	parking revisions	10/02/2022
E	parking provision updated	14/01/2022
D	Oak house type revised	23/11/2021
C	general revisions	23/11/2021
B	general revisions	05/11/2021
A	general revisions	26/10/2021

DRAWN BY	DATE
Author	09/05/19
SCALE (@ A1)	PROJECT NUMBER
1 : 500	Project Number
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TITLE	
Proposed site plan	
PROJECT	
Walden School, Saffron Walden	
DRAWING NUMBER	
21 0037-200 I	

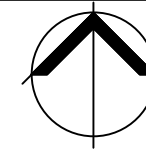
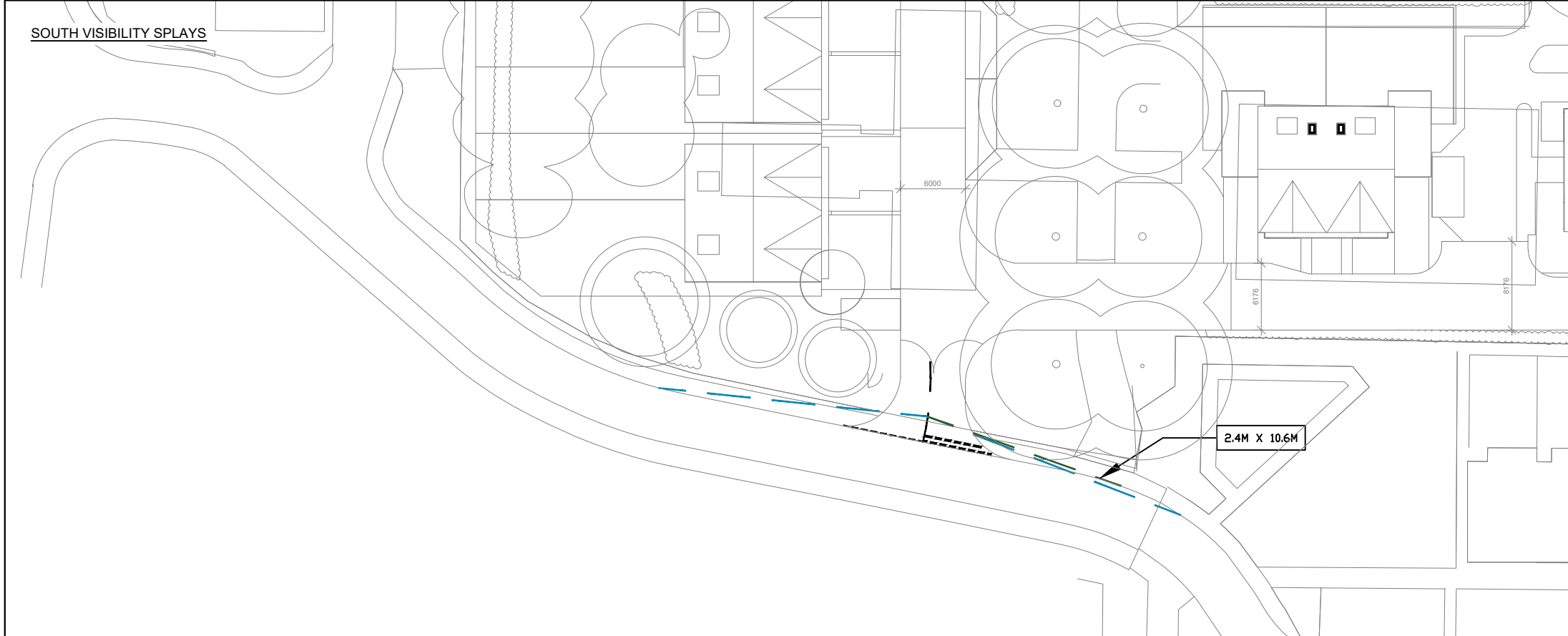
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A3. ACCESS ARRANGEMENTS

NORTH VISIBILITY SPLAYS



SOUTH VISIBILITY SPLAYS



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SOUTH VISIBILITY ACCESS SPLAYS:
 2.4M X 25M JUNCTION VISIBILITY SPLAY
 (BASED ON 20MPH AS PER MfS STANDARDS)

TANGENTIAL VISIBILITY

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B	21.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
A	29.01.2022	SITE LAYOUT UPDATED	MZ	AP	LT

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SOUTHERN ACCESS ARRANGEMENT

VISIBILITY SPLAYS

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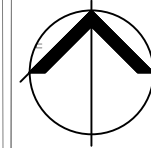
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GATE ACCESS VISIBILITY SPLAYS 10MPH

GATE ACCESS VISIBILITY SPLAYS 15MPH



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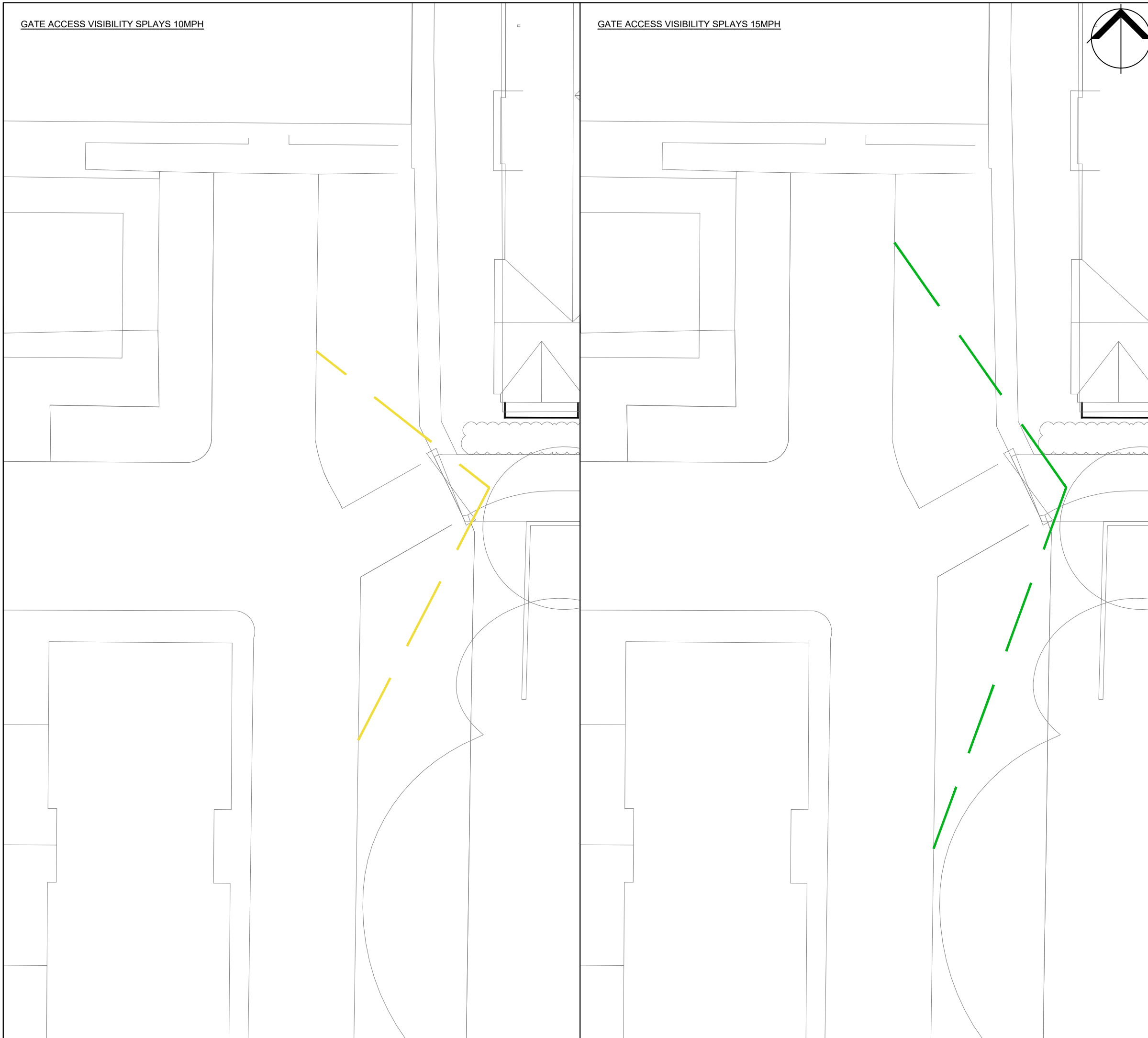
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(BASED ON 10MPH AS PER MfS STANDARDS)

GATE ACCESS VISIBILITY SPLAYS:

