



## Appendix N – Car Ownership Census Analysis

## Car Parking - Census Analysis

rappor



### Revision:

**Client:** E G Carter & Co Ltd  
**Project Title:** Barrington Close and Fairford Close, Kingswood, Bristol  
**Date:** 04/10/2023  
**Project Code:** 23-0268  
**Revision:** B

This document contains the car ownership based on 2011 Census Data

The site is located in Kings Chase Ward of South Gloucestershire

Site Parameters	Number of Dwellings
1 Bed Flats	17
2 Bed Flats	7
2 Bed House	41
3 Bed House	17
4 Bed House	3
<b>Total number of Dwellings</b>	<b>85</b>

1 Bed	1 - 3 Rooms
2 Bed	4 Rooms
3 Bed	5 Rooms
4 Bed*	6/7 Rooms
5 Bed +	8 Rooms +

\*to be robust, 4 bed dwellings calculations have used data for 7 rooms

### Wards and Middle Super Output Area (MSOA)

<i>Ward</i>	<i>MSOA</i>
Kings Chase	South Gloucestershire 027


<b>Tempro 8.1 Growth Rates</b>	<b>2011 - 2023</b>	<b>2011 - 2028</b>
	1.1568	1.2438

King Chase Census Analysis 01 - 2023

Dwelling Type	Dwelling Ownership	No. of Rooms	Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 Average Car Ownership per dwelling	2022 TEMPRO Growth Rate	2022 Average Car Ownership		Number of Dwellings	Number of Spaces Required
Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	427	226	182	19	0	0.515	1.1568	0.596		17	10
Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	293	115	145	28	5	0.737	1.1568	0.853		7	6
House or bungalow	Shared ownership; rented and living rent free	4 rooms	261	90	135	28	8	0.824	1.1568	0.953		41	39
House or bungalow	Shared ownership; rented and living rent free	5 rooms	333	93	170	55	15	0.976	1.1568	1.129		17	19
House or bungalow	Shared ownership; rented and living rent free	7 rooms	38	9	17	11	1	1.105	1.1568	1.279		3	4
											Total	85	78

King Chase Census Analysis 02 - 2028

Dwelling Type	Dwelling Ownership	No. of Rooms	Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 Average Car Ownership per dwelling	2027 TEMPRO Growth Rate	2027 Average Car Ownership		Number of Dwellings	Number of Spaces Required
Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	427	226	182	19	0	0.515	1.2438	0.641		17	11
Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	293	115	145	28	5	0.737	1.2438	0.917		7	6
House or bungalow	Shared ownership; rented and living rent free	4 rooms	261	90	135	28	8	0.824	1.2438	1.025		41	42
House or bungalow	Shared ownership; rented and living rent free	5 rooms	333	93	170	55	15	0.976	1.2438	1.214		17	21
House or bungalow	Shared ownership; rented and living rent free	7 rooms	38	9	17	11	1	1.105	1.2438	1.375		3	4
											Total	85	84

	Project Title		Client	E G Carter & Co Ltd
	Barrington Close and Fairford Close, Kingswood, Bristol		Project Code	23-0268
			Date	04/10/2023
			Number	Sheet 1

Total:  
Number of  
Dwellings

House or bungalow	Owned: Owned outright or with 1 - 3 rooms	33
House or bungalow	Owned: Owned outright or with 4 rooms	242
House or bungalow	Owned: Owned outright or with 5 rooms	1,183
House or bungalow	Owned: Owned outright or with 6 rooms	913
House or bungalow	Owned: Owned outright or with 7 rooms	327
House or bungalow	Owned: Owned outright or with 8 or more rooms	164
Flat, maisonette or apartment	Owned: Owned outright or with 1 - 3 rooms	103
Flat, maisonette or apartment	Owned: Owned outright or with 4 rooms	80
Flat, maisonette or apartment	Owned: Owned outright or with 5 rooms	9
Flat, maisonette or apartment	Owned: Owned outright or with 6 rooms	0
Flat, maisonette or apartment	Owned: Owned outright or with 7 rooms	2
Flat, maisonette or apartment	Owned: Owned outright or with 8 or more rooms	0
House or bungalow	Shared ownership; rented and 1 - 3 rooms	198
House or bungalow	Shared ownership; rented and 4 rooms	261
House or bungalow	Shared ownership; rented and 5 rooms	333
House or bungalow	Shared ownership; rented and 6 rooms	225
House or bungalow	Shared ownership; rented and 7 rooms	38
House or bungalow	Shared ownership; rented and 8 or more rooms	22
Flat, maisonette or apartment	Shared ownership; rented and 1 - 3 rooms	427
Flat, maisonette or apartment	Shared ownership; rented and 4 rooms	293
Flat, maisonette or apartment	Shared ownership; rented and 5 rooms	37
Flat, maisonette or apartment	Shared ownership; rented and 6 rooms	5
Flat, maisonette or apartment	Shared ownership; rented and 7 rooms	2
Flat, maisonette or apartment	Shared ownership; rented and 8 or more rooms	3

No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 average car ownership	2023 Growth Rate	2023 Average Car Ownership	2028 Growth Rate	2028 Average Car Ownership
8	19	6	0	0.939	1.1568	1.087	1.2438	1.168
54	125	52	11	1.083	1.1568	1.252	1.2438	1.347
133	615	356	79	1.322	1.1568	1.529	1.2438	1.644
120	372	342	79	1.416	1.1568	1.638	1.2438	1.761
28	111	135	53	1.651	1.1568	1.910	1.2438	2.054
5	45	79	35	1.878	1.1568	2.173	1.2438	2.336
20	67	16	0	0.961	1.1568	1.112	1.2438	1.195
17	43	20	0	1.038	1.1568	1.200	1.2438	1.290
1	6	2	0	1.111	1.1568	1.285	1.2438	1.382
0	0	0	0	0.000	1.1568	0.000	1.2438	0.000
0	1	0	1	2.000	1.1568	2.314	1.2438	2.488
0	0	0	0	0.000	1.1568	0.000	1.2438	0.000
121	69	7	1	0.434	1.1568	0.502	1.2438	0.540
90	135	28	8	0.824	1.1568	0.953	1.2438	1.025
93	170	55	15	0.976	1.1568	1.129	1.2438	1.214
61	116	40	8	0.978	1.1568	1.131	1.2438	1.216
9	17	11	1	1.105	1.1568	1.279	1.2438	1.375
6	11	4	1	1.000	1.1568	1.157	1.2438	1.244
226	182	19	0	0.515	1.1568	0.596	1.2438	0.641
115	145	28	5	0.737	1.1568	0.853	1.2438	0.917
14	12	9	2	0.973	1.1568	1.126	1.2438	1.210
1	4	0	0	0.800	1.1568	0.925	1.2438	0.995
1	1	0	0	0.500	1.1568	0.578	1.2438	0.622
3	0	0	0	0.000	1.1568	0.000	1.2438	0.000



## Appendix O – Stage 1 Road Safety Audit

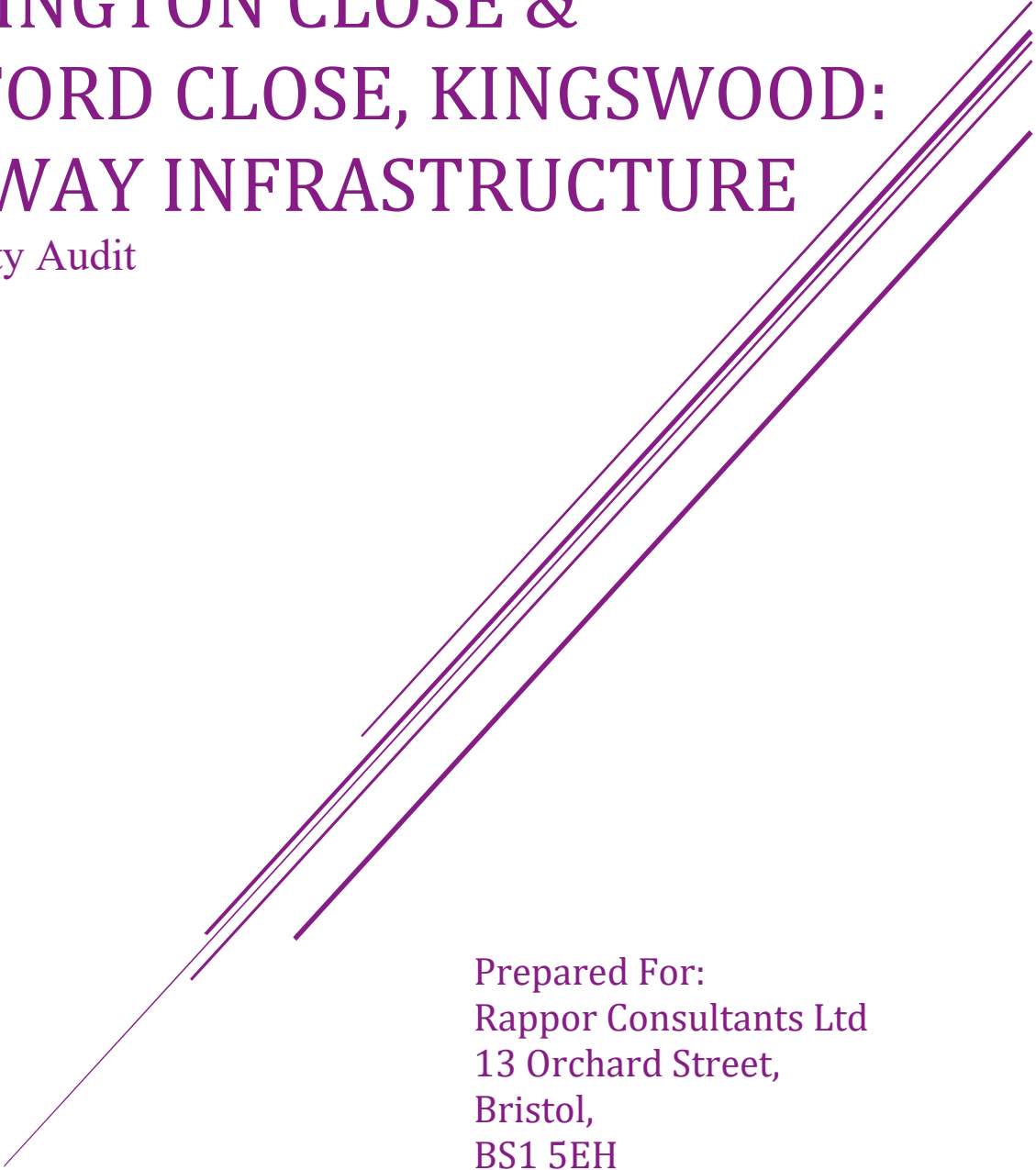
Report Number: Rappor/1527  
Date: 7<sup>th</sup> November 2023  
Prepared by: Julian Bartlett

