



# Cole Easdon

## TRANSPORT STATEMENT

Proposed Residential Development, 423 Whitehall Road, St George, Bristol on Behalf of Crossman Acquisitions Ltd

Date: October 2023  
Issue No. 3



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CE Plan 9514-201

Location & Accessibility Plan

CE Plan 9514-202

Car Parking Plan

### Appendix 2 – Drawings by Others

Drawing No. 2787 P100(B)

Ground Floor Plan Proposed (by Angus Meek Architects)

Drawing No. 2787 P101(A)

First Floor Plan Proposed (by Angus Meek Architects)

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## 1.0 INTRODUCTION

- 1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants (CE) on behalf of Crossman Acquisitions Ltd in respect of a proposed residential development at Whitehall Road, St George, Bristol. Refer to CE Plan 9514-201 [*Accessibility & Location Plan*] contained within Appendix 1.
- 1.2 The site consists of a two-storey building, featuring a 190m<sup>2</sup> retail unit (Class F2) on the ground floor and a 3-bedroom residential flat on the first floor (as shown in Photograph 1.1). It is proposed to convert the building into an HMO (house of multiple occupation) featuring 20 private living spaces. Refer to Drawing Nos. 2787 P100(B) [*Ground Floor Plan Proposed*] and 2787 P101(A) [*First Floor Plan Proposed*] (by Angus Meeks Architects) included within Appendix 2 of this Report. Full details regarding the development proposals are provided within Section 4 of this Report.



**Photograph 1.1: 423 Whitehall Road**

- 1.3 This application will also be accompanied by a *Travel Plan Statement* that will focus on reducing car usage amongst residents, by means of promoting sustainable modes of transport.
- 1.4 This *TS* considers the traffic, transportation and highway implications associated with the proposed development, including the accessibility of the site by sustainable transport modes, the proposed access arrangements and parking provision and the predicted trip generation.

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### Scope of Study

1.5 The *TS* is structured as follows:

- Section 2.0 provides a summary of relevant local and national transport policy;
- Section 3.0 describes the site and surrounding highway network;
- Section 4.0 outlines the redevelopment proposals
- Section 5.0 provides an appraisal of the site's accessibility by sustainable modes of transport;
- Section 6.0 considers the predicted vehicular trip generation of the proposed development; and
- Section 7.0 summarises and concludes the Report.

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## 2.0 PLANNING AND POLICY CONTEXT

2.1 In this Section, we summarise the national and local transport policies relevant to the proposed development.

### National

- *National Planning Policy Framework (September 2023)*

### Local

- *Bristol Development Framework Core Strategy (June 2011)*
- *Bristol Site Allocations and Development Management Policies (July 2014)*
- *West of England Joint Local Transport Plan 4 2020-2036 (March 2020)*

### ***National Planning Policy Framework (September 2023)***

2.2 The *National Planning Policy Framework (NPPF)* provides a framework within which locally-prepared plans for housing and other development can be produced.

2.3 The *NPPF* states that transport issues should be considered from the earliest stages of plan-making and development proposals so that, amongst others, *'the potential impacts of development on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realized; opportunities to promote walking cycling and public transport use are identified and pursued; and that patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places'*.

2.4 It adds that the planning system should actively manage patterns of growth in support of the above objectives. Significant growth *'should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*.

2.5 In assessing specific applications for development, it should be ensured that *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and significant impacts from the development (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree'*.



- 2.6 In summary to the above, the *NPPF* states that ‘*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*’.

***Bristol Development Framework Core Strategy (June 2011)***

- 2.7 The *Core Strategy* is the main planning policy document for the area within the remit of Bristol City Council (BCC), covering the traditional boundaries of the city and including the proposed development site. It sets out how much development is required and identifies where, when and how development will take place.

- 2.8 Policy BCS10 relates to ‘Transport and Access Improvements’. The needs of different transport users will need to be taken into consideration when setting out proposals for new development.

Development must take into account the needs of:

- the pedestrian;
- the cyclist;
- public transport;
- access for commercial vehicles;
- short stay visitors by car; and
- the private car.

- 2.9 The location of the development should be situated where sustainable travel patterns can be formed with increased opportunities to walk, cycle and take the bus and a preference for development being situated along or close to main public transport corridors, as well as being of a higher density and featuring a mix of uses to reduce the need to travel, particularly by car. Developments should also be designed to reduce the negative impacts of excessive traffic volumes and the environmental impact of transport.

- 2.10 The proposed development achieves this by being situated adjacent to a frequent bus service and in close proximity to destinations that can be walked, cycled or accessed using public transport.

***Bristol Site Allocations and Development Management Policies (July 2014)***

- 2.11 Relevant policies from this document include:
- Policy DM1 (Presumption in favour of sustainable development);
  - Policy DM2 (Residential Sub-divisions, Shared and Specialist Housing); and
  - Policy DM23 (Transport Development Management).

- 2.12 Policy DM2 aims to ensure that the sub-division of existing accommodation and the supply of shared housing '*preserves the residential amenity and character of an area and that harmful considerations do not arise*'. The policy understands that the sub-division of housing provides '*an important contribution to people's housing choice*'.
- 2.13 Proposals for the sub-division of existing dwellings to be used as houses in multiple occupation will not be permitted where '*The development would harm the residential amenity or character of the locality as a result of levels of on-street parking that cannot be reasonably accommodated or regulated through parking control measures*'.
- 2.14 Policy DM23 of this document sets out the transport and traffic considerations that should be addressed by new development including parking standards and the accessibility of the site by walking, cycling and public transport.

***West of England Joint Local Transport Plan 4 (LTP4) 2020-2036 (March 2020)***

- 2.15 This document is produced by the West of England Combined Authority (WECA) in collaboration with the four local authorities that cover the West of England (Bath & North East Somerset, South Gloucestershire, Bristol City and North Somerset). At a sub-regional level, the responsibility for transport in the Bristol City Council area lies with WECA, with responsibility for local transport remaining with Bristol City Council.
- 2.16 Relevant Key Elements of the LTP4 are:
- to encourage modal shift, by increasing the number of people walking, cycling and using public transport;
  - to increase capacity on the rail network;
  - to improve air quality and the take up of low emission vehicles;
  - to increase accessibility, particularly in deprived areas;
  - to increase connectivity by walking and cycling and for those without private cars;
  - identifying barriers to accessibility;
  - identifying measures to manage and reduce the vulnerability of transport infrastructure to weather and climate change;
  - 20 mph schemes expanded across residential streets;
  - integrating public transport and active travel modes into new developments;
  - to have a highway network that works effectively without unnecessary delay to those using it; and
  - to improve road safety amongst different road user groups.

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2.17 This Report has been produced taking into consideration both overarching national and more local planning policy including the requirements set out in the *NPPF*.

### 3.0 LOCAL HIGHWAY NETWORK

#### Site Location

- 3.1 The proposed development site lies on the northern side of Whitehall Road in the east Bristol suburb of St George, at its junction with Embassy Road. The site is located approximately 4.1km (2.6 miles) to the northeast of Bristol city centre, 1.7km (1.1 miles) to the northeast of Lawrence Hill railway station and 3.1km (1.9 miles) to the northwest of Kingswood.
- 3.2 The site consists of a two storey end-terraced property situated between Thurston Barton and Embassy Road, featuring a retail unit on the ground floor and a residential unit on the first floor.
- 3.3 The site is bounded by Embassy Road to the east, by residential properties to the north and west and by Whitehall Road to the south. Refer to CE Plan 9514-201 [*Location & Accessibility Plan*] included within Appendix 1 of this Report.

#### Local Highway Network

##### Whitehall Road

- 3.4 Whitehall Road is a single carriageway road that forms part of the B4365, which connects Lawrence Hill with the A46. Whitehall Road runs on a predominantly east to west alignment connecting Speedwell Road and Brook Road (approximately 350m / 0.2 miles to the east at a mini-roundabout as shown in Photograph 3.1) with Russell Town Avenue / Cannon Street (approximately 1.3km / 0.8 miles to the west – and shown in Photograph 3.2).



**Photograph 3.1 (left): Whitehall Road at the junction with Speedwell Road and Brook Road**  
**Photograph 3.2 (right): Whitehall Road at the junction with Cannon Street and Russell Town Avenue**

- 3.5 There is a 30mph speed limit on the road from the junction with Speedwell Road and Brook Road as far as the junction with Bowden Road (120m to the west of the site – shown on Photograph 3.3). For the remainder of its length, Whitehall Road has a 20mph speed limit.



**Photograph 3.3: Start of 20mph Speed Limit on Whitehall Road adjacent to Junction with Bowden Road**

- 3.6 The road has footways on either side of the road, with streetlighting. An additional left turn lane is provided eastbound at the junction with Gordon Road. Additionally an eastbound cycle lane is provided between the junctions with Woodbine Road and Gordon Road and a westbound cycle lane between the junctions with Oxenholme Court and Chalks Road.
- 3.7 Zebra crossings are provided on Whitehall Road adjacent to the site (on the opposite side of Embassy Road as shown in Photograph 3.4) and adjacent to the junctions with Herbert Street and Cannon Street (adjacent to the access onto the Bristol to Bath cycleway). Two sets of controlled pedestrian crossings are located at the junctions with Chalks Road and Gordon Road as shown in Photograph 3.5).



**Photograph 3.4 (left): Zebra Crossing on Whitehall Road adjacent to Site**  
**Photograph 3.5 (right): Whitehall Road / Gordon Road Junction**

- 3.8 Between Speedwell Road / Brook Road and Gordon Road, parking is provided on at least one side of Whitehall Road. Parking restrictions apply along the remainder of the road, with parking not permitted between Gordon Road and Chalks Road and Vicarage Road and Canon Street. Parking between Chalks Road and Vicarage Road is provided within marked bays or at certain times of the day only.

[Embassy Road, Howard Street and Chester Road](#)

- 3.9 These are all residential roads with a 20mph speed limit that lead off Whitehall Road. All three feature footways along both sides of the road and streetlighting.
- 3.10 Embassy Road is located immediately to the east of the development site and connects Whitehall Road with Gordon Avenue to the north. Parking is permitted along both sides of the road. The road is wide enough for one vehicle to travel through at any time, although many dwellings have converted their front gardens into drives which provides suitable passing places for traffic travelling in the opposite direction. Refer to Photographs 3.6 and 3.7.



**Photograph 3.6 (left): Embassy Road looking north from Whitehall Road**  
**Photograph 3.7 (right): Embassy Road looking north towards junction with Gordon Avenue**

- 3.11 Howard Street and Chester Road are located on the southern side of Whitehall Road approximately 56m to the southeast and 90m to the southwest of the development site respectively. Both roads connect Whitehall Road with Park Crescent to the south, which fronts onto St George Park. Like Embassy Road, parking is permitted along both sides of the road, with both roads wide enough for one vehicle to travel through at any time, with passing places provided (through the presence of driveways and the junctions to adjacent roads (Arley Terrace and Howard Avenue on Howard Street and Chester Park on Chester Road)). Refer to Photographs 3.8 to 3.11.



**Photograph 3.8 (left): Howard Street looking south from Whitehall Road**  
**Photograph 3.9 (right): Howard Street looking north close to the junction with Arley Terrace**



**Photograph 3.10 (left): Chester Road looking north from Park Crescent / St George Park**  
**Photograph 3.11 (right): Chester Road looking south from Whitehall Road**

#### Embassy Walk and Arley Terrace

3.12 Both of the above are no-through roads leading off Embassy Road and Howard Street approximately 90m to the north and 35m to the south of junctions with Whitehall Road respectively. Embassy Walk has footways along both sides of the road and Arley Terrace has footways along the southern side. Refer to Photographs 3.12 and 3.13.



**Photograph 3.12 (left): Embassy Walk. Photograph 3.13 (right): Arley Terrace**

## 4.0 DEVELOPMENT PROPOSALS

- 4.1 The planning application seeks permission to re-develop the existing two-storey building into an HMO (house of multiple occupation) featuring 20 private living spaces.
- 4.2 The ground floor will include a communal area and two kitchens towards the south of the property. 6 No. one-person units (including an en-suite unit) and 2 No. bathroom areas will also be located on the ground floor. This will be incorporated within the existing footprint of the ground floor. Refer to Drawing No. 2787 P100(B) [*Ground Floor Plan Proposed*] (by Angus Meeks Architects) included within Appendix 2 of this Report.
- 4.3 The first floor will be extended to follow the same footprint as the ground floor, to provide a further 12 No. one-person units (including two en-suite) and 3 No. bathroom areas. It is proposed to convert the loft area in the front section of the building to provide a further 2 No. one-person units. Refer to Drawing No. 2787 P101(A) [*First Floor Plan Proposed*] (by Angus Meeks Architects) included within Appendix 2 of this Report.