2.4M X 17M JUNCTION VISIBILITY SPLAY
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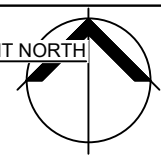
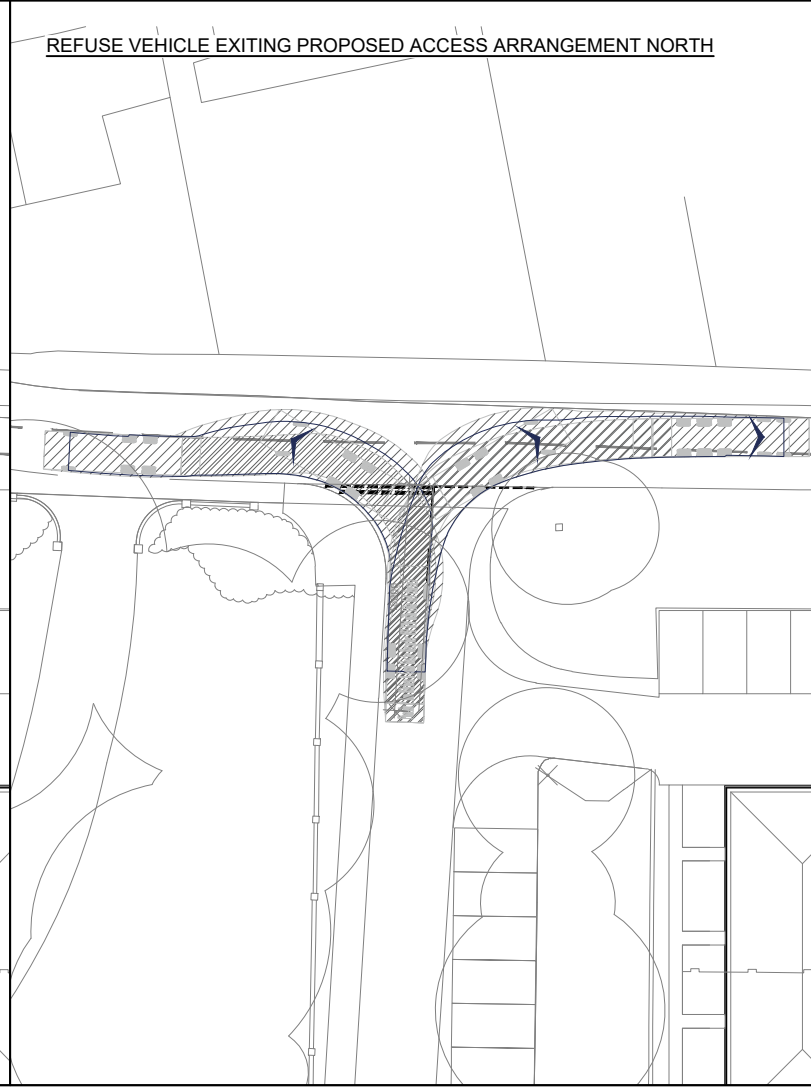
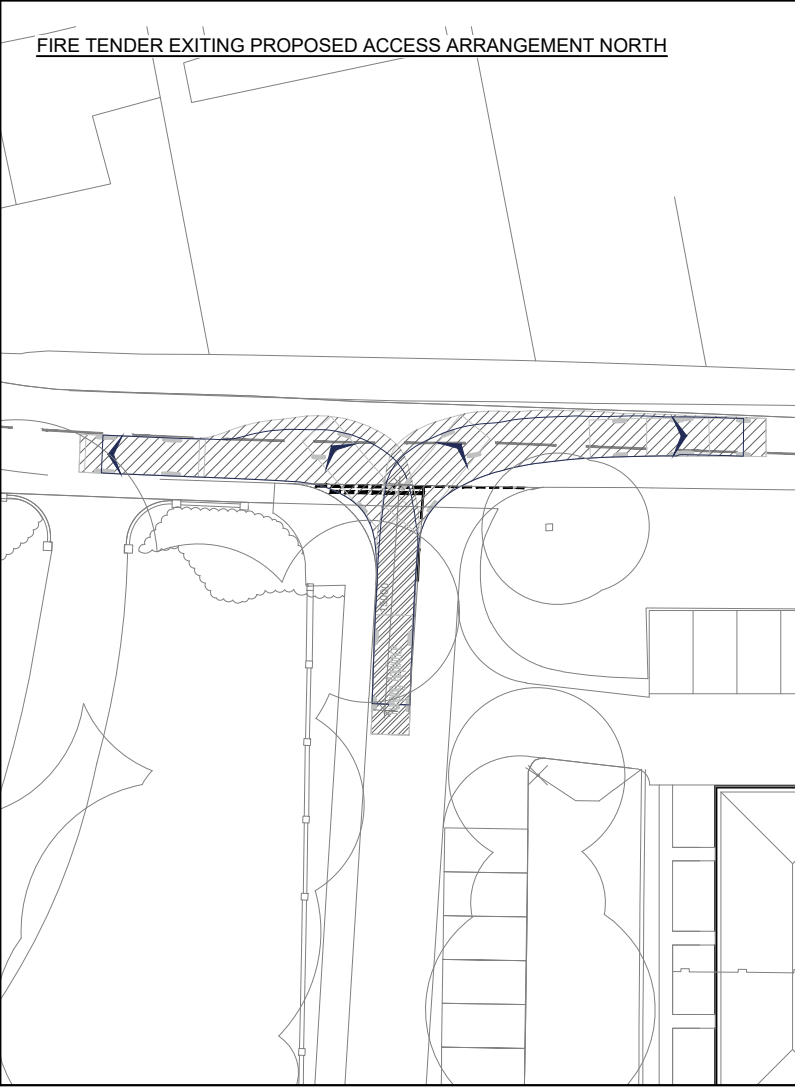
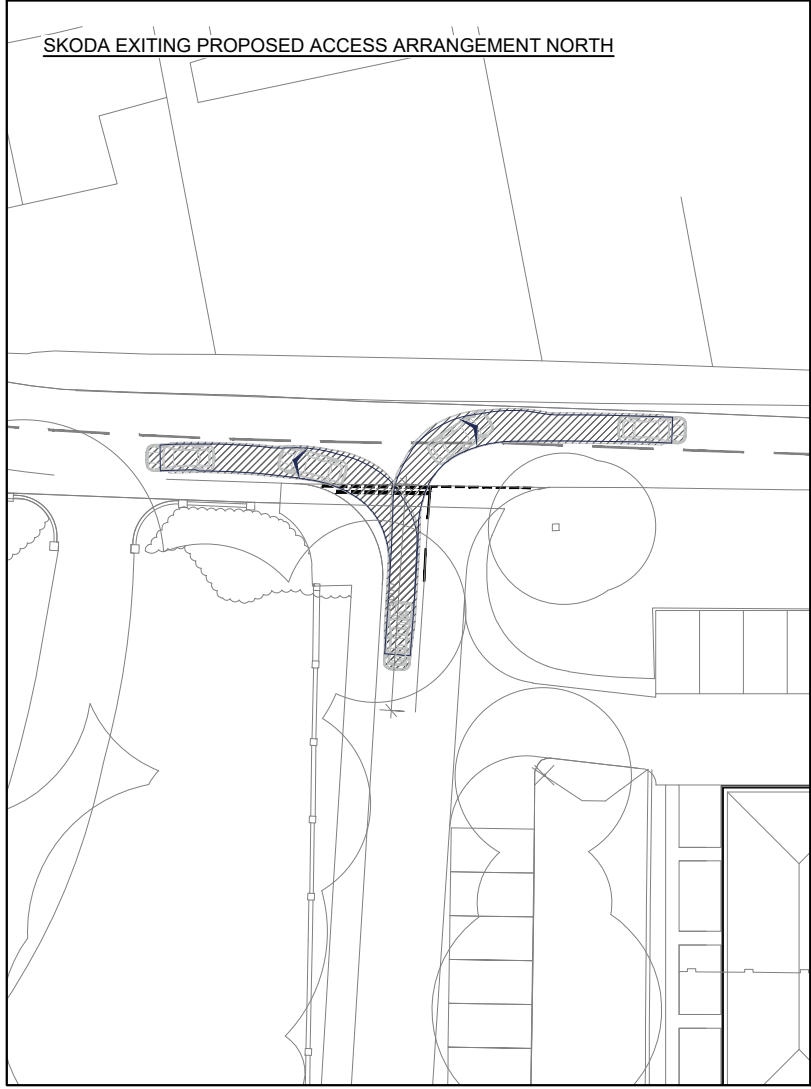
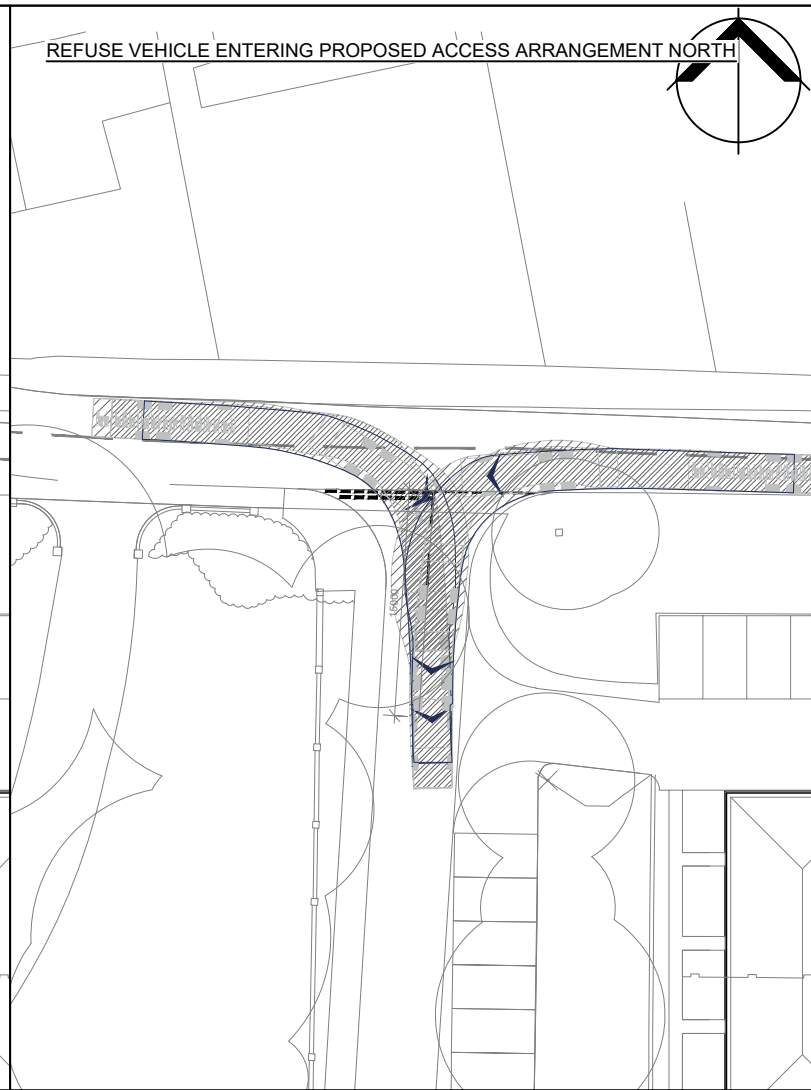
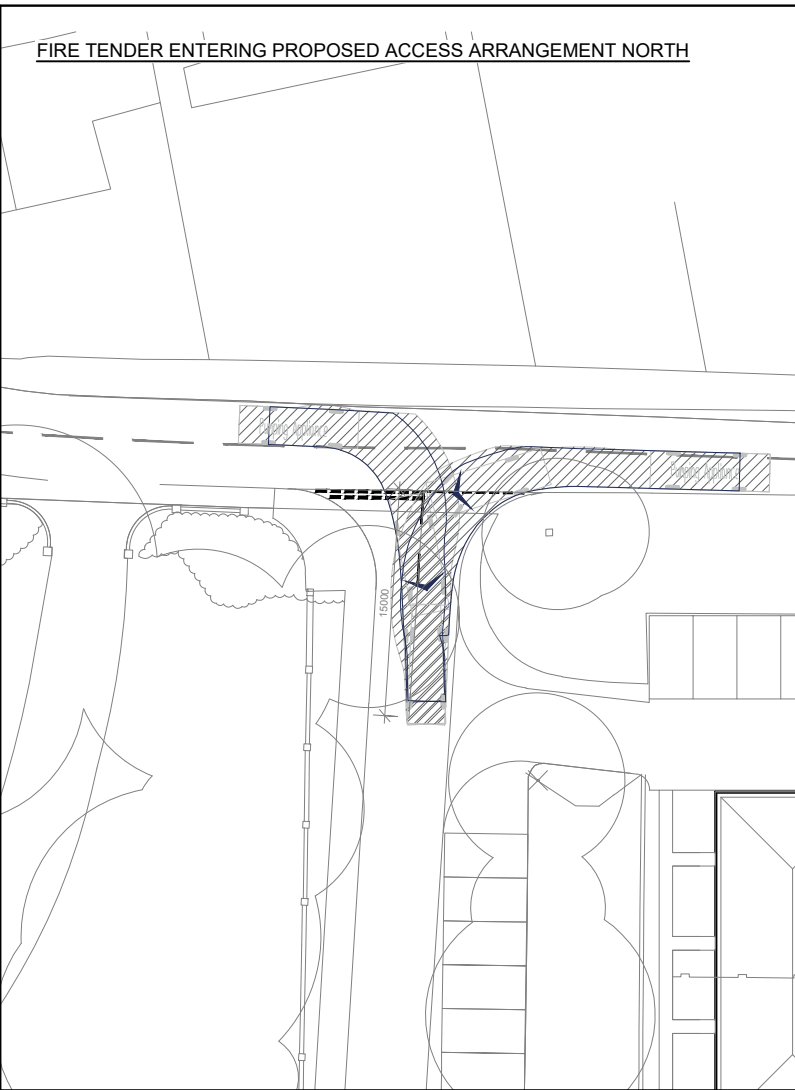
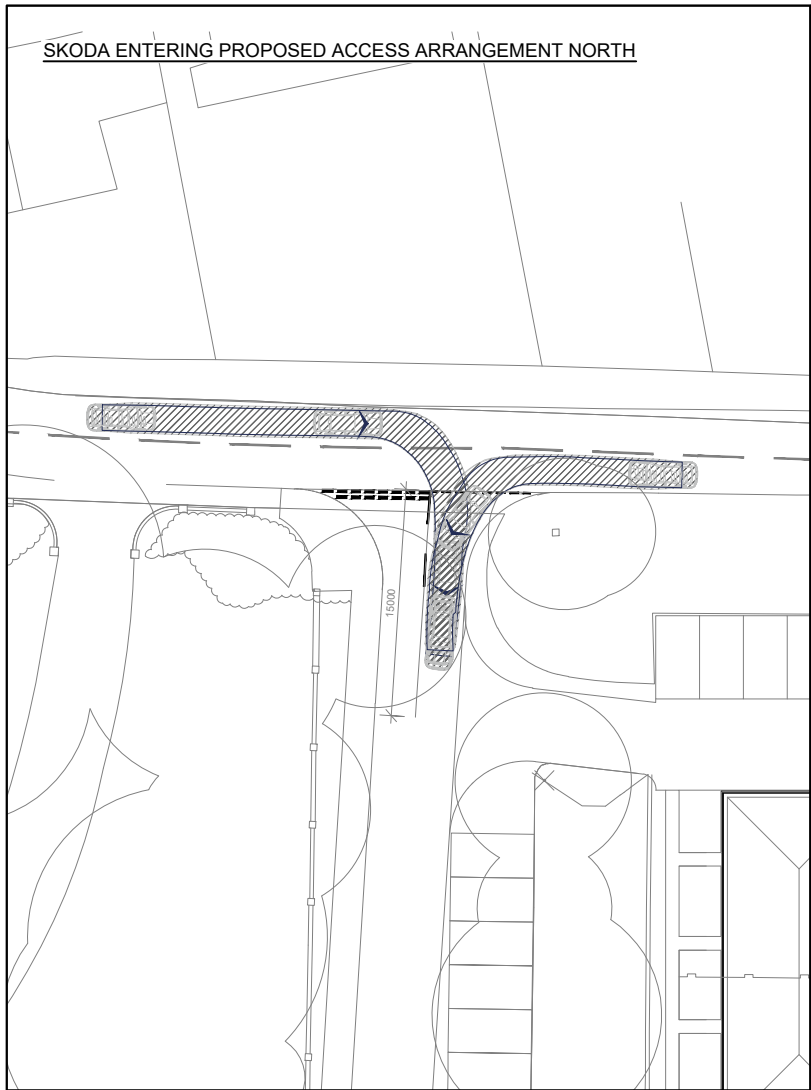
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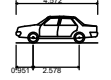
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A4. SWEPT PATH ANALYSIS