**JBartlett**  
Consulting Ltd  
UK Company Number 8270647

# BARRINGTON CLOSE & FAIRFORD CLOSE, KINGSWOOD: HIGHWAY INFRASTRUCTURE

Road Safety Audit

Stage 1



Prepared For:  
Rappor Consultants Ltd  
13 Orchard Street,  
Bristol,  
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Prepared By: J Bartlett Consulting Ltd  
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Job Number: 1527

Client: Rappor Consultants Limited / Bromford

Highway Authority: South Gloucestershire Council

Project: Barrington Close & Fairford Close, Kingswood: Highway  
Improvements

Report Title: Stage 1 Road Safety Audit

Date: 7<sup>th</sup> November 2023

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	Draft	Julian Bartlett	Lyn Jones	Julian Bartlett	November 2023
D2	Minor typo corrections and confirmation of design changes	Julian Bartlett	Lyn Jones	Julian Bartlett	November 2023

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.



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230268-RAP-XX-XX-DR-TP-3210	P04	Visibility Assessment
230268-RAP-XX-XX-DR-TP-4100	P04	Swept Path Analysis Estate Car
230268-RAP-XX-XX-DR-TP-4110	P04	On-site Swept Path Analysis Estate Car
230268-RAP-XX-XX-DR-TP-4120	P05	Swept Path Analysis Fire Appliance Vehicle
230268-RAP-XX-XX-DR-TP-4130	P04	Swept Path Analysis Refuse Vehicle

### Documents

Barrington Close & Fairford Close, Kingswood: Stage RSA Brief dated June 2023

### Departures,

None identified.

- 1.5 The Audit Team undertook a site visit on 3<sup>rd</sup> November 2023 during the late afternoon between 15:00 and 15:45. It was overcast and the road surface was dry at the time of the site visit. Limited vehicle movements were observed on both access roads with only a single vehicle seen moving. No pedestrians, cyclists or motorcyclists were seen. It should be noted that a number of the properties within the area identified for replacement are unoccupied.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest version of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2,

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GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of CIHT 'Road Safety Guidelines'.

- 1.8 The Audit Team have referred to the latest versions of appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to
- Design Manual For Roads And Bridges (DMRB);
  - Manual For Streets;
  - Manual For Streets 2;
  - Highway Construction Details;
  - Specification For Highway Works;
  - Traffic Signs Manual Chapter 6;
  - Traffic Signs Regulations and General Directions (TSRDG); and
  - Identified Local Highway Authority Design Standards
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate.
- 1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals.

## 2 Issues Raised By This Stage 1 Road Safety Audit

- 2.1 Problems identified within this report will be reviewed linearly by drawing number as an accepted alternative approach to that identified in GG119.

### Drawing 21027 NP XX XX DR A 0026 Rev 15

- 2.2 The drawing shows the housing type and layout for the site and as such does not give rise to concern in terms of road safety.

### Drawing 230268-RAP-XX-XXDR-TP-3200 Rev P04

- 2.3 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to the information shown on this drawing for this stage of Road Safety Audit.

### Drawing 230268-RAP-XX-XX-DR-TP-3210 Rev P04

- 2.4 After due and careful consideration the audit team have been unable to identify any areas of concern with regard to the information shown on this drawing for this stage of Road Safety Audit.

### Drawing 230268-RAP-XX-XX-DR-TP-4100 Rev P04

- 2.5 The drawing shows the swept path modelling for a fire appliance accessing the site, all movements are contained within the available carriageway space and as such does not give rise to concern.

### Drawing 230268-RAP-XX-XX-DR-TP-4110 Rev P04

- 2.6 The drawing shows the swept path modelling for an estate car accessing the internal site network, all movements are contained within the available carriageway space and as such does not give rise to concern.

### Drawing 230268-RAP-XX-XX-DR-TP-4120 Rev P05

- 2.7 The drawing shows the swept path modelling for a fire appliance accessing the site, all movements are contained within the available carriageway space all be it some movements require both available carriageways. This is not unusual within an urban environment and as such does not give rise to concern.

### Drawing 230268-RAP-XX-XX-DR-TP-4130 Rev P04

- 2.8 The drawing shows the swept path modelling for a refuse vehicle accessing the site, all movements are contained within the available carriageway space all be it some movements require both available carriageways. This is not unusual within an urban environment and as such does not give rise to concern.

### 3 Issues Outside The Scope Of The Road Safety Audit

- 3.1 Both surface and foul water chamber covers are likely to be located within the carriageway space. While on most occasions these are located outside of the wheel path for vehicles in certain situations this may not be the case. There is some evidence to suggest that where chamber covers are located within the vehicle wheel track there is the potential for single vehicle loss of control due to differential frictional properties between the chamber cover and surrounding carriageway. This is of particular concern for power two-wheel vehicles especially under braking / heavy braking. In this instance however speeds are likely to be low and the potential for personal injury unlikely, it would be beneficial to provide chamber covers with similar frictional properties to the abutting carriageway.
- 3.2 At several locations steps are provided to allow access to various properties as well as the wider site. While the audit team accept that the detailed design has not been undertaken at this time it is important that all steps are appropriately identified for disabled users using appropriate tactile paving, handrails etc. The audit team would also suggest that where practical steps should be replaced with ramps in line with best practice and Disability Discrimination Act legislation.
- 3.3 Similarly, while crossing locations are intimated within the layout for, the audit team accept that these have not been designed. As part of the detailed design process it is important that appropriate dropped crossings with associated tactile paving are provided on pedestrian desire lines
- 3.4 During the site visit it was noted that existing parking at the Highview Road / Fairford Close junction directly impacts on the visibility envelop identified. As the design develops it would be advantageous to impalement parking restrictions to protect the visibility envelop for the junction following consultation with the local highway authority.
- 3.5 Several abrupt changes in footway direction occur across the site, while unlikely to cause personal injury, it would be advantageous for these to be identified in some manner that visually impaired users are aware of the changes in direction.
- 3.6 The somewhat unusual entry treatment to the site from Barrington Close is to be retained in the form of a single width narrowing with no identified priority arrangements. This clearly operated effectively; however, it would be beneficial to enter discussions with the local highway authority to seek their views on whether formal control in terms of priority should be identified to drivers, in the opinion of the audit team formal control is unlikely to be required.
- 3.7 The carriageway surface on the approach to and general structure of the single width section of Barrington Close is deteriorating with evidence of failure; while it

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has been assumed that reconstruction of this will form part of the construction works, if not it should be highlighted to the highway authority for their action.

- 3.8 With the accepted desire to encourage alternative more active travel modes the provision of cycle parking areas / a stand for cycle hire bikes / e-scooters may be a benefit to the overall design of the development. It would be advantageous to seek the views of the planning / highway authority prior to the scheme developing further.

#### 4 Audit Team Statement

We certify that this Audit has been carried out adopting the principles contained in the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

##### Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 8<sup>th</sup> November 2023

##### Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 8<sup>th</sup> November 2023

Contact Details as per record sheet



## 5 Audit Location Plan

Not required as no issues were identified








## Appendix P – Parking Survey Area Drawing

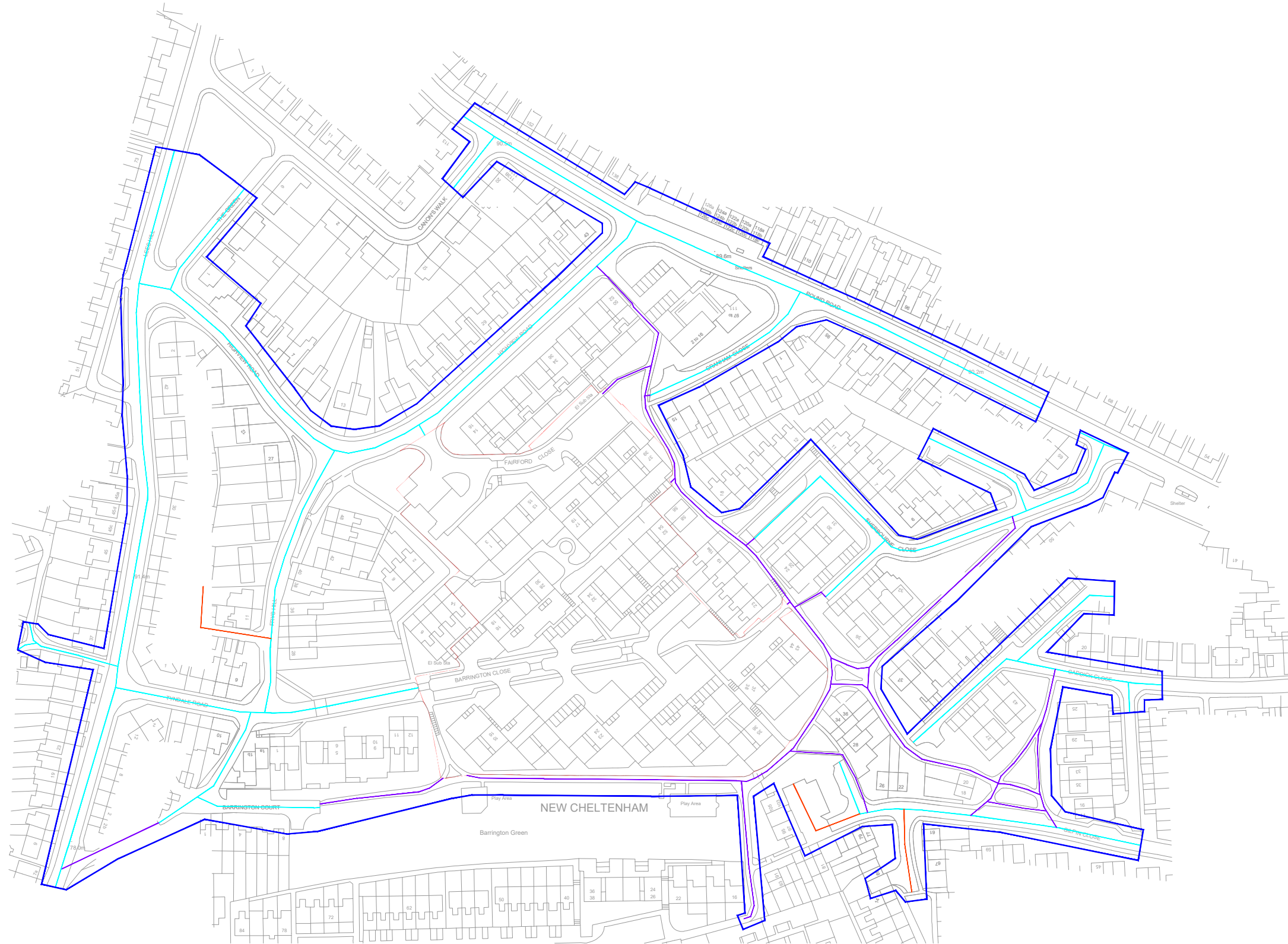


**Notes:**

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Nash Partnership, drawing number: 21027-NP-XX-XX-DR-A-0026 Rev. 11, and received on 24/08/23.
3. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.