### Proposed Access

- 4.4 The existing entrances into the building will be retained as part of the development proposals. The existing front entrance, located on Whitehall Road will lead directly into the communal and kitchen areas as shown in the aforementioned *Ground Floor Plan Proposed*. The rear entrance, accessed off Embassy Road will lead directly onto the first floor providing a direct route to the units on the first and second floors as shown in the aforementioned *First Floor Plan Proposed*. A second staircase will be provided as part of the first floor extension connecting the communal areas with the first and second floors without the need to venture outside.

### Car Parking

- 4.5 Car parking standards (maxima) are included within Appendix 2 of BCC's *Site Allocations and Development Management Policies* document (July 2014). As it is proposed to provide accommodation for more than six unrelated individuals the proposed development falls under 'sui generis' in planning terms and as a result it falls outside the scope of the parking standards.

### Car Parking Proposals

- 4.6 It is proposed to provide three onsite parking spaces located to the northeast of the ground floor and accessed from Embassy Road as shown on CE Plan 9514-202 [*Car Parking Plan*] within Appendix 1 of this Report.



### Car Parking Justification

- 4.7 The needs to have regard to the requirements of Policy DM2 of the *Site Allocations and Development Management Policies* document. The development must evidence that it will not ‘*harm the residential amenity or character of the locality as a result of levels of on-street parking that cannot be reasonably accommodated*’.

### Census Data

- 4.8 Data has been obtained from the 2021 Census with regards to car ownership and housing tenure. The data obtained covers Bristol MSOAs<sup>1</sup> 019, 028 and 029 (which the development is situated adjacent to the borders of) and compares these against data covering the remit of BCC. The data also covers car ownership as a whole against car ownership for residents that privately rent dwellings featuring one bedroom, which is considered to be the closest match in accommodation type to the proposed development. A summary is provided within Table 4.1, whilst full Census data is included within Appendix 3 of this Report.

**Table 4.1: Census 2021 Car Ownership Data**

Area	Tenure	Number of Cars or Vans in Household					Average number of cars per Household
		0	1	2	3	4 or more	
Bristol Unitary Authority	All	26%	46%	21%	5%	2%	1.10
	Private rented or living rent free (1 bedroom)	52%	42%	6%	0%	0%	0.56
Bristol 019, 028, 029	All	27%	49%	19%	4%	1%	1.03
	Private rented or living rent free (1 bedroom)	51%	44%	5%	0%	0%	0.54

- 4.9 When comparing car ownership data for Bristol MSOA’s 019, 028 and 029 against all of Bristol, the proportions of households with no cars and 1 No. cars increase with a corresponding reduction in the proportion of households owning two or more. This results in a lower average number of cars per household.
- 4.10 Those households privately renting and / or living in smaller properties are statistically less likely to own a vehicle or multiple vehicles. When comparing car ownership for those privately renting a single bedroom household against car ownership for all households within the Bristol City Council administrative area, the proportion of those households without a car doubles. There is a 2% reduction in the proportion of households owning one car and a 23% reduction in the proportion of households owning two cars or more (with no households owning more than two).

<sup>1</sup> Medium Super Output Areas

- 4.11 When comparing car ownership for those living in an unshared dwelling that forms part of a converted or shared house, the proportion of those without a car is 18% higher, although the proportion of those with a car is also higher (2%). The proportion of these households owning more than one car is 20% lower.
- 4.12 Table 4.2 shows the predicted parking demand for the proposed development based on the findings of the Census data. However, in reality, owing to the site's excellent access to services and amenities (see section 5.0 of this Report), and public transport, car ownership is likely to be lower than suggested by the census data. There is also a Car Club vehicle available nearby, which will be useful for residents. Therefore, the data in table 4.2 is presented as a reasonable worst case scenario.

**Table 4.2: Predicted Car Parking Demand for Proposed Development based on Census Data**

Area	Tenure	Average number of cars per Household	Predicted Car Parking Demand (20 Dwellings)
Bristol MSOA 019, 028, 029	Private rented or living rent free (1 bedroom)	0.54	11 vehicles

#### *Car Parking Survey*

- 4.13 The survey has been undertaken to assess the parking availability within a minimum of 150m walking distance (which reflects a distance of less than two minutes) from the site. Streets that are located on the opposite side of classified roads, or are perceived to be unsafe or uncomfortable to walk along should be excluded from any survey, as should car parks.
- 4.14 For residential developments, two snapshot surveys should be carried out on separate evenings on a Monday to Thursday between 10pm and midnight, when most residents are at home.
- 4.15 The areas surveyed as part of the parking survey were Whitehall Road (between the junctions of Thurston Barton in the west and Gordon Avenue in the east), Embassy Road, Embassy Walk, Arley Terrace, Howard Street (between the junction of Whitehall Road and the rear access for Howard Avenue) and Chester Road (between the junction of Whitehall Road and Chester Court). The area surveyed is shown on Figure 4.1.



**Figure 4.1: Parking Survey Extent**

4.16 The survey was undertaken on Wednesday 27<sup>th</sup> to Thursday 28<sup>th</sup> September 2023. A summary of the results can be found in Table 4.3, whilst the full parking survey data can be found within Appendix 3 of this Report.

**Table 4.3: Summary of Available Car Parking Spaces**

Location	Total Number of Parking Spaces	Available Parking Spaces		
		27 <sup>th</sup> September	28 <sup>th</sup> September	Average
Embassy Road	7 spaces	1 space	1 space	1 space
Embassy Walk	2 spaces	0 spaces	0 spaces	0 spaces
Whitehall Road	53 spaces	18 spaces	18 spaces	18 spaces
Howard Street	23 spaces	0 spaces	0 spaces	0 spaces
Arley Terrace	8 spaces	4 spaces	4 spaces	4 spaces
Chester Road	14 spaces	0 spaces	0 spaces	0 spaces
<b>TOTAL</b>	<b>107 spaces</b>	<b>23 spaces</b>	<b>23 spaces</b>	<b>23 spaces</b>

4.17 The average from the two survey days suggest that at least 23 spaces will be available for all users, with the majority being available on Whitehall Road. This is more than sufficient to

accommodate the maximum parking requirement for the residential development (in addition to the three onsite spaces proposed as part of the development proposals).

- 4.18 Based on the information provided from the Census data a maximum of 11 vehicles is likely to be required by the residents of the development. Out of these, three of the vehicles can be accommodated using the parking provided on-site. The traffic survey shows that an average of 23 spaces are available on street, which is more than sufficient space to accommodate the remaining ten vehicles.

#### *Travel Plan*

- 4.19 A *Travel Plan Statement* has been produced to accompany the *TS*. This proposes a number of measures that will help to encourage greater use of active travel modes and public transport, and reduce the demand for car travel, which will consequently reduce the demand for parking.

#### **Cycle Parking**

- 4.20 Five cycle stores are proposed for the development, providing accommodation for 20 bicycles (one per unit). Three of these will be located to the south of the building (for 12 No. bicycles) and the remaining two will be located to the east of the building, adjacent to the three car parking spaces.

#### **Waste Collection**

- 4.21 The development's approach to waste and recycling follows the guidance set out in BCC's *Waste and Recycling Storage and Collection Facilities Guidance for Developers of Residential, Commercial and Mixed-Use Properties* document (March 2022).
- 4.22 A refuse store will be located on the ground floor at the eastern side of the building directly to the north of unit 2 as shown on the aforementioned *Ground Floor Plan Proposed*. This will have capacity to store 2 No. 1,100 litre wheelie bins, one of which will be used for refuse and the other for card.
- 4.23 To the east of the refuse store, space is provided for the disposal of plastic (2 No. bins), glass, paper and food (this is known as a mini recycling centre). As shown on the aforementioned *Ground Floor Plan Proposed* the mini recycling centre will be suitably screened and ventilated (which meets BCC's requirements).

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- 4.24 Collection of refuse will be made on a fortnightly basis and all other bins on a weekly basis. Bins will need to be moved to the side of the road, so that operatives from Bristol Waste are within 15m of the refuse / recycling vehicle.

## 5.0 ACCESSIBILITY & SUSTAINABILITY

5.1 This Section of the Report outlines the level of public transport services, existing walking and cycling infrastructure available and important day to day services and facilities such as food stores and doctor's surgeries, as well as employment areas within close proximity to the site.

### Access to Key Services

5.2 Table 5.1 provides summary details of the nearest services and facilities (by type) to the proposed development site. Refer also to CE Plan 9514-201 [*Location & Accessibility Plan*] within Appendix 1.

**Table 5.1: Approximate Distances to Local Services from the Proposed Development Site**

Description	Approx. Distance from Site for Walking / Cycling	Local Service
Convenience Store	60m (190 ft)	Premier, 433 Whitehall Rd, B55 7BX
	240m (0.1 miles)	Whitehall Stores, 342 Whitehall Rd, BS5 7BW
Supermarket	850m (0.5 miles)	ALDI, 273-279 Church Rd, BS5 9HT
	1.5km (0.9 miles)	Iceland Supermarket Easton, 190 Lawnwood Rd, BS5 0EU
	1.8km (1.1 miles)	Lidl, Church Road BS5 0BT
Cashpoint (free)	240m (0.1 miles)	Whitehall Stores, 342 Whitehall Rd, BS5 7BW
Gym / Leisure Facilities	700m (0.4 miles)	Body Focus Fitness, Unit 12, Eastpark Trading Estate, Gordon Rd, BS5 7DR
Hairdresser	300m (0.2 miles)	Paige's Hair & Beauty, 308 Whitehall Rd, BS5 7BW
Dentist	500m (0.3 miles)	Bupa Dental Care St George, The Old Church, Neath Rd, BS5 9AP
Doctors / GP	1.5km (1.0 miles)	St George Health Centre, Bellevue Rd, BS5 7PH
Pharmacy	1.0km (0.6 miles)	Redfield Pharmacy, 235 Church Rd, BS5 9HL
Library	600m (0.4 miles)	St George Library, Church Rd, BS5 8AL
Public House	350m (0.2 miles)	Wackum Inn, 533 Whitehall Rd, BS5 7DA
	400m (0.2 miles)	The Kings Head, 277-279 Whitehall Rd, BS5 7BH
Post Office	750m (0.5 miles)	Royal Mail Bristol East Delivery Office, Prospect Pl, BS5 9AB
	1.2km (0.8 miles)	Redfield Post Office, 104-106 Church Rd, BS5 9LE
Take-Away Food	230m (0.1 miles)	Golden Kitchen, 489 Whitehall Rd, BS5 7DA
	230m (0.1 miles)	Pizza Box, 346 Whitehall Rd, BS5 7BW

5.3 It can be seen from Table 5.1 that all the local amenities are located within 2km of the proposed development site, so are within a distance where walking and cycling have a significant potential to replace car trips.

5.4 The following provides a synopsis of the nearby provisions by type.

#### Employment

5.5 Principal employment areas with close proximity to the proposed development site include:

- Eastpark Trading Estate (350m / 0.3 miles – 5 minute walk<sup>2</sup>);
- Fishponds Trading Estate (1.0km / 0.6 miles – 12 minute walk);
- Lawrence Hill Industrial Park (2.1km / 1.3 miles – 11 minute cycle<sup>3</sup>);
- Lodge Causeway Trading Estate (2.4km / 1.5 miles – 12 minute cycle);
- Eastgate Retail Park (2.4km / 1.5 miles – 12 minute cycle);
- Eastgate Office Centre (2.5km / 1.5 miles – 13 minute cycle);

5.6 All of the locations listed above are located within the 5km where cycling trips can replace car trips. Cyclists travelling towards Lawrence Hill Industrial Park can make use of the Bristol to Bath cycleway (described further below) to avoid travelling on road for much of their journey. Additionally this route provides a link to other major employment centres further afield such as St Phillips, Temple Meads, Broadmead, Cabot Circus and Bristol city centre.

#### Walking and Cycling

5.7 As described in Section 3.0, Whitehall Road, Embassy Road, Howard Street and Chester Road all benefit from footway provision along both sides of the carriageway. The location of a zebra crossing adjacent to the site enables pedestrians to safely cross Whitehall Road towards St George Park (shown in Photograph 5.1), which provides a useful traffic free route through the park to the shops and facilities along Church Road.