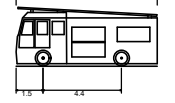


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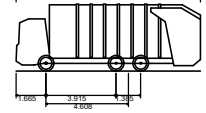
VEHICLE PROFILES



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



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



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)
 Overall Length 10.320m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.450m

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A	28.01.2022	SITE LAYOUT UPDATED	MZ	AP	LT
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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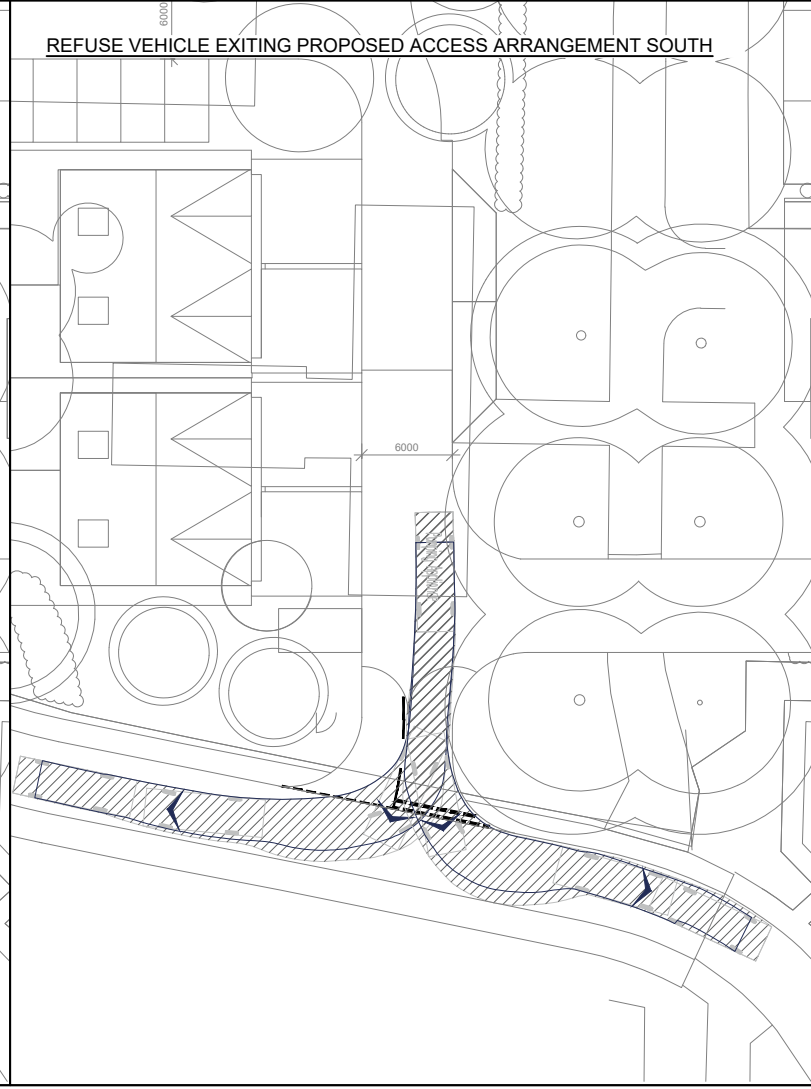
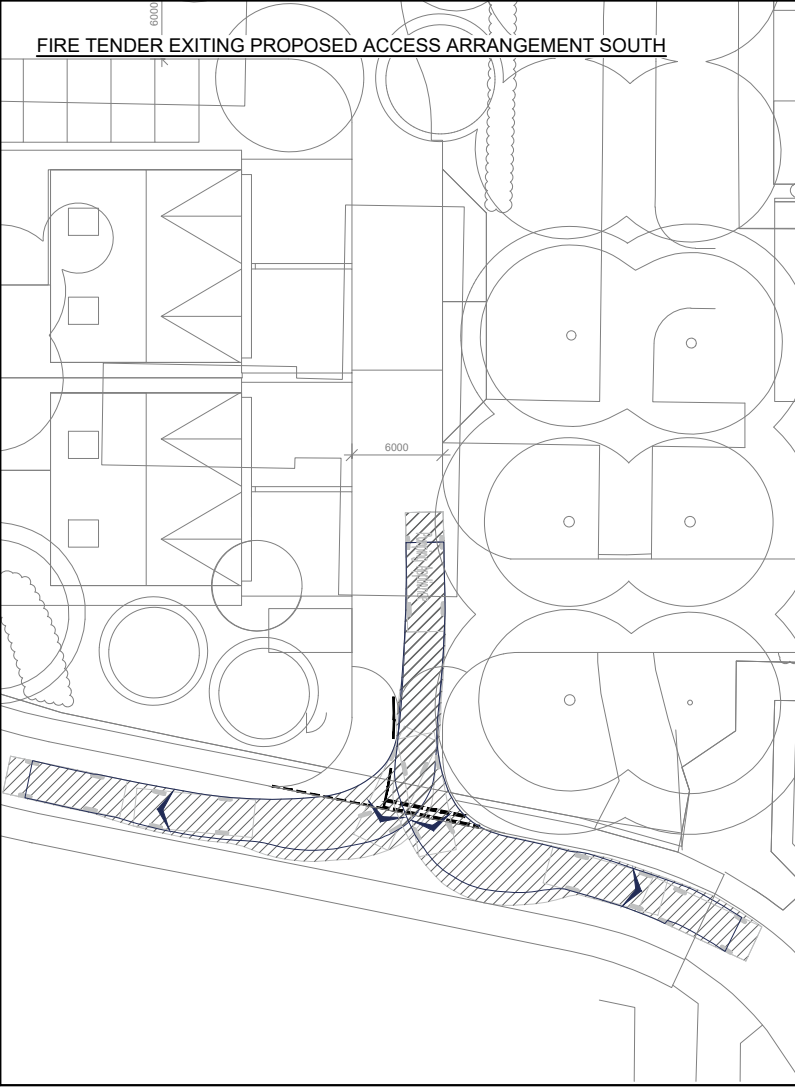
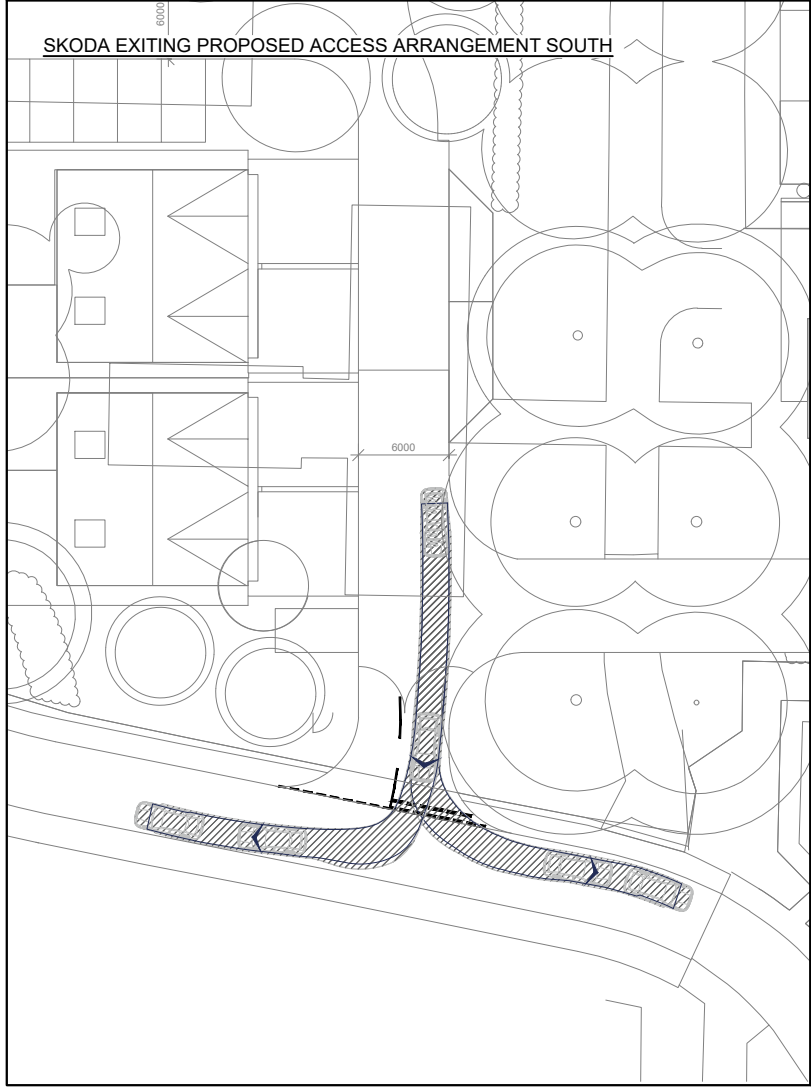
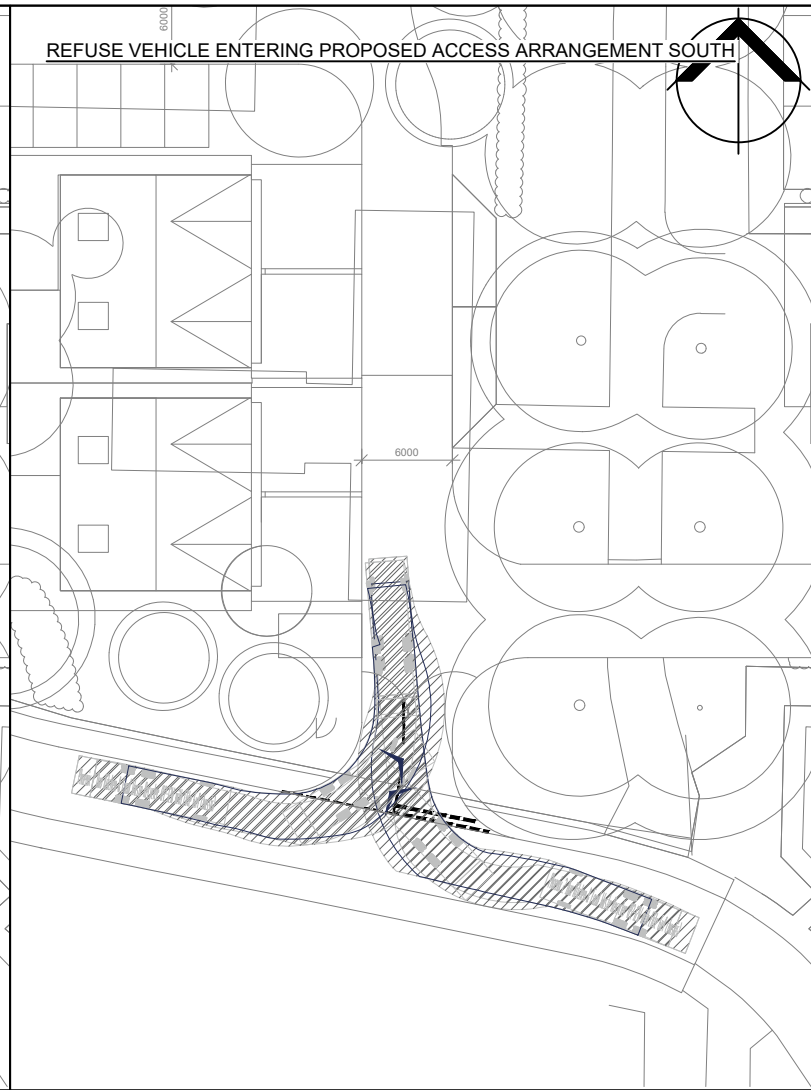
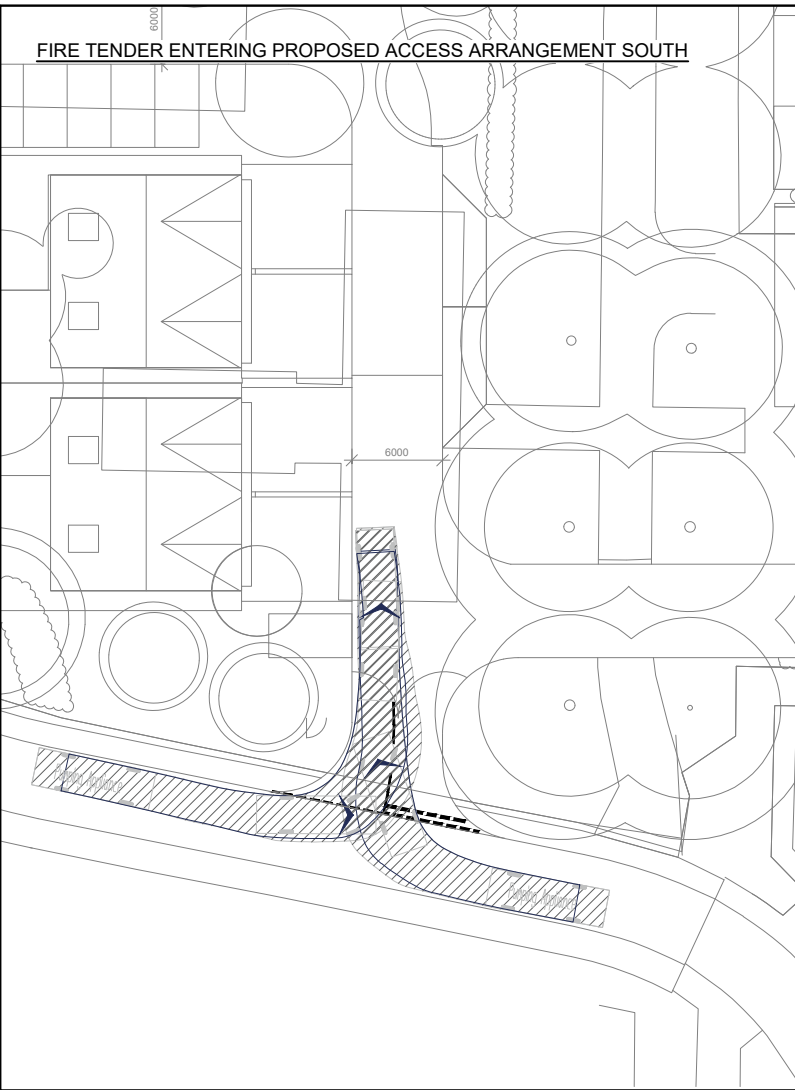
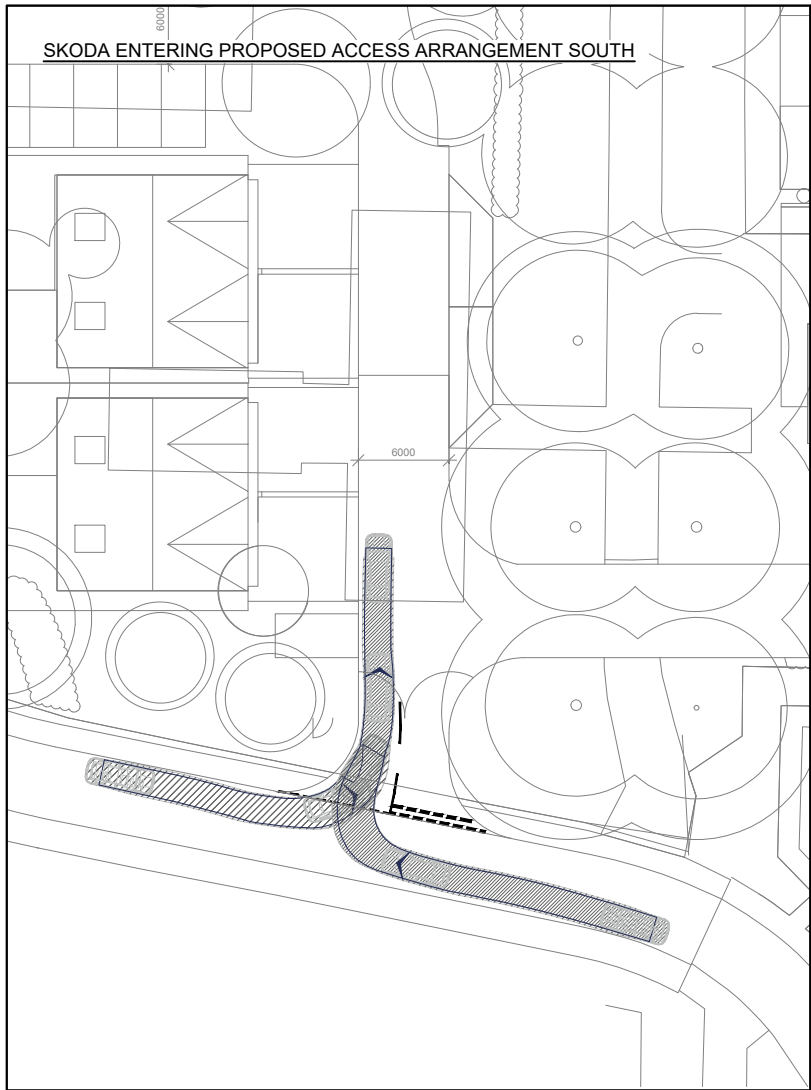
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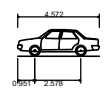
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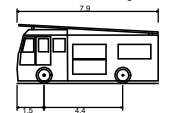