**Key:**

-  Site Boundary
-  Parking Survey Area
-  200m Walking distance along carriageway
-  200m Walking distance along footpath
-  Maximum achievable walking distance



Rev	Date	Details	By	Chkd

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CLIENT: Bromford and EG Carter & Co Ltd

PROJECT:  
Barrington Close and Fairford Close,  
Kingswood, Bristol

TITLE:  
Parking Survey Area

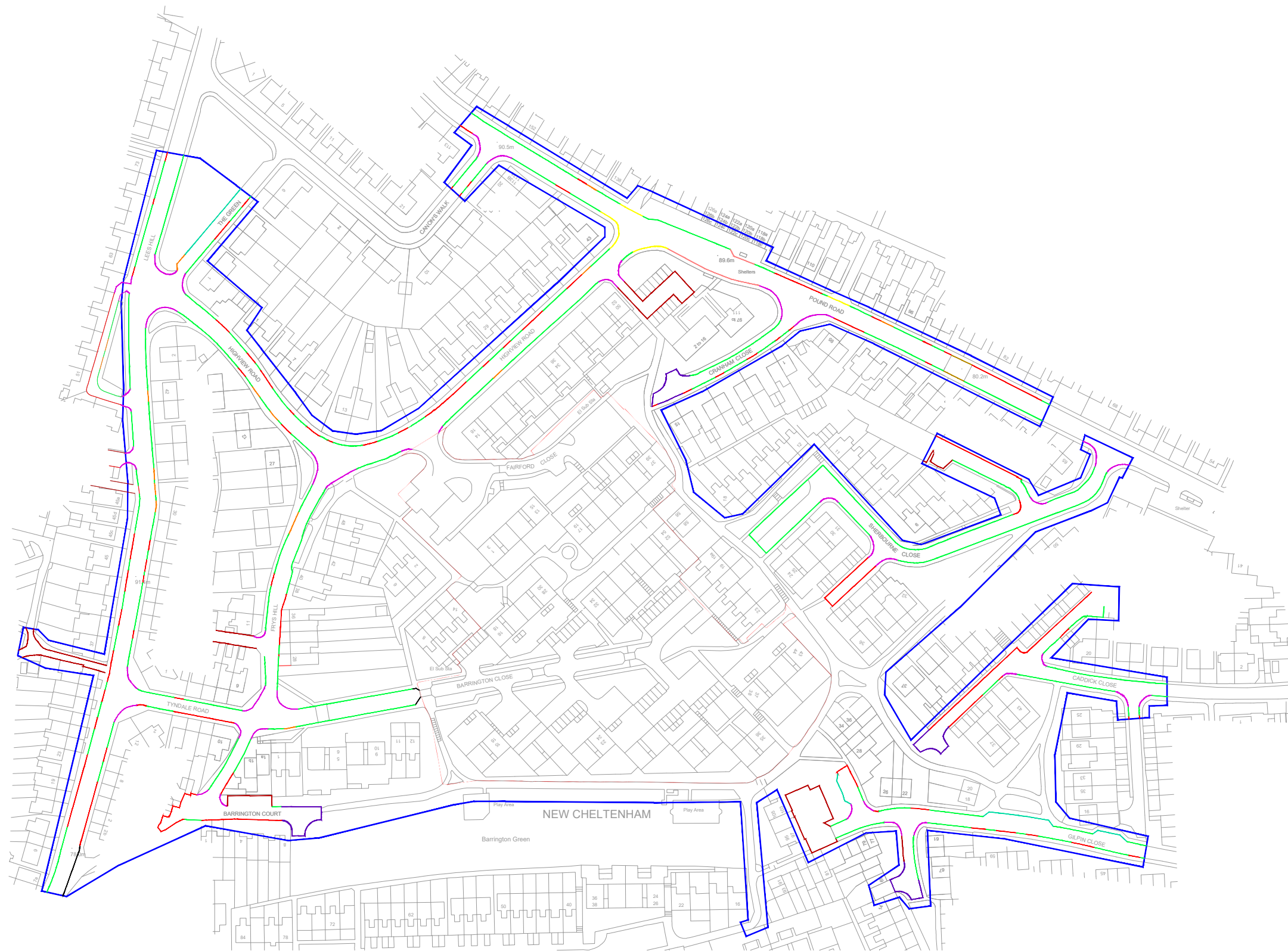
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NTS	29/09/23	SL	JS	MG

STATUS: INFORMATION

DRAWING NO:	REVISION:
230268-RAP-XX-XX-DR-TP-3100	-



## Appendix Q – Parking Restrictions Drawing



**Notes:**

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Nash Partnership, drawing number: 21027-NP-XX-XX-DR-A-0026 Rev. 11, and received on 24/08/23.
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**Key:**

- Site Boundary
- Parking Survey Area
- Available Parking
- Available Parking in Layby
- Disabled Parking
- Vehicle Crossover/Dropped Kerb
- Private Parking/Access
- Double Yellow Lines
- White Lines
- Speed Cushion
- Junction
- Turning Head
- Bus Stop

Rev	Date	Details	By	Chkd

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CLIENT: Bromford and EG Carter & Co Ltd

PROJECT:  
Barrington Close and Fairford Close,  
Kingswood, Bristol

TITLE:  
Parking Restrictions

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	29/09/23	SL	JS	MG

STATUS: INFORMATION

DRAWING NO:	REVISION:
230268-RAP-XX-XX-DR-TP-3101	-



## Appendix R – Approximate Vehicle Locations Drawings

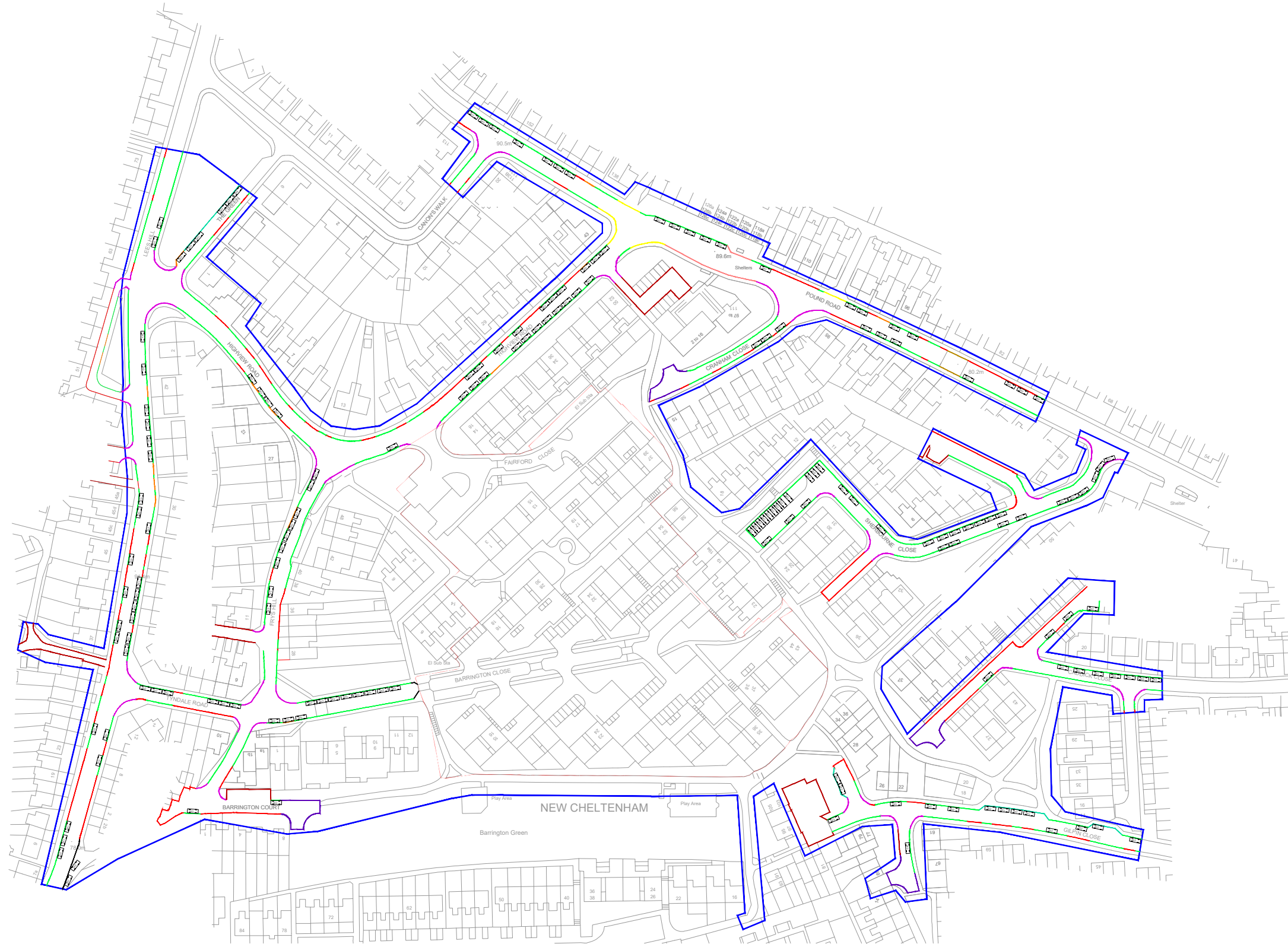


**Notes:**

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Nash Partnership, drawing number: 21027-NP-XX-XX-DR-A-0026 Rev. 11, and received on 24/08/23.
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**Key:**