5.8 Figure 5.1 below illustrates the walking distance that can be achieved within 20 minutes, which shows that the majority of Church Road (including the shopping area), St George Park, Eastville Park and the residential areas of Whitehall, Greenbank, Redfield, St George and Speedwell, can all be comfortably reached within that time period.

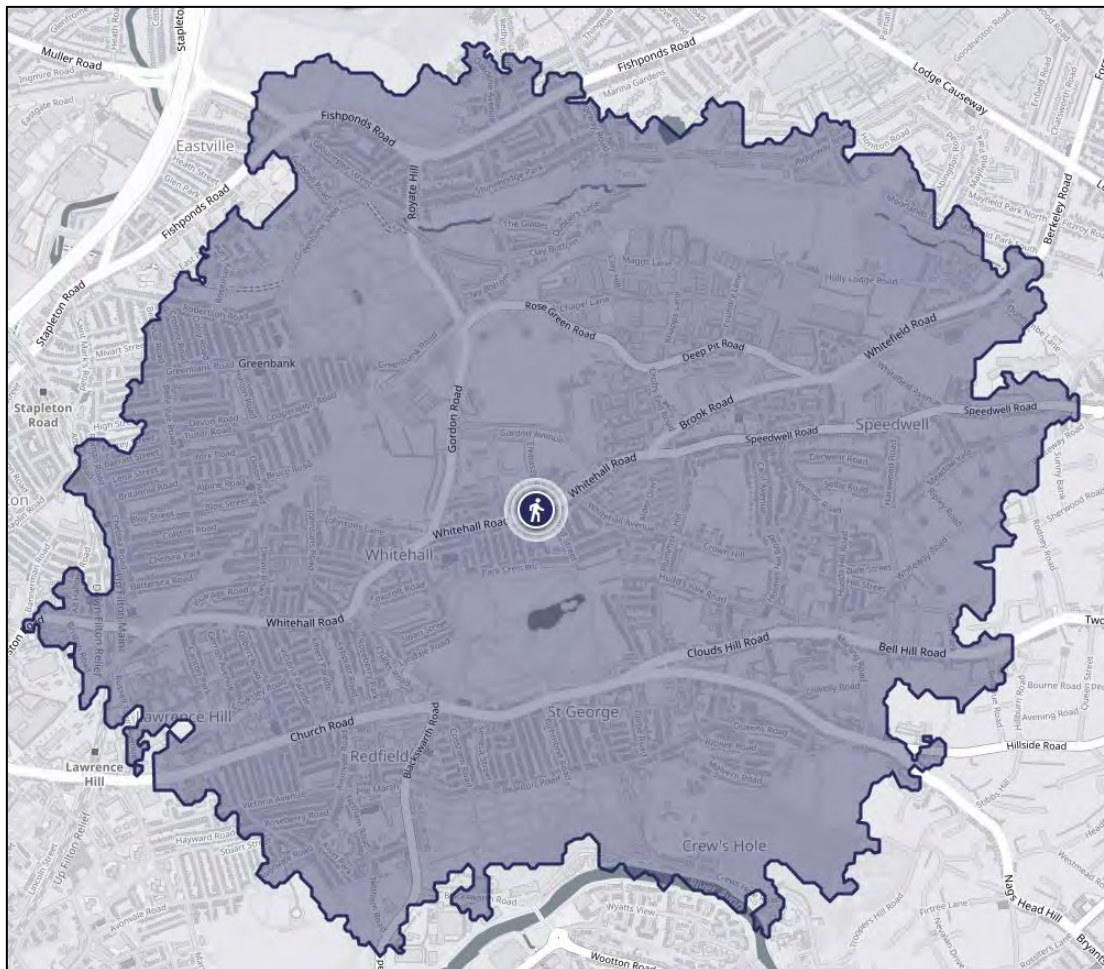
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<sup>2</sup> At 1.4m/s in accordance with *Providing Journeys on Foot*, CIHT

<sup>3</sup> At 12kph (7.5mph) as recommended by the DfT



**Photograph 5.1: St George Park**



**Figure 5.1: Walking distance achievable 20 minutes away from the site**  
Source: [traveltime.com](http://traveltime.com)



5.9 The development benefits from being located in close proximity to the Bristol to Bath Cycleway, which forms part of National Cycle Network (NCN) route 4. It can be accessed approximately 650m (0.4 miles) to the northwest of the site via Embassy Road, Gordon Avenue and Gordon Road adjacent to Greenbank Cemetery. The Bristol to Bath Cycleway provides a traffic free route over a significant distance through the suburbs of Easton and Lawrence Hill towards St Phillips, Bristol Temple Meads railway station and Bristol city centre in the west and through Fishponds, Staple Hill and Mangotsfield towards Warmley, Bitton and Bath in the east. Refer to Photographs 5.2 to 5.4.



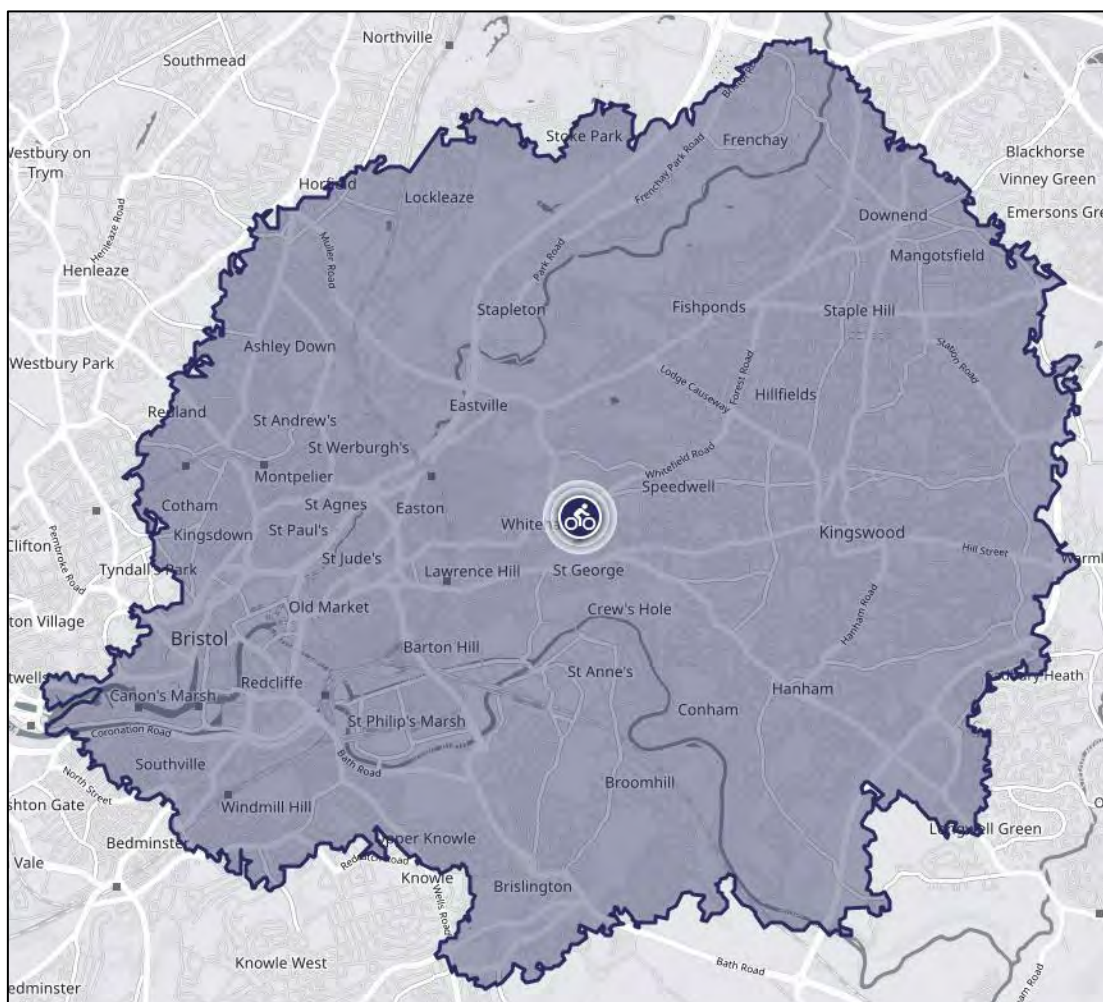
**Photograph 5.2: Gordon Road access into Bristol to Bath Cycleway**



**Photograph 5.3 (left): Bristol to Bath Cycleway (Rose Green Road access)**  
**Photograph 5.4 (right): Bristol to Bath Cycleway (Bruce Road / Johnsons Road access)**

5.10 Connections can be made onto the Frome Valley Cycleway at Greenbank Cemetery using quieter roads towards Stapleton Road. From here a largely traffic free route is available towards University of the West of England's Glenside and Frenchay campuses as well as towards Bristol Business Park and Bristol Parkway railway station.

- 5.11 Additional cycle infrastructure in the area includes cycle lanes along Whitehall Road between Gordon Road and Chalks Road. A copy of BCC's *Bristol Cycle Map* is included within Appendix 3 of this Report and provides details of all cycle routes within Bristol.
- 5.12 Figure 5.2 below illustrates the cycling distance that can be achieved within 20 minutes of the site. This includes Bristol city centre, Lawrence Hill and Bristol Temple Meads railway stations and extends as far as Kingswood in the east, Mangotsfield, Downend and Frenchay in the northeast, Lockleaze and Horfield in the north and Brislington in the south.



**Figure 5.2: Cycling distance achievable 20 minutes away from the site**  
Source: *travelttime.com*

### Bus

- 5.13 The development site is well served by local bus services. These can be accessed from bus stops on Whitehall Road (Embassy Road bus stops) located directly opposite the site or to the east of Embassy Road (as shown in Photographs 5.5 and 5.6). These are located a maximum

of 50m from the site and provide four bus services an hour in either direction during the daytime<sup>4</sup>. Both bus stops include a bus flag and bus timetable information. The eastbound bus stop includes a raised kerb, so that the bus can stop level with the kerb for wheelchairs and pushchairs. A summary of local bus services is provided within Table 5.2.



Photograph 5.5 (left): Embassy Road Bus Stop (Westbound)  
Photograph 5.6 (right): Embassy Road Bus Stop (Eastbound)

Table 5.2: Summary of bus services available in close proximity to the site

Service No.	Nearest Bus Stop	Route	Approximate Frequency
67 First	Embassy Road (westbound)	Whitehall Road – Whitehall – Lawrence Hill – Old Market – Broadmead – City Centre	<p>MONDAY – FRIDAY</p> <p>05:25-0700 4 buses per hour</p> <p>0700-0900 5-6 buses per hour</p> <p>0900-2000 4 buses per hour</p> <p>2000-2345 2 buses per hour</p> <p>SATURDAY</p> <p>0700-2015 4 buses per hour</p> <p>2015-2330 2 buses per hour</p> <p>SUNDAY</p> <p>07:45</p> <p>0815-2110 4 buses per hour</p> <p>2210-2350 2 buses per hour</p>
6 First	Embassy Road (eastbound)	Whitehall Road – Crofts End – Lodge Causeway – Hillfields – Soundwell - Kingswood	<p>MONDAY – FRIDAY</p> <p>0635-2030: 2 buses per hour</p> <p>2030-2330: 1 bus per hour</p> <p>SATURDAY</p> <p>0720-1905: 2 buses per hour</p> <p>1905-2305 1 bus per hour</p> <p>2345</p> <p>SUNDAY</p> <p>08:00</p> <p>0900-2000 2 buses per hour</p> <p>2000-2300 1 bus per hour</p> <p>2340</p>

<sup>4</sup> Monday to Saturday

Service No.	Nearest Bus Stop	Route	Approximate Frequency
7 First	Embassy Road (eastbound)	Whitehall Road – Crofts End – Speedwell – New Cheltenham – Staple Hill	<p>MONDAY – FRIDAY</p> <p>0605-2010 2 buses per hour  2010-2110 1 bus per hour</p> <p>SATURDAY</p> <p>07:40</p> <p>0830-1945 2 buses per hour  2030-2245 1 bus per hour</p> <p>SUNDAY</p> <p>08:45-2020 2 buses per hour  2020-2215 1 bus per hour</p>

5.14 Reference to Table 5.2 demonstrates that the proposed development is well connected to a number of locations within Bristol including Broadmead (for Cabot Circus and Bristol’s Shopping Quarter), Bristol city centre, Old Market (for Bristol Temple Meads), Lawrence Hill, Kingswood and Staple Hill.

