

PM Peak Summary	
Total number of counts considered	46
VISSIM model counts with GEH <3 (Critical Links only)	46
% of VISSIM counts with GEH <3	100.00%
VISSIM model counts with GEH <5	46
% of VISSIM counts with GEH <5	100.00%
VISSIM model counts with GEH <10	46
% of VISSIM counts with GEH <10	100.00%
VISSIM model counts meeting WebTAG Unit 3.1 criteria	46
% of VISSIM counts meeting WebTAG Unit 3.1 flow criteria	100.00%

PM Peak 17:00 to 18:00

JUNCTION / MOVEMENT			Vehicle Flow		DIFFERENCE		GEH Criteria Met?		FLOW			Critical Link	
Junction	Approach	Turn	Lights		Diff.	% Diff.	GEH	GEH	FLOW	<700	700 - 2700		>2700
			Observed	Modelled									
Lower St / B1051 Grove Hill	Lower Street N	Left	17	16	-1	-6%	0.25	✓	✓				Y
		Ahead	141	135	-6	-4%	0.51	✓	✓				Y
	B1051	Left	193	197	4	2%	0.29	✓	✓				Y
		Right	14	13	-1	-7%	0.27	✓	✓				Y
	Lower Street S	Ahead	263	234	-29	-11%	1.84	✓	✓				Y
		Right	307	302	-5	-2%	0.29	✓	✓				Y
Chapel Hill / Church Rd Mini R'bout	Lower Street	Left	27	25	-2	-7%	0.39	✓	✓				Y
		Ahead	172	161	-11	-6%	0.85	✓	✓				Y
		Right	135	144	9	7%	0.76	✓	✓				Y
		U-Turn	2	3	1	50%	0.63	✓	✓				Y
	Mountfitchet Castle St	Left	58	49	-9	-16%	1.23	✓	✓				Y
		Ahead	26	26	0	0%	0.00	✓	✓				Y
		Right	39	36	-3	-8%	0.49	✓	✓				Y
	Church Rd	U-Turn	0	0	0	0%	0.00	✓	✓				Y
		Left	126	120	-6	-5%	0.54	✓	✓				Y
		Ahead	272	263	-9	-3%	0.55	✓	✓				Y
		Right	44	40	-4	-9%	0.62	✓	✓				Y
	B1051 Chapel Hill	U-Turn	1	0	-1	-100%	1.41	✓	✓				Y
		Left	250	236	-14	-6%	0.90	✓	✓				Y
		Ahead	44	41	-3	-7%	0.46	✓	✓				Y
		Right	112	102	-10	-9%	0.97	✓	✓				Y
Station Rd / Church Rd	Church Rd N	U-Turn	1	0	-1	-100%	1.41	✓	✓				Y
		Ahead	306	276	-30	-10%	1.76	✓	✓				Y
	Church Rd S	Right	38	36	-2	-5%	0.33	✓	✓				Y
		Left	20	21	1	5%	0.22	✓	✓				Y
	Station Rd	Ahead	395	380	-15	-4%	0.76	✓	✓				Y
		Left	49	44	-5	-10%	0.73	✓	✓				Y
Chapel Hill / St John's Rd	St John's Rd	Right	25	23	-2	-8%	0.41	✓	✓				Y
		Left	12	8	-4	-33%	1.26	✓	✓				Y
	Chapel Hill E	Right	11	9	-2	-18%	0.63	✓	✓				Y
		Ahead	267	279	12	4%	0.73	✓	✓				Y
	Chapel Hill W	Right	8	6	-2	-25%	0.76	✓	✓				Y
		Left	6	6	0	0%	0.00	✓	✓				Y
Chapel Hill / B1383	B1383 Cambridge Rd N	Ahead	388	371	-17	-4%	0.87	✓	✓				Y
		Left	79	79	0	0%	0.00	✓	✓				Y
		Ahead	416	415	-1	0%	0.05	✓	✓				Y
	B1051 Chapel Hill	Right	21	20	-1	-5%	0.22	✓	✓				Y
		Left	187	192	5	3%	0.36	✓	✓				Y
		Ahead	46	44	-2	-4%	0.30	✓	✓				Y
	B1383 Cambridge Rd S	Right	62	59	-3	-5%	0.39	✓	✓				Y
		Left	65	63	-2	-3%	0.25	✓	✓				Y
		Ahead	480	477	-3	-1%	0.14	✓	✓				Y
	Bentfield Rd	Right	277	276	-1	0%	0.06	✓	✓				Y
		Left	31	30	-1	-3%	0.18	✓	✓				Y
		Ahead	45	42	-3	-7%	0.45	✓	✓				Y
	Right	44	42	-2	-5%	0.30	✓	✓				Y	

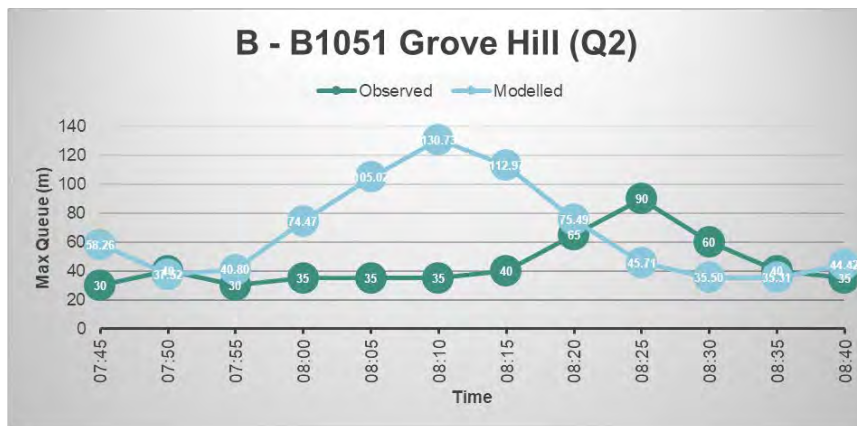
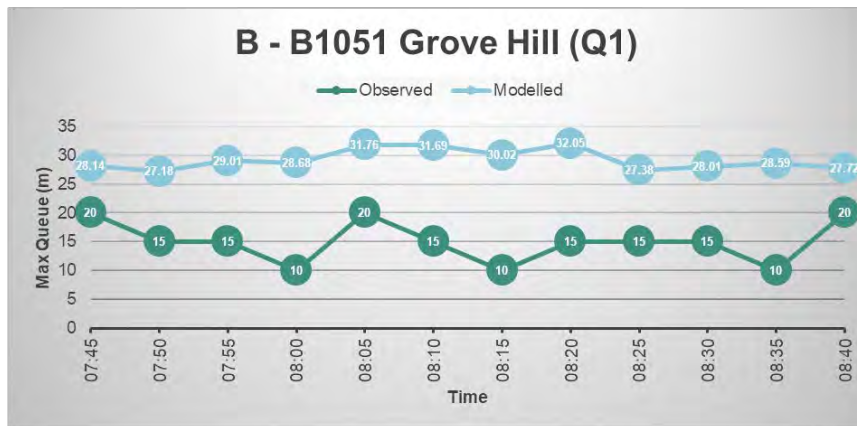
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VISSIM model counts meeting WebTAG Unit 3.1 criteria	46
% of VISSIM counts meeting WebTAG Unit 3.1 flow criteria	100.00%

PM Peak 17:00 to 18:00

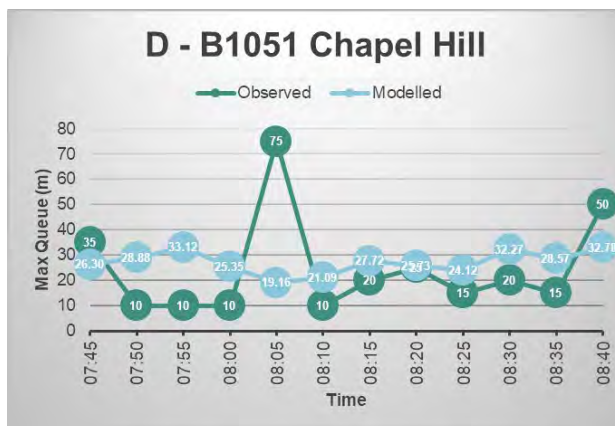
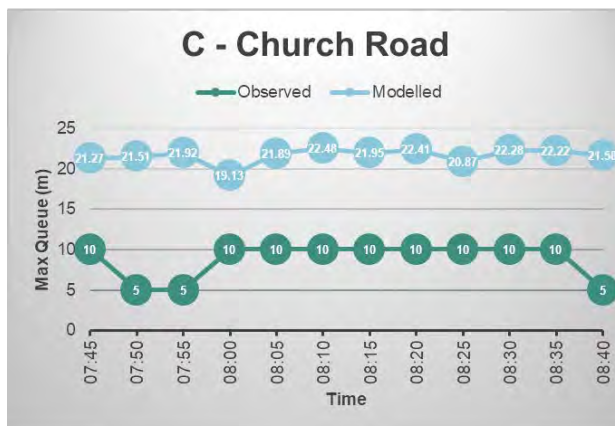
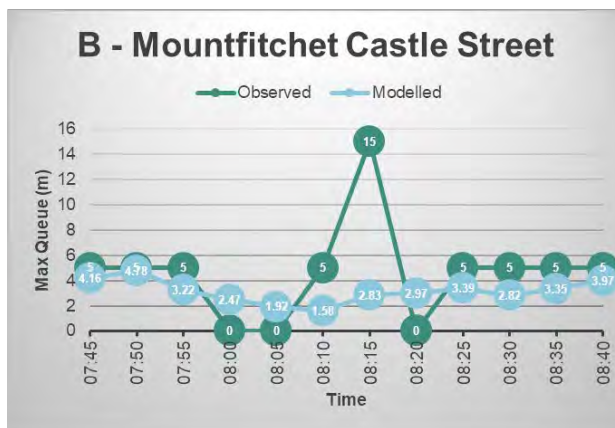
JUNCTION / MOVEMENT			Vehicle Flow		DIFFERENCE		GEH Criteria Met?		FLOW			Critical Link	
Junction	Approach	Turn	Heavies		Diff.	% Diff.	GEH	GEH	FLOW	<700	700 - 2700		>2700
			Observed	Modelled									
Lower St / B1051 Grove Hill	Lower Street N	Left	0	0	0	0%	0.00	✓	✓				Y
		Ahead	1	0	-1	-100%	1.41	✓	✓				Y
	B1051	Left	1	1	0	0%	0.00	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
	Lower Street S	Ahead	2	0	-2	-100%	2.00	✓	✓				Y
		Right	1	1	0	0%	0.00	✓	✓				Y
Chapel Hill / Church Rd Mini R'bout	Lower Street	Left	0	0	0	0%	0.00	✓	✓				Y
		Ahead	2	1	-1	-50%	0.82	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
		U-Turn	1	0	-1	-100%	1.41	✓	✓				Y
	Mountfitchet Castle St	Left	1	0	-1	-100%	1.41	✓	✓				Y
		Ahead	0	0	0	0%	0.00	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
		U-Turn	0	0	0	0%	0.00	✓	✓				Y
	Church Rd	Left	2	1	-1	-50%	0.82	✓	✓				Y
		Ahead	2	1	-1	-50%	0.82	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
		U-Turn	0	0	0	0%	0.00	✓	✓				Y
B1051 Chapel Hill	Left	1	0	-1	-100%	1.41	✓	✓				Y	
	Ahead	0	0	0	0%	0.00	✓	✓				Y	
	Right	1	1	0	0%	0.00	✓	✓				Y	
	U-Turn	0	0	0	0%	0.00	✓	✓				Y	
Station Rd / Church Rd	Church Rd N	Ahead	4	2	-2	-50%	1.15	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
	Church Rd S	Left	0	0	0	0%	0.00	✓	✓				Y
		Ahead	4	2	-2	-50%	1.15	✓	✓				Y
	Station Rd	Left	0	0	0	0%	0.00	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
Chapel Hill / St John's Rd	St John's Rd	Left	0	0	0	0%	0.00	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
	Chapel Hill E	Ahead	1	1	0	0%	0.00	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
	Chapel Hill W	Left	0	0	0	0%	0.00	✓	✓				Y
		Ahead	2	1	-1	-50%	0.82	✓	✓				Y
Chapel Hill / B1383	B1383 Cambridge Rd N	Left	1	0	-1	-100%	1.41	✓	✓				Y
		Ahead	7	1	-6	-86%	3.00	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y
	B1051 Chapel Hill	Left	0	0	0	0%	0.00	✓	✓				Y
		Ahead	1	0	-1	-100%	1.41	✓	✓				Y
		Right	0	1	1	-	1.41	✓	✓				Y
	B1383 Cambridge Rd S	Left	1	0	-1	-100%	1.41	✓	✓				Y
		Ahead	4	0	-4	-100%	2.83	✓	✓				Y
		Right	1	1	0	0%	0.00	✓	✓				Y
	Bentfield Rd	Left	0	0	0	0%	0.00	✓	✓				Y
		Ahead	0	0	0	0%	0.00	✓	✓				Y
		Right	0	0	0	0%	0.00	✓	✓				Y

**APPENDIX G:
QUEUE COMPARISON**

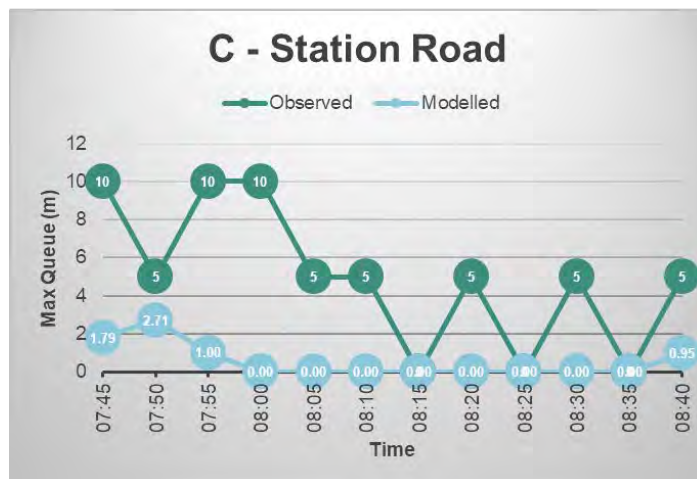
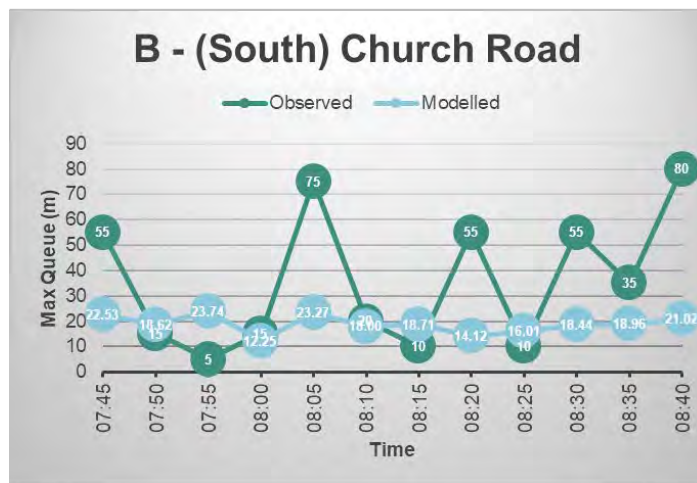
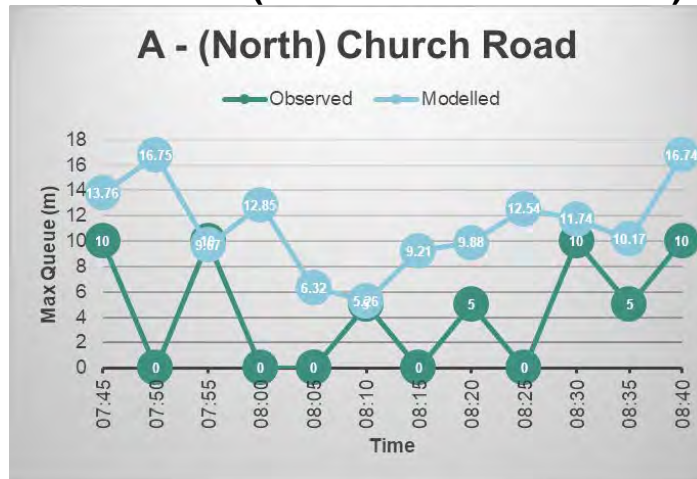
AM Peak - J1 (Lower St / B1051 Grove Hill)



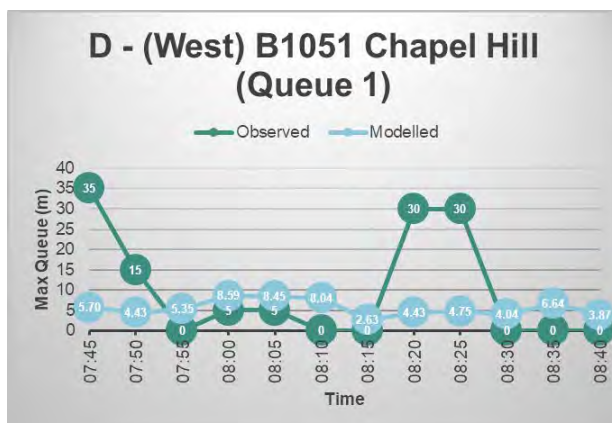
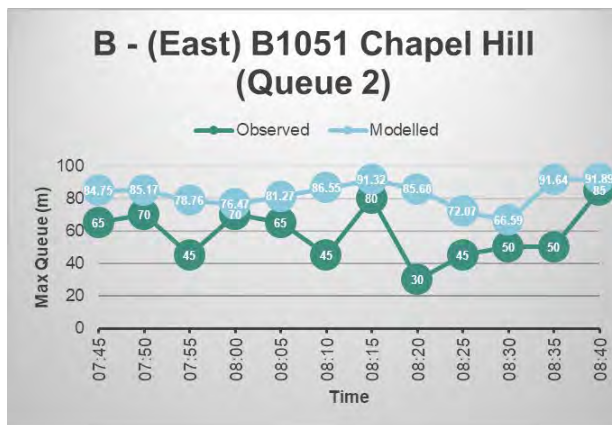
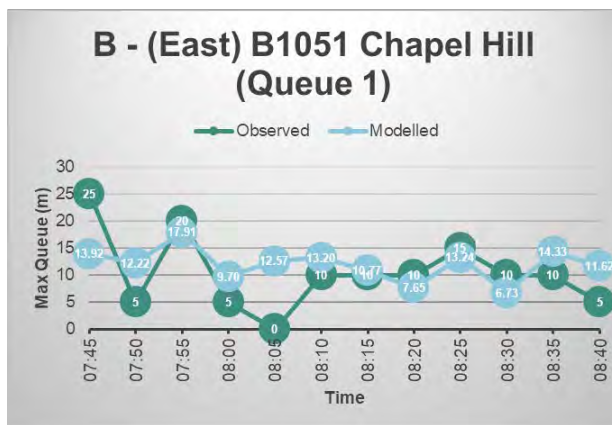
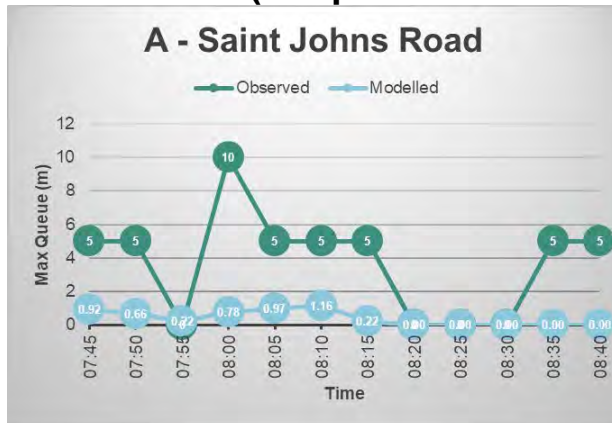
AM Peak - J2 (Chapel Hill / Church Rd Mini R'bout)

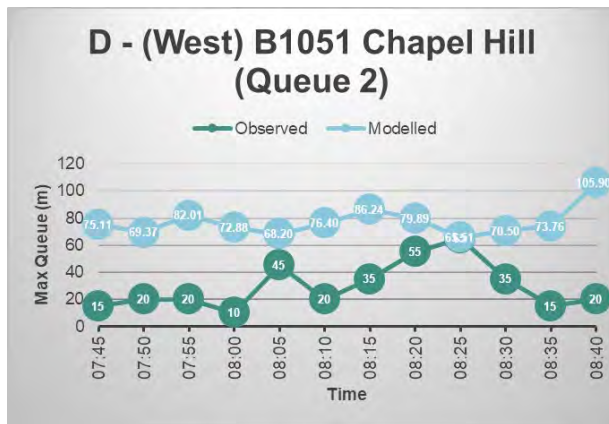


AM Peak - J3 (Station Rd / Church Rd)

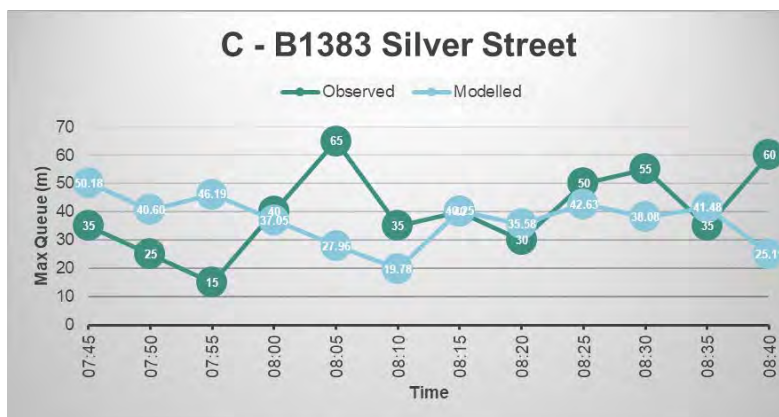
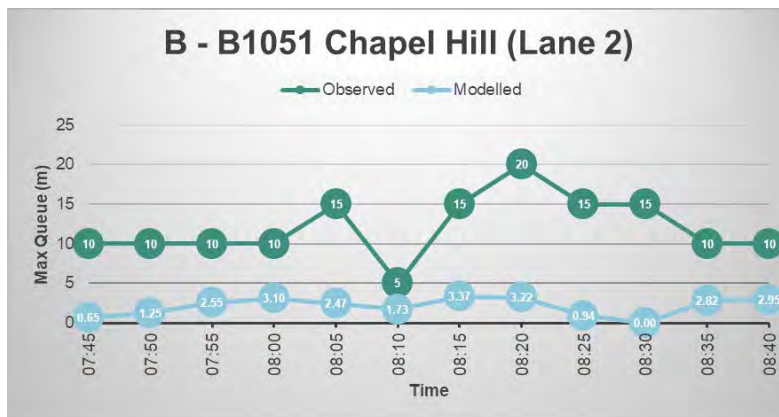
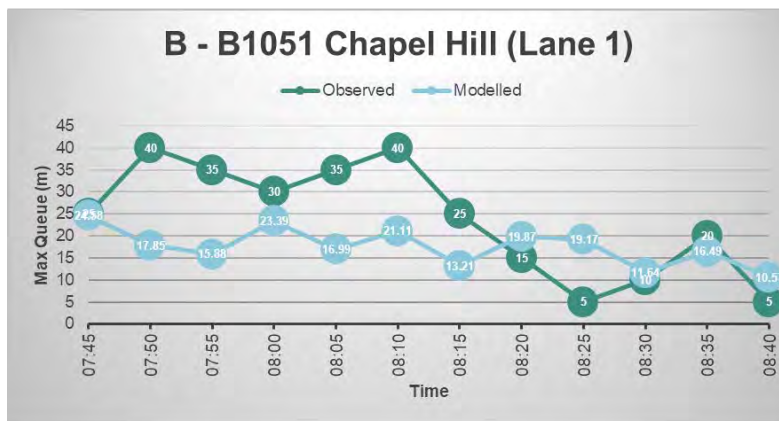
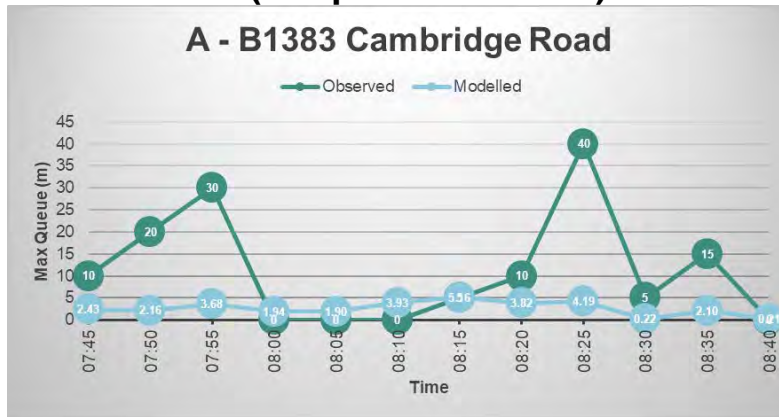