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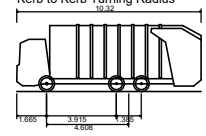
VEHICLE PROFILES



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



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



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)
 Overall Length 10.320m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.450m

C	22.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
B	21.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
A	29.01.2022	SITE LAYOUT UPDATED	MZ	AP	LT
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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CLIENT

CHASE NEW HOMES

PROJECT

FORMER FRIENDS SCHOOL, BISHOP'S STORTFORD

TITLE

SOUTHERN ACCESS ARRANGEMENT

VEHICLE TRACKING

DRAWN BY MZ	CHECKED BY AP	APPROVED BY LT
	15/11/2021	15/11/2021

SCALE @ A3 1 : 500	DATE 15/11/2021
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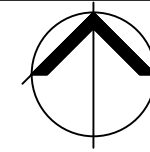
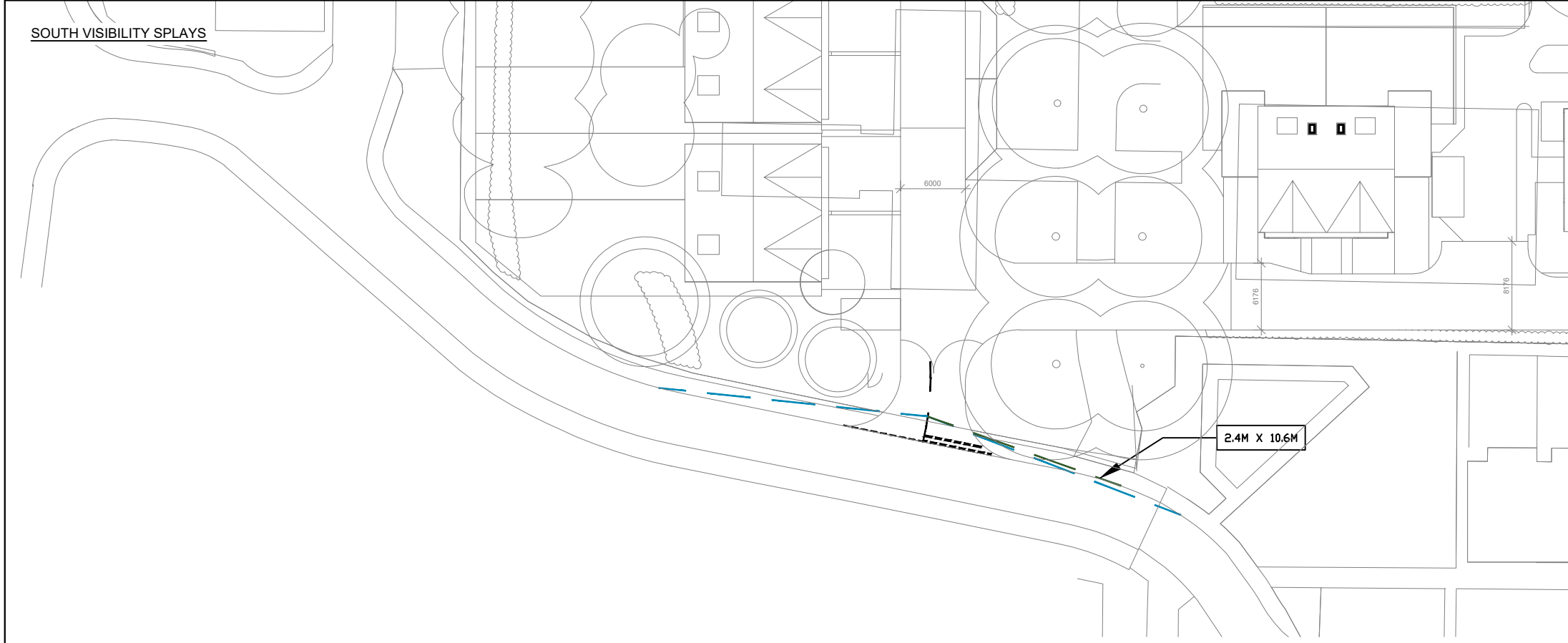
PROJECT NO. 21-T055	DRAWING NO. 01.2	REV. C
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NORTH VISIBILITY SPLAYS



SOUTH VISIBILITY SPLAYS



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VISIBILITY SPLAYS:

NORTH VISIBILITY ACCESS SPLAYS:
 2.4M X 41M JUNCTION VISIBILITY SPLAY
 (BASED ON 30MPH AS PER MfS STANDARDS)

SOUTH VISIBILITY ACCESS SPLAYS:
 2.4M X 25M JUNCTION VISIBILITY SPLAY
 (BASED ON 20MPH AS PER MfS STANDARDS)

TANGENTIAL VISIBILITY

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	22.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
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SOUTHERN ACCESS ARRANGEMENT

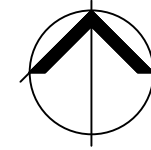
VISIBILITY SPLAYS

DRAWN BY MZ	CHECKED BY AP	APPROVED BY LT
	DATE 15/11/2021	DATE 15/11/2021

SCALE @ A3 1 : 500	DATE 15/11/2021
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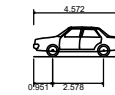
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VEHICLE PROFILES



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

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	23.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
B	21.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
A	28.01.2022	SITE LAYOUT UPDATED	MZ	AP	LT