5.15 In addition to Table 5.2 the proposed development is located approximately 650-700m from frequent bus services that serve Church Road (approximately 10 minutes’ walk to the south), which provide up to an additional 12 buses an hour Monday to Friday daytime, 10 buses an hour Saturday daytime and 6 buses an hour during evenings and Sundays. An hourly bus service is provided between 00:00 and 05:00, which is useful for those with early or late starts / finishes.

**Rail**

5.16 The nearest railway station is Lawrence Hill (as shown in Photograph 5.7), located approximately 1.7km (1.1 miles) to the southwest of the proposed development. The station can be accessed via Whitehall Road or by the Bristol to Bath cycleway, with a walking time of between 20-25 minutes and a cycle time of approximately 10 minutes. Additionally, bus services 6 and 7 both stop outside the railway station.



*Photograph 5.7: Lawrence Hill Railway Station*

5.17 The station is served by suburban services to Severn Beach, Filton Abbey Wood, Bristol Temple Meads and Weston-super-Mare. Table 5.3 provides a summary of direct services available from Lawrence Hill, all of which are operated by Great Western Railway (GWR).

**Table 5.3: Summary of direct rail services from Lawrence Hill Railway Station**

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Bristol Temple Meads	3 minutes	3 trains per hour	Sat: 3 trains per hour Sun: 1 train per hour
Clifton Down via Montpelier	11 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Avonmouth via Shirehampton	25 minutes		
Severn Beach	34 minutes	1 train per hour	1 train per hour
Filton Abbey Wood	7 minutes	1 train per hour	Sat: 1 train per hour Sun: No Direct Service
Parson Street via Bedminster	12 minutes		
Nailsea & Backwell	20 minutes		
Weston-super-Mare via Yatton	39 minutes		1 train per hour

5.18 As can be seen from Table 5.3, a number of destinations can be accessed from Lawrence Hill railway station. Improvements to the train service introduced in 2021, mean that a number of destinations within Bristol can be accessed without the need to change trains or enter Bristol city centre such as Bedminster, Parson Street, Avonmouth and Severn Beach all of which are major employment centres. Additionally those working and visiting Weston-super-Mare now have a direct service from Lawrence Hill.

5.19 Cycle stands at the station can accommodate up to 30 bicycles. Additionally bicycles can be taken aboard most trains that serve Lawrence Hill.

5.20 More frequent railway services can be accessed from Bristol Temple Meads station, which is the main railway station serving the city of Bristol. This is located approximately 3.5km to the southwest of the proposed development and can be accessed on bicycle via the Bristol to Bath Cycleway within approximately 18 minutes. There is space for over 400 bicycles to be stored at the station and bicycles can be taken aboard many train services.

5.21 A summary of train services from Bristol Temple Meads is as follows<sup>5</sup>:

- up to four times per hour to Bath Spa;
  - continuing two times per hour to London Paddington via Chippenham, Swindon, Didcot Parkway and Reading;

<sup>5</sup> Monday to Friday daytime

- continuing two times per hour to Westbury via Bradford-on-Avon and Trowbridge with alternate trains to Warminster, Salisbury, Romsey, Southampton, Fareham and Portsmouth Harbour;
- trains once every two hours extend beyond Westbury to Frome, Yeovil Pen Mill, Dorchester West and Weymouth;
- up to four times per hour to Weston-super-Mare;
  - continuing once per hour to Penzance via Burnham-on-Sea, Bridgwater, Taunton, Exeter St Davids, Plymouth and Truro;
- up to once an hour to Plymouth direct via Taunton, Tiverton Parkway, Exeter St Davids, Newton Abbot and Totnes;
- up to two trains per hour to Cardiff Central via Newport; and
- up to four trains per hour to Bristol Parkway
  - continuing two times per hour to Gloucester via Yate and Cam & Dursley, with alternate trains to Cheltenham Spa and Worcester;
  - continuing two times per hour to Birmingham New Street via Cheltenham Spa, with alternate trains to Manchester Piccadilly (via Stoke-on-Trent) and to Edinburgh (via Yorkshire and the North East).

### Car Club

- 5.22 A car club facility is located on Whitehall Avenue approximately 300m to the southeast of the site. This is operated by Enterprise Car Club, providing one vehicle close to the junction of Snowberry Walk. This is useful for residents who may only need a vehicle for the occasional trip or at certain times of the week and can be used by multiple people reducing the need for each member to have an individual car, which thus reduces demand on car parking in the area.
- 5.23 Two other car club facilities are available within 1km to the west of the site at Prospect Place (Enterprise - as shown in Photograph 5.8) and at Stephen Street (Co-Wheels).



**Photograph 5.8: Enterprise Car Club Vehicle at Prospect Place**

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### Summary

- 5.24 Future residents of the proposed development will benefit from a range of amenities located in close proximity, particularly those located on Whitehall Road, which can be easily accessed on foot. The Bristol to Bath Cycleway connects the site to a large part of east Bristol via a direct traffic free route, particularly to Lawrence Hill and Bristol Temple Meads railway stations, where direct train services are available to employment centres located on the edge of Bristol and beyond. There are also frequent bus services directly to and from the development site, with services running through the night located in close proximity.
- 5.25 It has been demonstrated that future residents of the proposed development will not be reliant on travel by private car.

## 6.0 FUTURE VEHICLE TRIP GENERATION

- 6.1 This Section of the Report considers the predicted multi-modal trip generation of the proposed development.
- 6.2 In order to consider the predicted trip generation of the proposed development, CE have derived person trip rates using the TRICS database (version 7.10.3).
- 6.3 The 'Residential – Flats Privately Owned' category was used, with sites selected from England (outside London), Scotland and Wales featuring 50 units or less and located within suburban areas or neighbourhood centres.
- 6.4 The resultant 15 surveys sites were each reviewed individually to select only sites featuring one-bedroom units (comparable to the proposed development) and served by a comparable level of public transport. Following the review two survey sites were selected which matched the criteria.
- 6.5 Table 6.1 summarises the resultant predicted person trip generation rates (per unit) during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods. Table 6.2 shows the resulting volume of predicted person trips for the proposed development. Full TRICS outputs are enclosed in Appendix 3 of this Report.

**Table 6.1: Person Trip Generation Rates for Proposed Residential Development**

Flats Privately Owned	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.102	0.490	0.592
PM Peak Hour (17:00-18:00)	0.653	0.143	0.796

**Table 6.2: Predicted Volume of Person Trips for Proposed Residential Development (20 Dwellings)**

Flats Privately Owned	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	2	10	12
PM Peak Hour (17:00-18:00)	13	3	16

- 6.6 In order to provide an assessment on the number of trips that are proposed to be made by each mode, data from the 2021 Census has been used covering MSOA's 019, 028 and 029 (which the development is situated adjacent to the borders of). Table 6.3 shows the modal split, which has been proportionally re-adjusted to remove the working from home classification (as TRICS



data covers physical trip movements). Table 6.4 then shows the development trips broken down by mode based on the information shown in Table 6.3.

**Table 6.3: Modal Split Data (obtained from the 2021 Census)**

Mode	Modal Split	
	Census 2021 <sup>6</sup>	Census 2021 <sup>7</sup>
Work mainly at or from home	37.6%	N/A
Train	1.0%	1.6%
Bus, minibus or coach	7.5%	12.0%
Taxi	0.4%	0.7%
Motorcycle, scooter or moped	0.8%	1.2%
Driving a car or van	32.4%	51.9%
Passenger in a car or van	3.1%	5.0%
Bicycle	7.8%	12.5%
On foot	8.5%	13.6%
Other method of travel to work	0.9%	1.5%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>

**Table 6.4: Predicted Multi-Modal Trip Generation for Proposed Development**

Mode	Modal Split	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
		Arr	Dep	Arr	Dep
All Person Trips	100%	2	10	13	3
Train	1.6%	0	0	0	0
Bus, minibus or coach	12.0%	0	1	1	0
Motorcycling	1.2%	0	0	0	0
Driving a Car or Van	51.9%	1	5	7	2
Passenger in a Car or Van	5.0%	0	1	1	0
Bicycle	12.5%	0	1	2	0
On Foot	13.6%	1	2	2	1
Other (including Taxi)	2.2%	0	0	0	0

6.7 As can be seen from Table 6.4, a total of 6 No. and 9 No. two-way vehicle trips are predicted to be generated during the AM (08:00-09:00) and PM (17:00-18:00) peak hours respectively. This low volume of trips would have an imperceptible impact on the local highway network.

<sup>6</sup> Original Data

<sup>7</sup> Modal Split for Work from Home removed, with all other modes re-adjusted (pro-rata)

- 
- 6.8 It should be noted that the above trip generation analysis does not take into account the trips currently generated by the existing 190m<sup>2</sup> retail unit and residential unit. Accordingly, the net trip impact of the development will be even lower than is suggested by Table 6.4.

---

## 7.0 SUMMARY AND CONCLUSION

7.1 This *TS* has been prepared on behalf of Crossman Acquisitions Ltd in respect of a proposed residential development at Whitehall Road, St George, Bristol, which involves the conversion of the existing two-storey building into an HMO (house of multiple occupation) featuring 20 private living spaces.

7.2 This Report has considered the highway and transportation matters associated with the proposed development, including an appraisal of the relevant transport planning policy; a description of the local highway network; a review of the sites accessibility by sustainable transport modes and its proximity to local services and facilities; and the predicted vehicle trip generation.

7.3 The conclusions of this Report are:

- that the development is promoting sustainable transport by providing a high level of cycle parking and by restricting the number of car parking spaces provided;
- a parking survey has been carried out within the local area and together with Census data for the area surrounding the site, has concluded that there is sufficient capacity to accommodate parking for the expected number of vehicles;
- the development lies within close proximity of a number of facilities all within suitable walking and cycling distance;
- a large number of destinations are accessible within a 20-minute walking and cycling distance from the proposed development;
- off-road foot and cycle routes that provide direct links to Bristol city centre, employment opportunities and to Lawrence Hill and Bristol Temple Meads railway stations are located in close proximity to the development;
- frequent bus services are provided from Whitehall Road towards Lawrence Hill railway station and Bristol city centre and to a number of locations towards the east of Bristol;
- sufficient space has been provided for the accommodation and storage of refuse which meets the requirements of BCC;
- it is predicted that only 6 No. and 9 No. two-way vehicle trips are predicted to be generated during the AM (08:00-09:00) and PM (17:00-18:00) peak hours respectively;
- it is expected that the additional traffic generated from the proposed development will have an imperceptible impact on the local highway network.