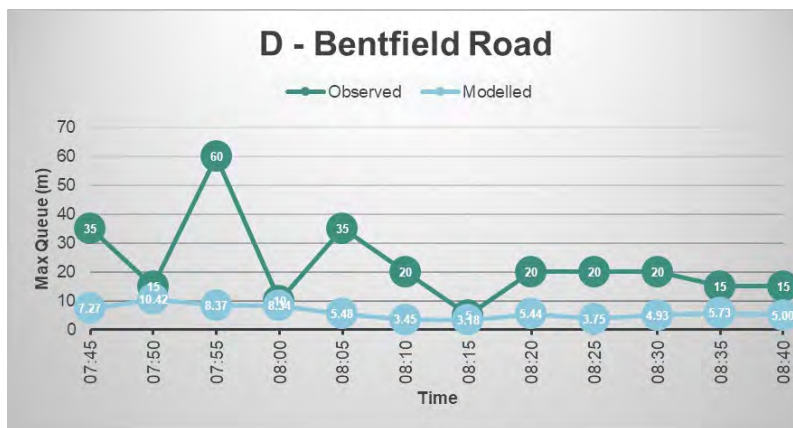
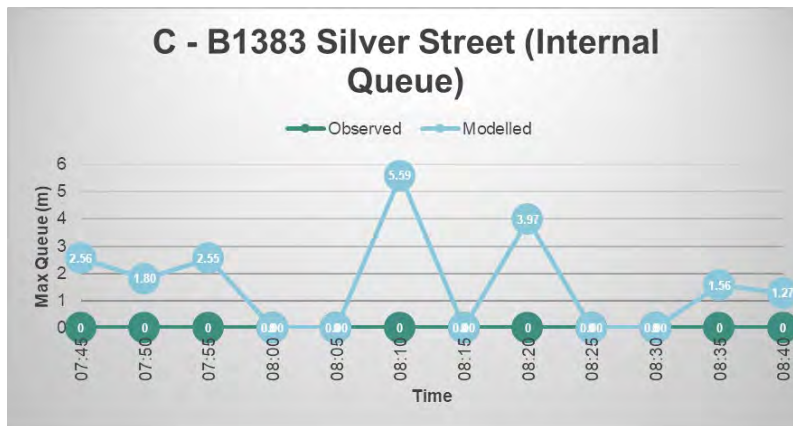
AM Peak - J4 (Chapel Hill / St John's Rd)



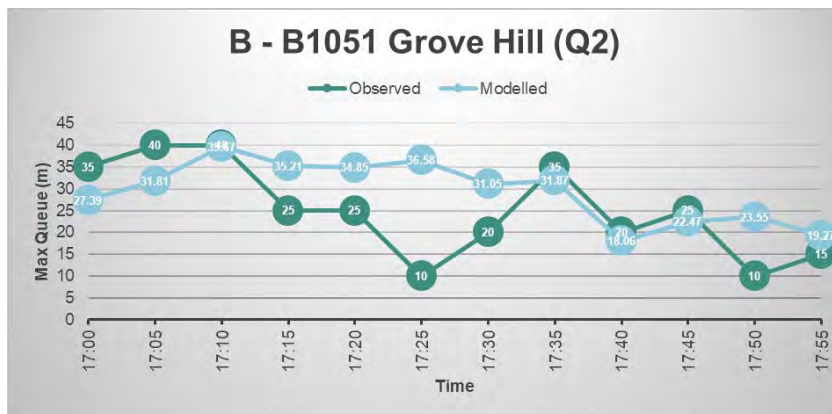
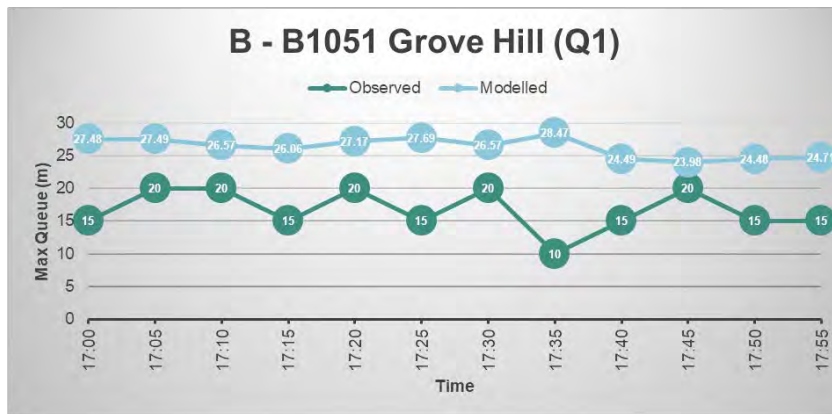


AM Peak - J5 (Chapel Hill / B1383)

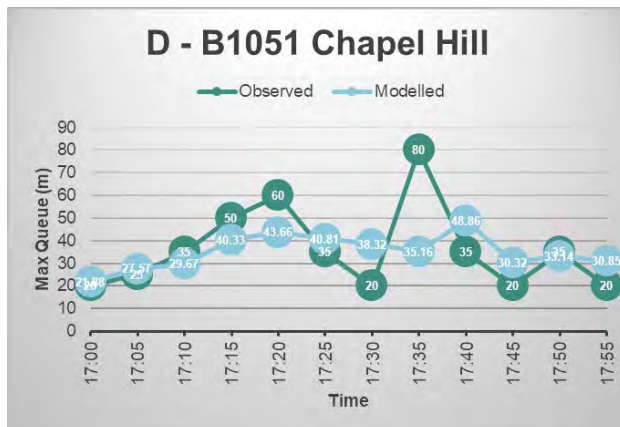
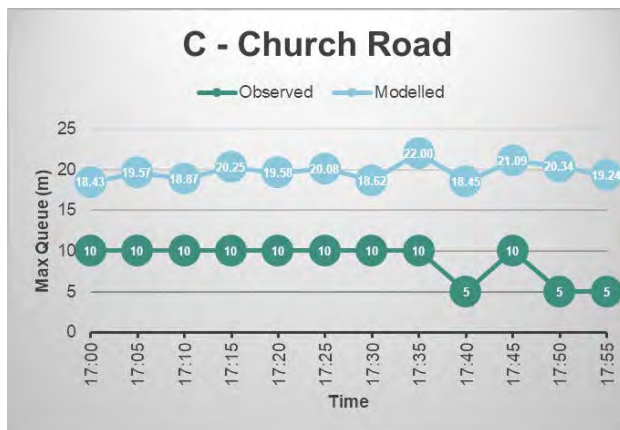
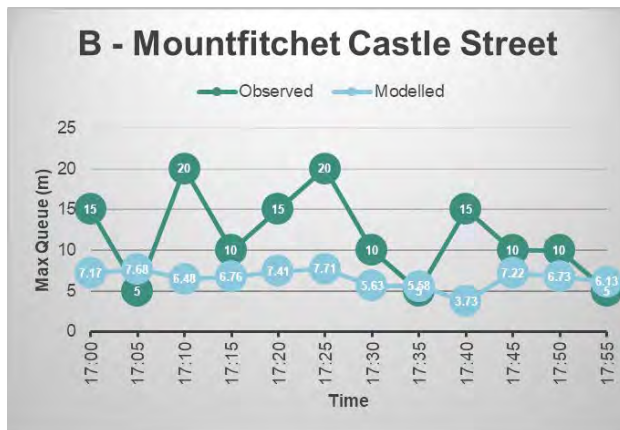




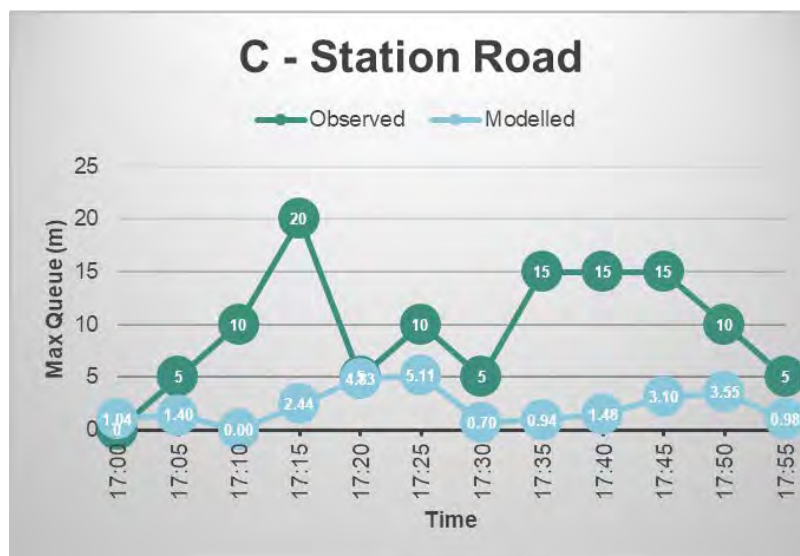
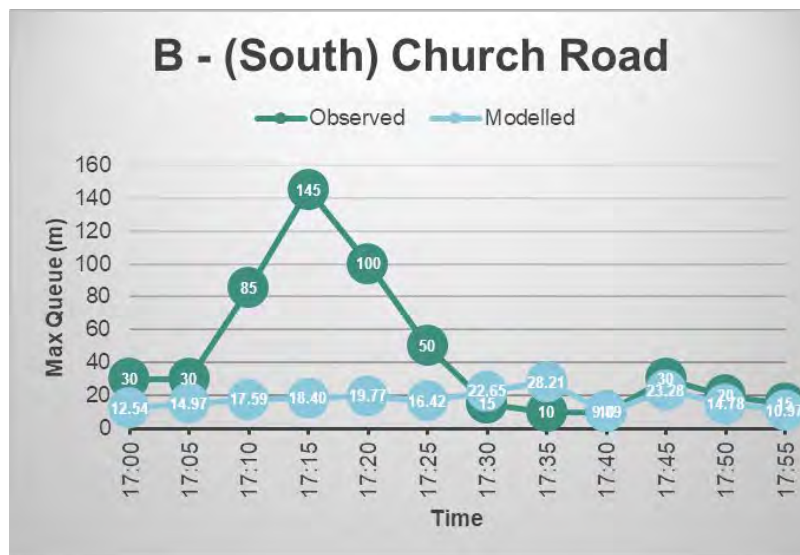
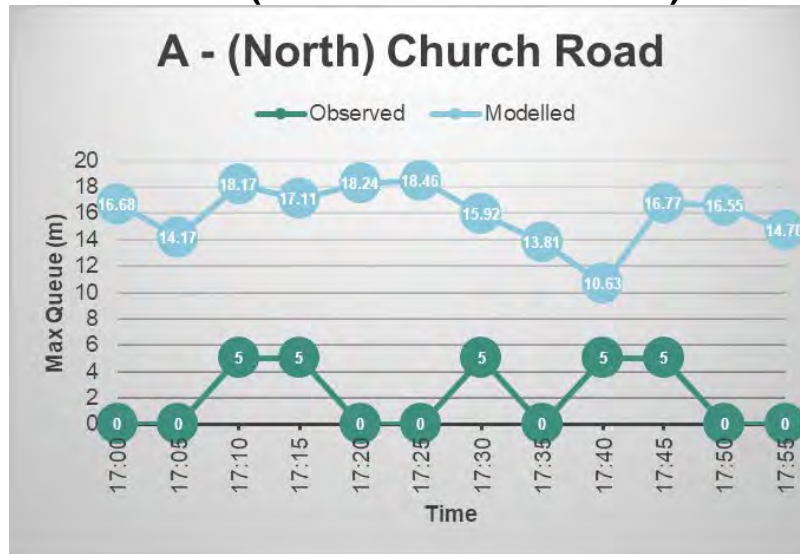
PM Peak - J1 (Lower St / B1051 Grove Hill)



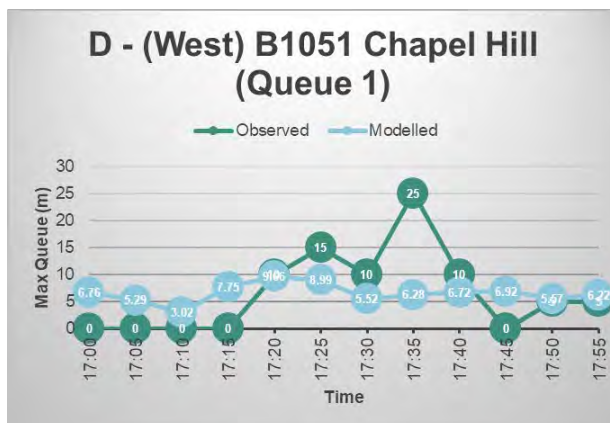
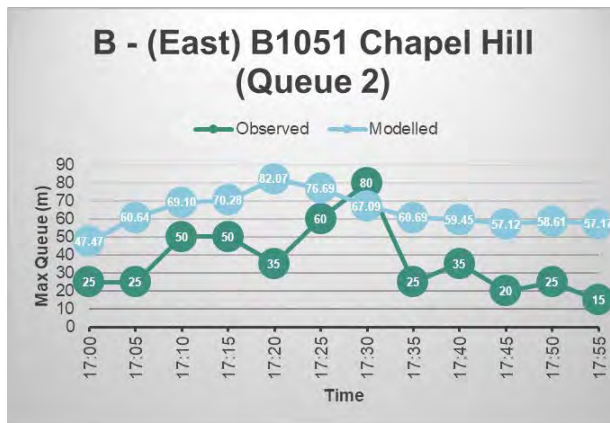
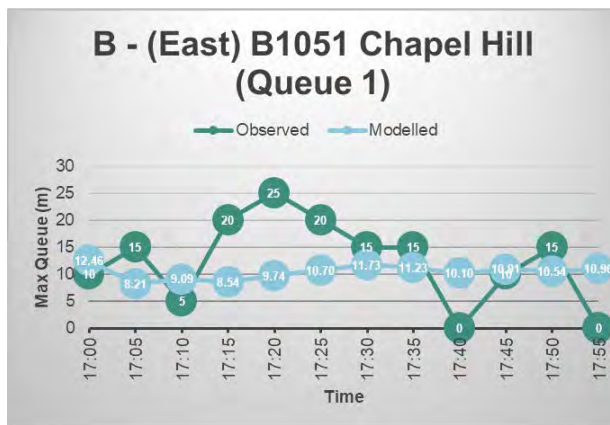
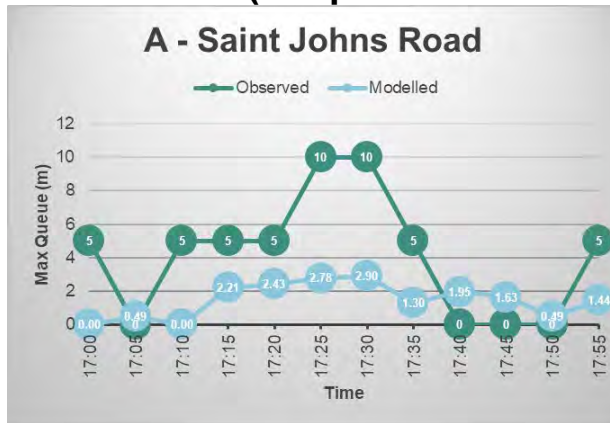
PM Peak - J2 (Chapel Hill / Church Rd Mini R'bout)

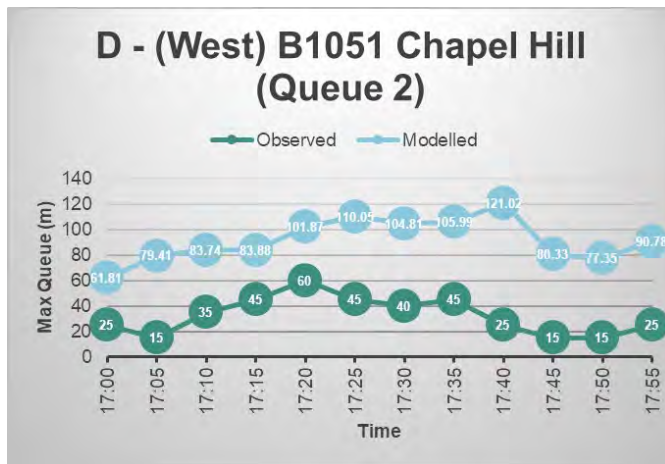


PM Peak - J3 (Station Rd / Church Rd)

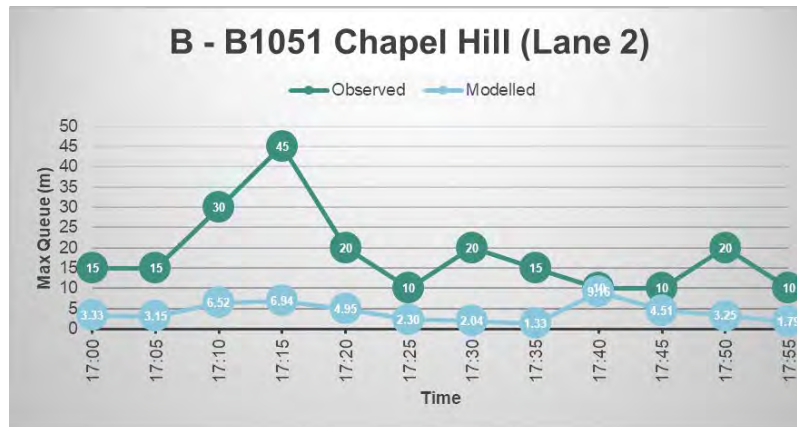
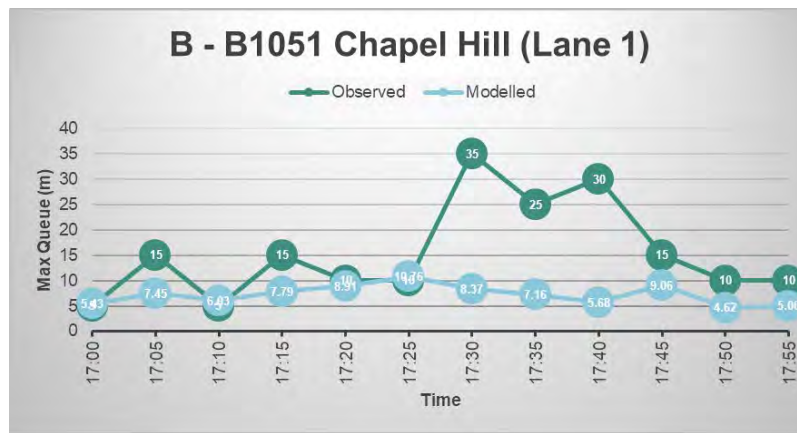
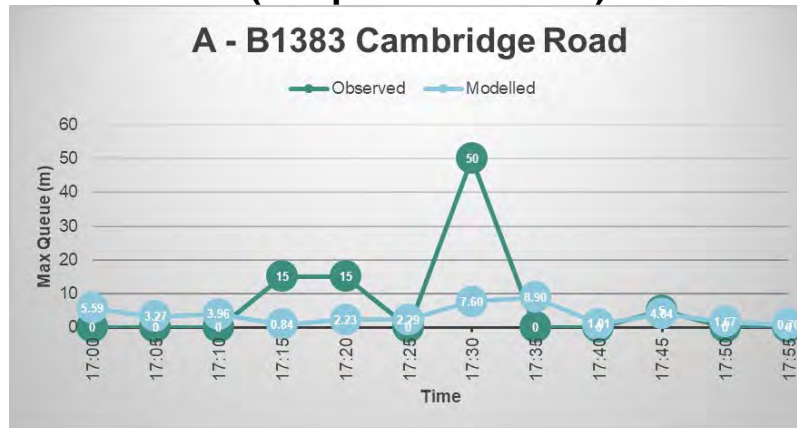


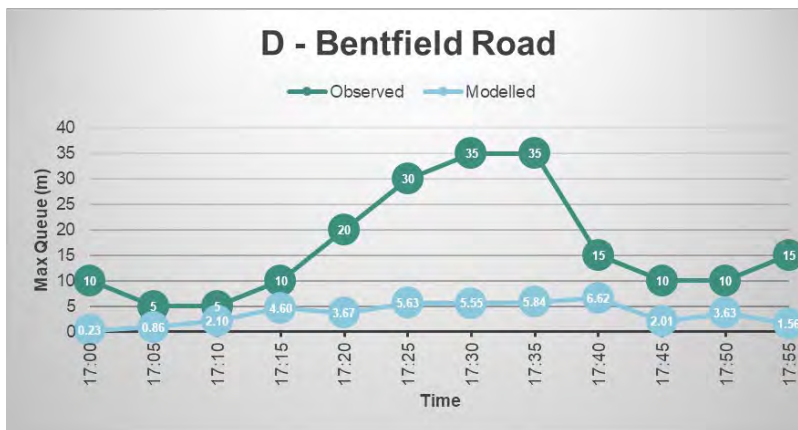
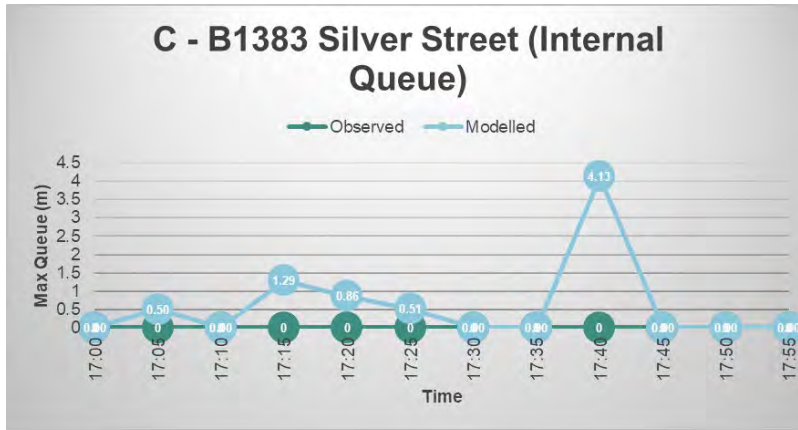
PM Peak - J4 (Chapel Hill / St John's Rd)