- Site Boundary
- Parking Survey Area
- Available Parking
- Available Parking in Layby
- Disabled Parking
- Vehicle Crossover/Dropped Kerb
- Private Parking/Access
- Double Yellow Lines
- White Lines
- Speed Cushion
- Junction
- Turning Head
- Bus Stop
- Approximate Vehicle Location



Rev	Date	Details	By	Chkd

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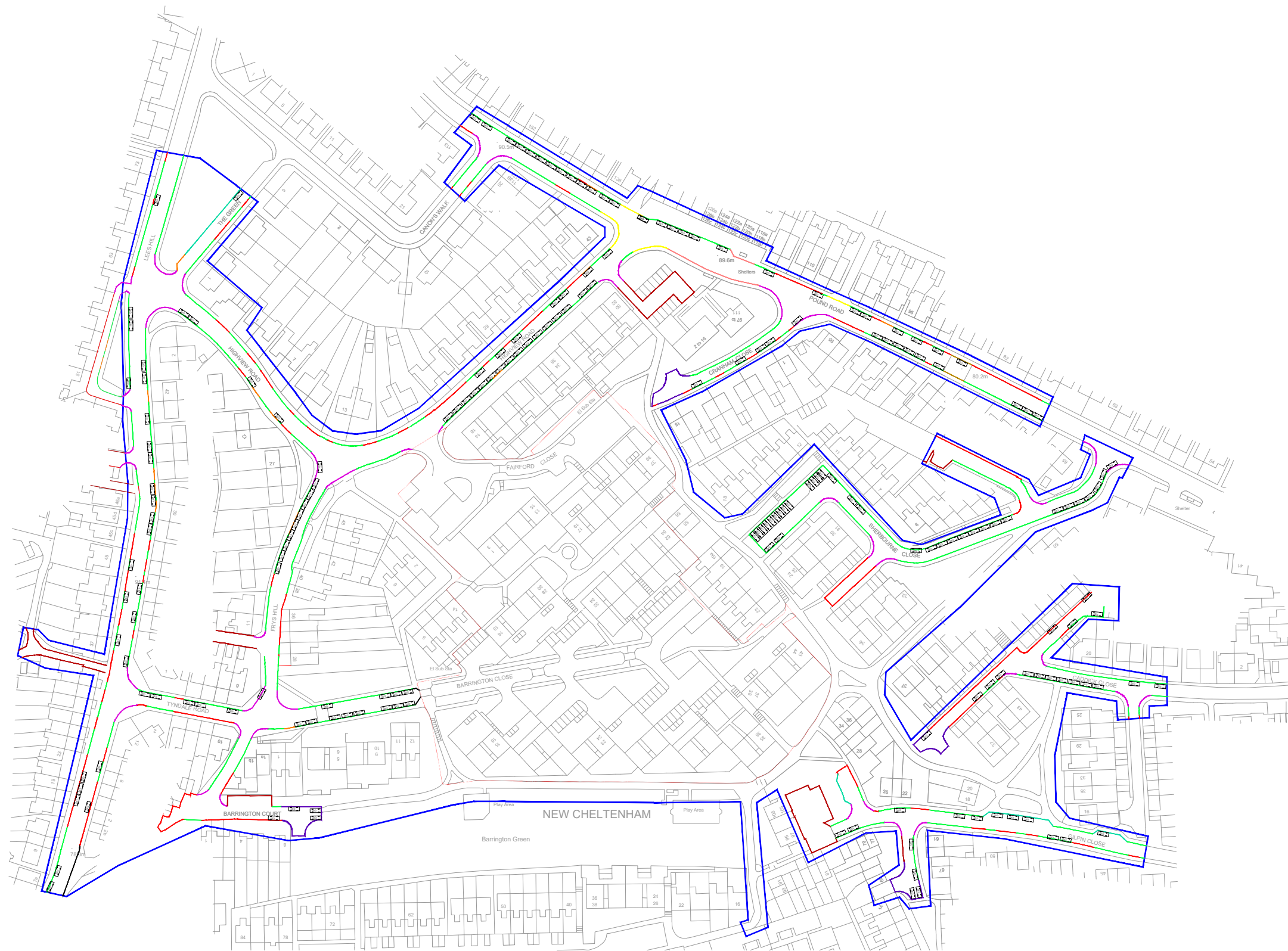
PROJECT:  
Barrington Close and Fairford Close,  
Kingswood, Bristol

TITLE:  
Approximate Vehicle Locations -  
Tuesday 12th September (Post 20:00)

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NTS	02/10/23	SL	JS	MG

STATUS: INFORMATION

DRAWING NO:	REVISION:
230268-RAP-XX-XX-DR-TP-3102	-



**Notes:**

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**Key:**

-  Site Boundary
-  Parking Survey Area
-  Available Parking
-  Available Parking in Layby
-  Disabled Parking
-  Vehicle Crossover/Dropped Kerb
-  Private Parking/Access
-  Double Yellow Lines
-  White Lines
-  Speed Cushion
-  Junction
-  Turning Head
-  Bus Stop
-  Approximate Vehicle Location

Rev	Date	Details	By	Chkd

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CLIENT: Bromford and EG Carter & Co Ltd

PROJECT: Barrington Close and Fairford Close, Kingswood, Bristol

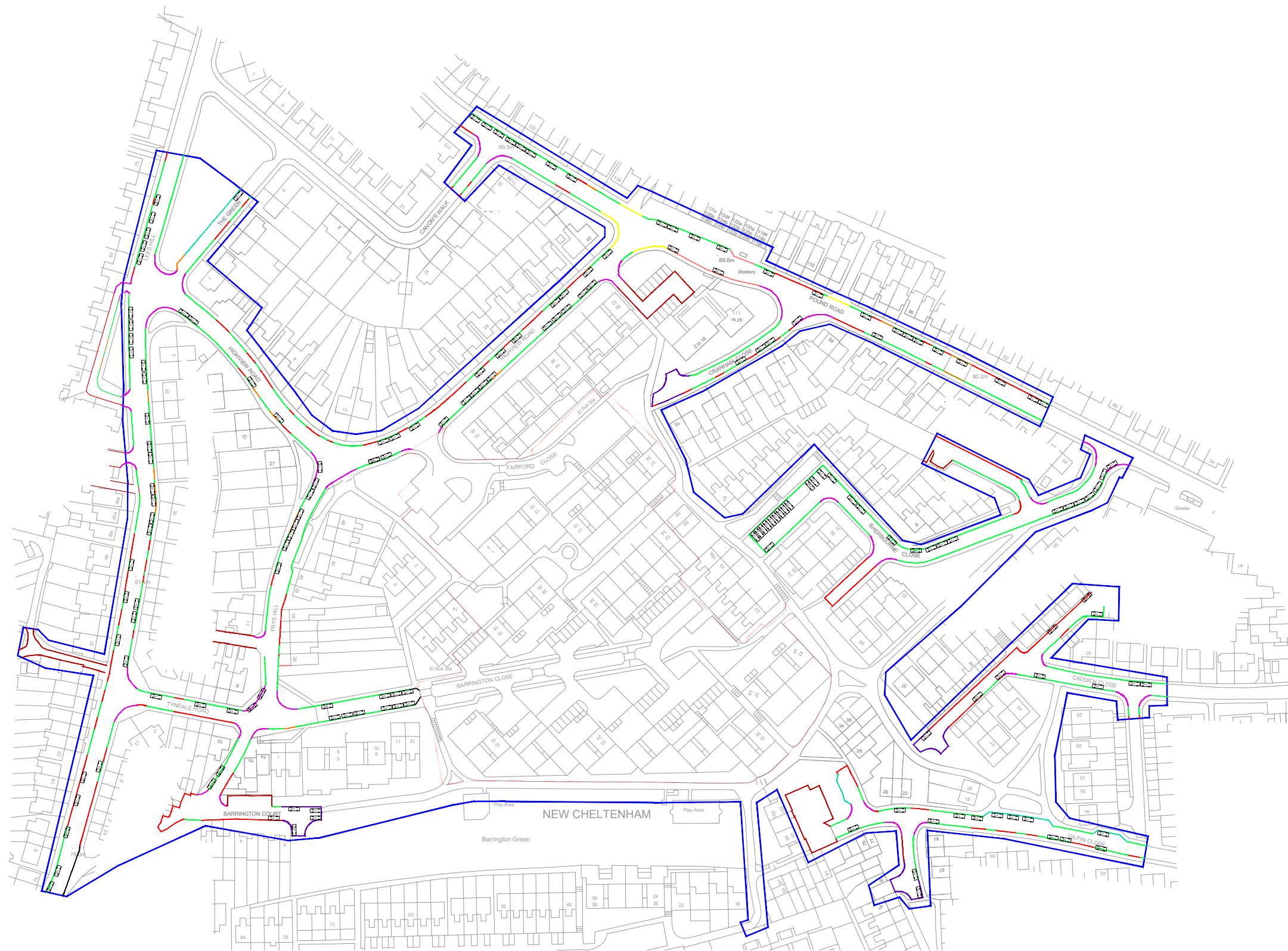
TITLE: Approximate Vehicle Locations - Saturday 16th September (12:00 - 13:00)

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	02/10/23	SL	JS	MG

STATUS: INFORMATION

DRAWING NO:	REVISION:
230268-RAP-XX-XX-DR-TP-3103	-





**Notes:**

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**Key:**

- Site Boundary
- Parking Survey Area
- Available Parking
- Available Parking in Layby
- Disabled Parking
- Vehicle Crossover/Dropped Kerb
- Private Parking/Access
- Double Yellow Lines
- White Lines
- Speed Cushion
- Junction
- Turning Head
- Bus Stop
- Approximate Vehicle Location