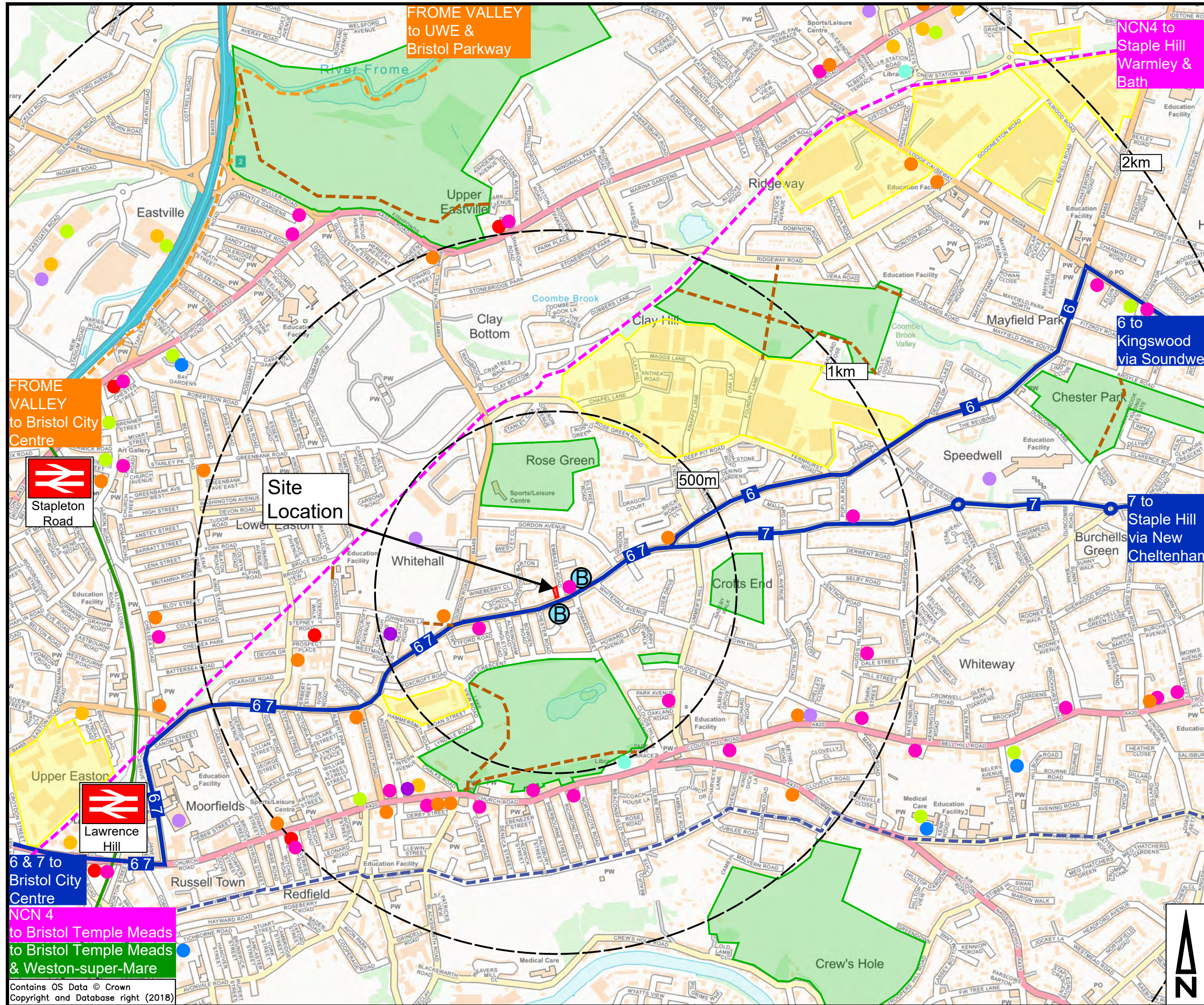
7.4 Based on the information provided above and when assessing the proposal in the context of the *National Planning Policy Framework* (September 2023), it is concluded that there will be no

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severe residual cumulative impacts resulting from the development nor an unacceptable impact on highway safety and that accordingly, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited  
October 2023

# Appendix 1



- KEY**
- Isolines
  - Pharmacy
  - Doctors / GP
  - Post Office
  - Dentist
  - Public House
  - Convenience Store
  - Leisure Centre / Gym
  - Supermarket
  - Library
  - Local Bus Services
  - Local Bus Stops
  - Railway Station
  - Railway Line
  - Bristol to Bath Cycleway (NCN Route 4)
  - Frome Valley Cycleway
  - Wesley Way Cycleway
  - Other Off-road Footway
  - SITE LOCATION
  - Recreation / POS
  - Employment

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Client  
**Crossman Acquisitions Ltd**  
 423 Whitehall Road,  
 St George  
 Bristol

Drawing Title  
**Location & Accessibility Plan**

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

Designed by: **CGC**    Drawn by: **CGC**    Checked by: **DH**

Date: **September 2023**    Scale: **1:5,000 (A3)**

Dwg. No.: **Plan 9514-201**    Rev.: **-**

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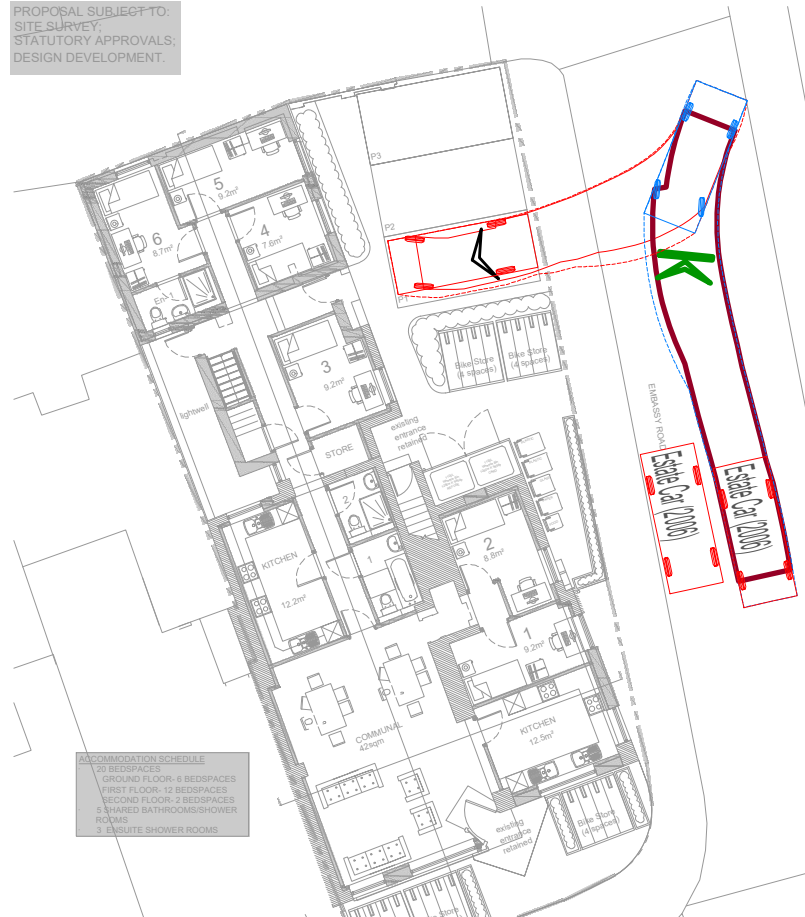
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### Car reversing into Space 2

### Car reversing into Space 3

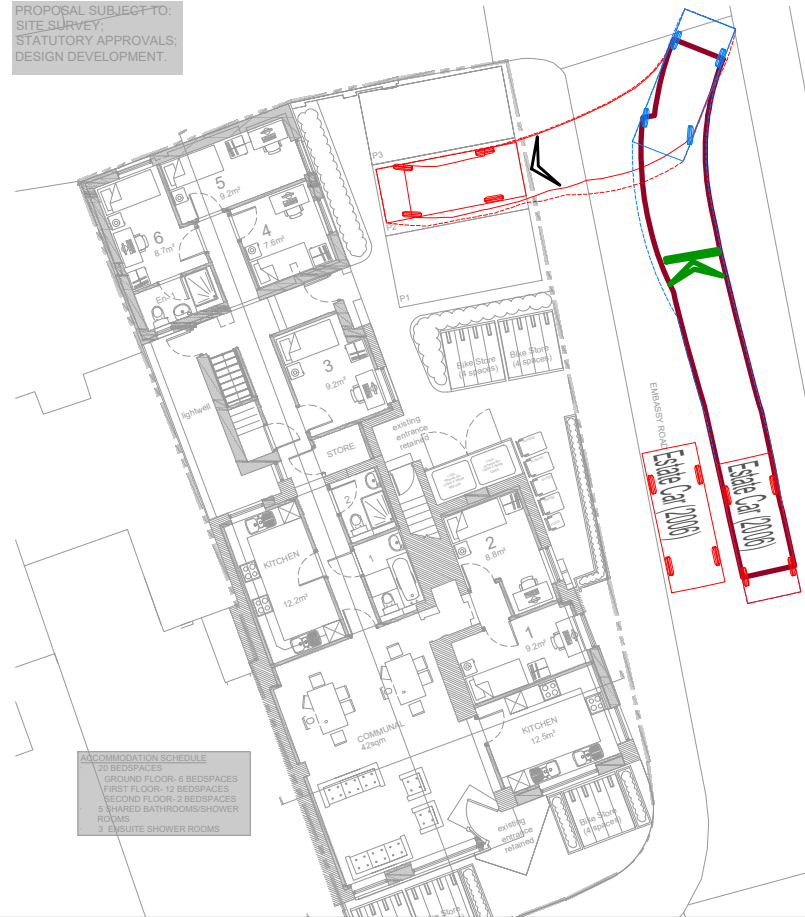
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Drawing No.	Drawing Title	Revision	Date	Company
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SITE SURVEY,  
STATUTORY APPROVALS,  
DESIGN DEVELOPMENT.



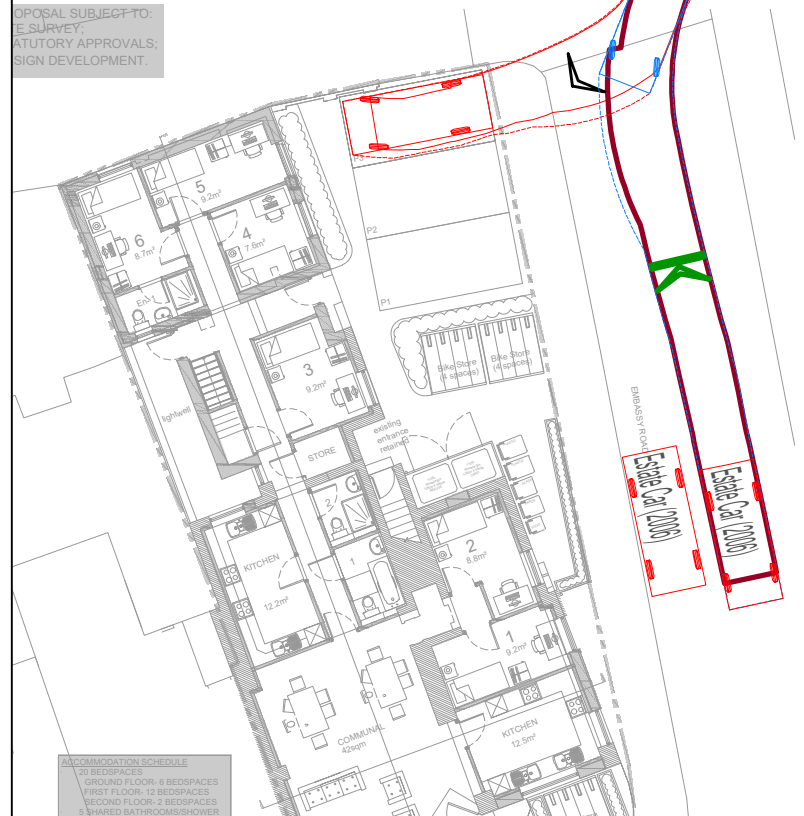
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GROUND FLOOR- 6 BEDSPACES  
FIRST FLOOR- 12 BEDSPACES  
SECOND FLOOR- 2 BEDSPACES  
5 SHARED BATHROOMS/SHOWER ROOMS  
3 SUITE SHOWER ROOMS

PROPOSAL SUBJECT TO:  
SITE SURVEY,  
STATUTORY APPROVALS,  
DESIGN DEVELOPMENT.

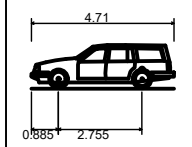


ACCOMMODATION SCHEDULE  
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GROUND FLOOR- 6 BEDSPACES  
FIRST FLOOR- 12 BEDSPACES  
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PROPOSAL SUBJECT TO:  
SITE SURVEY,  
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DESIGN DEVELOPMENT.