PM Peak - J5 (Chapel Hill / B1383)





**APPENDIX H:
JOURNEY TIME VALIDATION**

Route	Direction	Description	Sample Size	Observed Journey Times		Modelled Journey Times					AM Peak 07:45 08:45			
				Distance	Avg	Travel Time				Validation				
						Min	Avg	Max	St Dev	Actual Diff.	% Diff.	Within 15%	Validates	
101	WB\SB	B1051 (100m east of Raven Cottage) - B1051 / Lower St	9	515	93	87	110	162	19	17	18%	*	✓	
102	WB\SB	B1051 / Lower St - Lower Hill / Chapel Hill R'bout	16	146	30	23	25	26	1	-6	-18%	*	✓	
103	WB\SB	Lower Hill / Chapel Hill R'bout - Chapel Hill / Cambridge Rd	10	480	101	86	108	134	11	8	7%	✓	✓	
104	WB\SB	Chapel Hill / Cambridge Rd - Silver St / Sanders Cl	34	228	24	19	20	20	0	-4	-16%	*	✓	
	WB\SB	B1051 (100m east of Raven Cottage) - Silver St / Sanders Cl	9	1370	247	216	262	342		15	6%	✓	✓	
201	NB\EB	Silver St / Sanders Cl - Chapel Hill / Cambridge Rd	32	228	31	24	26	29	1	-5	-16%	*	✓	
202	NB\EB	Chapel Hill / Cambridge Rd - Lower Hill / Chapel Hill R'bout	12	480	99	76	92	119	10	-7	-7%	✓	✓	
203	NB\EB	Lower Hill / Chapel Hill R'bout - B1051 / Lower St	11	124	28	28	30	32	1	3	9%	✓	✓	
204	NB\EB	B1051 / Lower St - B1051 (100m east of Raven Cottage)	12	515	59	50	52	54	1	-7	-12%	✓	✓	
	NB\EB	Silver St / Sanders Cl - B1051 (100m east of Raven Cottage)	11	1348	217	179	201	233		-16	-7%	✓	✓	

Route	Direction	Description	Sample Size	Observed Journey Times		Modelled Journey Times					PM Peak 17:00 18:00			
				Distance	Avg	Travel Time				Validation				
						Min	Avg	Max	St Dev	Actual Diff.	% Diff.	Within 15%	Validates	
101	WB\SB	B1051 (100m east of Raven Cottage) - B1051 / Lower St	9	515	84	81	89	101	6	5	6%	✓	✓	
102	WB\SB	B1051 / Lower St - Lower Hill / Chapel Hill R'bout	16	146	28	26	28	30	1	-1	-3%	✓	✓	
103	WB\SB	Lower Hill / Chapel Hill R'bout - Chapel Hill / Cambridge Rd	10	480	113	91	104	129	10	-9	-8%	✓	✓	
104	WB\SB	Chapel Hill / Cambridge Rd - Silver St / Sanders Cl	34	228	20	19	19	20	0	-1	-4%	✓	✓	
	WB\SB	B1051 (100m east of Raven Cottage) - Silver St / Sanders Cl	9	1370	245	217	240	279		-5	-2%	✓	✓	
201	NB\EB	Silver St / Sanders Cl - Chapel Hill / Cambridge Rd	32	228	41	23	25	27	1	-16	-38%	*	✓	
202	NB\EB	Chapel Hill / Cambridge Rd - Lower Hill / Chapel Hill R'bout	12	480	96	79	96	114	11	0	0%	✓	✓	
203	NB\EB	Lower Hill / Chapel Hill R'bout - B1051 / Lower St	11	124	33	29	30	31	1	-3	-10%	✓	✓	
204	NB\EB	B1051 / Lower St - B1051 (100m east of Raven Cottage)	12	515	50	51	53	54	1	2	5%	✓	✓	
	NB\EB	Silver St / Sanders Cl - B1051 (100m east of Raven Cottage)	11	1348	221	183	204	227		-17	-8%	✓	✓	

Modelling Group Ltd
11 Cofton Park Drive
Birmingham
B45 8DF

modelling.group

Registered in England & Wales: 12262604

Registered address: Crosby Court, 28 George Street, Birmingham B3 1QG

**APPENDIX B:
TRAFFIC GROWTH CALCULATIONS**

COUNTRYSIDE PROPERTIES PLC

LAND SOUTH OF HENHAM ROAD, ELSENHAM

TECHNICAL NOTE – VISSIM MODELLING
ASSUMPTIONS

REPORT REF.
2008170-010A

February 2023

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suite 110, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Final	FM	FM	IW	18/07/22
A	Final	FM	FM	IW	17/2/23

IW

Distribution

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1. Introduction

- 1.1 This Technical Note (TN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Countryside Properties PLC to provide a summary of the future year flow scenario assumptions for use in the VISSIM model for the Stansted Mountfitchet network.
- 1.2 It is an update to the original Technical Note submitted to Jacobs as part of the previous VISSIM modelling undertaken as part of the original TA. The changes relate to the use of September 2022 traffic flows (rather than May 2022 used in the TA); and inclusion of three sensitivity tests with unconsented schemes and changes to assumptions on consented scheme traffic flows. All other assumptions are retained from the original TA.

2. Vehicle Trip Generation

2.1 The proposed development scheme seeks to provide 130 residential units. The traffic generation associated with this development has been calculated using trip rates per unit extracted from the TRICS database and applied to the quantum of development.

2.2 The proposed weekday trip rates associated with the residential units have been selected based on sites of a similar scale and region. The following criteria was used:

- All regions excluding Greater London, Ireland, Scotland and Wales;
- Town Centre, Edge of Town Centre and neighbourhood centres excluded;
- **'Mixed Private/Rented' selected;**
- Trip rate based upon number of units up to 150.

2.3 Table 2.1 sets out the vehicular trip rates used and the resultant forecast vehicle weekday peak hour trip generation of the proposed residential site (based on traditional network peak hours). The full output is included at Appendix A.

Table 2.1: Predicted Weekday Vehicle Trip Generation of the Proposed Residential Units
 (source: TRICS)

Period and Mode	Trip Rates (per dwelling)			Trips (130 dwellings)		
	In	Out	Two-Way	In	Out	Two-Way
Weekday AM Peak Hour (08:00 – 09:00)						
Vehicles	0.117	0.363	0.480	15	47	62
Weekday PM Peak Hour (17:00 – 18:00)						
Vehicles	0.323	0.162	0.485	42	21	63
Daily (07:00 – 19:00)						
Vehicles	2.241	2.307	4.548	291	300	591

Note: any discrepancies are a result of rounding.

3. Trip Distribution

3.1 The vehicle trip distribution has been derived from 2011 Journey To Work Census Data for car drivers from mid layer output area “Uttlesford 005” (within which the site is located), travelling to work destinations across the UK. The routes that the traffic is likely to use to the various destinations has been defined through consideration of Google traffic journey times for AM peak periods. A review of the PM peak periods has confirmed that traffic patterns would be similar to those of the AM peak.

3.2 The table at Appendix B sets out the assumptions on which routes have been used for the various output destinations. The routes defined are as follows:

- Route 1: West via Stansted Mountfitchet
- Route 2: South via Hall Road/Thremhall Avenue
- Route 3: North via Station Road
- Route 4: East via Henham Road
- Route 5: South via Hall Road/Coopers Avenue (assumed to be 100% Stansted Airport staff)

3.3 The distribution across all five routes is shown below in Table 3.1:

Table 3.1: Proposed Distribution

Routes	Proposed Distribution
West	
West through Stansted Mountfitchet	47% (all via Lower Street, Saffron Walden trips assumed to use Station Road)
South	
<i>South via Hall Road/Thremhall Avenue</i>	28%
<i>South via Hall Road/Parsonage Road</i>	1%
<i>South via Hall Road/Coopers Avenue</i>	12%
TOTAL via Hall Road	41%
North	

North via B1051/Station Road	5%
East	
East via B1051 Henham Road	6%

Note: any discrepancies are a result of rounding.

- 3.4 In terms of the distribution assumptions, a 50/50 split of traffic heading to the wider area using the strategic network has been applied to the Stansted Mountfitchet route and the Stansted airport route where both options are equally attractive in terms of time/distance (for example, heading northwest to Coventry or southwest to London Borough of Hillingdon). Whereas, for destinations to the south and southeast such as London Borough of Havering or Thurrock the Stansted Airport route has been selected as more applicable.
- 3.5 From the journey to work data, it appears that much of the traffic using the Stansted Mountfitchet route from the MSOA surrounding Elsenham is travelling through the town to access employment in East Hertfordshire district (Bishops Stortford and Hertford) and Harlow district (Harlow); as well as further afield via the strategic network (A120 and M11) as discussed above. Traffic associated with employment in East Hertfordshire is assumed to use the Stansted Mountfitchet route whereas traffic heading to the Harlow MSOAs has been split 50/50 between Stansted Mountfitchet and Stansted airport routes.
- 3.6 The traffic distribution and proposed development traffic flows are shown in figures at Appendix C.

4. Growth Factors

- 4.1 The predicted traffic associated with other consented developments in the area have been used to provide a future year assessment of 2027 (5 years post planning submission).
- 4.2 The list of consented schemes in the area is comprehensive and is considered to take account of increase in traffic in the local area associated with the household element of the TEMPro growth factors. Therefore, alternative planning assumptions have been applied to TEMPro to remove the number of households over the 5-year period as they are explicitly included for through the consented schemes (discussed below). This is considered to be reasonable to prevent double counting. However, the element of the TEMPro growth associated with the number of jobs has not been altered from the default position so as to include for background growth associated with Stansted Airport and other employment uses in the area.
- 4.3 The growth factors applied to the 2022 traffic flows are as follows:
- AM Peak: 1.00015
 - PM Peak: 0.99975

5. Committed Development

5.1 The following committed development has been included in the 2027 base case:

Table 5.1: Consented sites

Committed Development Scheme	Source
Trisail – 3 office blocks with GFA of 6969sqm (UTT/11/1473)	Flows extracted from E Elsenham site (UTT/17/3575/OP)
Land West of Hall Road, Elsenham – 130 dwellings (UTT/13/0177 at the time of assessment but since approved under UTT/19/0462/FUL)	Flows extracted from E Elsenham site (UTT/17/3575/OP)
Magna Carta School – 7 FE primary school (UTT/17/0052)	Flows extracted from E Elsenham site
Elsenham Primary School Expansion from 1FE to 2FE (UTT/17/2594)	Flows extracted from E Elsenham site (UTT/17/3575/OP)
Land South of Rush Lane, Elsenham – 44 dwellings (UTT/19/0437/OP)	No flows presented in Transport Statement – therefore, calculated using trip generation from TS and trip distribution from proposed Henham Road TA
Land East of Elsenham – 350 units (UTT/17/3575/OP)	Flows extracted from TA for planning application
Land West of Elsenham (Isabel Drive) – 99 units (UTT/19/2470/OP)	Flows extracted from TA for planning application
Land South of Vernons Close – 45 dwellings (UTT/20/0604/OP)	Flows extracted from TA for planning application
Land West of Parsonage Road, Takeley (UTT/19/0393/OP) – 119 dwellings	Flows extracted from TA for planning application
Land East of Parsonage Road, Takeley (UTT/19/0394/OP) – 66 bed care home	Flows extracted from TA for planning application

5.2 The total committed development and the individual committed traffic flows taken from the relevant TAs for the planning applications considered are shown in flow diagrams included at Appendix D.

6. Main Scenario Test

2027 Base Case flows

- 6.1 Adding 2022 survey flows growthed to 2027 and traffic associated with the committed development gives the predicted 2027 Base Case flows, shown in flow diagrams contained in Appendix E.

Development Case flows

- 6.2 Adding the predicted traffic associated with the proposed development on the site to the 2027 Base Case flows gives the 2027 Development Case flows, shown in diagrams contained in Appendix F.

7. Sensitivity Scenario (Test 1)

2027 Base Sensitivity Case flows

- 7.1 Adding 2022 survey flows growthed to 2027 and traffic associated with the committed development and unconsented schemes (including Station Road) gives the predicted 2027 Base Sensitivity Case flows, shown in flow diagrams contained in Appendix G.

Development Case flows

- 7.2 Adding the predicted traffic associated with the proposed development on the site to the 2027 Base Sensitivity Case flows gives the 2027 Development Case flows for Sensitivity Test 1, shown in diagrams contained in Appendix H.

8. Sensitivity Scenario (Test 2)

2027 Base Sensitivity Case flows (T2)

- 8.1 Test 2 retains the main scenario assumptions except for reducing the consented flows. The consented schemes have been reduced by 15% to take account of increased homeworking that has occurred since the COVID-19 pandemic and is expected to continue into the future along with increased hybridisation of working practices. Further detail on the justification for this reduction is included in the ACE Transport Addendum Report 2008170-011 submitted as part of the PINS application.
- 8.2 Adding 2022 survey flows growthed to 2027 and traffic associated with the reduced committed development flows gives the predicted 2027 Base Sensitivity Case flows for Sensitivity Test 2, shown in flow diagrams contained in Appendix I.

Development Case flows

- 8.3 Adding the predicted traffic associated with the proposed development on the site to the 2027 Base Sensitivity Case flows (T2) gives the 2027 Development Case flows for Sensitivity Test 2, shown in diagrams contained in Appendix J.

9. Sensitivity Scenario (Test 3)

2027 Reduced Base Sensitivity Case flows (T3)

- 9.1 Test 3 retains the sensitivity Test 1 assumptions except for reducing the trip rates associated with the consented and unconsented flows. The consented and unconsented schemes have been reduced by 15% to take account of increased homeworking that has occurred since the pandemic and expected to continue into the future. Further detail on the justification for this reduction is included in the ACE Transport Addendum Report 2008170-011 submitted as part of the PINS application.
- 9.2 Adding 2022 survey flows growthed to 2027 and traffic associated with the reduced committed and unconsented development flows gives the predicted 2027 Base Sensitivity Case flows for Sensitivity Test 3, shown in flow diagrams contained in Appendix K.

Development Case flows

- 9.3 Adding the predicted traffic associated with the proposed development on the site to the 2027 Reduced Base Sensitivity Case flows (T3) gives the 2027 Development Case flows for Sensitivity Test 3, shown in diagrams contained in Appendix L.

Appendix A

Calculation Reference: AUDIT-437201-220315-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	6 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 52 to 140 (units:)
 Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/02/21

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	5 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	19

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

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

Secondary Filtering selection:

Use Class:

C3 22 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	9 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	18 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	17 days
No	5 days

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

PTAL Rating:

No PTAL Present	22 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS	CAMBRI DGESHI RE
	Edge of Town Residential Zone Total No of Dwellings: 52 <i>Survey date: WEDNESDAY 20/06/18</i>		<i>Survey Type: MANUAL</i>
2	DV-03-M-02 SAINT PETER' SQUAY TOTNES	MIXED HOUSES & FLATS	DEVON
	Edge of Town Residential Zone Total No of Dwellings: 90 <i>Survey date: FRIDAY 29/03/19</i>		<i>Survey Type: MANUAL</i>
3	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 108 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
4	ES-03-M-12 PARK ROAD HAILSHAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 93 <i>Survey date: THURSDAY 21/06/18</i>		<i>Survey Type: MANUAL</i>
5	ES-03-M-14 KINGS DRIVE EASTBOURNE UPPERTON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 119 <i>Survey date: THURSDAY 15/11/18</i>		<i>Survey Type: MANUAL</i>
6	ES-03-M-15 FIELD END MARESFIELD	MIXED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 80 <i>Survey date: WEDNESDAY 13/03/19</i>		<i>Survey Type: MANUAL</i>
7	ES-03-M-16 BARNHORN ROAD BEXHILL LITTLE COMMON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 119 <i>Survey date: WEDNESDAY 10/07/19</i>		<i>Survey Type: MANUAL</i>
8	ES-03-M-17 NEW ROAD HAILSHAM AMBERSTONE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-M-05 WIMPSON LANE SOUTHAMPTON MAYBUSH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: FRIDAY 03/10/14</i>	HOUSES & FLATS	HAMPSHIRE	<i>Survey Type: MANUAL</i>
10	KC-03-M-02 HERMITAGE LANE MAIDSTONE BARMING Edge of Town No Sub Category Total No of Dwellings: 119 <i>Survey date: TUESDAY 05/06/18</i>	MIXED HOUSES AND FLATS	KENT	<i>Survey Type: MANUAL</i>
11	KC-03-M-03 BUNYARD WAY MAIDSTONE ALLINGTON Edge of Town Residential Zone Total No of Dwellings: 140 <i>Survey date: TUESDAY 22/05/18</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
12	NF-03-M-04 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: THURSDAY 19/09/19</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
13	NF-03-M-39 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Total No of Dwellings: 61 <i>Survey date: WEDNESDAY 14/10/20</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
14	OX-03-M-01 WENMAN ROAD THAME Edge of Town Industrial Zone Total No of Dwellings: 100 <i>Survey date: THURSDAY 28/06/18</i>	MIXED HOUSES	OXFORDSHIRE	<i>Survey Type: MANUAL</i>
15	TW-03-M-02 BENTON ROAD NEWCASTLE UPON TYNE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 108 <i>Survey date: FRIDAY 19/10/18</i>	MIXED HOUSES & FLATS	TYNE & WEAR	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	WK-03-M-02	MIXED HOUSES	WARWICKSHIRE
	BISHOPTON LANE STRATFORD UPON AVON BISHOPTON Edge of Town Residential Zone Total No of Dwellings: 130 <i>Survey date: FRIDAY 29/06/18</i>		
			<i>Survey Type: MANUAL</i>
17	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 92 <i>Survey date: THURSDAY 23/10/14</i>		
			<i>Survey Type: MANUAL</i>
18	WS-03-M-06	SEMI DETACHED/DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE CHICHESTER Edge of Town Residential Zone Total No of Dwellings: 67 <i>Survey date: TUESDAY 27/01/15</i>		
			<i>Survey Type: MANUAL</i>
19	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD BOGNOR REGIS ALDWICK Edge of Town Residential Zone Total No of Dwellings: 90 <i>Survey date: WEDNESDAY 05/03/14</i>		
			<i>Survey Type: MANUAL</i>
20	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE BOGNOR REGIS NORTH BERSTED Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 86 <i>Survey date: THURSDAY 17/10/19</i>		
			<i>Survey Type: MANUAL</i>
21	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE BRACKLESHAM BAY Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: THURSDAY 14/11/19</i>		
			<i>Survey Type: MANUAL</i>
22	WS-03-M-22	MIXED HOUSES & FLATS	WEST SUSSEX
	RUSPER ROAD CRAWLEY IFIELD Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: MONDAY 19/10/20</i>		
			<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	22	92	0.084	22	92	0.284	22	92	0.368
08:00 - 09:00	22	92	0.110	22	92	0.358	22	92	0.468
09:00 - 10:00	22	92	0.144	22	92	0.179	22	92	0.323
10:00 - 11:00	22	92	0.133	22	92	0.140	22	92	0.273
11:00 - 12:00	22	92	0.143	22	92	0.157	22	92	0.300
12:00 - 13:00	22	92	0.179	22	92	0.156	22	92	0.335
13:00 - 14:00	22	92	0.171	22	92	0.172	22	92	0.343
14:00 - 15:00	22	92	0.144	22	92	0.182	22	92	0.326
15:00 - 16:00	22	92	0.246	22	92	0.181	22	92	0.427
16:00 - 17:00	22	92	0.235	22	92	0.150	22	92	0.385
17:00 - 18:00	22	92	0.320	22	92	0.156	22	92	0.476
18:00 - 19:00	22	92	0.284	22	92	0.161	22	92	0.445
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.420			2.301			4.721

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

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

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Parameter summary

Trip rate parameter range selected:	52 - 140 (units:)
Survey date date range:	01/01/13 - 28/02/21
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.003	22	92	0.003	22	92	0.006
08:00 - 09:00	22	92	0.004	22	92	0.006	22	92	0.010
09:00 - 10:00	22	92	0.001	22	92	0.001	22	92	0.002
10:00 - 11:00	22	92	0.000	22	92	0.000	22	92	0.000
11:00 - 12:00	22	92	0.000	22	92	0.000	22	92	0.000
12:00 - 13:00	22	92	0.001	22	92	0.000	22	92	0.001
13:00 - 14:00	22	92	0.001	22	92	0.001	22	92	0.002
14:00 - 15:00	22	92	0.001	22	92	0.001	22	92	0.002
15:00 - 16:00	22	92	0.006	22	92	0.006	22	92	0.012
16:00 - 17:00	22	92	0.002	22	92	0.001	22	92	0.003
17:00 - 18:00	22	92	0.002	22	92	0.002	22	92	0.004
18:00 - 19:00	22	92	0.002	22	92	0.001	22	92	0.003
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.022			0.045

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	22	92	0.001	22	92	0.001	22	92	0.002
08:00 - 09:00	22	92	0.001	22	92	0.001	22	92	0.002
09:00 - 10:00	22	92	0.002	22	92	0.003	22	92	0.005
10:00 - 11:00	22	92	0.001	22	92	0.001	22	92	0.002
11:00 - 12:00	22	92	0.003	22	92	0.004	22	92	0.007
12:00 - 13:00	22	92	0.001	22	92	0.001	22	92	0.002
13:00 - 14:00	22	92	0.003	22	92	0.002	22	92	0.005
14:00 - 15:00	22	92	0.000	22	92	0.001	22	92	0.001
15:00 - 16:00	22	92	0.002	22	92	0.002	22	92	0.004
16:00 - 17:00	22	92	0.001	22	92	0.001	22	92	0.002
17:00 - 18:00	22	92	0.000	22	92	0.000	22	92	0.000
18:00 - 19:00	22	92	0.000	22	92	0.000	22	92	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.017			0.032

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.001	22	92	0.001	22	92	0.002
08:00 - 09:00	22	92	0.000	22	92	0.000	22	92	0.000
09:00 - 10:00	22	92	0.000	22	92	0.000	22	92	0.000
10:00 - 11:00	22	92	0.000	22	92	0.000	22	92	0.000
11:00 - 12:00	22	92	0.000	22	92	0.000	22	92	0.000
12:00 - 13:00	22	92	0.000	22	92	0.000	22	92	0.000
13:00 - 14:00	22	92	0.000	22	92	0.000	22	92	0.000
14:00 - 15:00	22	92	0.000	22	92	0.000	22	92	0.000
15:00 - 16:00	22	92	0.002	22	92	0.002	22	92	0.004
16:00 - 17:00	22	92	0.000	22	92	0.000	22	92	0.000
17:00 - 18:00	22	92	0.000	22	92	0.000	22	92	0.000
18:00 - 19:00	22	92	0.000	22	92	0.000	22	92	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	22	92	0.003	22	92	0.007	22	92	0.010
08:00 - 09:00	22	92	0.002	22	92	0.014	22	92	0.016
09:00 - 10:00	22	92	0.002	22	92	0.002	22	92	0.004
10:00 - 11:00	22	92	0.002	22	92	0.003	22	92	0.005
11:00 - 12:00	22	92	0.002	22	92	0.002	22	92	0.004
12:00 - 13:00	22	92	0.002	22	92	0.003	22	92	0.005
13:00 - 14:00	22	92	0.005	22	92	0.002	22	92	0.007
14:00 - 15:00	22	92	0.003	22	92	0.005	22	92	0.008
15:00 - 16:00	22	92	0.010	22	92	0.005	22	92	0.015
16:00 - 17:00	22	92	0.006	22	92	0.008	22	92	0.014
17:00 - 18:00	22	92	0.008	22	92	0.004	22	92	0.012
18:00 - 19:00	22	92	0.004	22	92	0.003	22	92	0.007
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.058			0.107