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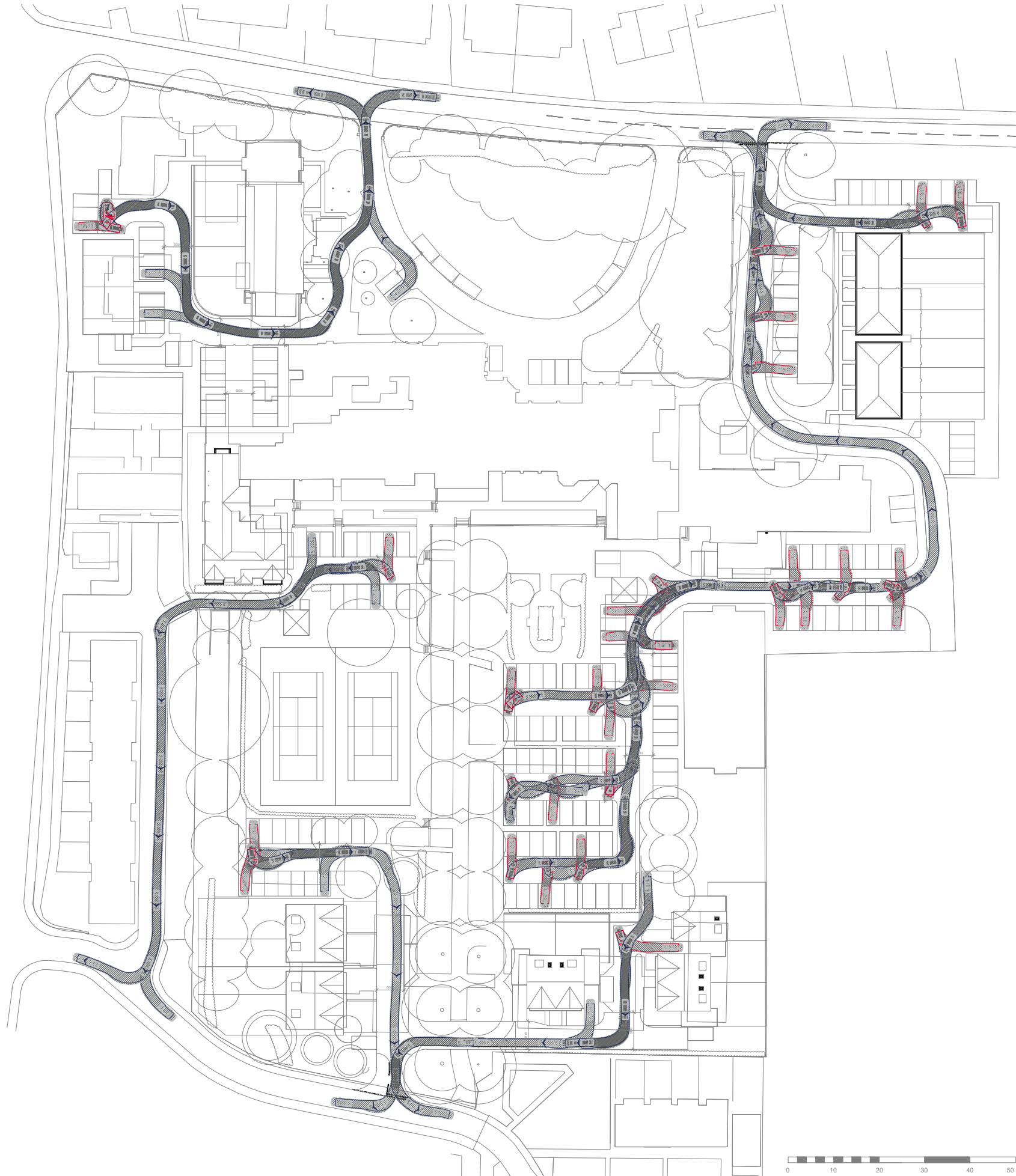
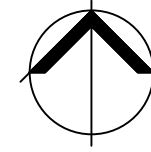
SOUTHERN ACCESS ARRANGEMENT

SKODA PARKING

DRAWN BY MZ	CHECKED BY AP	APPROVED BY LT
	15/11/2021	15/11/2021

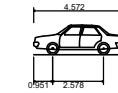
SCALE @ A3 1 : 1000	DATE 15/11/2021
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PROJECT NO. 21-T055	DRAWING NO. 04.1	REV. C
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VEHICLE PROFILES



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

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	23.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
B	21.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
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SOUTHERN ACCESS ARRANGEMENT

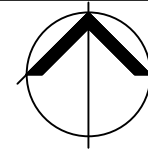
SKODA PARKING BAYS

DRAWN BY MZ	CHECKED BY AP	APPROVED BY LT
	15/11/2021	15/11/2021

SCALE @ A3 1 : 1000	DATE 15/11/2021
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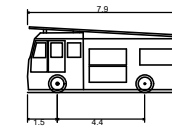
PROJECT NO. 21-T055	DRAWING NO. 04.2	REV. C
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FIRE TENDER ENTERING



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VEHICLE PROFILES



Pumping Appliance	7.800m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	23.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
B	21.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
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FIRE TENDER TRACKING

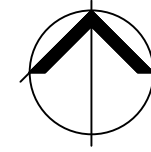
DRAWN BY MZ	CHECKED BY AP 15/11/2021	APPROVED BY LT 15/11/2021
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SCALE @ A3 1 : 1000	DATE 15/11/2021
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PROJECT NO. 21-T055	DRAWING NO. 04.3	REV. C
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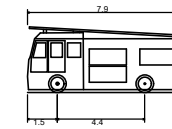
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VEHICLE PROFILES



Pumping Appliance	7.800m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	22.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
B	21.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
A	28.01.2022	SITE LAYOUT UPDATED	MZ	AP	LT

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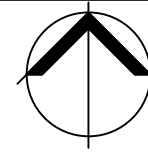
FIRE TENDER TRACKING

DRAWN BY MZ	CHECKED BY AP	APPROVED BY LT
	15/11/2021	15/11/2021

SCALE @ A3 1 : 1000	DATE 15/11/2021
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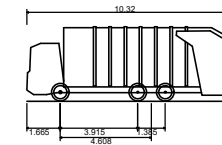
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VEHICLE PROFILES



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)
 Overall Length 10.320m
 Overall Width 2.530m
 Overall Body Height 3.755m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.450m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	23.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
B	22.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
A	28.01.2022	SITE LAYOUT UPDATED	MZ	AP	LT

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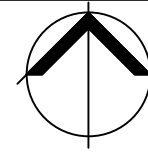
REFUSE VEHICLE TRACKING

DRAWN BY MZ	CHECKED BY AP	APPROVED BY LT
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SCALE @ A3 1 : 1000	DATE 15/11/2021
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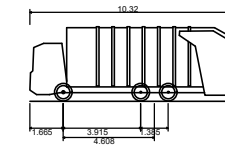
PROJECT NO. 21-T055	DRAWING NO. 04.5	REV. C
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REFUSE VEHICLE EXITING



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VEHICLE PROFILES



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)
 Overall Length 10.320m
 Overall Width 2.530m
 Overall Body Height 3.755m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.450m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
C	23.02.2022	SITE LAYOUT UPDATED	MZ	AP	LT
B	22.02.2022	SITE LAYOUT UPDATED	MZ	RB	LT
A	28.01.2022	SITE LAYOUT UPDATED	MZ	AP	LT

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REFUSE VEHICLE TRACKING

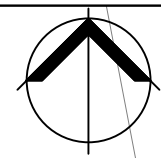
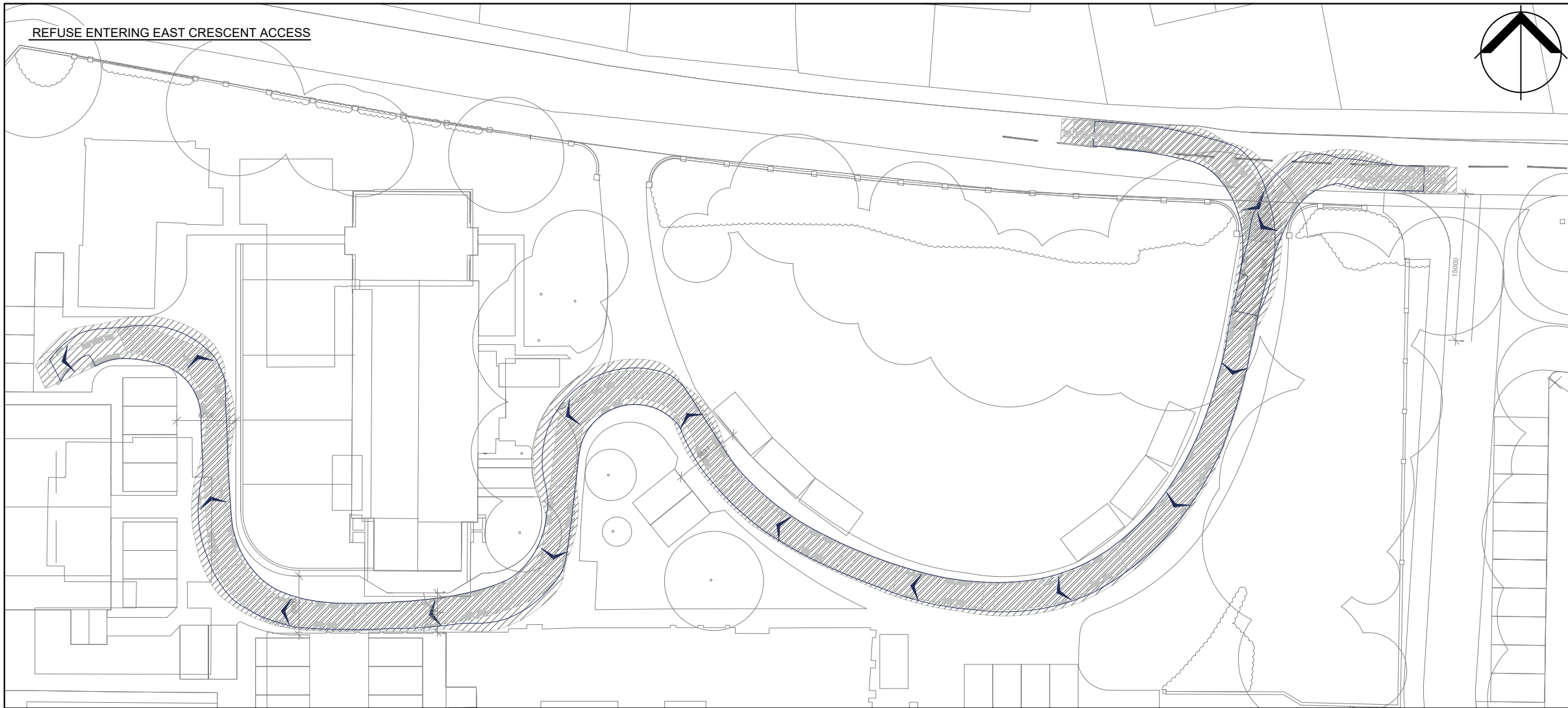
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	15/11/2021	15/11/2021