ACCOMMODATION SCHEDULE  
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FIRST FLOOR- 12 BEDSPACES  
SECOND FLOOR- 2 BEDSPACES  
5 SHARED BATHROOMS/SHOWER ROOMS  
3 SUITE SHOWER ROOMS



Estate Car (2006)  
Overall Length 4.710m  
Overall Width 1.804m  
Overall Body Height 1.442m  
Min Body Ground Clearance 0.207m  
Max Track Width 1.756m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.950m



### Car driving out of Space 1

### Car driving out of Space 2

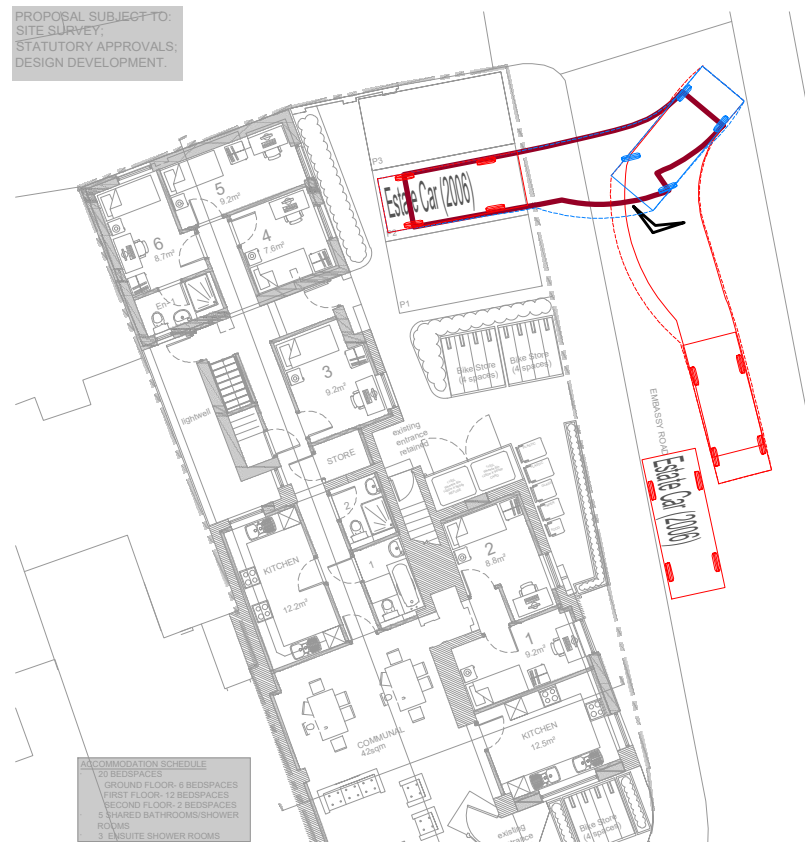
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PROPOSAL SUBJECT TO:  
SITE SURVEY,  
STATUTORY APPROVALS,  
DESIGN DEVELOPMENT.



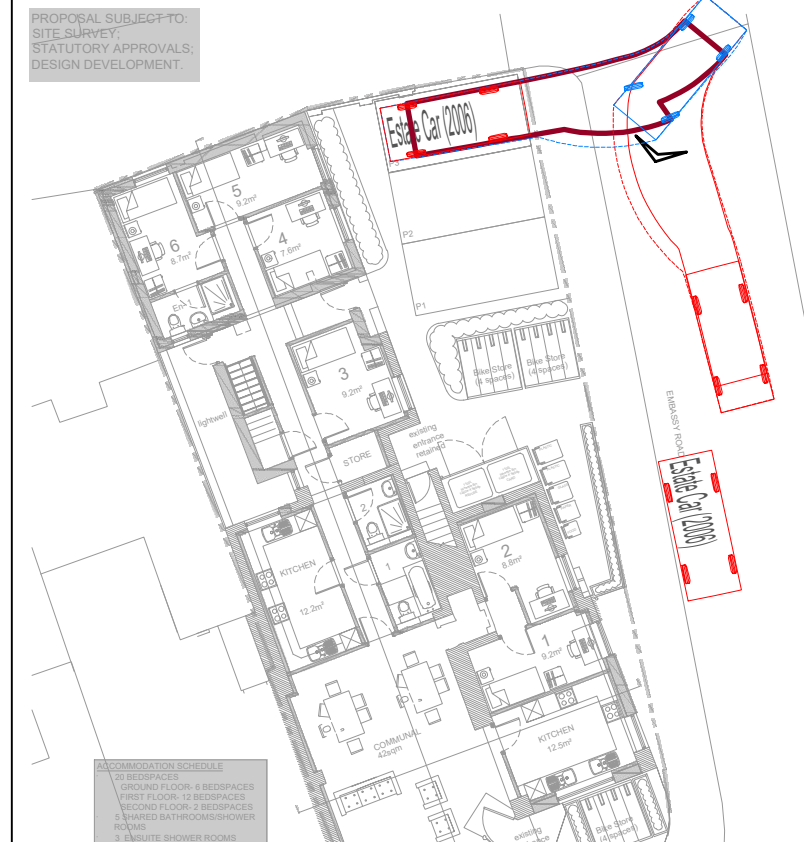
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PROPOSAL SUBJECT TO:  
SITE SURVEY,  
STATUTORY APPROVALS,  
DESIGN DEVELOPMENT.



ACCOMMODATION SCHEDULE  
20 BEDSPACES  
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PROPOSAL SUBJECT TO:  
SITE SURVEY,  
STATUTORY APPROVALS,  
DESIGN DEVELOPMENT.



ACCOMMODATION SCHEDULE  
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FIRST FLOOR- 12 BEDSPACES  
SECOND FLOOR- 2 BEDSPACES  
5 SHARED BATHROOMS/SHOWER ROOMS  
3 SUITE SHOWER ROOMS

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Client  
Crossmans Acquisitions Ltd

Job Title  
423 Whitehall Road  
St George  
Bristol

Drawing Title  
Car Parking Plan

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

Designed by: CGC  
Drawn by: CGC  
Checked by: DH

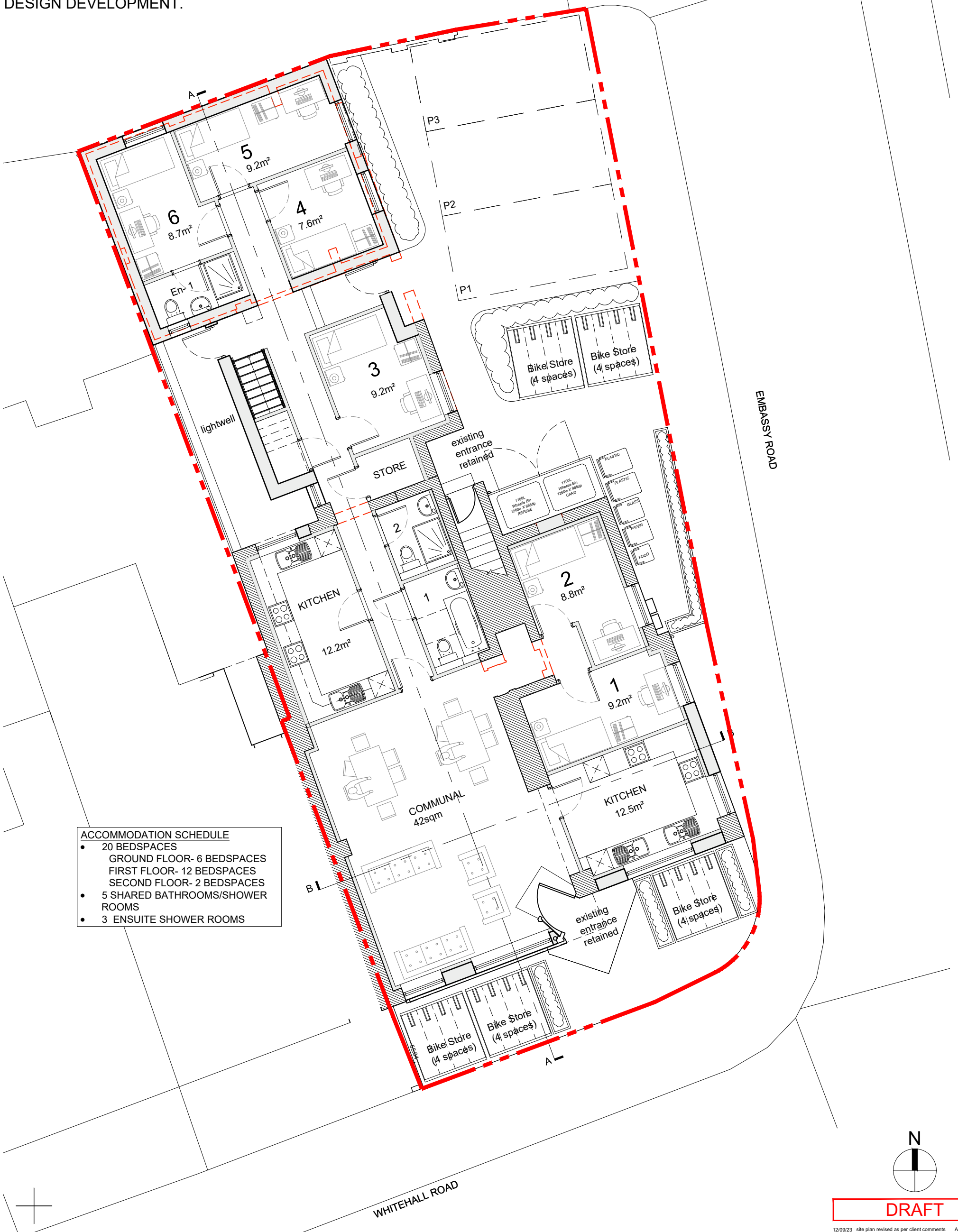
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Dwg. No. Plan 9514-202  
Rev. -

# Appendix 2



PROPOSAL SUBJECT TO:  
 SITE SURVEY;  
 STATUTORY APPROVALS;  
 DESIGN DEVELOPMENT.



- ACCOMMODATION SCHEDULE**
- 20 BEDSPACES  
 GROUND FLOOR- 6 BEDSPACES  
 FIRST FLOOR- 12 BEDSPACES  
 SECOND FLOOR- 2 BEDSPACES
  - 5 SHARED BATHROOMS/SHOWER ROOMS
  - 3 ENSUITE SHOWER ROOMS

GROUND FLOOR PLAN

LAYOUT SUBJECT TO  
 BUILDING CONTROL AND  
 FIRE CONSULTANT REVIEW  
 AND SUBJECT TO DESIGN  
 AMENDMENTS TO SUIT

Project Title  
**423 Whitehall Road  
 Bristol**  
 Drawing Title  
**Ground Floor Plan  
 Proposed**

Date  
**June 2023**

Drawn  
**AB**

Checked  
**AT**

Scale  
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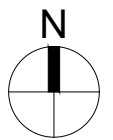
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 12/09/23 - AB AT A  
 Date Description Drawn Checked Rev.

ANGUS MEEK  
 ARCHITECTS

Cedar Yard, 290A Gloucester Road, Bristol, BS7 8PD  
 T 0117 942 82 86 E architecture@angusmeek.co.uk

Project No. Drawing No. Rev.  
**2787 P100 B**

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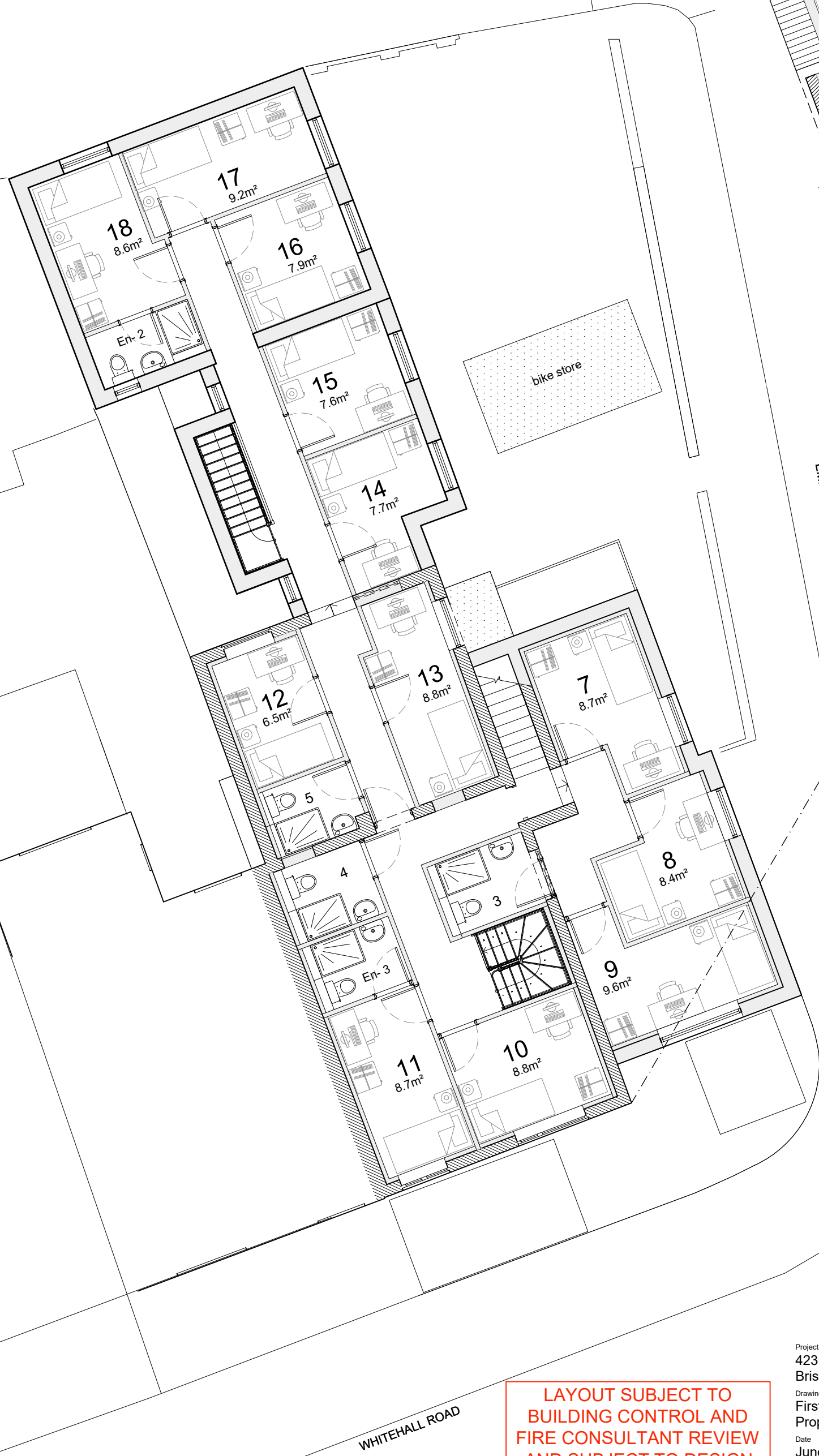