Rev	Date	Details	By	Chkd

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CLIENT: Bromford and EG Carter & Co Ltd

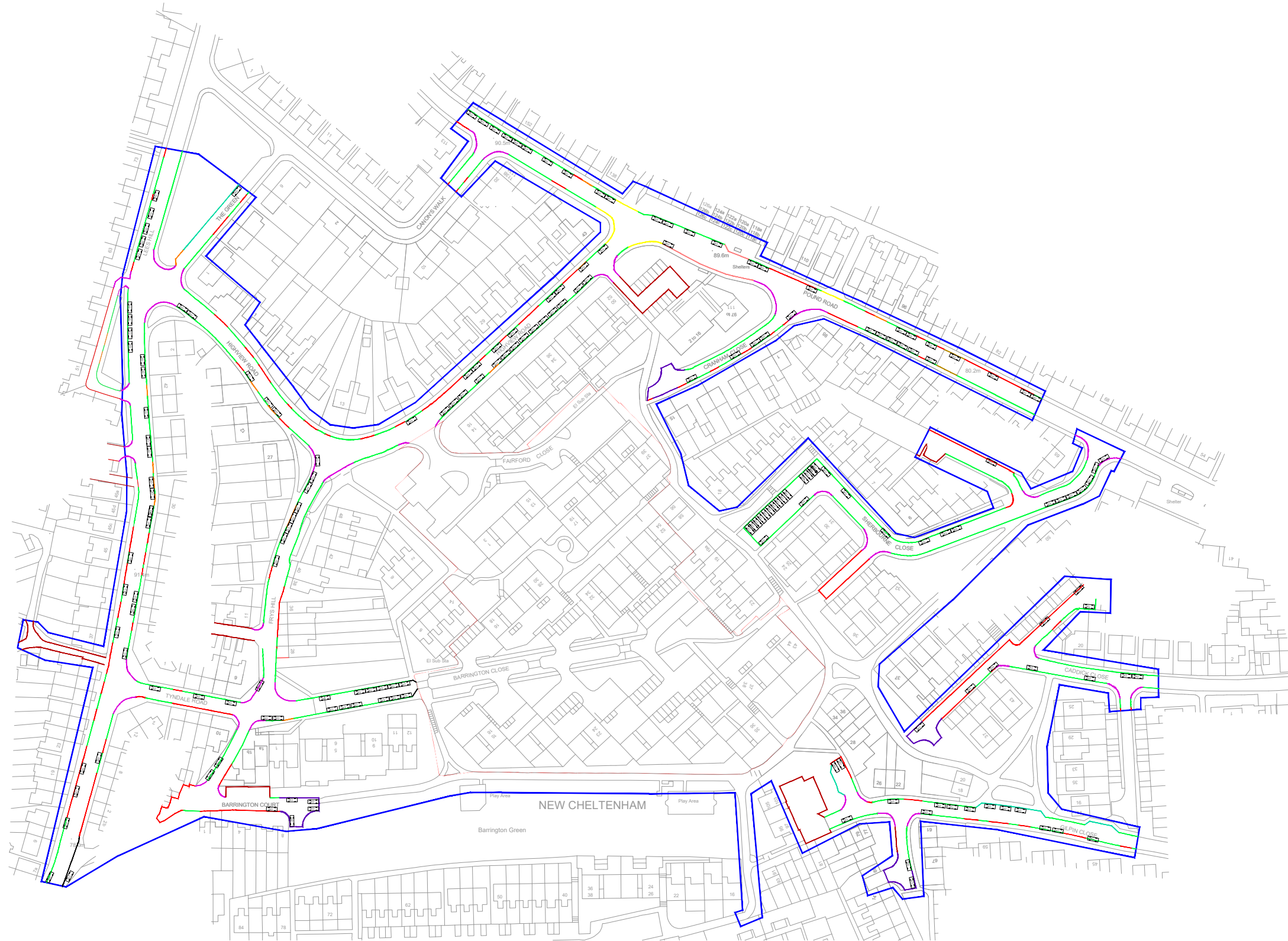
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Barrington Close and Fairford Close,  
Kingswood, Bristol

TITLE:  
Approximate Vehicle Locations -  
Saturday 16th September (13:00 - 14:00)

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	02/10/23	SL	JS	MG

STATUS: INFORMATION

DRAWING NO:	REVISION:
230268-RAP-XX-XX-DR-TP-3104	-



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- Speed Cushion
- Junction
- Turning Head
- Bus Stop
- Approximate Vehicle Location

Rev	Date	Details	By	Chkd

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CLIENT: Bromford and EG Carter & Co Ltd

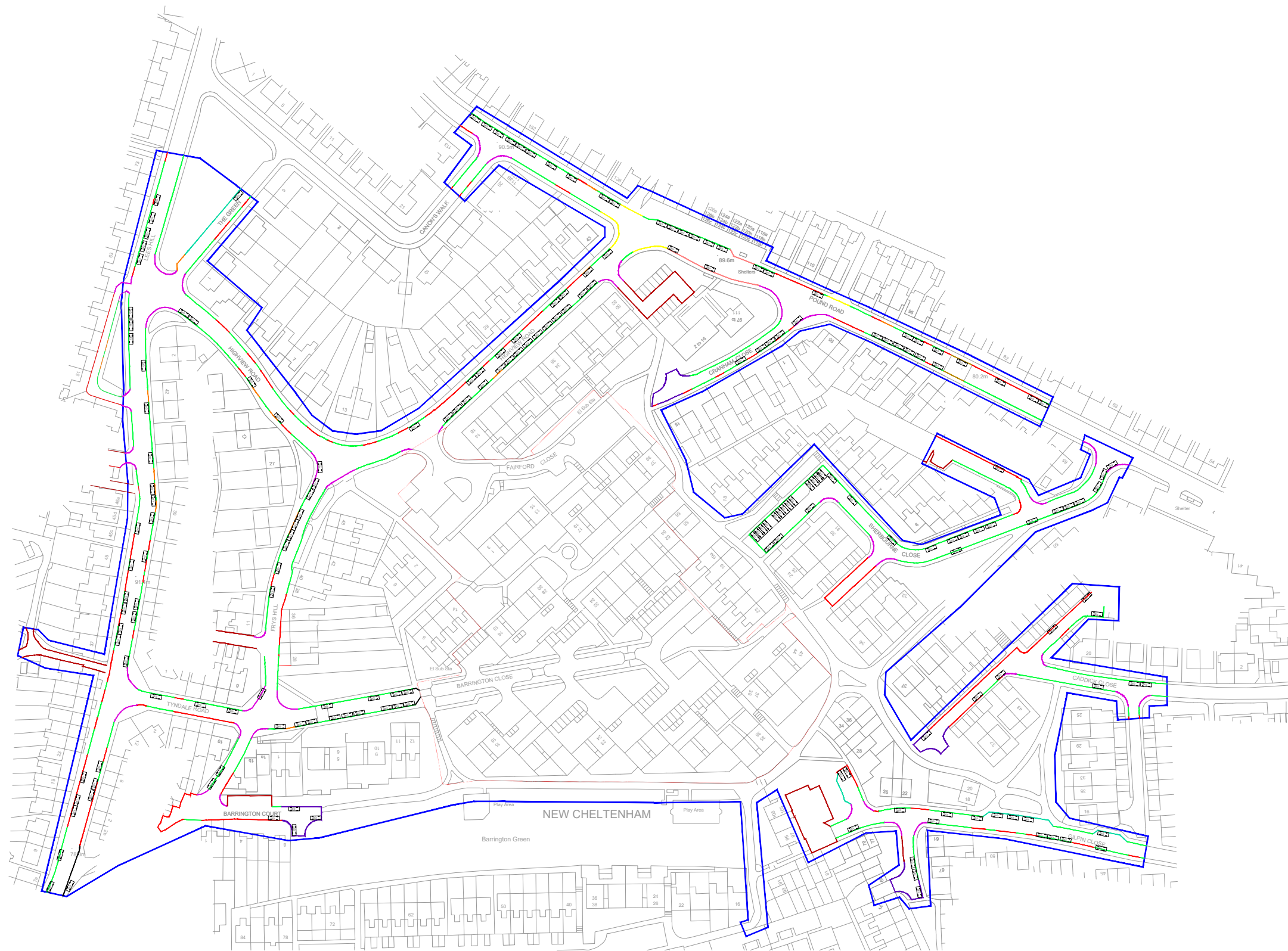
PROJECT:  
Barrington Close and Fairford Close,  
Kingswood, Bristol

TITLE:  
Approximate Vehicle Locations -  
Saturday 16th September (14:00 - 15:00)

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	02/10/23	SL	JS	MG

STATUS: INFORMATION

DRAWING NO:	REVISION:
230268-RAP-XX-XX-DR-TP-3105	-



**Notes:**

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Nash Partnership, drawing number: 21027-NP-XX-XX-DR-A-0026 Rev. 11, and received on 24/08/23.
3. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.