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	22	92	0.093	22	92	0.413	22	92	0.506
08:00 - 09:00	22	92	0.132	22	92	0.619	22	92	0.751
09:00 - 10:00	22	92	0.168	22	92	0.256	22	92	0.424
10:00 - 11:00	22	92	0.162	22	92	0.200	22	92	0.362
11:00 - 12:00	22	92	0.190	22	92	0.220	22	92	0.410
12:00 - 13:00	22	92	0.242	22	92	0.205	22	92	0.447
13:00 - 14:00	22	92	0.235	22	92	0.227	22	92	0.462
14:00 - 15:00	22	92	0.194	22	92	0.242	22	92	0.436
15:00 - 16:00	22	92	0.430	22	92	0.247	22	92	0.677
16:00 - 17:00	22	92	0.356	22	92	0.217	22	92	0.573
17:00 - 18:00	22	92	0.460	22	92	0.228	22	92	0.688
18:00 - 19:00	22	92	0.408	22	92	0.222	22	92	0.630
19:00 - 20:00	1	119	0.168	1	119	0.017	1	119	0.185
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.389			3.330			6.719

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 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	22	92	0.025	22	92	0.050	22	92	0.075
08:00 - 09:00	22	92	0.049	22	92	0.159	22	92	0.208
09:00 - 10:00	22	92	0.042	22	92	0.037	22	92	0.079
10:00 - 11:00	22	92	0.024	22	92	0.042	22	92	0.066
11:00 - 12:00	22	92	0.038	22	92	0.042	22	92	0.080
12:00 - 13:00	22	92	0.042	22	92	0.029	22	92	0.071
13:00 - 14:00	22	92	0.034	22	92	0.033	22	92	0.067
14:00 - 15:00	22	92	0.034	22	92	0.061	22	92	0.095
15:00 - 16:00	22	92	0.155	22	92	0.054	22	92	0.209
16:00 - 17:00	22	92	0.081	22	92	0.047	22	92	0.128
17:00 - 18:00	22	92	0.050	22	92	0.040	22	92	0.090
18:00 - 19:00	22	92	0.042	22	92	0.042	22	92	0.084
19:00 - 20:00	1	119	0.008	1	119	0.008	1	119	0.016
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.624			0.644			1.268

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.000	22	92	0.028	22	92	0.028
08:00 - 09:00	22	92	0.002	22	92	0.025	22	92	0.027
09:00 - 10:00	22	92	0.006	22	92	0.008	22	92	0.014
10:00 - 11:00	22	92	0.004	22	92	0.009	22	92	0.013
11:00 - 12:00	22	92	0.010	22	92	0.012	22	92	0.022
12:00 - 13:00	22	92	0.009	22	92	0.012	22	92	0.021
13:00 - 14:00	22	92	0.010	22	92	0.011	22	92	0.021
14:00 - 15:00	22	92	0.006	22	92	0.009	22	92	0.015
15:00 - 16:00	22	92	0.033	22	92	0.012	22	92	0.045
16:00 - 17:00	22	92	0.021	22	92	0.007	22	92	0.028
17:00 - 18:00	22	92	0.019	22	92	0.009	22	92	0.028
18:00 - 19:00	22	92	0.017	22	92	0.006	22	92	0.023
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.148			0.285

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.000	22	92	0.015	22	92	0.015
08:00 - 09:00	22	92	0.000	22	92	0.010	22	92	0.010
09:00 - 10:00	22	92	0.000	22	92	0.002	22	92	0.002
10:00 - 11:00	22	92	0.000	22	92	0.005	22	92	0.005
11:00 - 12:00	22	92	0.002	22	92	0.003	22	92	0.005
12:00 - 13:00	22	92	0.003	22	92	0.002	22	92	0.005
13:00 - 14:00	22	92	0.002	22	92	0.001	22	92	0.003
14:00 - 15:00	22	92	0.001	22	92	0.001	22	92	0.002
15:00 - 16:00	22	92	0.008	22	92	0.001	22	92	0.009
16:00 - 17:00	22	92	0.010	22	92	0.000	22	92	0.010
17:00 - 18:00	22	92	0.009	22	92	0.000	22	92	0.009
18:00 - 19:00	22	92	0.007	22	92	0.002	22	92	0.009
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.000	22	92	0.003	22	92	0.003
08:00 - 09:00	22	92	0.000	22	92	0.001	22	92	0.001
09:00 - 10:00	22	92	0.000	22	92	0.000	22	92	0.000
10:00 - 11:00	22	92	0.000	22	92	0.000	22	92	0.000
11:00 - 12:00	22	92	0.000	22	92	0.000	22	92	0.000
12:00 - 13:00	22	92	0.000	22	92	0.000	22	92	0.000
13:00 - 14:00	22	92	0.000	22	92	0.000	22	92	0.000
14:00 - 15:00	22	92	0.000	22	92	0.000	22	92	0.000
15:00 - 16:00	22	92	0.004	22	92	0.000	22	92	0.004
16:00 - 17:00	22	92	0.000	22	92	0.000	22	92	0.000
17:00 - 18:00	22	92	0.000	22	92	0.000	22	92	0.000
18:00 - 19:00	22	92	0.000	22	92	0.000	22	92	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
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	22	92	0.000	22	92	0.046	22	92	0.046
08:00 - 09:00	22	92	0.002	22	92	0.037	22	92	0.039
09:00 - 10:00	22	92	0.006	22	92	0.011	22	92	0.017
10:00 - 11:00	22	92	0.004	22	92	0.014	22	92	0.018
11:00 - 12:00	22	92	0.012	22	92	0.015	22	92	0.027
12:00 - 13:00	22	92	0.013	22	92	0.014	22	92	0.027
13:00 - 14:00	22	92	0.012	22	92	0.013	22	92	0.025
14:00 - 15:00	22	92	0.008	22	92	0.010	22	92	0.018
15:00 - 16:00	22	92	0.045	22	92	0.014	22	92	0.059
16:00 - 17:00	22	92	0.032	22	92	0.008	22	92	0.040
17:00 - 18:00	22	92	0.028	22	92	0.009	22	92	0.037
18:00 - 19:00	22	92	0.025	22	92	0.008	22	92	0.033
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.187			0.199			0.386

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	22	92	0.121	22	92	0.516	22	92	0.637
08:00 - 09:00	22	92	0.185	22	92	0.828	22	92	1.013
09:00 - 10:00	22	92	0.218	22	92	0.306	22	92	0.524
10:00 - 11:00	22	92	0.193	22	92	0.259	22	92	0.452
11:00 - 12:00	22	92	0.241	22	92	0.279	22	92	0.520
12:00 - 13:00	22	92	0.299	22	92	0.250	22	92	0.549
13:00 - 14:00	22	92	0.285	22	92	0.275	22	92	0.560
14:00 - 15:00	22	92	0.239	22	92	0.319	22	92	0.558
15:00 - 16:00	22	92	0.640	22	92	0.320	22	92	0.960
16:00 - 17:00	22	92	0.475	22	92	0.280	22	92	0.755
17:00 - 18:00	22	92	0.546	22	92	0.281	22	92	0.827
18:00 - 19:00	22	92	0.480	22	92	0.276	22	92	0.756
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.249			4.231			8.480

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.067	22	92	0.253	22	92	0.320
08:00 - 09:00	22	92	0.086	22	92	0.328	22	92	0.414
09:00 - 10:00	22	92	0.114	22	92	0.150	22	92	0.264
10:00 - 11:00	22	92	0.101	22	92	0.111	22	92	0.212
11:00 - 12:00	22	92	0.117	22	92	0.122	22	92	0.239
12:00 - 13:00	22	92	0.143	22	92	0.126	22	92	0.269
13:00 - 14:00	22	92	0.139	22	92	0.138	22	92	0.277
14:00 - 15:00	22	92	0.120	22	92	0.160	22	92	0.280
15:00 - 16:00	22	92	0.214	22	92	0.145	22	92	0.359
16:00 - 17:00	22	92	0.202	22	92	0.129	22	92	0.331
17:00 - 18:00	22	92	0.287	22	92	0.138	22	92	0.425
18:00 - 19:00	22	92	0.261	22	92	0.147	22	92	0.408
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.078			1.972			4.050

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.010	22	92	0.022	22	92	0.032
08:00 - 09:00	22	92	0.018	22	92	0.020	22	92	0.038
09:00 - 10:00	22	92	0.026	22	92	0.026	22	92	0.052
10:00 - 11:00	22	92	0.030	22	92	0.028	22	92	0.058
11:00 - 12:00	22	92	0.023	22	92	0.030	22	92	0.053
12:00 - 13:00	22	92	0.032	22	92	0.027	22	92	0.059
13:00 - 14:00	22	92	0.027	22	92	0.029	22	92	0.056
14:00 - 15:00	22	92	0.021	22	92	0.020	22	92	0.041
15:00 - 16:00	22	92	0.021	22	92	0.025	22	92	0.046
16:00 - 17:00	22	92	0.028	22	92	0.018	22	92	0.046
17:00 - 18:00	22	92	0.029	22	92	0.013	22	92	0.042
18:00 - 19:00	22	92	0.018	22	92	0.012	22	92	0.030
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.283			0.270			0.553

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	92	0.000	22	92	0.003	22	92	0.003
08:00 - 09:00	22	92	0.000	22	92	0.001	22	92	0.001
09:00 - 10:00	22	92	0.000	22	92	0.000	22	92	0.000
10:00 - 11:00	22	92	0.000	22	92	0.000	22	92	0.000
11:00 - 12:00	22	92	0.000	22	92	0.000	22	92	0.000
12:00 - 13:00	22	92	0.002	22	92	0.001	22	92	0.003
13:00 - 14:00	22	92	0.000	22	92	0.001	22	92	0.001
14:00 - 15:00	22	92	0.001	22	92	0.000	22	92	0.001
15:00 - 16:00	22	92	0.001	22	92	0.001	22	92	0.002
16:00 - 17:00	22	92	0.001	22	92	0.000	22	92	0.001
17:00 - 18:00	22	92	0.001	22	92	0.002	22	92	0.003
18:00 - 19:00	22	92	0.002	22	92	0.000	22	92	0.002
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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

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

Appendix B

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

		%	
1	West	B1051 via Stansted M	47%
2	South	Hall Road/Thremhall Avenue	28%
3	North	B1051/Station Road	5%
4	East	B1051 Henham Road	6%
5	South	Hall Road/Coopers End Road	12%
6	South	Hall Road/Parsonage Road	1%

100%

place of work : 2011 super output area - middle layer	E02004595 : Uttlesford 005	Route assignment						Percentage applied to routes						Vehicles applied to routes					
		Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6
E02000001 : City of London 001	13		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000003 : Barking and Dagenham 002	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000008 : Barking and Dagenham 007	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000012 : Barking and Dagenham 011	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000014 : Barking and Dagenham 013	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000015 : Barking and Dagenham 014	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000016 : Barking and Dagenham 015	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000019 : Barking and Dagenham 018	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000020 : Barking and Dagenham 019	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000021 : Barking and Dagenham 020	2		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000024 : Barnet 001	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000028 : Barnet 005	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000031 : Barnet 008	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000033 : Barnet 010	2	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000038 : Barnet 015	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000045 : Barnet 022	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000046 : Barnet 023	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000055 : Barnet 032	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000083 : Bexley 019	3		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000090 : Bexley 026	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000100 : Brent 008	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000119 : Brent 027	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0
E02000134 : Bromley 008	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000172 : Camden 007	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000184 : Camden 019	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000191 : Camden 026	3		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000192 : Camden 027	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000193 : Camden 028	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000242 : Ealing 005	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000243 : Ealing 006	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000256 : Ealing 019	1		1					0	1	0	0	0	0	0	0	0	0	0	0
E02000279 : Enfield 003	5	1						0.5	0.5	0	0	0	0	0	2.5	2.5	0	0	0
E02000280 : Enfield 004	4	1						0.5	0.5	0	0	0	0	0	2	2	0	0	0
E02000283 : Enfield 007	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000284 : Enfield 008	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000285 : Enfield 009	2	1						0.5	0.5	0	0	0	0	0	1	1	0	0	0
E02000286 : Enfield 010	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000288 : Enfield 012	2	1						0.5	0.5	0	0	0	0	0	1	1	0	0	0
E02000290 : Enfield 014	10	1						0.5	0.5	0	0	0	0	0	5	5	0	0	0
E02000292 : Enfield 016	2	1						0.5	0.5	0	0	0	0	0	1	1	0	0	0
E02000294 : Enfield 018	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000296 : Enfield 020	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000298 : Enfield 022	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000300 : Enfield 024	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000301 : Enfield 025	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000305 : Enfield 029	1	1						0.5	0.5	0	0	0	0	0	0.5	0.5	0	0	0
E02000306 : Enfield 030	4	1						0.5	0.5	0	0	0	0	0	2	2	0	0	0
E02000308 : Enfield 032	2	1						0.5	0.5	0	0	0	0	0	1	1	0	0	0
E02000309 : Enfield 033	2	1						0.5	0.5	0	0	0	0	0	1	1	0	0	0
E02000316 : Greenwich 004	1		1					0	1	0	0	0	0	0	0	1	0	0	0

E02000748 : Newham 035	4		1						0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	
E02000749 : Newham 036	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000750 : Newham 037	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000751 : Redbridge 001	5		1						0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
E02000752 : Redbridge 002	5		1						0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
E02000754 : Redbridge 004	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000755 : Redbridge 005	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000757 : Redbridge 007	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000759 : Redbridge 009	3		1						0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
E02000760 : Redbridge 010	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000764 : Redbridge 014	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000767 : Redbridge 017	3		1						0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
E02000769 : Redbridge 019	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000770 : Redbridge 020	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000772 : Redbridge 022	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000773 : Redbridge 023	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000780 : Redbridge 030	3		1						0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
E02000809 : Southwark 003	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000814 : Southwark 008	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000831 : Southwark 025	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000864 : Tower Hamlets 001	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000865 : Tower Hamlets 002	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000868 : Tower Hamlets 005	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000871 : Tower Hamlets 008	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000875 : Tower Hamlets 012	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000878 : Tower Hamlets 015	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000883 : Tower Hamlets 020	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000884 : Tower Hamlets 021	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000886 : Tower Hamlets 023	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000889 : Tower Hamlets 026	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000890 : Tower Hamlets 027	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000891 : Tower Hamlets 028	10		1						0	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0
E02000895 : Waltham Forest 001	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000896 : Waltham Forest 002	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000897 : Waltham Forest 003	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000898 : Waltham Forest 004	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000899 : Waltham Forest 005	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000900 : Waltham Forest 006	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000901 : Waltham Forest 007	4		1						0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
E02000905 : Waltham Forest 011	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000906 : Waltham Forest 012	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000907 : Waltham Forest 013	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000908 : Waltham Forest 014	4		1						0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
E02000910 : Waltham Forest 016	2		1						0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
E02000911 : Waltham Forest 017	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000912 : Waltham Forest 018	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000913 : Waltham Forest 019	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000914 : Waltham Forest 020	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000916 : Waltham Forest 022	4		1						0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
E02000917 : Waltham Forest 023	5		1						0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
E02000919 : Waltham Forest 025	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000920 : Waltham Forest 026	4		1						0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
E02000924 : Wandsworth 002	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000970 : Westminster 011	3		1						0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
E02000972 : Westminster 013	4		1						0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
E02000975 : Westminster 016	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02000977 : Westminster 018	7		1						0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
E02000979 : Westminster 020	6		1						0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
E02000983 : Westminster 024	1		1						0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02001014 : Bolton 031	1	1							1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
E02001260 : Trafford 002	1	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02001988 : Coventry 031	1	1	1						0.5	0.5	0	0	0	0	0	0	0	0	0	0	0.5	0.5	0	0	0	0

E02002062 : Sandwell 020	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02002089 : Solihull 009	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02002424 : Leeds 095	1	1						1	0	0	0	0	0	1	0	0	0	0	0
E02002593 : Warrington 004	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02002802 : Derby 007	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02002992 : Bath and North East Somerset	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003064 : Bristol 053	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003197 : Poole 004	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003225 : Swindon 014	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003249 : Peterborough 013	1	1				1		0.5	0	0	0.5	0	0	0.5	0	0	0.5	0	0
E02003254 : Peterborough 018	2	1				1		0.5	0	0	0.5	0	0	1	0	0	1	0	0
E02003255 : Peterborough 019	1	1				1		0.5	0	0	0.5	0	0	0.5	0	0	0.5	0	0
E02003262 : Luton 005	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003269 : Luton 012	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003271 : Luton 014	17	1	1					0.5	0.5	0	0	0	0	8.5	8.5	0	0	0	0
E02003272 : Luton 015	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003274 : Luton 017	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003275 : Luton 018	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003278 : Luton 021	5	1	1					0.5	0.5	0	0	0	0	2.5	2.5	0	0	0	0
E02003282 : Southend-on-Sea 004	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003285 : Southend-on-Sea 007	2		1					0	1	0	0	0	0	0	2	0	0	0	0
E02003287 : Southend-on-Sea 009	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003293 : Southend-on-Sea 015	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003296 : Thurrock 001	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003301 : Thurrock 006	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003303 : Thurrock 008	2		1					0	1	0	0	0	0	0	2	0	0	0	0
E02003310 : Thurrock 015	2		1					0	1	0	0	0	0	0	2	0	0	0	0
E02003313 : Thurrock 018	3		1					0	1	0	0	0	0	0	3	0	0	0	0
E02003320 : Medway 007	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003356 : Bracknell Forest 005	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003360 : Bracknell Forest 009	2		1					0	1	0	0	0	0	0	2	0	0	0	0
E02003366 : Bracknell Forest 015	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003385 : West Berkshire 019	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003415 : Slough 009	2		1					0	1	0	0	0	0	0	2	0	0	0	0
E02003422 : Windsor and Maidenhead 002	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003447 : Wokingham 009	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003465 : Milton Keynes 007	2	1	1					0.5	0.5	0	0	0	0	1	1	0	0	0	0
E02003472 : Milton Keynes 014	3	1	1					0.5	0.5	0	0	0	0	1.5	1.5	0	0	0	0
E02003475 : Milton Keynes 017	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003478 : Milton Keynes 020	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003602 : Central Bedfordshire 004	2	1	1					0.5	0.5	0	0	0	0	1	1	0	0	0	0
E02003608 : Central Bedfordshire 010	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0	0	0
E02003632 : Bedford 017	1	1						1	0	0	0	0	0	1	0	0	0	0	0
E02003634 : Bedford 019	1	1						1	0	0	0	0	0	1	0	0	0	0	0
E02003643 : Central Bedfordshire 024	2	1	1					0.5	0.5	0	0	0	0	1	1	0	0	0	0
E02003690 : South Bucks 003	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003698 : Wycombe 003	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003712 : Wycombe 017	1		1					0	1	0	0	0	0	0	1	0	0	0	0
E02003720 : Cambridge 002	1	1				1		0.5	0	0	0.5	0	0	0.5	0	0	0.5	0	0
E02003721 : Cambridge 003	7	1				1		0.5	0	0	0.5	0	0	3.5	0	0	3.5	0	0
E02003722 : Cambridge 004	3	1				1		0.5	0	0	0.5	0	0	1.5	0	0	1.5	0	0
E02003723 : Cambridge 005	4	1				1		0.5	0	0	0.5	0	0	2	0	0	2	0	0
E02003724 : Cambridge 006	2	1				1		0.5	0	0	0.5	0	0	1	0	0	1	0	0
E02003725 : Cambridge 007	15	1				1		0.5	0	0	0.5	0	0	7.5	0	0	7.5	0	0
E02003728 : Cambridge 010	4	1				1		0.5	0	0	0.5	0	0	2	0	0	2	0	0
E02003729 : Cambridge 011	2	1				1		0.5	0	0	0.5	0	0	1	0	0	1	0	0
E02003730 : Cambridge 012	11	1				1		0.5	0	0	0.5	0	0	5.5	0	0	5.5	0	0
E02003731 : Cambridge 013	25	1				1		0.5	0	0	0.5	0	0	12.5	0	0	12.5	0	0
E02003735 : East Cambridgeshire 004	1	1				1		0.5	0	0	0.5	0	0	0.5	0	0	0.5	0	0
E02003738 : East Cambridgeshire 007	2	1				1		0.5	0	0	0.5	0	0	1	0	0	1	0	0
E02003755 : Huntingdonshire 003	1	1				1		0.5	0	0	0.5	0	0	0.5	0	0	0.5	0	0
E02003757 : Huntingdonshire 005	1	1				1		0.5	0	0	0.5	0	0	0.5	0	0	0.5	0	0