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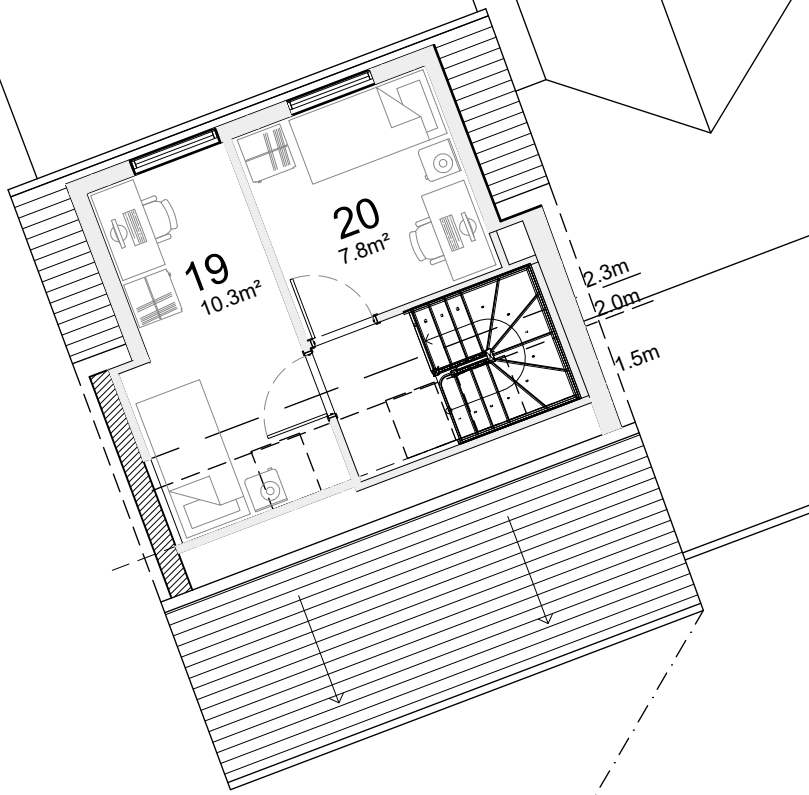
WHITEHALL ROAD

EMBASSY ROAD

PROPOSAL SUBJECT TO:  
 SITE SURVEY;  
 STATUTORY APPROVALS;  
 DESIGN DEVELOPMENT.



FIRST FLOOR PLAN

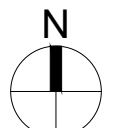


SECOND FLOOR PLAN

EMBASSY ROAD

WHITEHALL ROAD

LAYOUT SUBJECT TO  
 BUILDING CONTROL AND  
 FIRE CONSULTANT REVIEW  
 AND SUBJECT TO DESIGN  
 AMENDMENTS TO SUIT



**DRAFT**

12/09/23 - AB AT A  
 Date Description Drawn Checked Rev.

**ANGUS MEEK  
 ARCHITECTS**

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 Bristol

Drawing Title  
 First Floor Plan  
 Proposed

Date  
 June 2023

Drawn Checked  
 AB AT

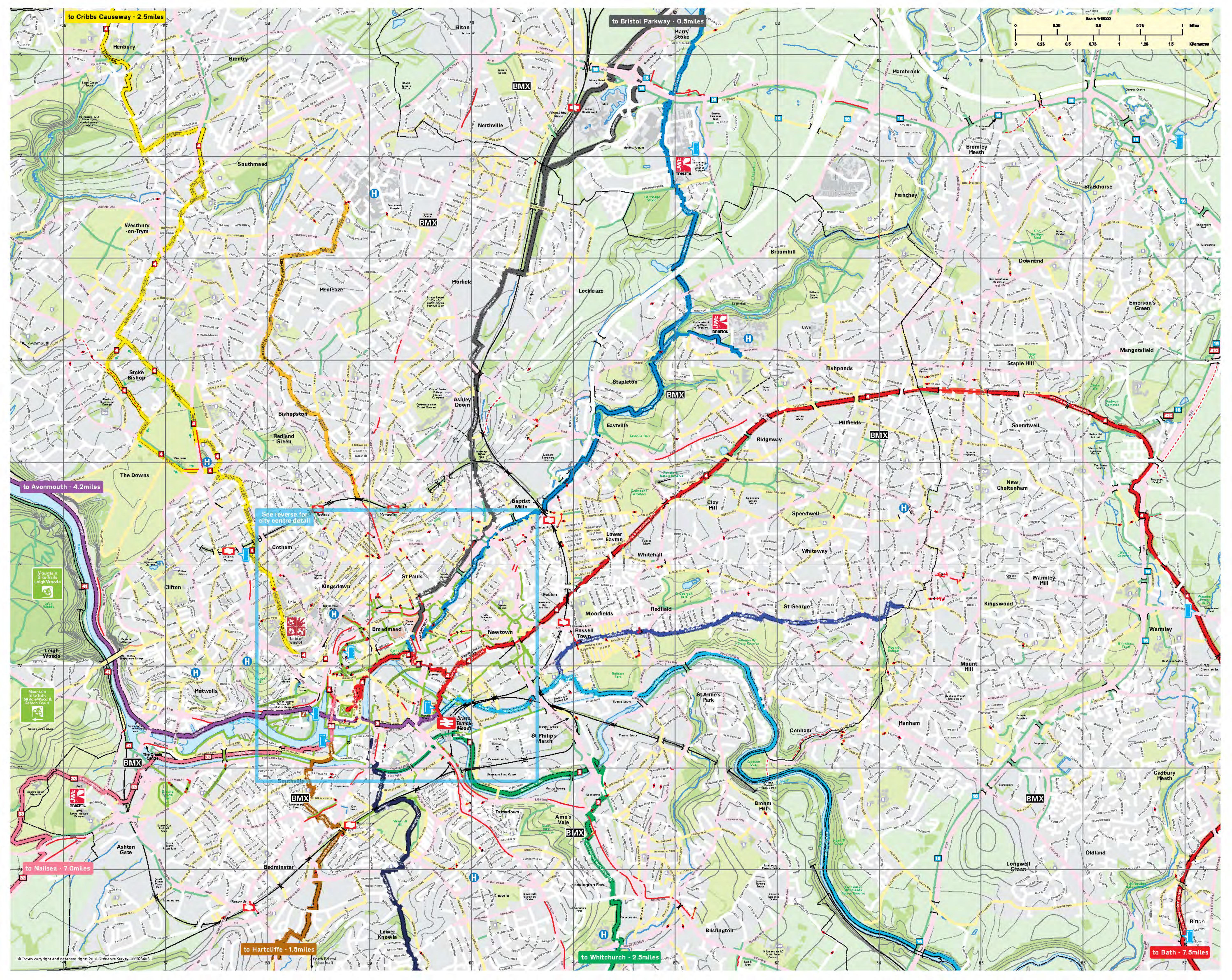
Cedar Yard, 290A Gloucester Road, Bristol, BS7 8PD  
 T 0117 942 82 86 E architecture@angusmeek.co.uk

Scale  
 1:100@A3

Project No. Drawing No. Rev.  
 2787 P101 A

Not to be reproduced in part or whole, without consent. Any discrepancies to be reported to the architect. Contractors to verify all dimensions and sizes on site.

# Appendix 3



Scale 1:10000  
0 0.25 0.5 0.75 1 1.25 1.5 Miles  
0 0.25 0.5 0.75 1 1.25 1.5 Kilometres

to Cribbs Causeway - 2.5miles

to Bristol Parkway - 0.5miles

to Avonmouth - 4.2miles

to Nailsea - 7.0miles

to Hartcliffe - 1.9miles

to Whitchurch - 2.5miles

to Bath - 7.5miles

See reverse for city centre detail

Office for National Statistics

Car or van availability and tenure of household

Dataset population: All households (excluding caravans or other mobile or temporary structures)

Geographical level: MSOA

Source : 2021 Census

Total: Accommodation Type (excluding caravans and temporary structures)		Total: All Households (excluding caravans/temporary structures)		No cars or vans in household		1 car or van in household		2 cars or vans in household		3 cars or vans in household		4 or more cars or vans in household		Average number of cars per household	
E06000023 Bristol, City of UA	Total Tenure		191,675	100%	50,144	26%	87,797	46%	41,405	21%	9,064	5%	3,265	2%	1.10
	Private rented or living rent free	Total	50,691	100%	18,604	37%	22,095	44%	7,598	15%	1,690	3%	704	1%	0.89
		1 bedroom	13,105	100%	6,760	52%	5,491	42%	780	6%	49	0%	25	0%	0.56
		2 bedrooms	15,644	100%	5,071	32%	7,905	51%	2,448	16%	180	1%	40	0%	0.86
		3 bedrooms	10,303	100%	2,507	24%	4,714	46%	2,402	23%	559	6%	121	1%	1.13
		4 or more bedrooms	6,785	100%	1,927	28%	2,012	30%	1,502	22%	827	12%	517	8%	1.41
Bristol 019, 028, 029 Combined	Total: Tenure		11,665	100%	3,134	27%	5,755	49%	2,184	19%	452	4%	140	2.0%	1.03
	Private rented or living rent free	Total	3,688	100%	1,376	37%	1,710	47%	490	13%	79	2%	33	1%	0.83
		1 bedroom	1,273	100%	647	51%	566	44%	58	5%	1	0%	1	0%	0.54
		2 bedrooms	1,375	100%	464	34%	709	52%	179	13%	19	1%	4	0%	0.83
		3 bedrooms	706	100%	163	23%	347	49%	166	24%	23	3%	7	1%	1.10
		4 or more bedrooms	335	100%	104	31%	88	26%	87	26%	33	10%	23	7%	1.35

Advisory notes:

1. Accommodation type: "House or bungalow" includes the categories: 'Detached whole house or bungalow', 'Semi-detached whole house or bungalow', 'Terraced whole house or bungalow (including end-terrace)'; "Flat, maisonette or apartment" includes:
2. Number of bedrooms: "1 bedroom" includes households who indicated '0 bedrooms' and '1 bedroom'. This is because all households where someone usually lives must have at least one room used as a bedroom.

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Statistical Disclosure Control

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.

Some counts will be affected, particularly small counts at the lowest geographies.

More details on the ONS Census disclosure control strategy may be found at:

<http://www.ons.gov.uk/ons/guide-method/census/2011/census-data/2011-census-prospectus/new-developments-for-2011-census-results/statistical-disclosure-control/index.html>

## TS061 - Method used to travel to work

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population  
units  
date

All usual residents aged 16 years and over in employment the week before the census  
Persons  
2021

Method of travel to workplace	E02003030 : Bristol 019		E02003039 : Bristol 028		E02003040 : Bristol 029		Total	
	number	%	number	%	number	%	number	%
Total: All usual residents aged 16 years and over in employment the week before the census	4,212	100.0	4,642	100.0	6,169	100.0	15,023	100.0%
Work mainly at or from home	1,518	36.0	1,581	34.1	2,543	41.2	5,642	37.6%
Underground, metro, light rail, tram	2	0.0	1	0.0	1	0.0	4	0.0%
Train	29	0.7	28	0.6	89	1.4	146	1.0%
Bus, minibus or coach	344	8.2	363	7.8	418	6.8	1,125	7.5%
Taxi	22	0.5	25	0.5	22	0.4	69	0.5%
Motorcycle, scooter or moped	38	0.9	34	0.7	45	0.7	117	0.8%
Driving a car or van	1,436	34.1	1,778	38.3	1,653	26.8	4,867	32.4%
Passenger in a car or van	153	3.6	167	3.6	147	2.4	467	3.1%
Bicycle	333	7.9	267	5.8	570	9.2	1,170	7.8%
On foot	288	6.8	351	7.6	634	10.3	1,273	8.5%
Other method of travel to work	49	1.2	47	1.0	47	0.8	143	0.9%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected. Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.