**Key:**

- Site Boundary
- Parking Survey Area
- Available Parking
- Available Parking in Layby
- Disabled Parking
- Vehicle Crossover/Dropped Kerb
- Private Parking/Access
- Double Yellow Lines
- White Lines
- Speed Cushion
- Junction
- Turning Head
- Bus Stop
- Approximate Vehicle Location

Rev	Date	Details	By	Chkd

rappor



Infrastructure and  
environmental consultants  
rappor.co.uk

CLIENT: Bromford and EG Carter & Co Ltd

PROJECT:  
Barrington Close and Fairford Close,  
Kingswood, Bristol

TITLE:  
Approximate Vehicle Locations -  
Saturday 16th September (15:00 - 16:00)

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	02/10/23	SL	JS	MG

STATUS: INFORMATION

DRAWING NO:	REVISION:
230268-RAP-XX-XX-DR-TP-3106	-

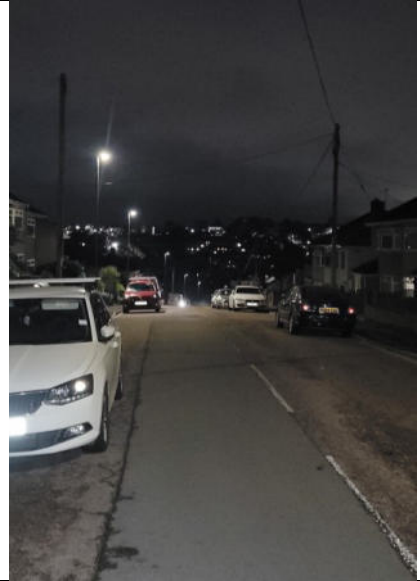


## Appendix S – Survey Photographic Evidence

Monday 11<sup>th</sup> September 2023 Post 20:00



**Photo 1:** Highway Road  
(Facing west by 42 Highway Road)



**Photo 2:** Lees Hill  
Facing south by 26 Lees Hill



**Photo 3:** The Green  
(Facing east by 1 The Green)



**Photo 4:** Pound Road  
(Facing south by 152 Pound Road)

Monday 11<sup>th</sup> September 2023 Post 20:00



**Photo 5:** Sherbourne Road  
(Facing south by 9 Sherbourne Road)



**Photo 6:** Sherbourne Close  
(Facing west by 68 Pound Road)

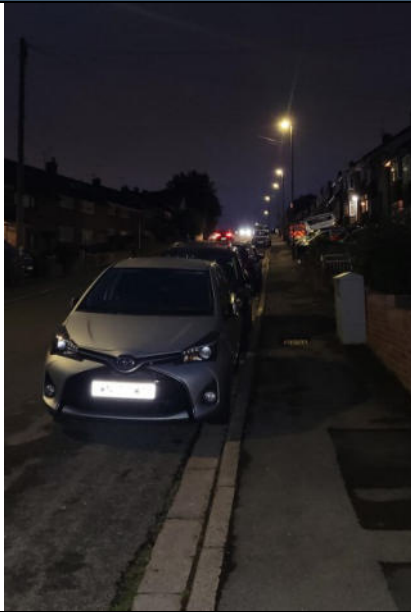


**Photo 7:** Cranham Close Junction  
(Facing west by Pound Road)

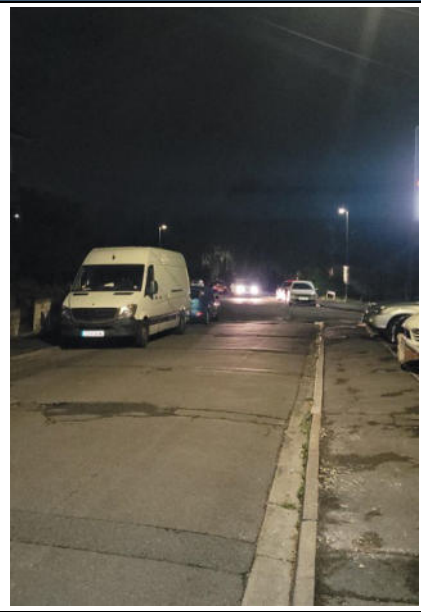


**Photo 8:** Canon's Walk  
(Facing west by Pound Road)

**Monday 11<sup>th</sup> September 2023 Post 20:00**



**Photo 9:** Pound Road  
(Facing north by 70 Pound Road)



**Photo 10:** Tyndall Road  
(Facing east by 4 Tyndall Road)



**Photo 11:** Lees Hill  
Facing south by 29 Lees Hill)



**Photo 12:** Sherbourne Close  
(Facing east by 50 Sherbourne Close)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 13:** Gilpin Close  
(Facing north by 79 Gilpin Close)



**Photo 14:** Gilpin Close  
(Facing south by 79 Gilpin Close)



**Photo 15:** Gilpin Close  
(Facing west by 14 Gilpin Close)



**Photo 16:** Gilpin Close  
(Facing east by 14 Gilpin Close)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 17:** Caddick Close  
(Facing south by Number 16 Caddick Close)



**Photo 18:** Caddick Close  
(Facing west by Number 12 Caddick Close)



**Photo 19:** Caddick Close  
(Facing north east by 43 Caddick Close)



**Photo 20:** Caddick Close  
(Facing south west by 43 Caddick Close)



Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 21:** Sherbourne Close  
(Facing north east by 6 Sherbourne Close)



**Photo 22:** Sherbourne Close  
(Facing south west by 6 Sherbourne Close)



**Photo 23:** Sherbourne Close  
(Facing northwest by 6 Sherbourne Close)



**Photo 24:** Sherbourne Close  
(Facing south west by 28 Sherbourne Close)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 25:** Sherbourne Close  
(Facing west by 50 Sherbourne Close)



**Photo 26:** Pound Road  
(Facing east by 73 Pound Road)



**Photo 27:** Pound Road  
(Facing west by 73 Pound Road)



**Photo 28:** Cranham Close  
(Facing southwest by 109 Pound Road)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 29:** Pound Road  
(Facing west by 95 Pound Road)



**Photo 30:** Pound Road  
(Facing north by Pound Road westbound bus stop)



**Photo 31:** Pound Road  
(Facing north west by Highview Road Junction)



**Photo 32:** Canon's Walk  
(Facing south west by 113 Pound Road)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 33:** Highview Road  
(Facing south west by 43 Highview Road)



**Photo 34:** Highview Road  
(Facing north east by 19 Highview Road)



**Photo 35:** Highview Road  
(Facing north west by 11 Highview Road)



**Photo 36:** The Green  
(Facing north by 1 The Green)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 37:** Lees Hill  
(Facing south by Highview Road Junction)



**Photo 38:** Lees Hill  
(Facing north by 47 Lees Hill)



**Photo 39:** Lees Hill  
(Facing south by 47 Lees Hill)



**Photo 40:** Lees Hill  
(Facing north by Tyndale Road Junction)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 41:** Lees Hill  
(Facing south by Tyndale Road Junction)



**Photo 42:** Lees Hill  
(Facing south by 13 Lees Hill)



**Photo 43:** Barrington Court  
(Facing east by 1 Barrington Court)



**Photo 44:** Barrington Close  
(Facing north by 1 Barrington Court)

Saturday 16<sup>th</sup> September 2023 12:00 – 13:00



**Photo 45:** Tyndale Road  
(Facing west by 10 Tyndale Road)



**Photo 46:** Frys Hill  
(Facing north by 9 Tyndale Road)



**Photo 47:** Frys Hill  
(Facing north by 15 Frys Hill)



**Photo 48:** Barrington Close  
(Facing east by 30 Frys Hill)

Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 49:** Gilpin Close  
(Facing south by 79 Gilpin Close)



**Photo 50:** Gilpin Close  
(Facing west by 61 Gilpin Close)



**Photo 51:** Gilpin Close  
(Facing east by 61 Gilpin Close)



**Photo 52:** Gilpin Close  
(Facing east by 14 Gilpin Close)



Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 53:** Caddick Close  
(Facing south by Number 16 Caddick Close)



**Photo 54:** Caddick Close  
(Facing west by Number 12 Caddick Close)



**Photo 55:** Caddick Close  
(Facing south west by 50 Sherbourne Close)



**Photo 56:** Caddick Close  
(Facing south west by 43 Caddick Close)

Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 57:** Sherbourne Close  
(Facing south west by 1 Sherbourne Close)



**Photo 58:** Sherbourne Close  
(Facing south west by 28 Sherbourne Close)



**Photo 59:** Sherbourne Close  
(Facing northwest by 11 Sherbourne Close)



**Photo 60:** Sherbourne Close  
(Facing south west by 6 Sherbourne Close)

Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 61:** Sherbourne Close  
(Facing west by 50 Sherbourne Close)



**Photo 62:** Pound Road  
(Facing west by 65 Pound Road)



**Photo 63:** Pound Road  
(Facing east by Cranham Close Junction)



**Photo 64:** Cranham Close  
(Facing southwest by 109 Pound Road)

Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 65:** Pound Road  
(Facing west by 95 Pound Road)



**Photo 66:** Pound Road  
(Facing north by Pound Road westbound bus stop)



**Photo 67:** Pound Road  
(Facing east by Canon's Walk Junction)



**Photo 68:** Canon's Walk  
(Facing south west by 113 Pound Road)

Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 69:** Highview Road  
(Facing north east by 19 Highview Road)



**Photo 70:** Highview Road  
(Facing north west by 11 Highview Road)



**Photo 71:** The Green  
(Facing north by 1 The Green)



**Photo 72:** Lees Hill  
(Facing south by 73 Lees Hill)

Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 73:** Lees Hill  
(Facing north by 45A Lees Hill)