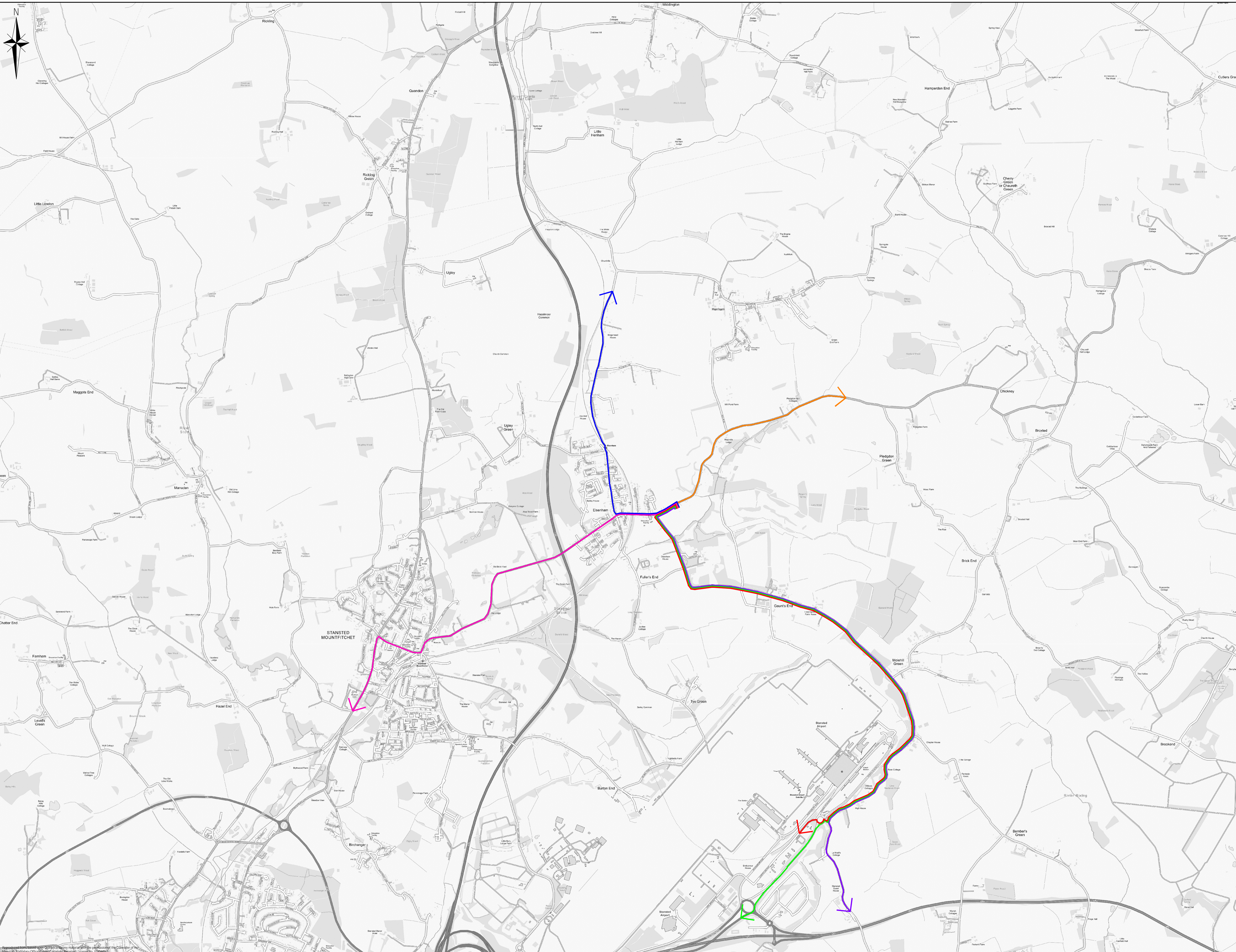
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E02003764 : Huntingdonshire 012	2	1			1			0.5	0	0	0.5	0	0	1	0	0	0
E02003766 : Huntingdonshire 014	1	1			1			0.5	0	0	0.5	0	0	0.5	0	0	0
E02003777 : South Cambridgeshire 003	2	1			1			0.5	0	0	0.5	0	0	1	0	0	0
E02003778 : South Cambridgeshire 004	2	1			1			0.5	0	0	0.5	0	0	1	0	0	0
E02003781 : South Cambridgeshire 007	10	1			1			0.5	0	0	0.5	0	0	5	0	0	0
E02003783 : South Cambridgeshire 009	3	1			1			0.5	0	0	0.5	0	0	1.5	0	0	0
E02003785 : South Cambridgeshire 011	4	1			1			0.5	0	0	0.5	0	0	2	0	0	0
E02003786 : South Cambridgeshire 012	2	1			1			0.5	0	0	0.5	0	0	1	0	0	0
E02003787 : South Cambridgeshire 013	3	1			1			0.5	0	0	0.5	0	0	1.5	0	0	0
E02003788 : South Cambridgeshire 014	2	1			1			0.5	0	0	0.5	0	0	1	0	0	0
E02003789 : South Cambridgeshire 015	4	1			1			0.5	0	0	0.5	0	0	2	0	0	0
E02003790 : South Cambridgeshire 016	4	1			1			0.5	0	0	0.5	0	0	2	0	0	0
E02003791 : South Cambridgeshire 017	25	1			1			0.5	0	0	0.5	0	0	12.5	0	0	0
E02003792 : South Cambridgeshire 018	8	1			1			0.5	0	0	0.5	0	0	4	0	0	0
E02003793 : South Cambridgeshire 019	4	1			1			0.5	0	0	0.5	0	0	2	0	0	0
E02003864 : Cheshire East 012	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0
E02004266 : Purbeck 004	1		1					0	1	0	0	0	0	0	1	0	0
E02004339 : County Durham 054	1	1	1					0.5	0.5	0	0	0	0	0.5	0.5	0	0
E02004435 : Basildon 012	6		1					0	1	0	0	0	0	0	6	0	0
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E02004441 : Basildon 018	1		1					0	1	0	0	0	0	0	1	0	0
E02004443 : Basildon 020	1		1					0	1	0	0	0	0	0	1	0	0
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E02004448 : Braintree 003	1		1					0	1	0	0	0	0	0	1	0	0
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E02004450 : Braintree 005	5		1					0	1	0	0	0	0	0	5	0	0
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E02004458 : Braintree 013	4		1					0	1	0	0	0	0	0	4	0	0
E02004459 : Braintree 014	1		1					0	1	0	0	0	0	0	1	0	0
E02004461 : Braintree 016	1		1					0	1	0	0	0	0	0	1	0	0
E02004462 : Braintree 017	6		1					0	1	0	0	0	0	0	6	0	0
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E02004464 : Brentwood 001	2		1					0	1	0	0	0	0	0	2	0	0
E02004467 : Brentwood 004	1		1					0	1	0	0	0	0	0	1	0	0
E02004468 : Brentwood 005	3		1					0	1	0	0	0	0	0	3	0	0
E02004470 : Brentwood 007	3		1					0	1	0	0	0	0	0	3	0	0
E02004471 : Brentwood 008	6		1					0	1	0	0	0	0	0	6	0	0
E02004472 : Brentwood 009	1		1					0	1	0	0	0	0	0	1	0	0
E02004474 : Castle Point 002	3		1					0	1	0	0	0	0	0	3	0	0
E02004485 : Chelmsford 001	1		1					0	1	0	0	0	0	0	1	0	0
E02004486 : Chelmsford 002	3		1					0	1	0	0	0	0	0	3	0	0
E02004487 : Chelmsford 003	3		1					0	1	0	0	0	0	0	3	0	0
E02004488 : Chelmsford 004	1		1					0	1	0	0	0	0	0	1	0	0
E02004489 : Chelmsford 005	5		1					0	1	0	0	0	0	0	5	0	0
E02004492 : Chelmsford 008	3		1					0	1	0	0	0	0	0	3	0	0
E02004493 : Chelmsford 009	1		1					0	1	0	0	0	0	0	1	0	0
E02004494 : Chelmsford 010	30		1					0	1	0	0	0	0	0	30	0	0
E02004495 : Chelmsford 011	3		1					0	1	0	0	0	0	0	3	0	0
E02004498 : Chelmsford 014	1		1					0	1	0	0	0	0	0	1	0	0
E02004500 : Chelmsford 016	2		1					0	1	0	0	0	0	0	2	0	0
E02004506 : Colchester 001	2		1					0	1	0	0	0	0	0	2	0	0
E02004507 : Colchester 002	3		1					0	1	0	0	0	0	0	3	0	0
E02004509 : Colchester 004	2		1					0	1	0	0	0	0	0	2	0	0
E02004512 : Colchester 007	6		1					0	1	0	0	0	0	0	6	0	0

E02004978 : Watford 011	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02004981 : Welwyn Hatfield 002	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02004983 : Welwyn Hatfield 004	4	1	1					0.5	0.5	0	0	0	0	0	0	2	2	0	0	0	0
E02004985 : Welwyn Hatfield 006	5	1	1					0.5	0.5	0	0	0	0	0	0	2.5	2.5	0	0	0	0
E02004986 : Welwyn Hatfield 007	5	1	1					0.5	0.5	0	0	0	0	0	0	2.5	2.5	0	0	0	0
E02004987 : Welwyn Hatfield 008	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02004989 : Welwyn Hatfield 010	6	1	1					0.5	0.5	0	0	0	0	0	0	3	3	0	0	0	0
E02004990 : Welwyn Hatfield 011	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02004991 : Welwyn Hatfield 012	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02004993 : Welwyn Hatfield 014	3	1	1					0.5	0.5	0	0	0	0	0	0	1.5	1.5	0	0	0	0
E02004995 : Welwyn Hatfield 016	3	1	1					0.5	0.5	0	0	0	0	0	0	1.5	1.5	0	0	0	0
E02005001 : Ashford 006	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005033 : Dartford 006	2		1					0	1	0	0	0	0	0	0	0	2	0	0	0	0
E02005042 : Dover 002	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005046 : Dover 006	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005069 : Maidstone 002	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005094 : Sevenoaks 008	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005155 : Tonbridge and Malling 007	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005160 : Tonbridge and Malling 012	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005338 : Blaby 006	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02005406 : North West Leicestershire 010	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02005409 : North West Leicestershire 013	2	1	1					0.5	0.5	0	0	0	0	0	0	1	1	0	0	0	0
E02005412 : Oadby and Wigston 003	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02005439 : East Lindsey 016	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02005484 : South Kesteven 009	2	1						1	0	0	0	0	0	0	0	2	0	0	0	0	0
E02005575 : North Norfolk 006	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02005584 : Norwich 001	1		1		1			0	0.5	0	0.5	0	0	0	0	0	0.5	0	0.5	0	0
E02005645 : Kettering 007	1	1						1	0	0	0	0	0	0	0	1	0	0	0	0	0
E02005673 : Northampton 024	2	1	1					0.5	0.5	0	0	0	0	0	0	1	1	0	0	0	0
E02005695 : Wellingborough 004	1	1						1	0	0	0	0	0	0	0	1	0	0	0	0	0
E02005939 : Cherwell 019	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005954 : Oxford 015	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02005968 : South Oxfordshire 011	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006034 : Shropshire 020	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02006230 : Babergh 004	1		1		1			0	0.5	0	0.5	0	0	0	0	0	0.5	0	0.5	0	0
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E02006234 : Babergh 008	1		1		1			0	0.5	0	0.5	0	0	0	0	0	0.5	0	0.5	0	0
E02006235 : Babergh 009	2		1		1			0	0.5	0	0.5	0	0	0	0	0	1	0	1	0	0
E02006237 : Babergh 011	1		1		1			0	0.5	0	0.5	0	0	0	0	0	0.5	0	0.5	0	0
E02006240 : Forest Heath 003	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006241 : Forest Heath 004	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006243 : Forest Heath 006	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006246 : Ipswich 002	1		1		1			0	0.5	0	0.5	0	0	0	0	0	0.5	0	0.5	0	0
E02006266 : Mid Suffolk 006	1		1		1			0	0.5	0	0.5	0	0	0	0	0	0.5	0	0.5	0	0
E02006271 : Mid Suffolk 011	3		1		1			0	0.5	0	0.5	0	0	0	0	0	1.5	0	1.5	0	0
E02006277 : St Edmundsbury 005	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006279 : St Edmundsbury 007	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006280 : St Edmundsbury 008	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006281 : St Edmundsbury 009	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006283 : St Edmundsbury 011	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006284 : St Edmundsbury 012	1	1			1			0.5	0	0	0.5	0	0	0	0	0.5	0	0	0.5	0	0
E02006286 : St Edmundsbury 014	9	1			1			0.5	0	0	0.5	0	0	0	4.5	0	0	4.5	0	0	0
E02006345 : Guildford 002	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006350 : Guildford 007	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006457 : Woking 002	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006492 : Rugby 001	2	1	1					0.5	0.5	0	0	0	0	0	0	1	1	0	0	0	0
E02006494 : Rugby 003	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02006575 : Crawley 001	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006610 : Mid Sussex 007	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006615 : Mid Sussex 012	1		1					0	1	0	0	0	0	0	0	0	1	0	0	0	0
E02006700 : Bromsgrove 005	1	1	1					0.5	0.5	0	0	0	0	0	0	0.5	0.5	0	0	0	0
E02006801 : Lambeth 036	3	1	1					0	1	0	0	0	0	0	0	0	3	0	0	0	0

E02006825 : East Cambridgeshire 011	1	1			1		
E02006826 : Forest Heath 008	1	1			1		
E02006853 : Tower Hamlets 032	2		1				
E02006854 : Tower Hamlets 033	41		1				
E02006873 : South Cambridgeshire 020	1	1			1		
E02006874 : South Cambridgeshire 021	1	1			1		
E02006907 : Norwich 014	2		1		1		
E02006924 : Redbridge 035	1		1				
E02006925 : Redbridge 036	6		1				
E02006928 : Greenwich 035	1		1				
E02006929 : Greenwich 036	1		1				
E02006931 : Greenwich 038	1		1				
W02000226 : Bridgend 009	1	1	1				
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47%	28%	5%	6%	12%	1%

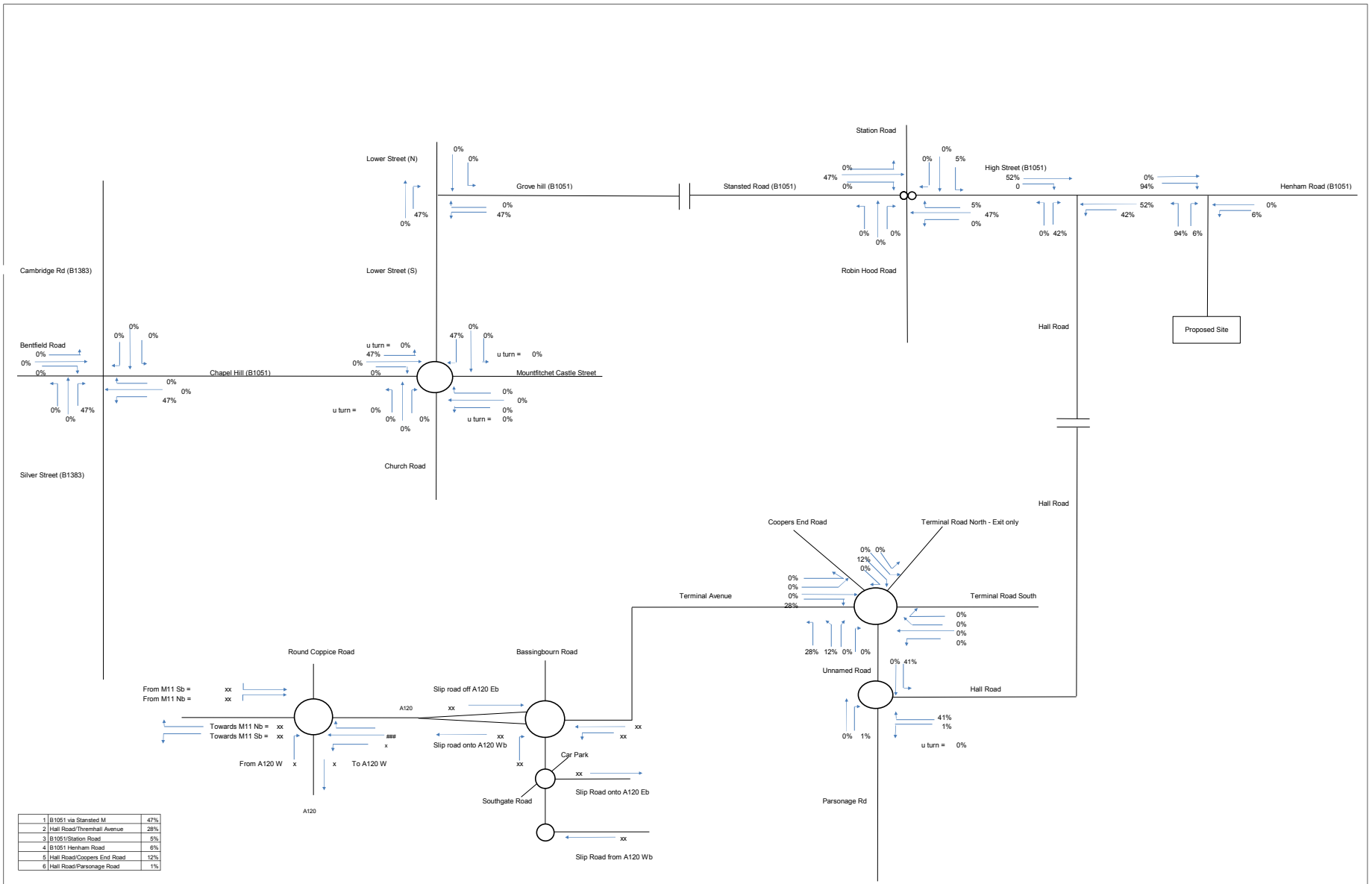


- ROUTE 1: WEST VIA STANSTED MOUNTFITCHET
- ROUTE 2: SOUTH VIA HALL ROAD/THREMHALL AVE
- ROUTE 3: NORTH VIA STATION ROAD
- ROUTE 4: EAST VIA HENHAM ROAD
- ROUTE 5: SOUTH VIA HALL ROAD/PARSONAGE ROAD
- ROUTE 6: SOUTH VIA HALL ROAD/COOPERS END ROAD

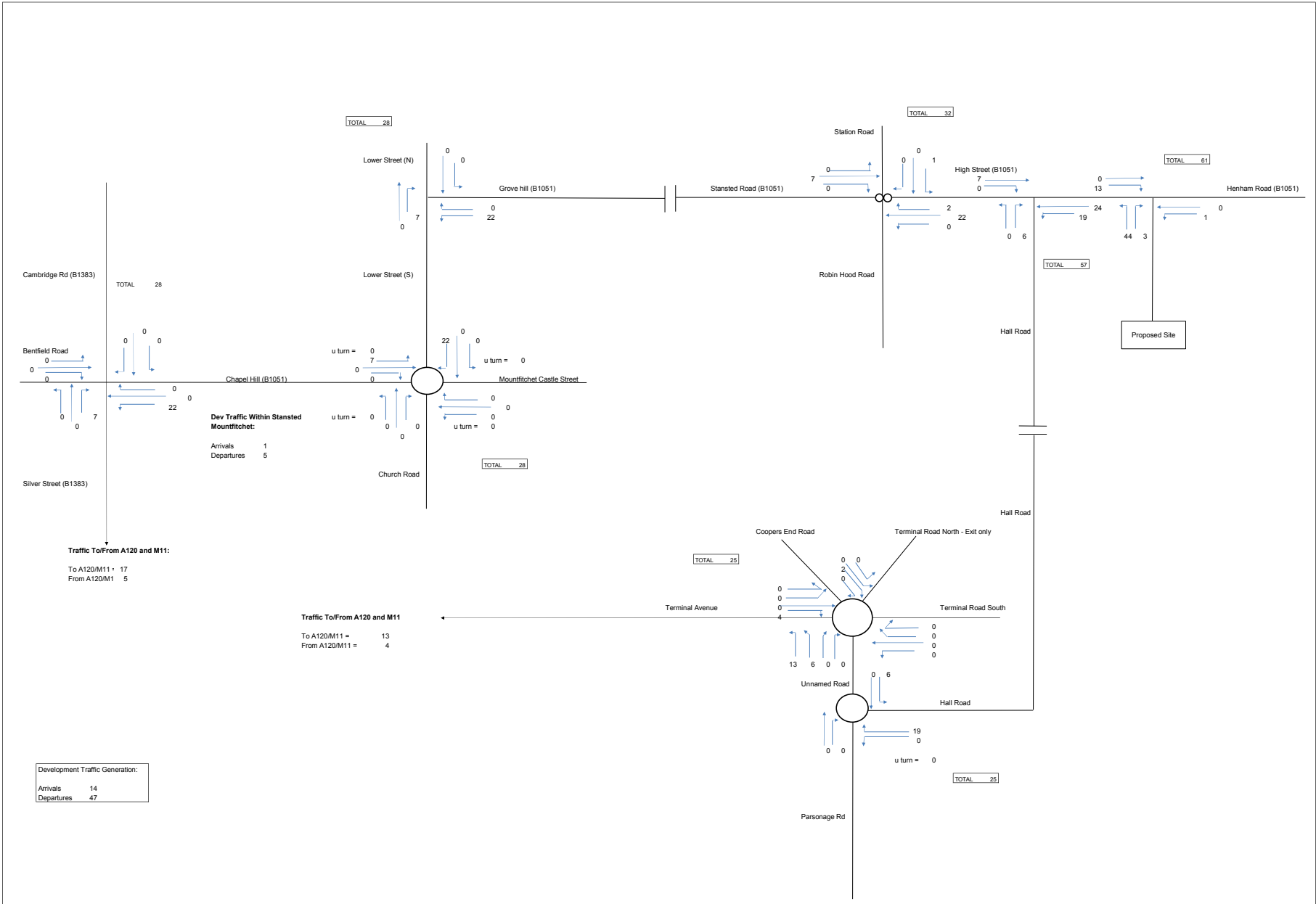
DRAFT

Rev	Description	Dwn	Chk	App	Date
<b style="font-size: 12px;">ARDENT CONSULTING ENGINEERS <small>Third Floor The Holmark Building 52-54 Loadhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk</small>					
Client: COUNTRYSIDE PROPERTIES (UK) LIMITED Project Title: LAND SOUTH OF HENHAM ROAD, ELSENHAM Drawing Title: PROPOSED DEVELOPMENT ROUTES					
AD Scale:	1:20000	Date:	14.03.22	Designed by:	BT
Drawn by:	BT	Checked by:	FM	Approved by:	IW
Drawing Number:	2008170-014				Rev:

Appendix C



1	B1051 via Stansted M	47%
2	Hall Road/Threemhall Avenue	28%
3	B1051/Station Road	5%
4	B1051/Henham Road	0%
5	Hall Road/Coopers End Road	12%
6	Hall Road/Parsonage Road	1%

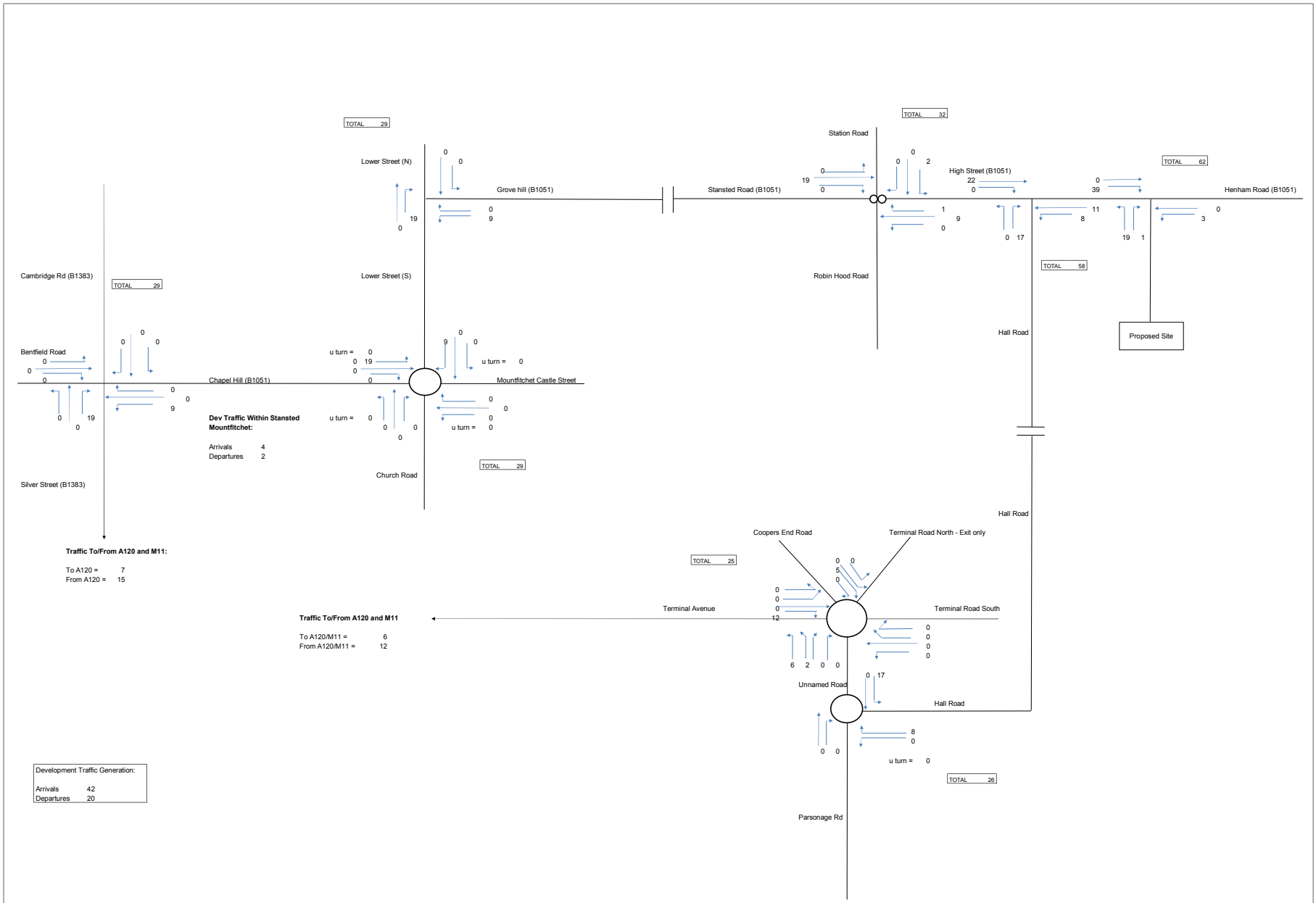


Dev Traffic Within Stansted Mountfichet:
 Arrivals 1
 Departures 5

Traffic To/From A120 and M11:
 To A120/M11 = 17
 From A120/M11 = 5

Traffic To/From A120 and M11:
 To A120/M11 = 13
 From A120/M11 = 4

Development Traffic Generation:
 Arrivals 14
 Departures 47



Dev Traffic Within Stansted Mountfitchet:

Arrivals 4
Departures 2

Traffic To/From A120 and M11:

To A120 = 7
From A120 = 15

Traffic To/From A120 and M11

To A120/M11 = 6
From A120/M11 = 12

Development Traffic Generation:
Arrivals 42
Departures 20

ARDENT CONSULTING ENGINEERS

Third Floor, The Hallmark Building
52-56 Leadenhall Street
London EC3M 5JE

Client
Countryside
Date
July 2022

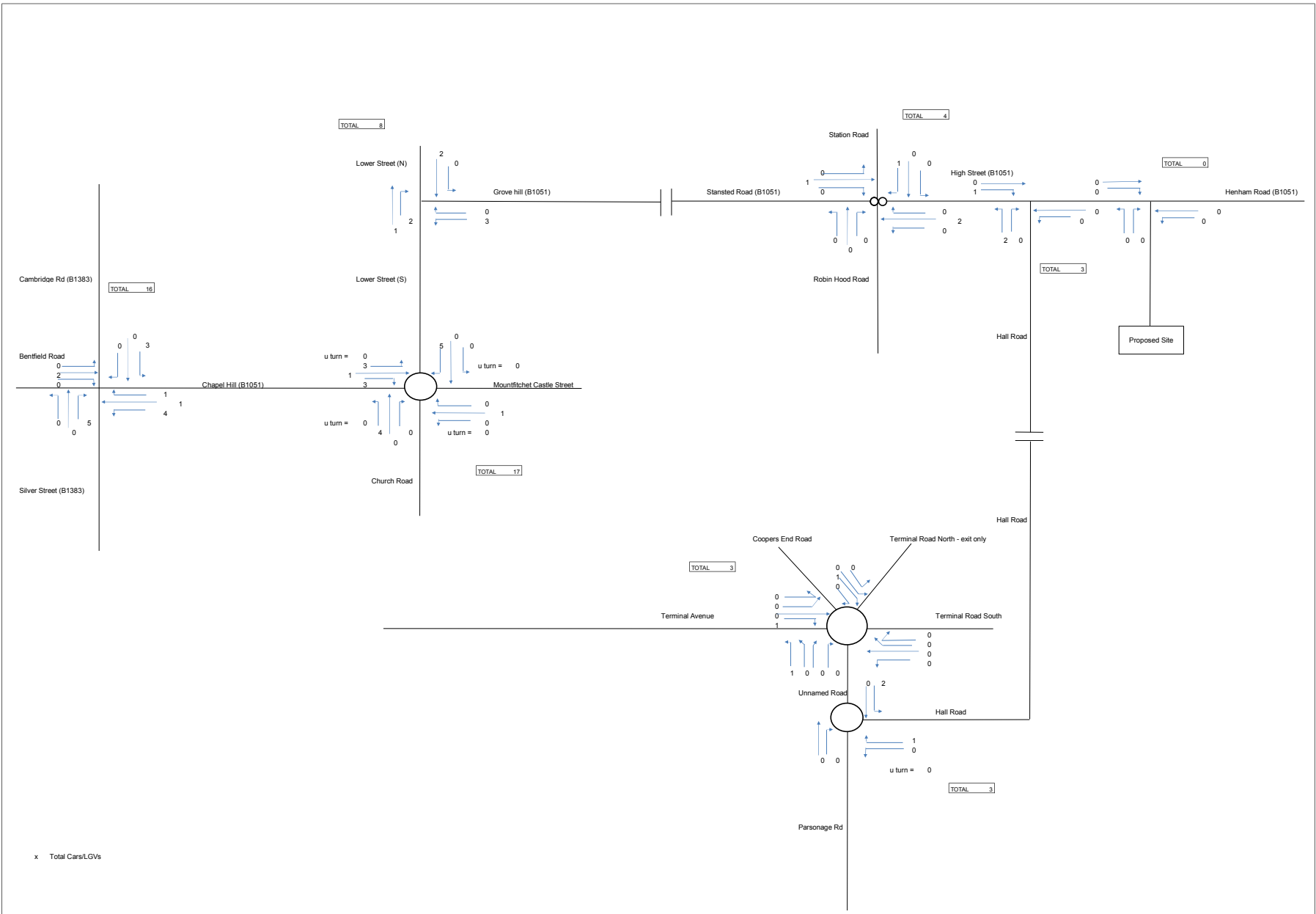
Job No
2008170

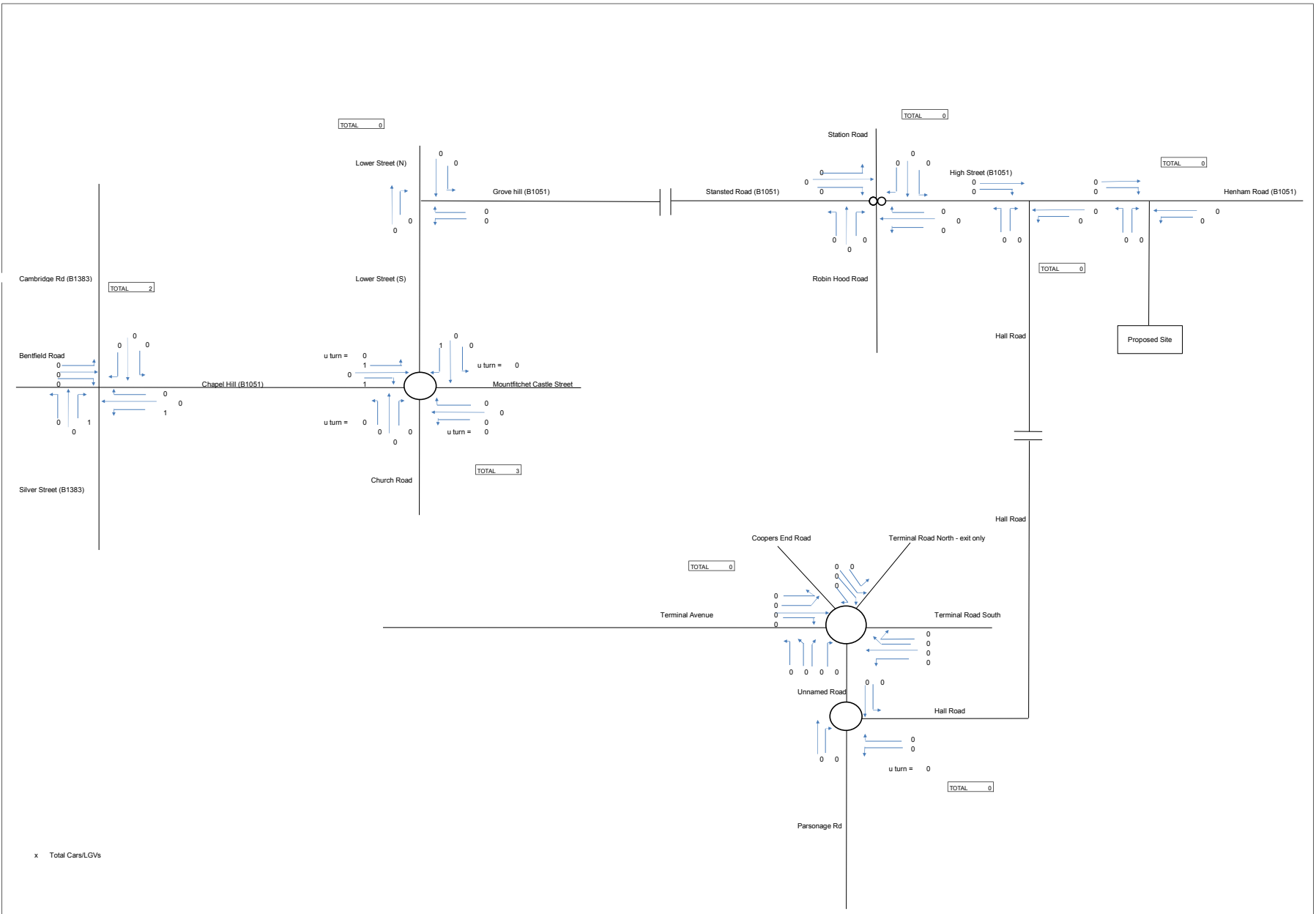
Project
Land South of Henham Road, Eisenham

Drawing No

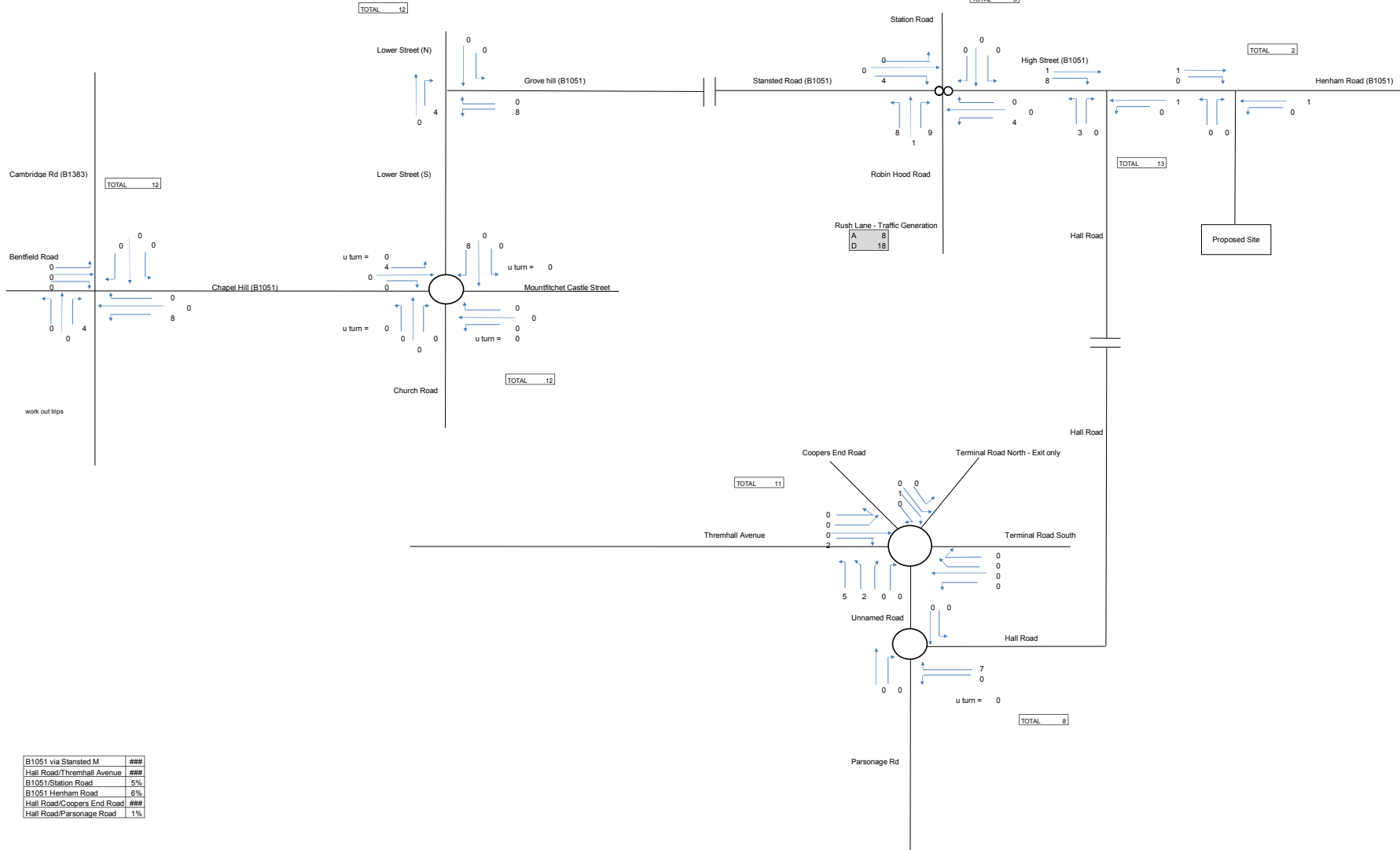
Proposed Development Flows - PM Peak

Appendix D





ARDENT CONSULTING ENGINEERS Third Floor, The Hallmark Building 52-56 Leadenhall Street London EC3M 8JF	Client	Project	
	Countryside	Land South of Henham Road, Eisenham	
Date	Job No	Drawing No	
July 2022	2008170		
Committed Development Flows (Magna Carter School) - PM Peak			



B1051 via Stansted M	###
Hall Road/Thremhall Avenue	###
B1051/Station Road	5%
B1051/Henham Road	6%
Hall Road/Coopers End Road	###
Hall Road/Parsonage Road	1%

ARDENT CONSULTING ENGINEERS

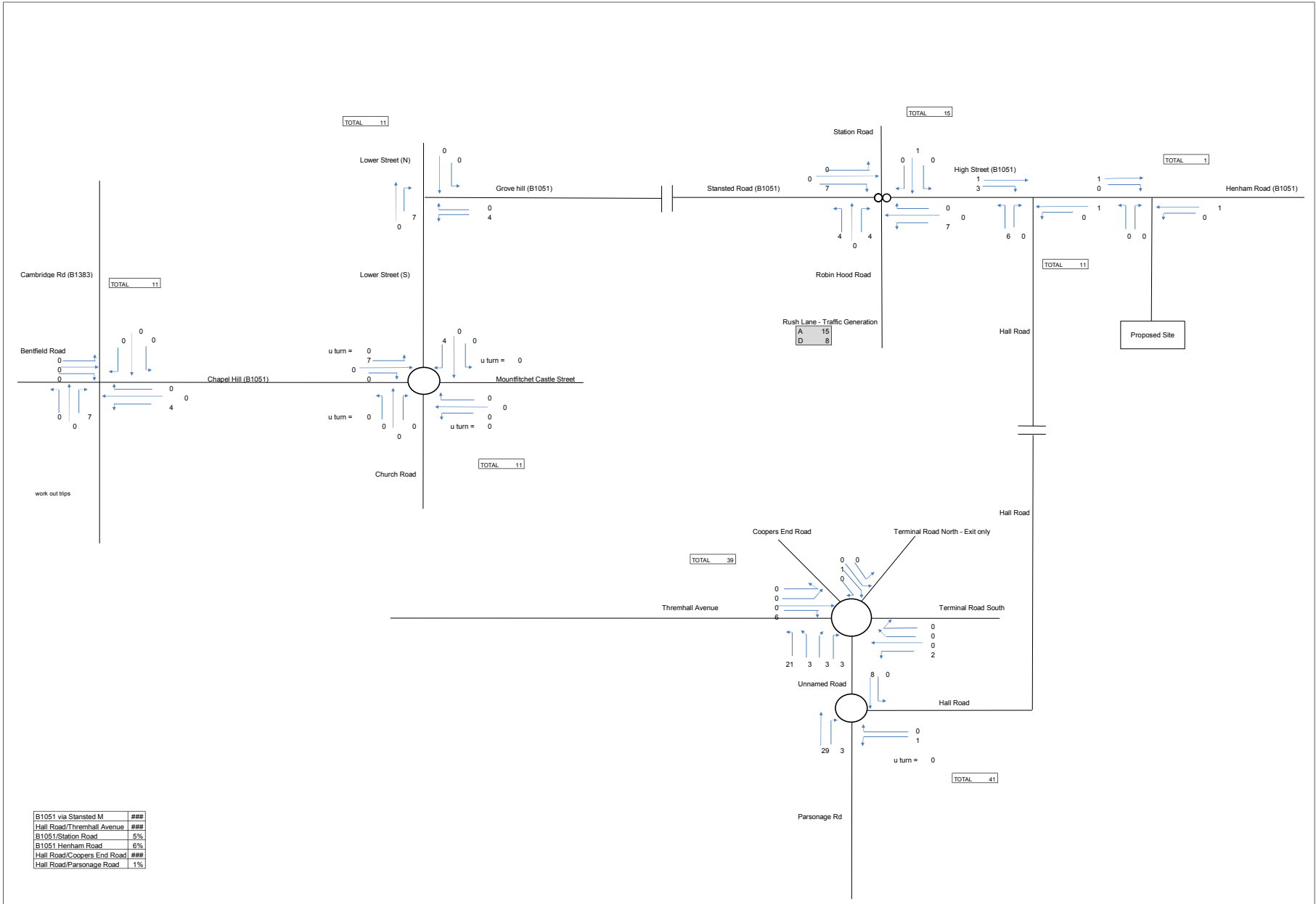
Third Floor, The Hallmark Building
52-56 Leadenhall Street
London EC3N 5JE

Client
Countryside
Date
July 2022

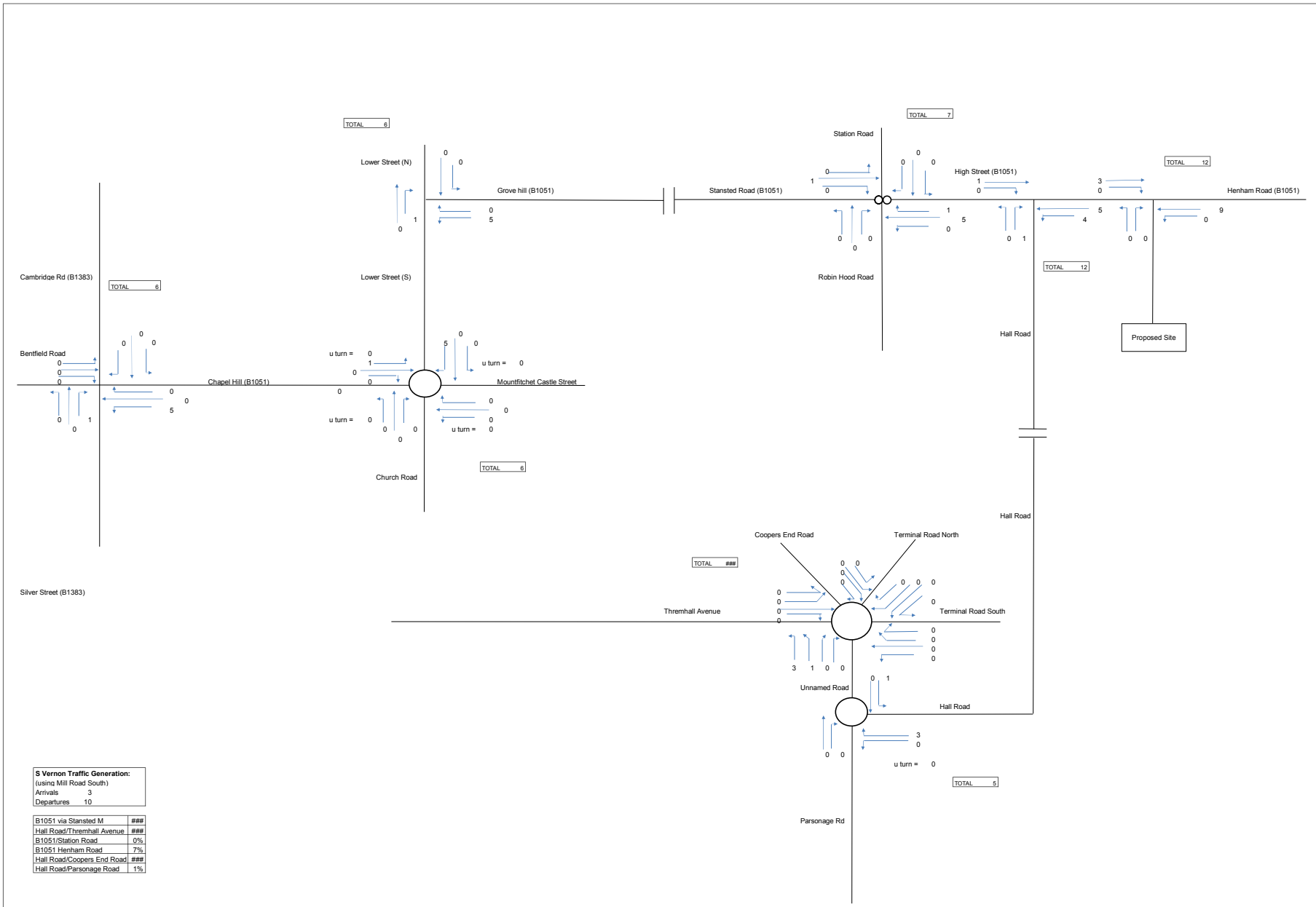
Job No
2008170

Project
Land South of Henham Road, Eisenham
Drawing No

Committed Development Flows (Land at Rush Lane - 44 dwellings) - AM Peak

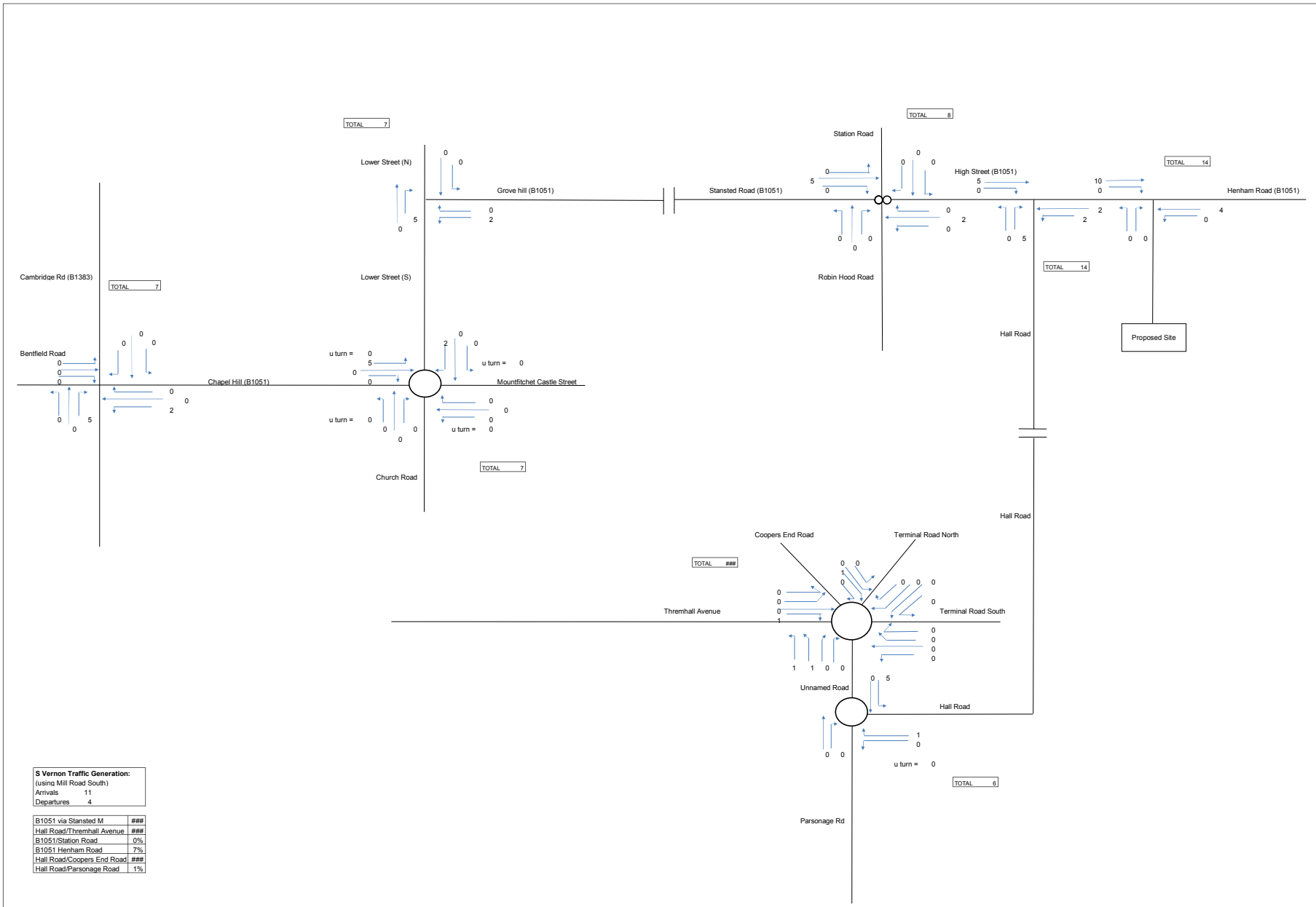


B1051 via Stansted M	###
Hall Road/Thremhall Avenue	###
B1051/Station Road	5%
B1051/Henham Road	6%
Hall Road/Coopers End Road	###
Hall Road/Parsonage Road	1%