Calculation Reference: AUDIT-228601-231026-1010

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : C - FLATS PRIVATELY OWNED  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: 16 to 33 (units: )  
Range Selected by User: 6 to 50 (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: 01/01/05 to 11/05/22

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

Selected survey days:

Monday 1 days  
Thursday 1 days

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

Selected survey types:

Manual count 2 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) 2

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected  
Servicing vehicles Excluded 13 days - Selected

## Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included



## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	FU-03-C-02 FLATS & BUNGALOWS LOUND STREET KENDAL	WESTMORLAND & FURNESS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 33 <i>Survey date: MONDAY 09/06/14</i>	<i>Survey Type: MANUAL</i>
2	HC-03-C-02 FLATS WORTING ROAD BASINGSTOKE	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 21/10/10</i>	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DB-03-C-01	all 2-bed units
DC-03-C-02	all 2-bed units
DY-03-C-01	all 2-bed units
DY-03-C-03	Too much public transport
EB-03-C-01	all 2-bed units
MS-03-C-03	Includes 3-bed units
NN-03-C-01	Includes 3-bed units
OT-03-C-01	all 2-bed units
OX-03-C-01	all 2-bed units
PB-03-C-02	all 2-bed units
SC-03-C-02	all 2-bed units
SF-03-C-03	Too much public transport
WS-03-C-01	all 2-bed units

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.90

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	2	25	0.020	2	25	0.082	2	25	0.102
08:00 - 09:00	2	25	0.082	2	25	0.265	2	25	0.347
09:00 - 10:00	2	25	0.041	2	25	0.163	2	25	0.204
10:00 - 11:00	2	25	0.143	2	25	0.082	2	25	0.225
11:00 - 12:00	2	25	0.122	2	25	0.143	2	25	0.265
12:00 - 13:00	2	25	0.143	2	25	0.082	2	25	0.225
13:00 - 14:00	2	25	0.041	2	25	0.082	2	25	0.123
14:00 - 15:00	2	25	0.122	2	25	0.163	2	25	0.285
15:00 - 16:00	2	25	0.061	2	25	0.041	2	25	0.102
16:00 - 17:00	2	25	0.041	2	25	0.082	2	25	0.123
17:00 - 18:00	2	25	0.327	2	25	0.122	2	25	0.449
18:00 - 19:00	2	25	0.163	2	25	0.082	2	25	0.245
19:00 - 20:00	1	16	0.250	1	16	0.188	1	16	0.438
20:00 - 21:00	1	16	0.063	1	16	0.000	1	16	0.062
21:00 - 22:00	1	16	0.250	1	16	0.125	1	16	0.375
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.868			1.702			3.570

*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: 16 - 33 (units: )  
 Survey date date range: 01/01/05 - 11/05/22  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 13

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.020	2	25	0.020	2	25	0.040
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.041	2	25	0.041	2	25	0.082
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.061			0.122

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.020	2	25	0.020	2	25	0.040
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.020			0.020			0.040

*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/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.020	2	25	0.020	2	25	0.040
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.041	2	25	0.041	2	25	0.082
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.061			0.122

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/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.020	2	25	0.122	2	25	0.142
08:00 - 09:00	2	25	0.102	2	25	0.327	2	25	0.429
09:00 - 10:00	2	25	0.061	2	25	0.224	2	25	0.285
10:00 - 11:00	2	25	0.163	2	25	0.082	2	25	0.245
11:00 - 12:00	2	25	0.224	2	25	0.163	2	25	0.387
12:00 - 13:00	2	25	0.143	2	25	0.122	2	25	0.265
13:00 - 14:00	2	25	0.061	2	25	0.102	2	25	0.163
14:00 - 15:00	2	25	0.122	2	25	0.286	2	25	0.408
15:00 - 16:00	2	25	0.122	2	25	0.061	2	25	0.183
16:00 - 17:00	2	25	0.061	2	25	0.143	2	25	0.204
17:00 - 18:00	2	25	0.469	2	25	0.122	2	25	0.591
18:00 - 19:00	2	25	0.224	2	25	0.184	2	25	0.408
19:00 - 20:00	1	16	0.313	1	16	0.375	1	16	0.687
20:00 - 21:00	1	16	0.063	1	16	0.000	1	16	0.062
21:00 - 22:00	1	16	0.500	1	16	0.188	1	16	0.688
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.646			2.501			5.147

*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/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.020	2	25	0.041	2	25	0.061
08:00 - 09:00	2	25	0.000	2	25	0.102	2	25	0.102
09:00 - 10:00	2	25	0.020	2	25	0.102	2	25	0.122
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.041	2	25	0.041	2	25	0.082
12:00 - 13:00	2	25	0.041	2	25	0.041	2	25	0.082
13:00 - 14:00	2	25	0.061	2	25	0.020	2	25	0.081
14:00 - 15:00	2	25	0.000	2	25	0.020	2	25	0.020
15:00 - 16:00	2	25	0.061	2	25	0.020	2	25	0.081
16:00 - 17:00	2	25	0.082	2	25	0.041	2	25	0.123
17:00 - 18:00	2	25	0.102	2	25	0.000	2	25	0.102
18:00 - 19:00	2	25	0.041	2	25	0.061	2	25	0.102
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.469			0.489			0.958

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.020	2	25	0.020
08:00 - 09:00	2	25	0.000	2	25	0.061	2	25	0.061
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.020	2	25	0.020
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.020	2	25	0.020
13:00 - 14:00	2	25	0.020	2	25	0.000	2	25	0.020
14:00 - 15:00	2	25	0.020	2	25	0.000	2	25	0.020
15:00 - 16:00	2	25	0.020	2	25	0.041	2	25	0.061
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.020	2	25	0.000	2	25	0.020
18:00 - 19:00	2	25	0.061	2	25	0.000	2	25	0.061
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.162			0.303

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/C - FLATS PRIVATELY OWNED

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	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.061	2	25	0.020	2	25	0.081
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.061			0.020			0.081

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/C - FLATS PRIVATELY OWNED  
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.020	2	25	0.020
08:00 - 09:00	2	25	0.000	2	25	0.061	2	25	0.061
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.020	2	25	0.020
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.020	2	25	0.020
13:00 - 14:00	2	25	0.020	2	25	0.000	2	25	0.020
14:00 - 15:00	2	25	0.020	2	25	0.000	2	25	0.020
15:00 - 16:00	2	25	0.020	2	25	0.041	2	25	0.061
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.082	2	25	0.020	2	25	0.102
18:00 - 19:00	2	25	0.061	2	25	0.000	2	25	0.061
19:00 - 20:00	1	16	0.000	1	16	0.000	1	16	0.000
20:00 - 21:00	1	16	0.000	1	16	0.000	1	16	0.000
21:00 - 22:00	1	16	0.000	1	16	0.000	1	16	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.203			0.182			0.385

*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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.90

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	2	25	0.061	2	25	0.204	2	25	0.265
08:00 - 09:00	2	25	0.102	2	25	0.490	2	25	0.592
09:00 - 10:00	2	25	0.122	2	25	0.367	2	25	0.489
10:00 - 11:00	2	25	0.163	2	25	0.102	2	25	0.265
11:00 - 12:00	2	25	0.265	2	25	0.204	2	25	0.469
12:00 - 13:00	2	25	0.184	2	25	0.184	2	25	0.368
13:00 - 14:00	2	25	0.143	2	25	0.122	2	25	0.265
14:00 - 15:00	2	25	0.143	2	25	0.306	2	25	0.449
15:00 - 16:00	2	25	0.204	2	25	0.122	2	25	0.326
16:00 - 17:00	2	25	0.143	2	25	0.184	2	25	0.327
17:00 - 18:00	2	25	0.653	2	25	0.143	2	25	0.796
18:00 - 19:00	2	25	0.327	2	25	0.245	2	25	0.572
19:00 - 20:00	1	16	0.313	1	16	0.375	1	16	0.687
20:00 - 21:00	1	16	0.063	1	16	0.000	1	16	0.062
21:00 - 22:00	1	16	0.500	1	16	0.188	1	16	0.688
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.384			3.236			6.620

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.

# Bristol Parking Survey Extent





Bristol Parking Survey Wednesday 27th September 2023 - 22:00

Street Name	Total Length of Kerb Space (m)	Length of unrestricted parking (m)	No. of parking spaces (5m)
Embassy Road	160.4	155.4	7
Embassy Walk	51.9	51.9	2
B4465 Whitehall Road	449.5	355.2	53
Howard Street	150.1	150.1	23
Arley Terrace	79.6	79.6	8
Chester Road	103.8	93.3	14

Dropped Kerb	Single Yellow	Double Yellow	White ZZZ	White Line / Dropped Kerb	Junction / Access	White Line / Dropped Kerb	Layby	Loading	Disabled	Bus Stop	Ped Crossing
205.4	-	-	-	6.3	20.7	2.2	-	-	5	-	-
65.1	-	-	-	-	-	-	-	-	-	-	-
84.6	6.2	15.9	28.3	-	121.6	-	29.2	18.3	15	35.1	13.4
53.3	-	-	-	-	5.6	-	-	-	-	-	-
-	-	-	-	-	20.6	-	-	-	-	-	-
25.2	-	-	-	-	7.4	-	-	-	10.5	-	-

Unrestricted Kerb (m)	Road Length (m)
155.4	197.5
51.9	58.5
319.8	343.7
150.1	104.5
79.6	50.1
93.3	68.2

Street Name	No. of cars parked	Parking Stress (%)
Embassy Road	6	86%
Embassy Walk	6	300%
B4465 Whitehall Road	35	66%
Howard Street	27	117%
Arley Terrace	4	50%
Chester Road	16	114%

Street Name	Restrictions (not active during survey hours)
Embassy Road	-
Embassy Walk	-
B4465 Whitehall Road	Single Yellow- Mon - Fri 08:00 - 09:15 am, 4:45 - 6:00pm
Howard Street	-
Arley Terrace	-
Chester Road	-



Bristol Parking Survey Thursday 28th September 2023 - 22:00

Street Name	Total Length of Kerb Space (m)	Length of unrestricted parking (m)	No. of parking spaces (5m)
Embassy Road	160.4	155.4	7
Embassy Walk	51.9	51.9	2
B4465 Whitehall Road	449.5	355.2	53
Howard Street	150.1	150.1	23
Arley Terrace	79.6	79.6	8
Chester Road	103.8	93.3	14

Dropped Kerb	Single Yellow	Double Yellow	White ZZZ	White Line / Dropped Kerb	Junction / Access	White Line / Dropped Kerb	Layby	Loading	Disabled	Bus Stop	Ped Crossing
205.4	-	-	-	6.3	20.7	2.2	-	-	5	-	-
65.1	-	-	-	-	-	-	-	-	-	-	-
84.6	6.2	15.9	28.3	-	121.6	-	29.2	18.3	15	35.1	13.4
53.3	-	-	-	-	5.6	-	-	-	-	-	-
-	-	-	-	-	20.6	-	-	-	-	-	-
25.2	-	-	-	-	7.4	-	-	-	10.5	-	-

Unrestricted Kerb (m)	Road Length (m)
155.4	197.5
51.9	58.5
319.8	343.7
150.1	104.5
79.6	50.1
93.3	68.2

Street Name	No. of cars parked	Parking Stress (%)
Embassy Road	6	86%
Embassy Walk	4	200%
B4465 Whitehall Road	35	66%
Howard Street	28	122%
Arley Terrace	4	50%
Chester Road	15	107%

Street Name	Restrictions (not active during survey hours)
Embassy Road	-
Embassy Walk	-
B4465 Whitehall Road	Single Yellow- Mon - Fri 08:00 - 09:15 am, 4:45 - 6:00pm
Howard Street	-
Arley Terrace	-
Chester Road	-

# Results Wednesday 27th September 2023 - 22:00



# Results Thursday 28th September 2023 - 22:00