**Photo 74:** Lees Hill  
(Facing north by Tyndale Road Junction)



**Photo 75:** Lees Hill  
(Facing south by Tyndale Road Junction)



**Photo 76:** Barrington Court  
(Facing east by 1 Barrington Court)

Saturday 16<sup>th</sup> September 2023 13:00 – 14:00



**Photo 77:** Barrington Close  
(Facing north by 1 Barrington Court)



**Photo 78:** Tyndale Road  
(Facing west by 10 Tyndale Road)



**Photo 79:** Frys Hill  
(Facing north by 15 Frys Hill)



**Photo 80:** Barrington Close  
(Facing east by 30 Frys Hill)

Saturday 16<sup>th</sup> September 14:00 – 15:00



**Photo 81:** Gilpin Close  
(Facing north by 79 Gilpin Close)



**Photo 82:** Gilpin Road  
(Facing east west by 79 Gilpin Road)



**Photo 83:** Gilpin Close  
(Facing south by 79 Gilpin Close)



**Photo 84:** Gilpin Close  
(Facing east by 61 Gilpin Close)



Saturday 16<sup>th</sup> September 2023 14:00 – 15:00



**Photo 85:** Caddick Close  
(Facing south by Number 16 Caddick Close)



**Photo 86:** Caddick Close  
(Facing east by 43 Caddick Close)



**Photo 87:** Caddick Close  
(Facing south west by 50 Sherbourne Close)



**Photo 88:** Caddick Close  
(Facing south west by 43 Caddick Close)

Saturday 16<sup>th</sup> September 2023 14:00 – 15:00



**Photo 89:** Sherbourne Close  
(Facing south west by 1 Sherbourne Close)



**Photo 90:** Sherbourne Close  
(Facing northwest by 6 Sherbourne Close)



**Photo 91:** Sherbourne Close  
(Facing south west by 28 Sherbourne Close)



**Photo 92:** Sherbourne Close  
(Facing west by 1 Sherbourne Close)

Saturday 16<sup>th</sup> September 2023 14:00 – 15:00



**Photo 93:** Pound Road  
(Facing west by 77 Pound Road)



**Photo 94:** Pound Road  
(Facing west by 95 Pound Road)



**Photo 95:** Cranham Close  
(Facing southwest by 109 Pound Road)



**Photo 96:** Pound Road  
(Facing north by Pound Road westbound bus stop)

Saturday 16<sup>th</sup> September 2023 14:00 – 15:00



**Photo 97:** Pound Road  
(Facing north west by Highview Road Junction)



**Photo 98:** Canon's Walk  
(Facing south west by 113 Pound Road)



**Photo 99:** Highview Road  
(Facing north east by 19 Highview Road)



**Photo 100:** Highview Road  
(Facing north west by 11 Highview Road)

Saturday 16<sup>th</sup> September 2023 14:00 – 15:00



**Photo 101:** The Green  
(Facing north by 1 The Green)



**Photo 102:** Lees Hill  
(Facing south by 73 Lees Hill)



**Photo 103:** Lees Hill  
(Facing north by 45A Lees Hill)



**Photo 104:** Lees Hill  
(Facing south by 45A Lees Hill)

Saturday 16<sup>th</sup> September 2023 14:00 – 15:00



**Photo 105:** Lees Hill  
(Facing north by Tyndale Road Junction)



**Photo 106:** Lees Hill  
(Facing south by Tyndale Road Junction)



**Photo 107:** Lees Hill  
(Facing south by 13 Lees Hill)



**Photo 108:** Barrington Court  
(Facing east by 1 Barrington Court)

Saturday 16<sup>th</sup> September 2023 14:00 – 15:00



**Photo 109:** Tyndale Road  
(Facing west by 10 Tyndale Road)



**Photo 110:** Frys Hill  
(Facing north by 15 Frys Hill)



**Photo 111:** Frys Hill  
(Facing south by 15 Frys Hill)



**Photo 112:** Barrington Close  
(Facing east by 30 Frys Hill)

Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 113:** Gilpin Close  
(Facing north by 79 Gilpin Close)



**Photo 114:** Gilpin Road  
(Facing east west by 79 Gilpin Road)



**Photo 115:** Gilpin Close  
(Facing south by 79 Gilpin Close)



**Photo 116:** Gilpin Close  
(Facing east by 61 Gilpin Close)



Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 117:** Gilpin Close  
(Facing east by 14 Gilpin Close)



**Photo 118:** Caddick Close  
(Facing east by 43 Caddick Close)



**Photo 119:** Caddick Close  
(Facing south west by 50 Sherbourne Close)



**Photo 120:** Caddick Close  
(Facing south west by 43 Caddick Close)

Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 121:** Sherbourne Close  
(Facing north east by 6 Sherbourne Close)



**Photo 122:** Sherbourne Close  
(Facing northwest by 6 Sherbourne Close)



**Photo 123:** Sherbourne Close  
(Facing south west by 28 Sherbourne Close)



**Photo 124:** Pound Road  
(Facing west by 65 Pound Road)

Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 125:** Cranham Close  
(Facing southwest by 109 Pound Road)



**Photo 126:** Pound Road  
(Facing north by Pound Road westbound bus stop)



**Photo 127:** Pound Road  
(Facing north west by Highview Road Junction)



**Photo 128:** Canon's Walk  
(Facing south west by 113 Pound Road)

Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 129:** Highview Road  
(Facing north east by 19 Highview Road)



**Photo 130:** Highview Road  
(Facing north west by 11 Highview Road)



**Photo 131:** The Green  
(Facing north by 1 The Green)



**Photo 132:** Lees Hill  
(Facing south by 73 Lees Hill)

Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 133:** Lees Hill  
(Facing north by 45A Lees Hill)



**Photo 134:** Lees Hill  
(Facing south by 45A Lees Hill)



**Photo 135:** Lees Hill  
(Facing north by Tyndale Road Junction)



**Photo 136:** Lees Hill  
(Facing south by Tyndale Road Junction)

Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 137:** Lees Hill  
(Facing south by 13 Lees Hill)



**Photo 138:** Barrington Court  
(Facing east by 1 Barrington Court)



**Photo 139:** Tyndale Road  
(Facing west by 10 Tyndale Road)



**Photo 140:** Frys Hill  
(Facing north by 10 Tyndale Road)

Saturday 16<sup>th</sup> September 2023 15:00 – 16:00



**Photo 141:** Fry's Hill  
(Facing north by 15 Fry's Hill)



**Photo 142:** Barrington Close  
(Facing east by 30 Fry's Hill)



## Appendix T – Parking Capacity Calculations



**Client** EG Carter & Co Ltd  
**Project Code** 23-0268  
**Project** Barrington Close and Fairford Close, Kingswood, Bristol

### Methodology

Each road included as part of this parking beat survey has been measured to establish parking capacity for each section of legal parking available. Where lengthwise parking is available along the kerbside 1 space = 6m long and the width of the road can accommodate parking on both sides of the carriageway without restricting vehicle movement. Parking capacity has been calculated by measuring each length of road between obstructions (eg crossovers, kerb buildouts etc) then converted into parking spaces by rounding down to the nearest 6m and dividing the length by 6. The exception to this being where standard parking bays are present perpendicular to the kerblines, in these instances the length has been rounded down to the nearest 2.4m and divided by 2.4. Parking spaces that have been marked out or are of a crosswise orientation have been counted separately. If the width of the road is such that parking on both sides would cause an obstruction, then only one side of the road has been included as part of the roads capacity calculation. For reasons of highway safety the first 5m - 7.5m from a junction has been counted as a parking restriction (this may not be reflected in the measurements presented due to the alignment / geometry of the kerblines). Private Parking areas (such as garage frontages or designated parking bays) have not been included in the calculations.

Vehicles occupying spaces have been counted at set times and recorded according to the type of space they are parked in. A stress calculation has been applied to express the number of parked vehicles as a percentage of available parking for each parking type. Any off-street parking or private parking has not been included in this survey.

Any illegal or obstructive parking (on double yellow lines, crossovers, keep clear lines etc) has been included as part of the stress calculation for the parking classification category that they are closest to and noted separately (if observed). Skips or any other non-vehicle occupying a parking space have not been included in the stress calculation but have been noted separately (if observed)

Survey Date Tuesday 12th September 2023 &  
Saturday 16th September 2023

Survey Time	Tuesday:	Saturday:
	Post 20:00	12:00 - 16:00
Frequency	Single	60 Mins

**Unrestricted Parking**

Road	Parking Capacity		Occupied							Parking Stress						
	Parking (m)	Total Spaces	Saturday 16th September				Tuesday 12th September			Saturday 16th September				Tuesday 12th September		
			12:00	13:00	14:00	15:00		Post 20:00	12:00	13:00	14:00	15:00		Post 20:00		
Pound Road	408	36	36	26	31	34			24	100%	72%	86%	94%		67%	
Cranham Close	72	7	5	4	5	5			3	71%	57%	71%	71%		43%	
Canons Walk	18	2	0	0	0	0			0	0%	0%	0%	0%		0%	
Sherbourne Close	403.2	68	34	28	30	33			35	50%	41%	44%	49%		51%	
Caddick Close	132	14	17	10	10	9			11	121%	71%	71%	64%		79%	
Gilpin Close	234	30	15	14	16	18			15	50%	47%	53%	60%		50%	
Highview Road	390	45	28	26	28	27			26	62%	58%	62%	60%		58%	
The Green	42	6	1	1	1	4			6	17%	17%	17%	67%		100%	
Frys Hill	84	10	10	13	9	10			9	100%	130%	90%	100%		90%	
Barrington Close	156	21	12	14	16	15			11	57%	67%	76%	71%		52%	
Barrington Court	90	1	4	5	5	4			2	400%	500%	500%	400%		200%	
Tyndale Road	42	6	5	3	3	3			6	83%	50%	50%	50%		100%	
Lees Hill	426	51	30	30	30	33			30	59%	59%	59%	65%		59%	
<b>Total</b>	<b>2497.2</b>	<b>297</b>	<b>197</b>	<b>174</b>	<b>184</b>	<b>195</b>			<b>178</b>	<b>66%</b>	<b>59%</b>	<b>62%</b>	<b>66%</b>		<b>60%</b>	