SCALE @ A3 1 : 1000	DATE 15/11/2021
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PROJECT NO. 21-T055	DRAWING NO. 04.6	REV. C
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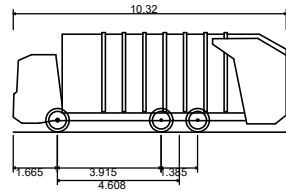
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REFUSE ENTERING EAST CRESCENT ACCESS



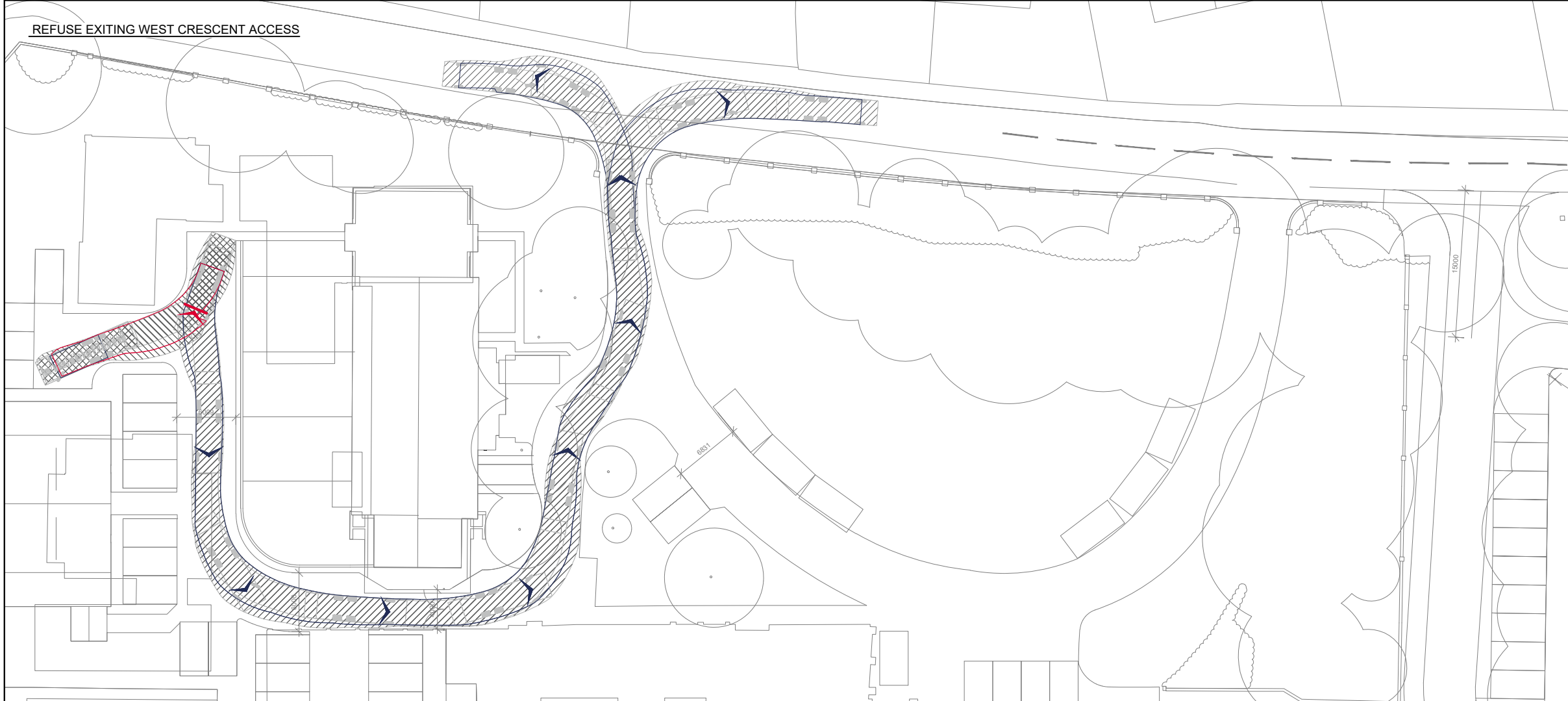
- NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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VEHICLE PROFILES



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)
 Overall Length 10.320m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.450m

REFUSE EXITING WEST CRESCENT ACCESS



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	24.02.2022	SITE LAYOUT UPDATED	MZ	LT	LT

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NORTHERN CRESCENT ACCESS

DRAWN BY MZ	CHECKED BY LT	APPROVED BY LT
	22/02/2022	22/02/2022

SCALE @ A3 1 : 500	DATE 22/02/2022
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PROJECT NO. 21-T055	DRAWING NO. 05.1	REV. A
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A5. EAS TRANSPORT ASSESSMENT – TRICS OUTPUT DATA



Appendix: J – TRICs Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 7 to 363 (units:)
 Range Selected by User: 7 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	1 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
------------------------------------	---

Selected Location Sub Categories:

Residential Zone	9
------------------	---

Secondary Filtering selection:Use Class:

C3	8 days
----	--------

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

Travel Plan:

Yes	2 days
No	7 days

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED	CAMBRIDGESHIRE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
2	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 17/10/16		Survey Type: MANUAL
3	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: MONDAY 27/11/17		Survey Type: MANUAL
4	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: THURSDAY 14/07/16		Survey Type: MANUAL
5	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
6	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
7	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12		Survey Type: MANUAL
8	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 Survey date: TUESDAY 23/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	77	0.084	9	77	0.307	9	77	0.391
08:00 - 09:00	9	77	0.110	9	77	0.395	9	77	0.505
09:00 - 10:00	9	77	0.136	9	77	0.163	9	77	0.299
10:00 - 11:00	9	77	0.107	9	77	0.137	9	77	0.244
11:00 - 12:00	9	77	0.146	9	77	0.136	9	77	0.282
12:00 - 13:00	9	77	0.160	9	77	0.150	9	77	0.310
13:00 - 14:00	9	77	0.169	9	77	0.170	9	77	0.339
14:00 - 15:00	9	77	0.169	9	77	0.182	9	77	0.351
15:00 - 16:00	9	77	0.245	9	77	0.193	9	77	0.438
16:00 - 17:00	9	77	0.326	9	77	0.201	9	77	0.527
17:00 - 18:00	9	77	0.371	9	77	0.206	9	77	0.577
18:00 - 19:00	9	77	0.312	9	77	0.221	9	77	0.533
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.335			2.461			4.796

Parameter summary

Trip rate parameter range selected:	7 - 363 (units:)
Survey date date range:	01/01/10 - 19/04/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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	77	0.000	9	77	0.000	9	77	0.000
08:00 - 09:00	9	77	0.006	9	77	0.006	9	77	0.012
09:00 - 10:00	9	77	0.004	9	77	0.004	9	77	0.008
10:00 - 11:00	9	77	0.006	9	77	0.007	9	77	0.013
11:00 - 12:00	9	77	0.004	9	77	0.006	9	77	0.010
12:00 - 13:00	9	77	0.003	9	77	0.006	9	77	0.009
13:00 - 14:00	9	77	0.003	9	77	0.003	9	77	0.006
14:00 - 15:00	9	77	0.004	9	77	0.003	9	77	0.007
15:00 - 16:00	9	77	0.001	9	77	0.001	9	77	0.002
16:00 - 17:00	9	77	0.004	9	77	0.001	9	77	0.005
17:00 - 18:00	9	77	0.001	9	77	0.004	9	77	0.005
18:00 - 19:00	9	77	0.000	9	77	0.000	9	77	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.041			0.077

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	77	0.007	9	77	0.016	9	77	0.023
08:00 - 09:00	9	77	0.000	9	77	0.012	9	77	0.012
09:00 - 10:00	9	77	0.001	9	77	0.004	9	77	0.005
10:00 - 11:00	9	77	0.001	9	77	0.004	9	77	0.005
11:00 - 12:00	9	77	0.004	9	77	0.003	9	77	0.007
12:00 - 13:00	9	77	0.007	9	77	0.003	9	77	0.010
13:00 - 14:00	9	77	0.001	9	77	0.000	9	77	0.001
14:00 - 15:00	9	77	0.000	9	77	0.004	9	77	0.004
15:00 - 16:00	9	77	0.016	9	77	0.006	9	77	0.022
16:00 - 17:00	9	77	0.007	9	77	0.001	9	77	0.008
17:00 - 18:00	9	77	0.014	9	77	0.006	9	77	0.020
18:00 - 19:00	9	77	0.004	9	77	0.004	9	77	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.063			0.125

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	77	0.105	9	77	0.447	9	77	0.552
08:00 - 09:00	9	77	0.150	9	77	0.680	9	77	0.830
09:00 - 10:00	9	77	0.190	9	77	0.251	9	77	0.441
10:00 - 11:00	9	77	0.162	9	77	0.209	9	77	0.371
11:00 - 12:00	9	77	0.196	9	77	0.201	9	77	0.397
12:00 - 13:00	9	77	0.221	9	77	0.232	9	77	0.453
13:00 - 14:00	9	77	0.234	9	77	0.257	9	77	0.491
14:00 - 15:00	9	77	0.231	9	77	0.260	9	77	0.491
15:00 - 16:00	9	77	0.405	9	77	0.283	9	77	0.688
16:00 - 17:00	9	77	0.567	9	77	0.290	9	77	0.857
17:00 - 18:00	9	77	0.610	9	77	0.293	9	77	0.903
18:00 - 19:00	9	77	0.524	9	77	0.330	9	77	0.854
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.595			3.733			7.328

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	77	0.010	9	77	0.039	9	77	0.049
08:00 - 09:00	9	77	0.019	9	77	0.110	9	77	0.129
09:00 - 10:00	9	77	0.033	9	77	0.030	9	77	0.063
10:00 - 11:00	9	77	0.023	9	77	0.032	9	77	0.055
11:00 - 12:00	9	77	0.023	9	77	0.025	9	77	0.048
12:00 - 13:00	9	77	0.042	9	77	0.026	9	77	0.068
13:00 - 14:00	9	77	0.043	9	77	0.022	9	77	0.065
14:00 - 15:00	9	77	0.030	9	77	0.042	9	77	0.072
15:00 - 16:00	9	77	0.074	9	77	0.027	9	77	0.101
16:00 - 17:00	9	77	0.059	9	77	0.040	9	77	0.099
17:00 - 18:00	9	77	0.071	9	77	0.052	9	77	0.123
18:00 - 19:00	9	77	0.043	9	77	0.043	9	77	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.470			0.488			0.958