S Vernon Traffic Generation:
 (using Mill Road South)
 Arrivals 3
 Departures 10

B1051 via Stansted M	###
Hall Road/Thremhall Avenue	###
B1051/Station Road	0%
B1051/Henham Road	7%
Hall Road/Coopers End Road	###
Hall Road/Parsonage Road	1%



S Vernon Traffic Generation:
 (using Mill Road South)
 Arrivals 11
 Departures 4

B1051 via Stansted M	###
Hall Road/Thremhall Avenue	###
B1051/Station Road	0%
B1051/Henham Road	7%
Hall Road/Coopers End Road	###
Hall Road/Parsonage Road	1%

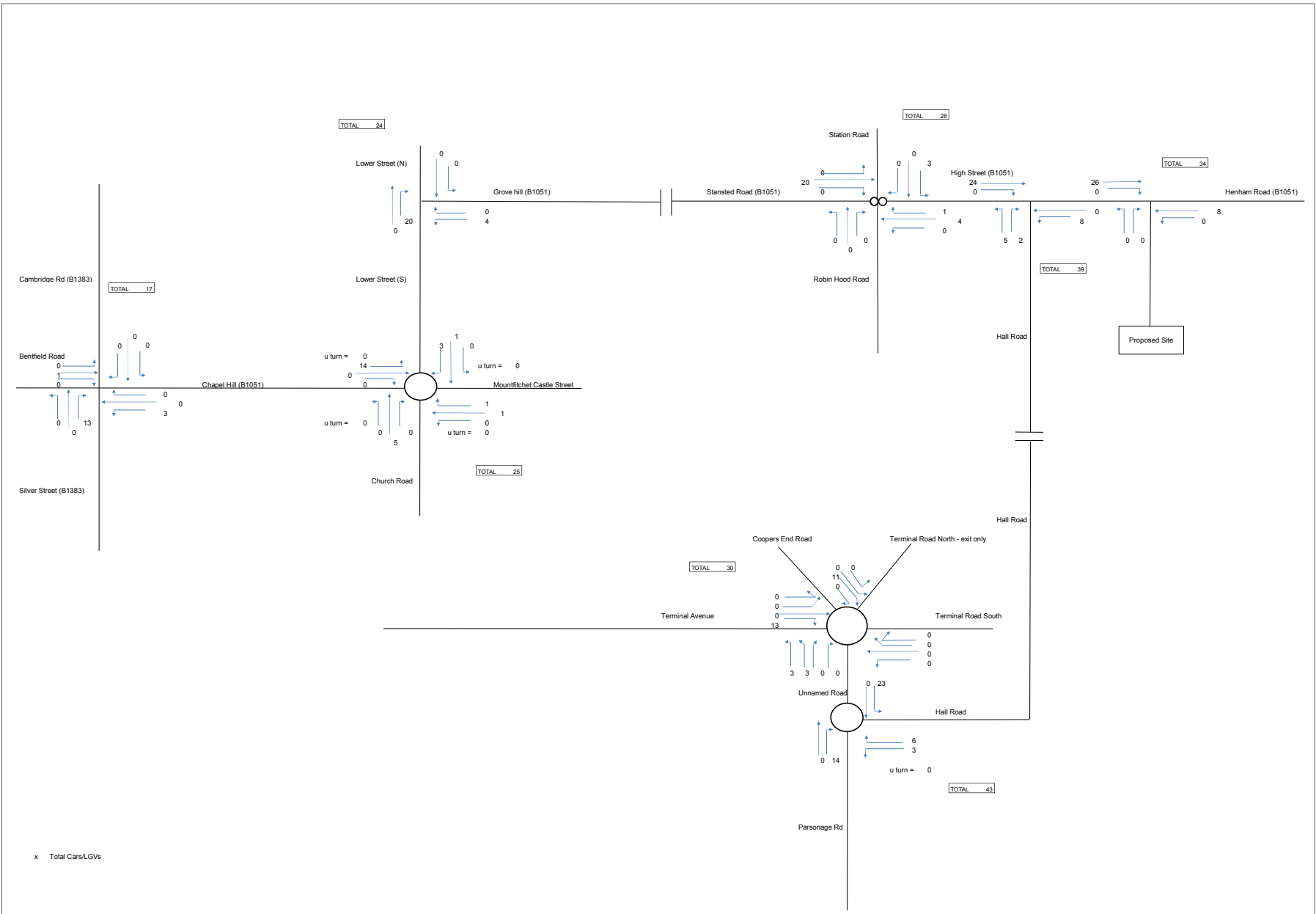
ARDENT CONSULTING
 ENGINEERS
 Third Floor, The Hallmark Building
 52-56 Leadenhall Street
 London EC3M 5JF

Client
Countryside
 Date
July 2022

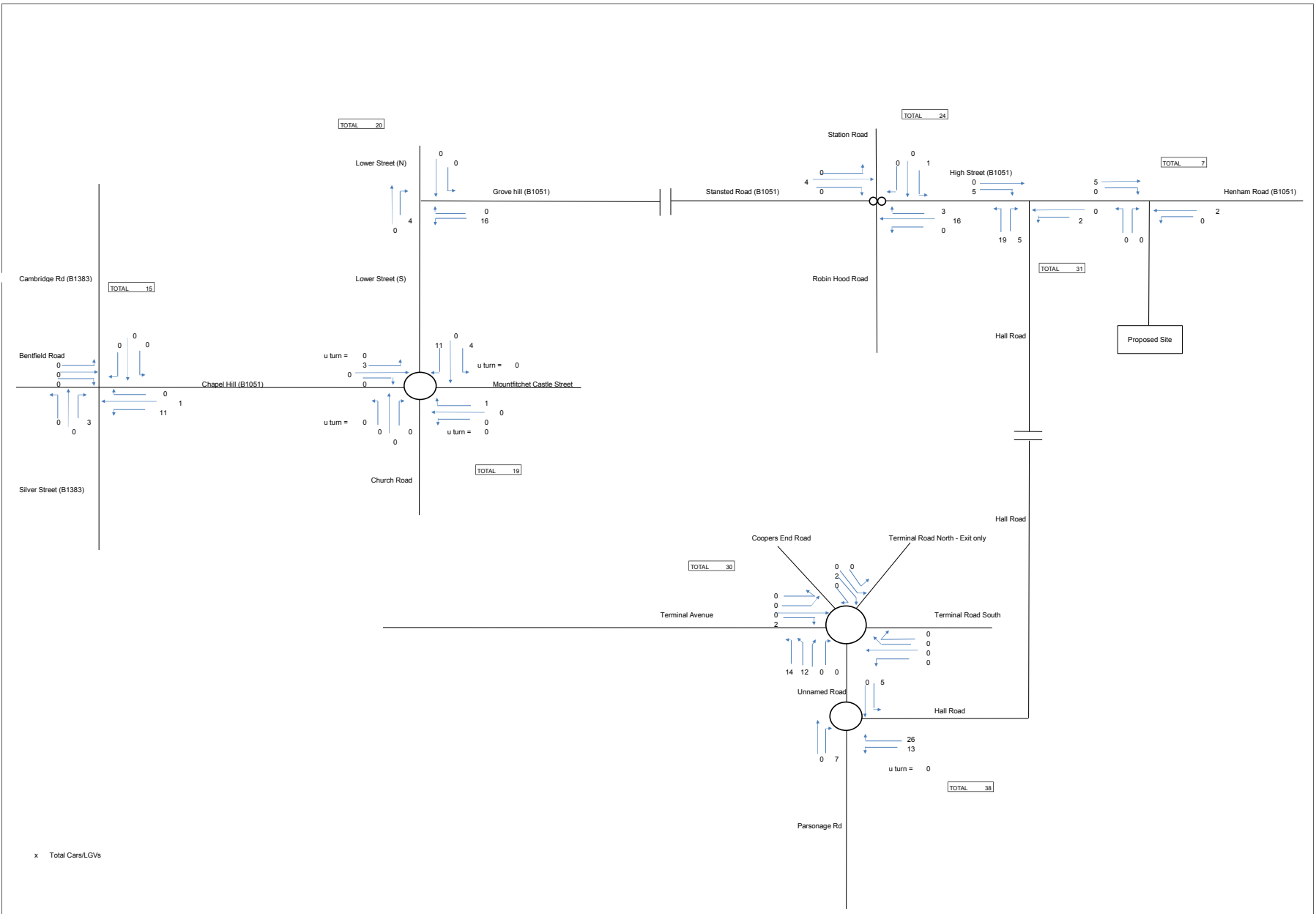
Job No
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Project
Land South of Henham Road, Eisenham
 Drawing No

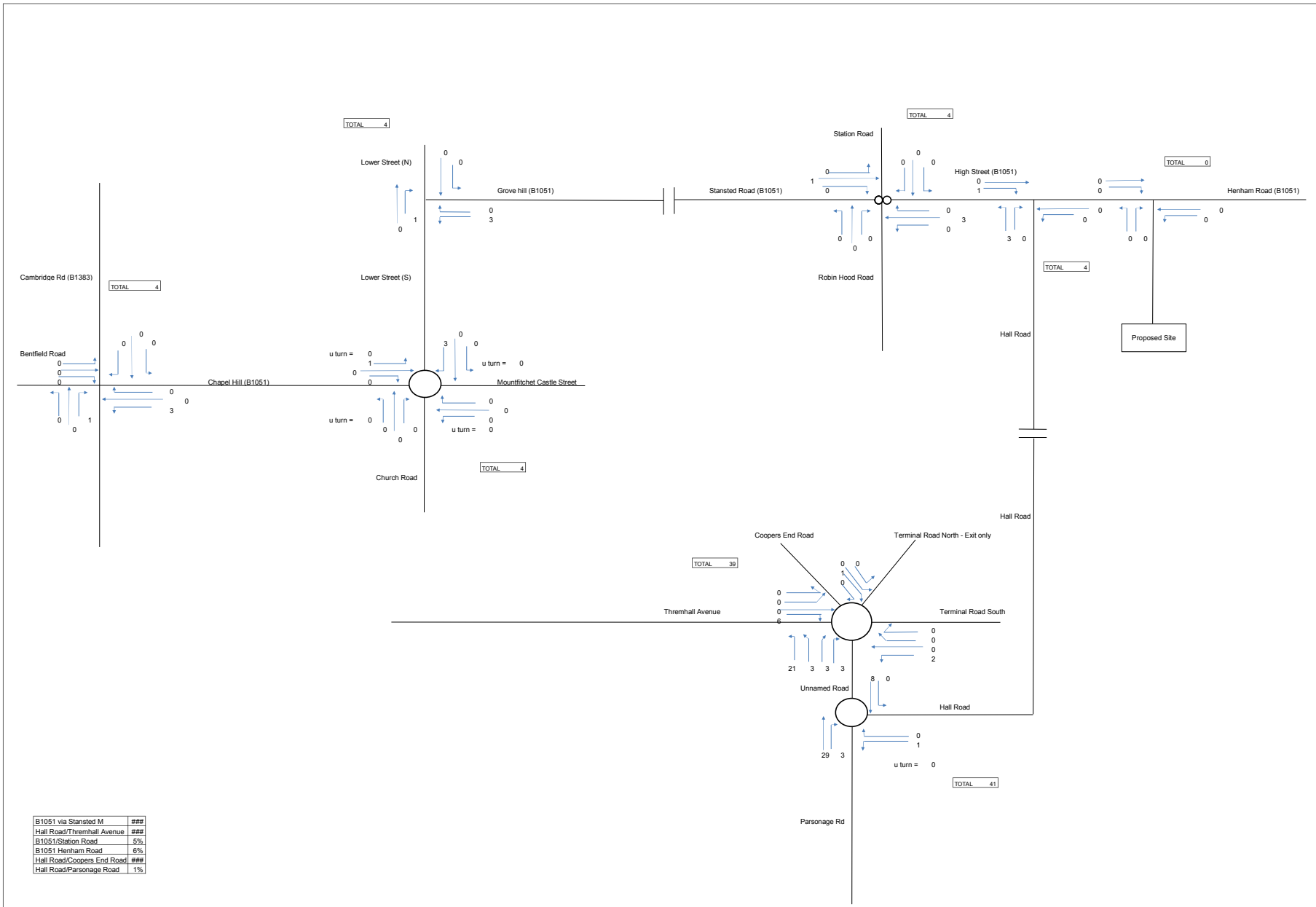
Committed Development Flows (Vernon Close - 45 dwellings) - PM Peak



x Total Cars/LGVs



x Total Cars/LGVs



B1051 via Stansted M	###
Hall Road/Thremhall Avenue	###
B1051/Station Road	5%
B1051/Henham Road	6%
Hall Road/Coopers End Road	###
Hall Road/Parsonage Road	1%

ARDENT CONSULTING
ENGINEERS

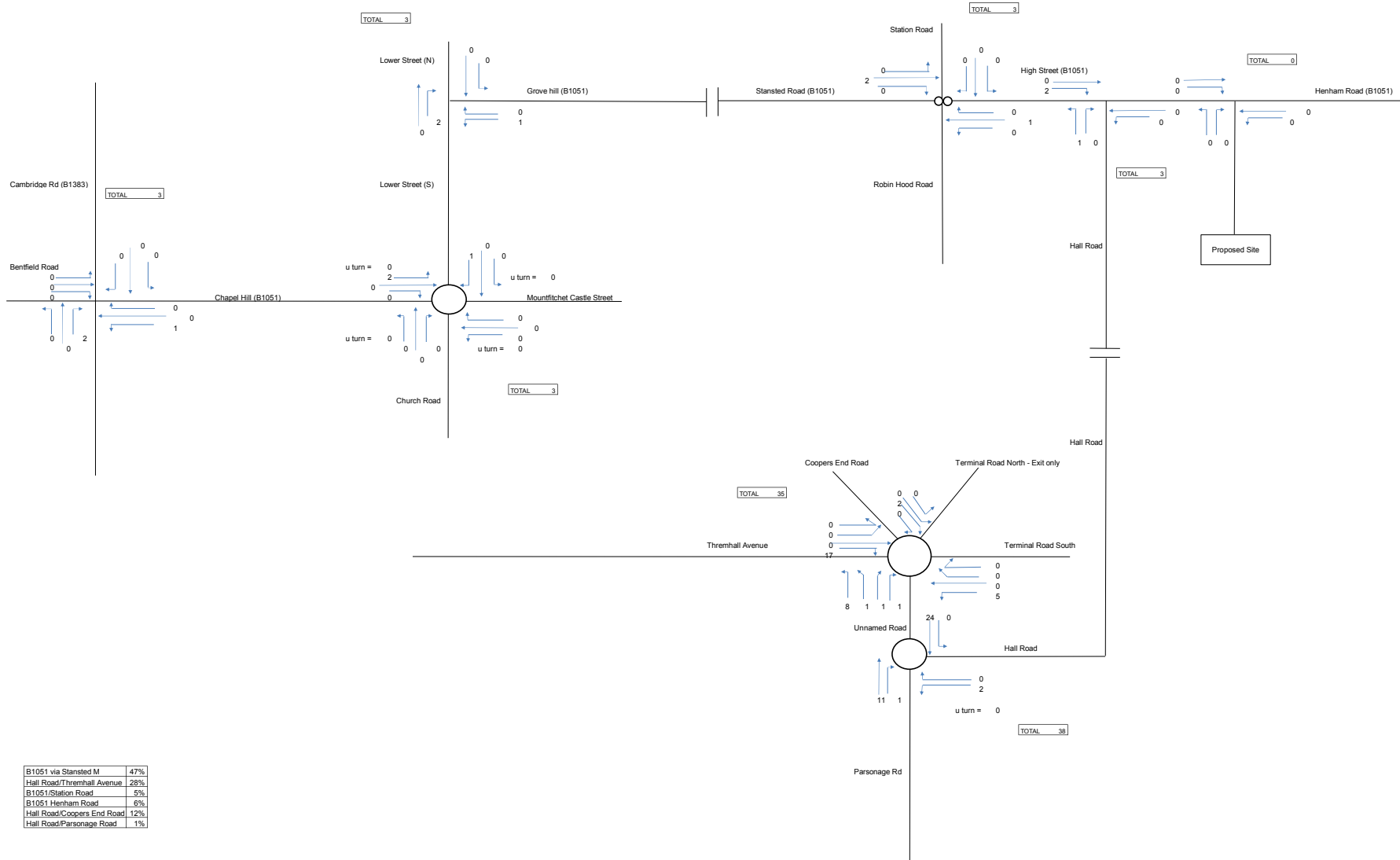
Third Floor, The Hallmark Building
52-56 Leadenhall Street
London EC3M 5JF

Client
Countryside
Date
July 2022

Job No
2008170

Project
Land South of Henham Road, Eisenham
Drawing No

Committed Development Flows (W of Parsonage Road - 119 dwellings) - AM Peak



B1051 via Stansted M	47%
Hall Road/Thremhall Avenue	28%
B1051/Station Road	5%
B1051/Henham Road	6%
Hall Road/Coopers End Road	12%
Hall Road/Parsonage Road	3%

ARDENT CONSULTING ENGINEERS

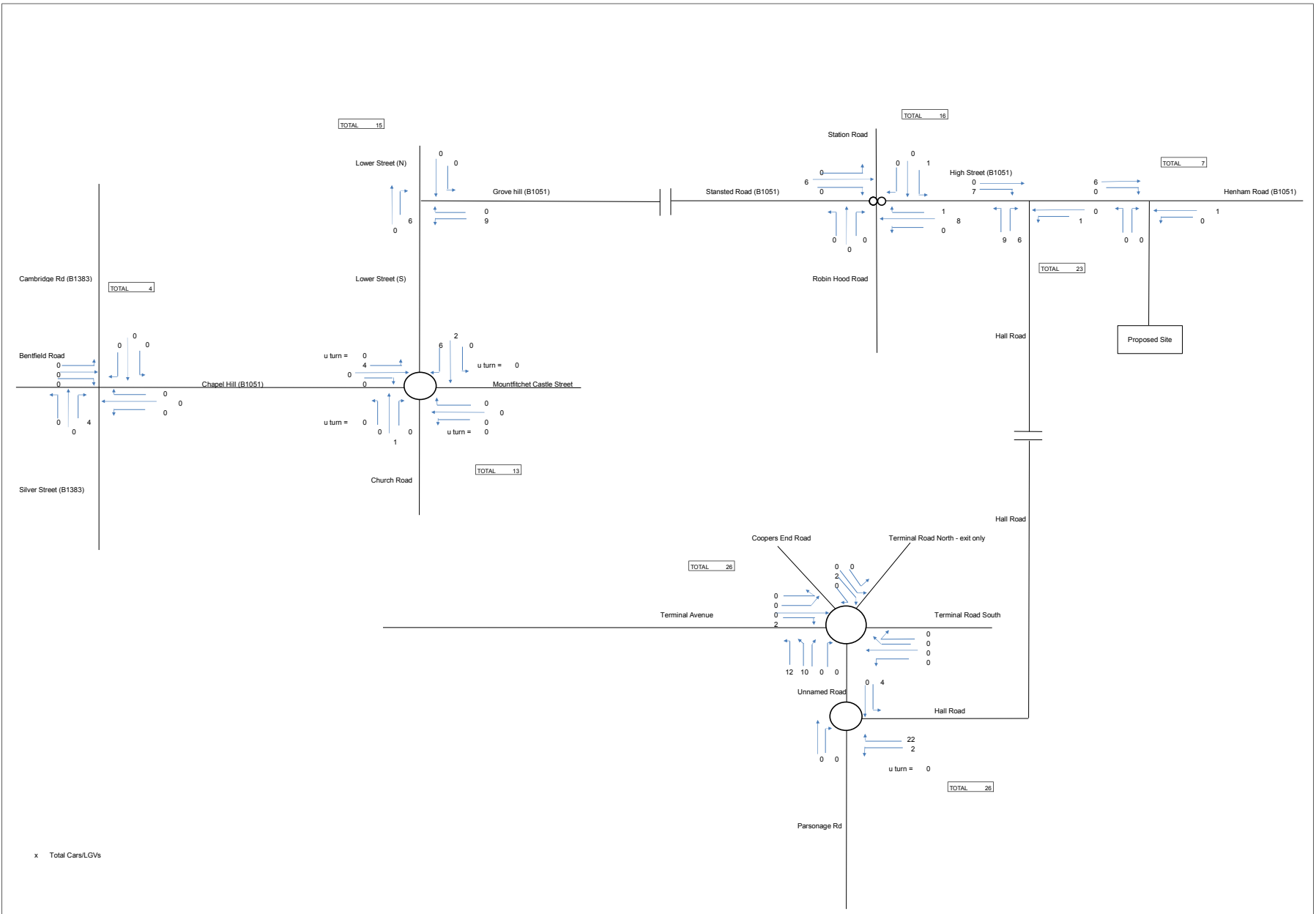
Third Floor, The Hallmark Building
52-56 Leadenhall Street
London EC3M 5JE

Client
Countryside
Date
July 2022

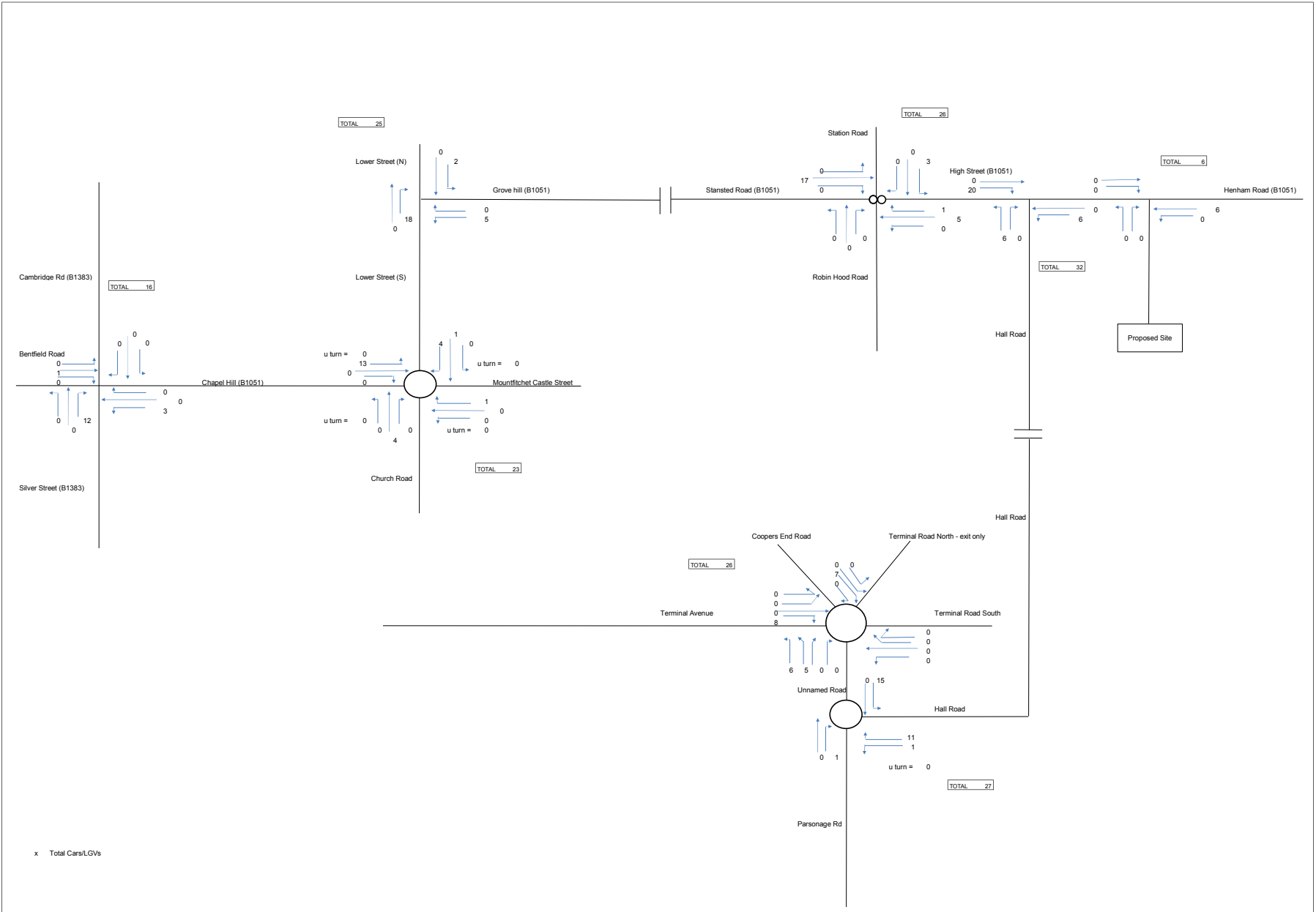
Job No
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Project
Land South of Henham Road, Elsenham
Drawing No

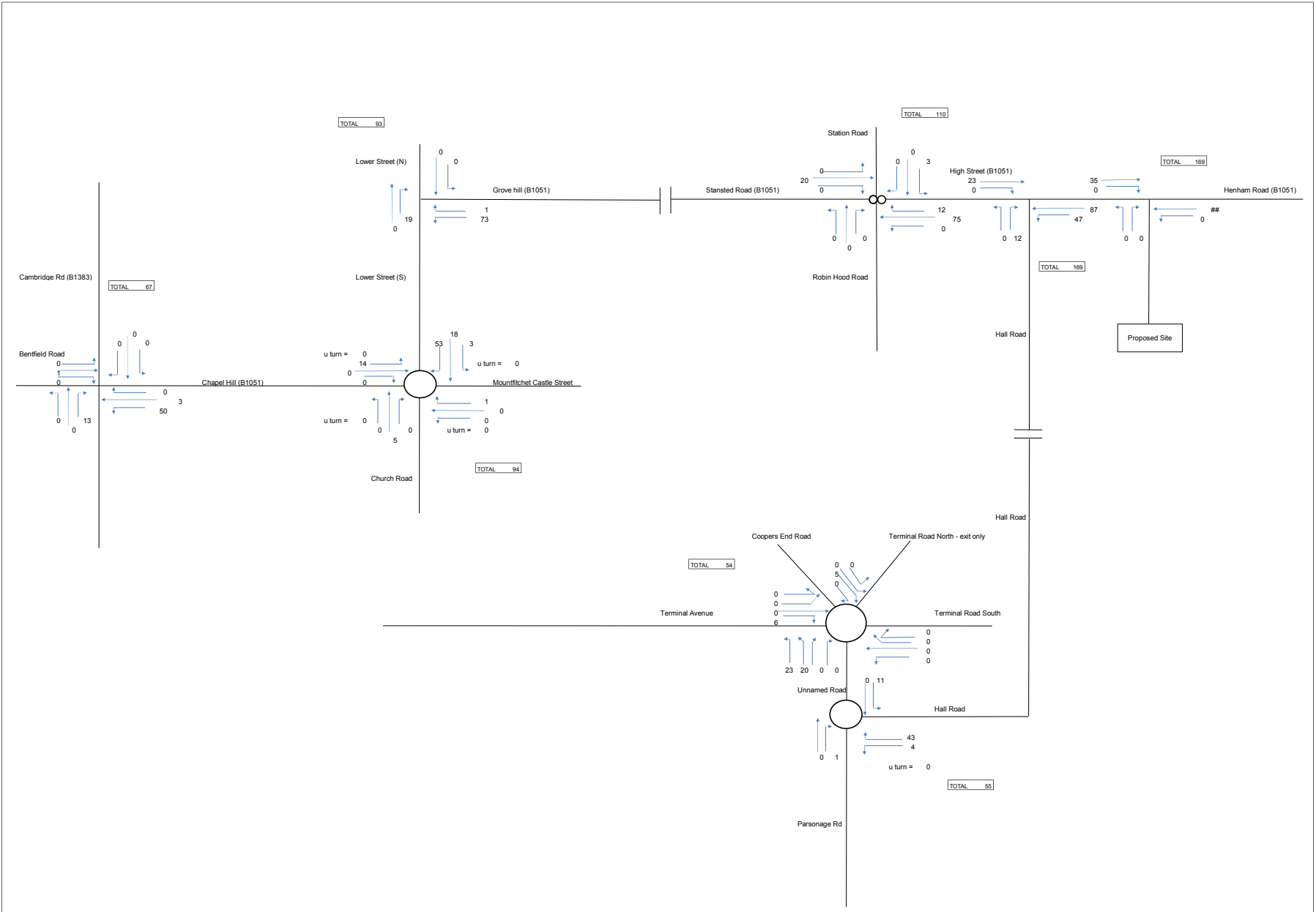
Committed Development Flows (W of Parsonage Road - 119 dwellings) - PM Peak

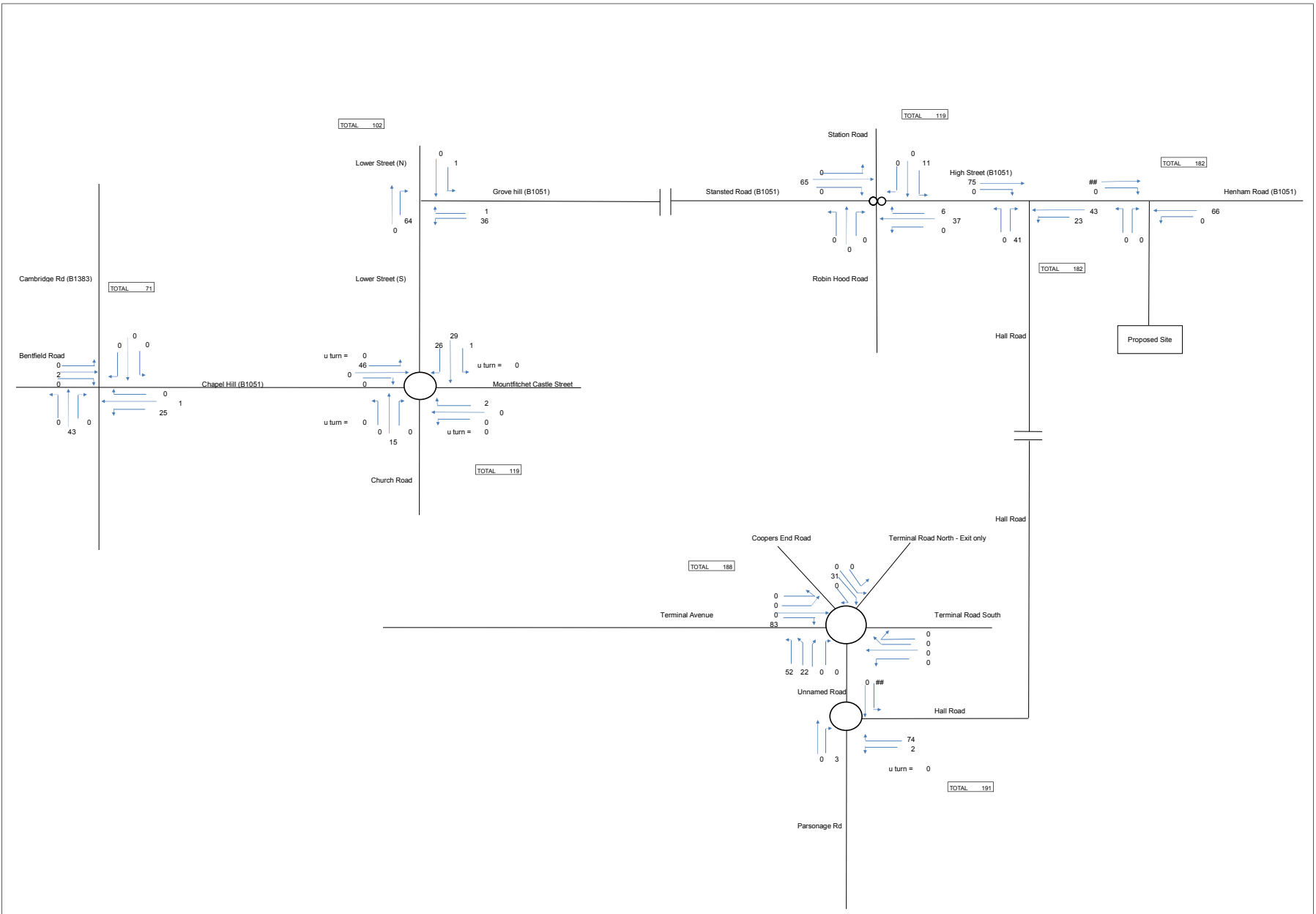


x Total Cars/LGVs



x Total Cars/LGVs





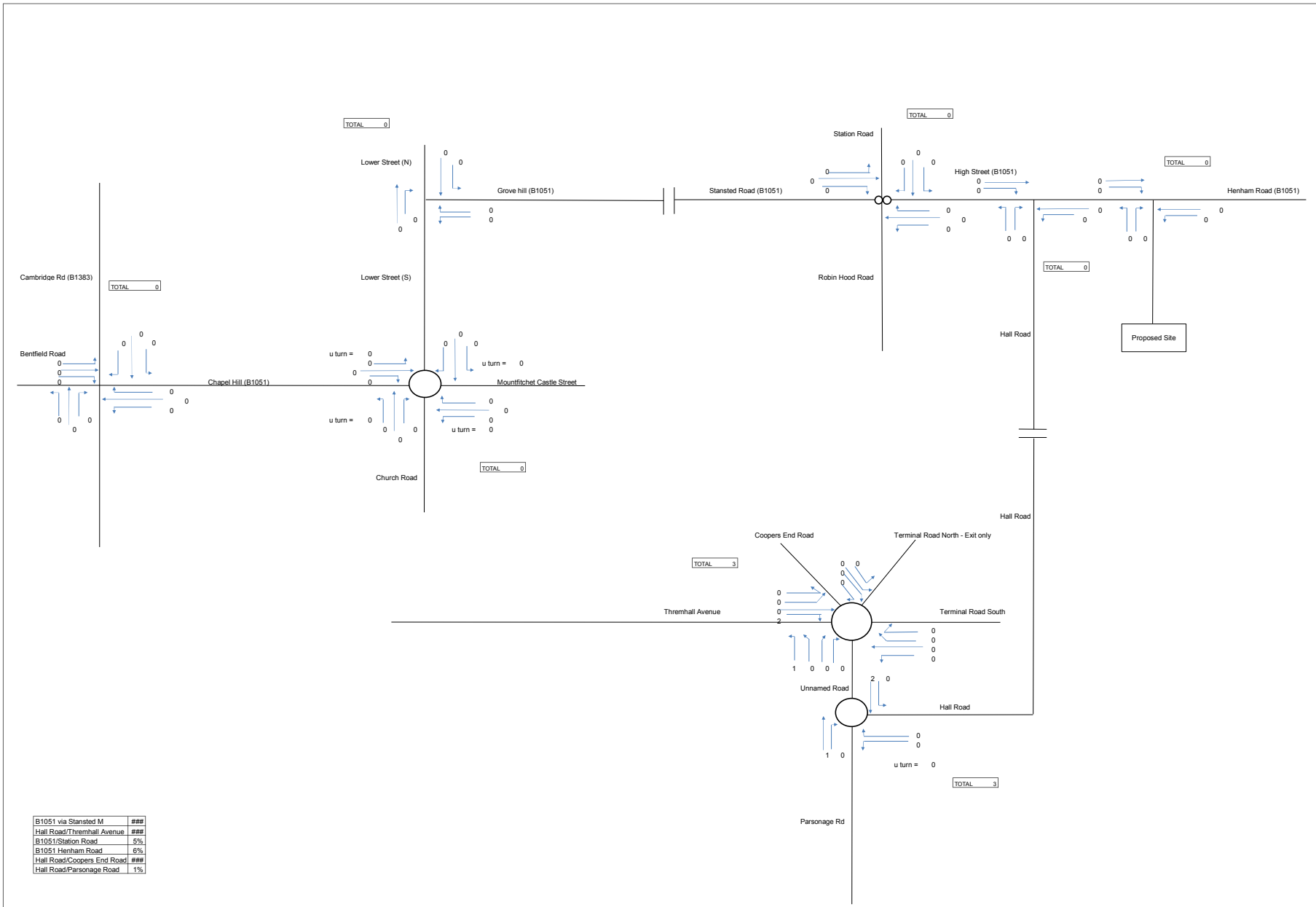
ARDENT CONSULTING ENGINEERS
 Third Floor, The Hallmark Building
 52-96 Leadenhall Street
 London EC3M 8JF

Client
Countryside
 Date
July 2022

Job No
2008170

Project
Land South of Henham Road, Eisenham
 Drawing No

Committed Development Flows (E Eisenham - 350 dwellings) - PM Peak



B1051 via Stansted M	###
Hall Road/Thremhall Avenue	###
B1051/Station Road	5%
B1051/Henham Road	6%
Hall Road/Coopers End Road	###
Hall Road/Parsonage Road	1%

ARDENT CONSULTING
ENGINEERS

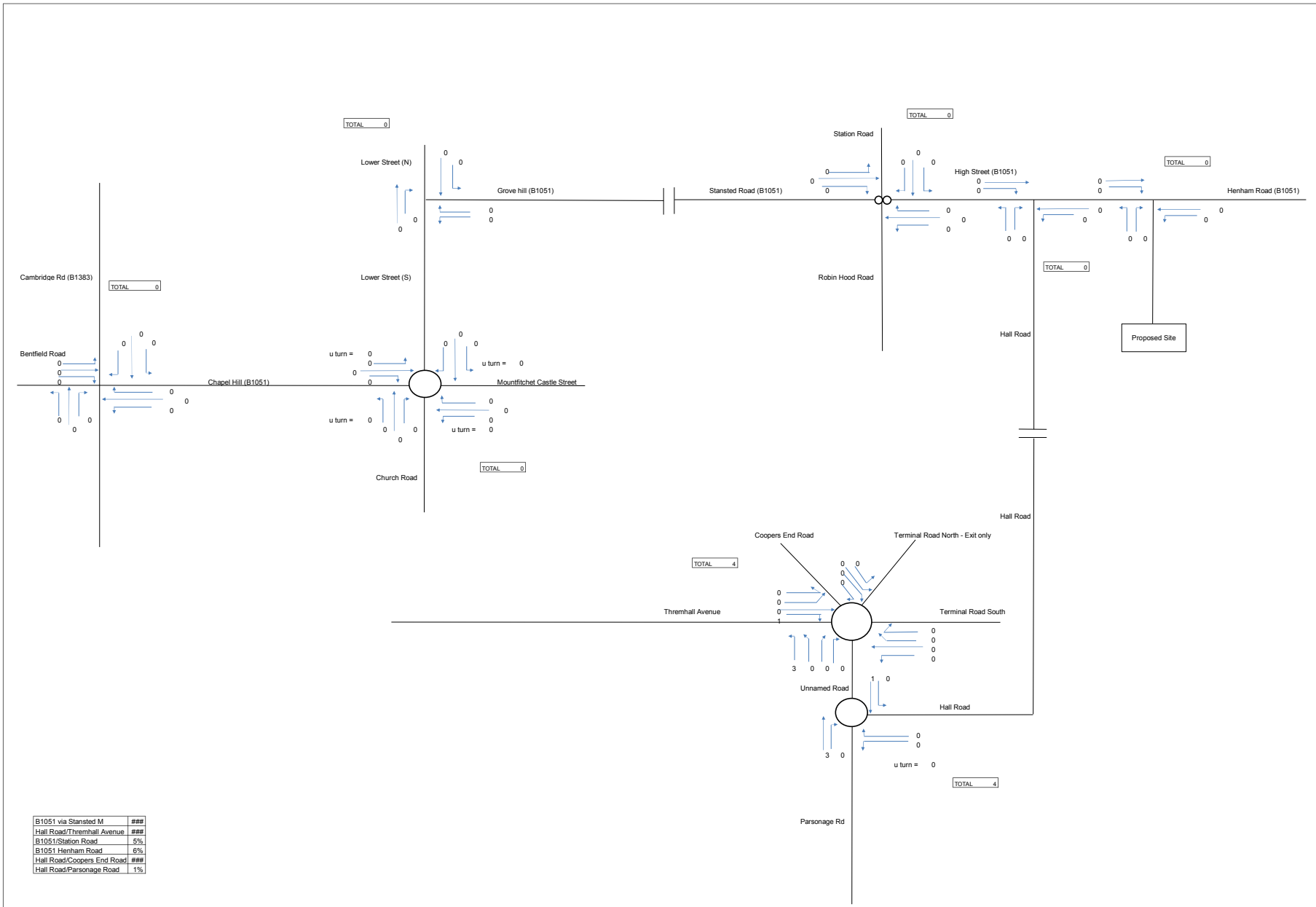
Third Floor, The Hallmark Building
52-56 Leadenhall Street
London EC3M 5JF

Client
Countryside
Date
July 2022

Job No
2008170

Project
Land South of Henham Road, Eisenham
Drawing No

Committed Development Flows (E of Parsonage Road - 66 Bed Care Home) - AM Peak



B1051 via Stansted M	###
Hall Road/Thremhall Avenue	###
B1051/Station Road	5%
B1051/Henham Road	6%
Hall Road/Coopers End Road	###
Hall Road/Parsonage Road	1%

ARDENT CONSULTING
ENGINEERS

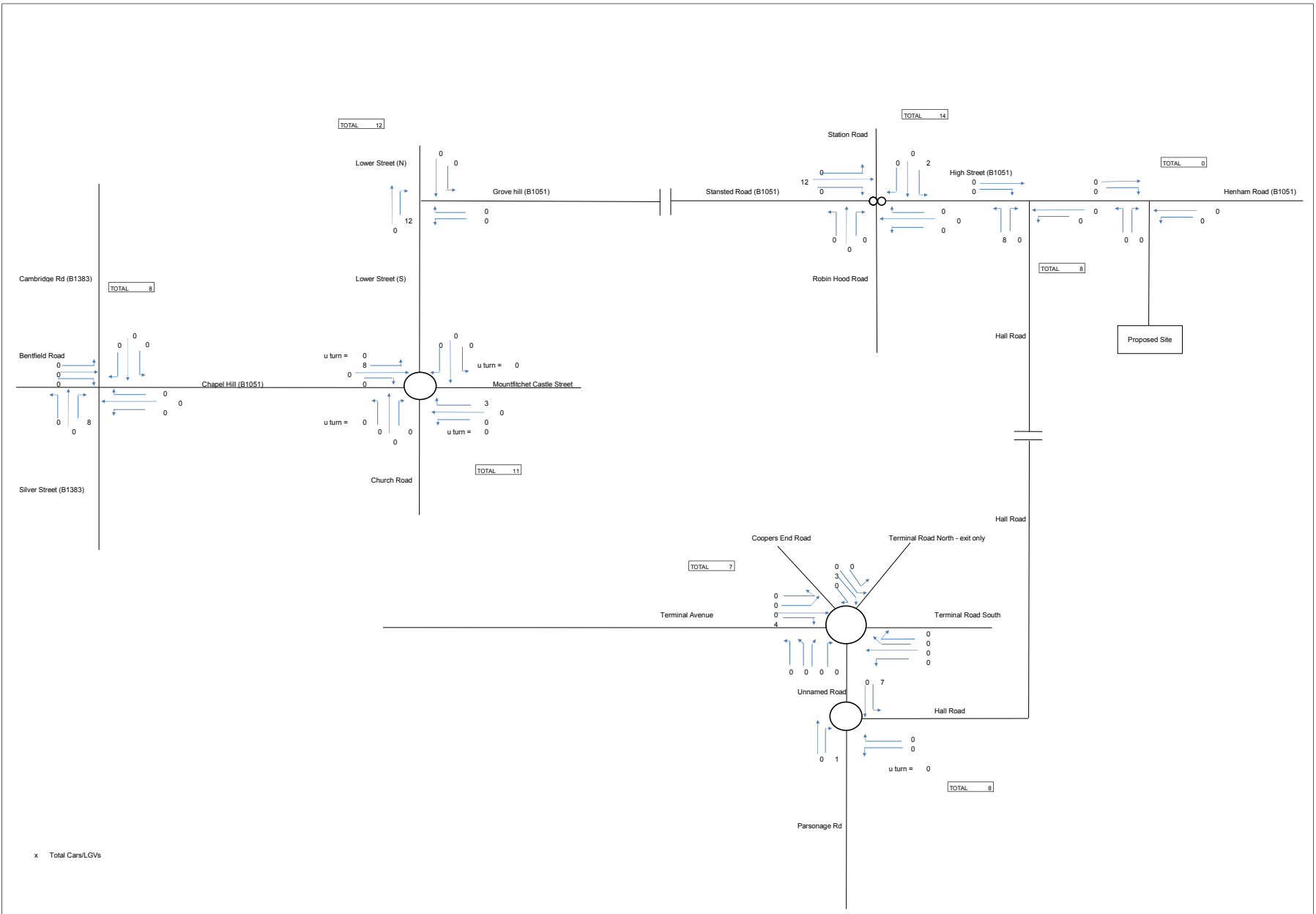
Third Floor, The Hallmark Building
52-56 Leadenhall Street
London EC3M 5JF

Client
Countryside
Date
July 2022

Job No
2008170

Project
Land South of Henham Road, Eisenham
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x Total Cars/LGVs