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	77	0.001	9	77	0.042	9	77	0.043
08:00 - 09:00	9	77	0.001	9	77	0.025	9	77	0.026
09:00 - 10:00	9	77	0.003	9	77	0.013	9	77	0.016
10:00 - 11:00	9	77	0.004	9	77	0.009	9	77	0.013
11:00 - 12:00	9	77	0.003	9	77	0.006	9	77	0.009
12:00 - 13:00	9	77	0.004	9	77	0.010	9	77	0.014
13:00 - 14:00	9	77	0.004	9	77	0.001	9	77	0.005
14:00 - 15:00	9	77	0.004	9	77	0.004	9	77	0.008
15:00 - 16:00	9	77	0.017	9	77	0.000	9	77	0.017
16:00 - 17:00	9	77	0.017	9	77	0.004	9	77	0.021
17:00 - 18:00	9	77	0.036	9	77	0.003	9	77	0.039
18:00 - 19:00	9	77	0.023	9	77	0.001	9	77	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.118			0.235

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

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	77	0.124	9	77	0.544	9	77	0.668
08:00 - 09:00	9	77	0.170	9	77	0.825	9	77	0.995
09:00 - 10:00	9	77	0.228	9	77	0.299	9	77	0.527
10:00 - 11:00	9	77	0.190	9	77	0.254	9	77	0.444
11:00 - 12:00	9	77	0.227	9	77	0.234	9	77	0.461
12:00 - 13:00	9	77	0.274	9	77	0.271	9	77	0.545
13:00 - 14:00	9	77	0.283	9	77	0.280	9	77	0.563
14:00 - 15:00	9	77	0.266	9	77	0.310	9	77	0.576
15:00 - 16:00	9	77	0.512	9	77	0.316	9	77	0.828
16:00 - 17:00	9	77	0.651	9	77	0.336	9	77	0.987
17:00 - 18:00	9	77	0.732	9	77	0.354	9	77	1.086
18:00 - 19:00	9	77	0.595	9	77	0.380	9	77	0.975
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.252			4.403			8.655

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : E - RESIDENTIAL SCHOOL

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	OX OXFORDSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	1 days

Secondary Filtering selection:

Parameter: Number of pupils
 Actual Range: 350 to 700 (units:)
 Range Selected by User: 212 to 700 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/11/14

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	1
Village	1
No Sub Category	1

Secondary Filtering selection:Use Class:

C2	2 days
D1	1 days

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

Travel Plan:

Yes	1 days
No	2 days

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|---------------------------|---------------------|
| 1 | AR-04-E-01
COLLEGE HILL
ARMAGH | RESIDENTIAL SCHOOL | ARMAGH |
| | Edge of Town Centre
No Sub Category
Total Number of pupils: 700
Survey date: WEDNESDAY 26/11/14 | | Survey Type: MANUAL |
| 2 | DH-04-E-02
GRANGE ROAD
DARLINGTON | RES. SCHOOL | DURHAM |
| | Edge of Town Centre
Residential Zone
Total Number of pupils: 350
Survey date: TUESDAY 21/06/11 | | Survey Type: MANUAL |
| 3 | OX-04-E-01
BANBURY ROAD
NEAR BANBURY
BLOXHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 410
Survey date: THURSDAY 10/11/11 | RES. SCHOOL | OXFORDSHIRE |
| | | | Survey Type: MANUAL |

TRIP RATE for Land Use 04 - EDUCATION/E - RESIDENTIAL SCHOOL

VEHICLES**Calculation factor: 1****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	487	0.048	3	487	0.021	3	487	0.069
08:00 - 09:00	3	487	0.288	3	487	0.176	3	487	0.464
09:00 - 10:00	3	487	0.045	3	487	0.038	3	487	0.083
10:00 - 11:00	3	487	0.020	3	487	0.022	3	487	0.042
11:00 - 12:00	3	487	0.023	3	487	0.021	3	487	0.044
12:00 - 13:00	3	487	0.042	3	487	0.051	3	487	0.093
13:00 - 14:00	3	487	0.082	3	487	0.047	3	487	0.129
14:00 - 15:00	3	487	0.033	3	487	0.040	3	487	0.073
15:00 - 16:00	3	487	0.072	3	487	0.132	3	487	0.204
16:00 - 17:00	3	487	0.058	3	487	0.112	3	487	0.170
17:00 - 18:00	3	487	0.054	3	487	0.066	3	487	0.120
18:00 - 19:00	3	487	0.053	3	487	0.065	3	487	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.818			0.791			1.609

Parameter summary

Trip rate parameter range selected:	350 - 700 (units:)
Survey date date range:	01/01/10 - 26/11/14
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 04 - EDUCATION/E - RESIDENTIAL SCHOOL

OGVS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	487	0.001	3	487	0.001	3	487	0.002
08:00 - 09:00	3	487	0.000	3	487	0.001	3	487	0.001
09:00 - 10:00	3	487	0.000	3	487	0.000	3	487	0.000
10:00 - 11:00	3	487	0.000	3	487	0.000	3	487	0.000
11:00 - 12:00	3	487	0.002	3	487	0.002	3	487	0.004
12:00 - 13:00	3	487	0.001	3	487	0.000	3	487	0.001
13:00 - 14:00	3	487	0.001	3	487	0.001	3	487	0.002
14:00 - 15:00	3	487	0.000	3	487	0.000	3	487	0.000
15:00 - 16:00	3	487	0.000	3	487	0.000	3	487	0.000
16:00 - 17:00	3	487	0.000	3	487	0.000	3	487	0.000
17:00 - 18:00	3	487	0.000	3	487	0.000	3	487	0.000
18:00 - 19:00	3	487	0.000	3	487	0.000	3	487	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

TRIP RATE for Land Use 04 - EDUCATION/E - RESIDENTIAL SCHOOL

CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	487	0.003	3	487	0.001	3	487	0.004
08:00 - 09:00	3	487	0.010	3	487	0.001	3	487	0.011
09:00 - 10:00	3	487	0.000	3	487	0.000	3	487	0.000
10:00 - 11:00	3	487	0.001	3	487	0.000	3	487	0.001
11:00 - 12:00	3	487	0.000	3	487	0.001	3	487	0.001
12:00 - 13:00	3	487	0.001	3	487	0.000	3	487	0.001
13:00 - 14:00	3	487	0.000	3	487	0.001	3	487	0.001
14:00 - 15:00	3	487	0.002	3	487	0.001	3	487	0.003
15:00 - 16:00	3	487	0.001	3	487	0.000	3	487	0.001
16:00 - 17:00	3	487	0.001	3	487	0.010	3	487	0.011
17:00 - 18:00	3	487	0.001	3	487	0.004	3	487	0.005
18:00 - 19:00	3	487	0.000	3	487	0.001	3	487	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

A6. 2011 CENSUS OUTPUT DATA

date	geography	Rural	Urban	Method of Travel to Work: All categories	Method of Travel to Work: mainly at or from home;	Method of Travel to Work: Underground, metro, light rail, tram;	Method of Travel to Work: Train;	Method of Travel to Work: Bus, or coach;	Method of Travel to Work: Taxi;	Method of Travel to Work: Motorcycle, scooter or moped;	Method of Travel to Work: Driving a car or van;	Method of Travel to Work: Passenger in a car or van;	Method of Travel to Work: Bicycle;	Method of Travel to Work: On foot;	Method of Travel to Work: Other method of travel to work;	Method of Travel to Work: Not in employment;	Total Modes	Method of Travel to Work: mainly at or from home;	Method of Travel to Work: Underground, metro, light rail, tram;	Method of Travel to Work: Train;	Method of Travel to Work: Bus, or coach;	Method of Travel to Work: Motorcycle, scooter or moped;	Method of Travel to Work: Driving a car or van;	Method of Travel to Work: Passenger in a car or van;	Method of Travel to Work: Bicycle;	Method of Travel to Work: On foot;	
				measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value		measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value
2011	ttlesford 0C		Total	8611	350	14	390	109	28	40	3717	264	73	1156	42	2428	6141	5.7%	0.2%	6.4%	1.8%	0.5%	0.7%	60.5%	4.3%	1.2%	18.8%
				5819			390	109	28	40	3717	264	73	1156	42												
							7	2	0	1	64	5	1	20	1												

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Period	Trip Rate (Per Unit)			Flows (Based on 88 Units)		
	Arrive	Depart	2-way	Arrive	Depart	2-way
AM Peak (08:00-09:00)	0.11	0.395	0.505	11	38	48
PM Peak (17:00-18:00)	0.371	0.206	0.577	36	20	55

Mode	Share	AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	7%	1	4	5	4	2	6
Bus	2%	0	1	1	1	1	2
Motorcycle	1%	0	0	0	0	0	0
Taxi	1%	0	0	1	0	0	1
Car Driver	64%	11	38	48	36	20	55
Car Passenger	5%	1	3	3	3	1	4
Bicycle	1%	0	1	1	1	0	1
On Foot	20%	3	12	15	11	6	17
Other	1%	0	0	1	0	0	1
Total	100%	17	60	76	56	31	87

17 60 76 56 31 87

12 42 54 40 22 60

date	geography	Rural	Urban	Cars: All categories: Car or van availability;	Cars: No cars or vans in household;	Cars: 1 car or van in household;	Cars: 2 cars or vans in household;	Cars: 3 cars or vans in household;	Cars: 4 or more cars or vans in household;	Cars: sum of all cars or vans in the area;	Car Ownership
				measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	measures: Value	
2011	ttlesford 0C		Total	5158	999	2300	1434	315	110	6605	1.28