Capacity Measurements

Road	Side of the Road	Direction	Parking Type	Section Length	Total 6m/2.4m lengths	Total Spaces	
Pound Road	N/E	S/E	Unrestricted	55.7	54	9	
Pound Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	4.6	0	0	
Pound Road	N/E	S/E	Disabled Parking	5.5	0	0	
Pound Road	N/E	S/E	Unrestricted	11.8	6	1	
Pound Road	N/E	S/E	Double Yellow Lines	11.3	6	0	
Pound Road	N/E	S/E	Unrestricted	41.7	36	6	
Pound Road	N/E	S/E	Bus Stop	13.3	12	0	
Pound Road	N/E	S/E	Unrestricted	9.8	6	1	
Pound Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	25.2	24	0	
Pound Road	N/E	S/E	Double Yellow Lines	11.3	6	0	
Pound Road	N/E	S/E	Unrestricted	10.8	6	1	
Pound Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	4.7	0	0	
Pound Road	N/E	S/E	Disabled Parking	6	6	0	
Pound Road	N/E	S/E	Unrestricted	14.4	12	2	
Pound Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	4.7	0	0	
Pound Road	N/E	S/E	Unrestricted	5.8	0	0	
Pound Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	3.6	0	0	
Pound Road	N/E	S/E	Speed Cushion	10.2	6	0	
Pound Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	34.5	30	0	
Pound Road	N/E	S/E	Unrestricted	4.1	0	0	
<b>Total</b>					<b>210</b>	<b>20</b>	
Pound Road	S/W	N/W	Junction	4.1	0	0	
Pound Road	S/W	N/W	Junction	6.1	6	0	
Pound Road	S/W	N/W	Unrestricted	39.1	36	6	
Pound Road	S/W	N/W	Speed Cushion	10.2	6	0	
Pound Road	S/W	N/W	Unrestricted	5.7	0	0	
Pound Road	S/W	N/W	Vehicle Crossover/Dropped Kerb	3.5	0	0	
Pound Road	S/W	N/W	Unrestricted	30.1	30	5	
Pound Road	S/W	N/W	Vehicle Crossover/Dropped Kerb	14.7	12	0	
Pound Road	S/W	N/W	Junction	9.4	6	0	
Pound Road	S/W	N/W	Junction	10.3	6	0	
Pound Road	S/W	N/W	Bus Stop	44.2	42	0	
Pound Road	S/W	N/W	Double Yellow Lines	7.7	6	0	
Pound Road	S/W	N/W	Double Yellow Lines	9.7	6	0	
Pound Road	S/W	N/W	Unrestricted	15.7	12	2	
Pound Road	S/W	N/W	Vehicle Crossover/Dropped Kerb	7.5	6	0	
Pound Road	S/W	N/W	Unrestricted	22.5	18	3	
Pound Road	S/W	N/W	Junction	5.6	0	0	
Pound Road	S/W	N/W	Junction	3.5	0	0	
Pound Road	S/W	N/W	Vehicle Crossover/Dropped Kerb	6.3	6	0	
<b>Total</b>					<b>198</b>	<b>16</b>	
Cranham Close	N/W	N/E	Turning Head	29.9	24	0	
Cranham Close	N/W	N/E	Unrestricted	47.4	42	7	
Cranham Close	N/W	N/E	Junction	10.3	6	0	
<b>Total</b>					<b>72</b>	<b>7</b>	
Cranham Close	S/E	S/W	Junction	9.9	6	0	
Cranham Close	S/E	S/W	Vehicle Crossover/Dropped Kerb	3.2	0	0	
Cranham Close	S/E	S/W	Unrestricted	4.4	0	0	
Cranham Close	S/E	S/W	Vehicle Crossover/Dropped Kerb	3	0	0	
Cranham Close	S/E	S/W	Unrestricted	9.4	6	1	
Cranham Close	S/E	S/W	Vehicle Crossover/Dropped Kerb	5.8	0	0	
Cranham Close	S/E	S/W	Unrestricted	11.3	6	1	
Cranham Close	S/E	S/W	Vehicle Crossover/Dropped Kerb	4.7	0	0	
Cranham Close	S/E	S/W	Unrestricted	11.4	6	1	
Cranham Close	S/E	S/W	Vehicle Crossover/Dropped Kerb	4.8	0	0	
Cranham Close	S/E	S/W	Turning Head	12	12	0	
Cranham Close	S/E	S/W	Vehicle Crossover/Dropped Kerb	2.8	0	0	
<b>Total</b>					<b>36</b>	<b>3</b>	

Canons Walk	N/W	N/E	Junction	8.2	6	0
Canons Walk	N/W	N/E	Unrestricted	17.2	12	2
Canons Walk	N/W	N/E	Vehicle Crossover/Dropped Kerb	1.5	0	0
<b>Total</b>					<b>18</b>	<b>2</b>
Canons Walk	S/E	S/W	Vehicle Crossover/Dropped Kerb	1.7	0	0
Canons Walk	S/E	S/W	Unrestricted	3.7	0	0
Canons Walk	S/E	S/W	Vehicle Crossover/Dropped Kerb	3	0	0
Canons Walk	S/E	S/W	Unrestricted	10.5	6	1
Canons Walk	S/E	S/W	Junction	7	6	0
<b>Total</b>					<b>12</b>	<b>1</b>
Sherbourne Close	N/W	N/E	Junction	8.4	6	0
Sherbourne Close	N/W	N/E	Unrestricted	27.3	24	4
Sherbourne Close	N/W	N/E	Junction	9.1	6	0
<b>Total</b>					<b>36</b>	<b>4</b>
Sherbourne Close (Cul-de-sac 1)	N/E	S/E	Unrestricted	8.9	6	1
Sherbourne Close (Cul-de-sac 1)	N/E	S/E	Vehicle Crossover/Dropped Kerb	42.8	42	0
<b>Total</b>					<b>48</b>	<b>1</b>
Sherbourne Close (Cul-de-sac 1)	S/W	N/W	Unrestricted	35.3	30	5
<b>Total</b>					<b>30</b>	<b>5</b>
Sherbourne Close	N/W	N/E	Vehicle Crossover/Dropped Kerb	8.4	6	0
Sherbourne Close	N/W	N/E	Unrestricted	49.8	48	8
<b>Total</b>					<b>54</b>	<b>8</b>
Sherbourne Close	N/E	S/E	Unrestricted	52.9	48	8
<b>Total</b>					<b>48</b>	<b>8</b>
Sherbourne Close (Cul-de-sac 3)	N/W	N/E	Unrestricted	45	43.2	18
<b>Total</b>					<b>43.2</b>	<b>18</b>
Sherbourne Close (Cul-de-sac 3)	S/W	NA	Junction	11.3	6	0
<b>Total</b>					<b>6</b>	<b>0</b>
Sherbourne Close (Cul-de-sac 3)	S/E	S/W	Unrestricted	32.8	30	5
Sherbourne Close (Cul-de-sac 3)	S/E	S/W	Junction	9.3	6	0
<b>Total</b>					<b>36</b>	<b>5</b>
Sherbourne Close	S/W	N/W	Unrestricted	20.4	18	3
Sherbourne Close	S/W	N/W	Junction	10.9	6	0
<b>Total</b>					<b>24</b>	<b>3</b>
Sherbourne Close (Cul-de-sac 2)	N/W	N/E	Vehicle Crossover/Dropped Kerb	28.9	24	0
<b>Total</b>					<b>24</b>	<b>0</b>
Sherbourne Close (Cul-de-sac 2)	S/E	S/W	Vehicle Crossover/Dropped Kerb	28.6	24	0
Sherbourne Close (Cul-de-sac 2)	S/E	S/W	Junction	10.8	6	0
<b>Total</b>					<b>30</b>	<b>0</b>
Sherbourne Close	S/E	S/W	Unrestricted	105	102	17
Sherbourne Close	S/E	S/W	Junction	6.9	6	0
<b>Total</b>					<b>108</b>	<b>17</b>
Caddick Close	N	E	Unrestricted	54.2	54	9
Caddick Close	N	E	Junction	6.2	6	0
<b>Total</b>					<b>60</b>	<b>9</b>
Caddick Close (Cul-de-sac 2)	S/E	S/W	Unrestricted	10.7	6	1
Caddick Close (Cul-de-sac 2)	S/E	S/W	Vehicle Crossover/Dropped Kerb	5.5	0	0
Caddick Close (Cul-de-sac 2)	S/E	S/W	Unrestricted	22	18	3
<b>Total</b>					<b>24</b>	<b>4</b>
Caddick Close (Cul-de-sac 2)	N/W	N/E	Vehicle Crossover/Dropped Kerb	97.9	96	0
Caddick Close (Cul-de-sac 2)	N/W	N/E	Turning Head	14.1	12	0
<b>Total</b>					<b>108</b>	<b>0</b>
Caddick Close (Cul-de-sac 3)	S/E	S/W	Turning Head	24.7	24	0
Caddick Close (Cul-de-sac 3)	S/E	S/W	Vehicle Crossover/Dropped Kerb	20.8	18	0
Caddick Close (Cul-de-sac 3)	S/E	S/W	Unrestricted	9.5	6	1
Caddick Close (Cul-de-sac 3)	S/E	S/W	Vehicle Crossover/Dropped Kerb	2.9	0	0
<b>Total</b>					<b>48</b>	<b>1</b>
Caddick Close	S	W	Junction	6.5	6	0
Caddick Close	S	W	Unrestricted	44.4	42	7
Caddick Close	S	W	Junction	4.2	0	0
<b>Total</b>					<b>48</b>	<b>7</b>
Caddick Close (Cul-de-sac 1)	W	N	Junction	5.2	0	0
Caddick Close (Cul-de-sac 1)	W	N	Unrestricted	4.4	0	0
Caddick Close (Cul-de-sac 1)	W	N	Vehicle Crossover/Dropped Kerb	1.3	0	0
<b>Total</b>					<b>0</b>	<b>0</b>
Caddick Close (Cul-de-sac 1)	E	S	Vehicle Crossover/Dropped Kerb	1.6	0	0
Caddick Close (Cul-de-sac 1)	E	S	Unrestricted	3.7	0	0
Caddick Close (Cul-de-sac 1)	E	S	Junction	5.4	0	0
<b>Total</b>					<b>0</b>	<b>0</b>
Caddick Close	S	W	Junction	2.3	0	0
Caddick Close	S	W	Unrestricted	7.2	6	1
<b>Total</b>					<b>6</b>	<b>1</b>

Gilpin Close	N	E	Unrestricted	8.9	6	1
Gilpin Close	N	E	Unrestricted	10	6	1
Gilpin Close	N	E	Unrestricted	17.9	12	2
Gilpin Close	N	E	Unrestricted	26.7	24	4
Gilpin Close	N	E	Unrestricted	24.1	24	4
Gilpin Close	N	E	Vehicle Crossover/Dropped Kerb	8.4	6	0
Gilpin Close	N	E	Unrestricted	14	12	2
Gilpin Close	N	E	Vehicle Crossover/Dropped Kerb	2.5	0	0
<b>Total</b>					<b>90</b>	<b>14</b>
Gilpin Close (Cul-de-sac 2)	E	S	Junction	6.5	6	0
Gilpin Close (Cul-de-sac 2)	E	S	Unrestricted	6.4	6	1
Gilpin Close (Cul-de-sac 2)	E	S	Vehicle Crossover/Dropped Kerb	17.2	12	0
<b>Total</b>					<b>24</b>	<b>1</b>
Gilpin Close (Cul-de-sac 2)	W	N	Unrestricted	9.5	6	1
Gilpin Close (Cul-de-sac 2)	W	N	Junction	7.5	6	0
<b>Total</b>					<b>12</b>	<b>1</b>
Gilpin Close	N	E	Unrestricted	7.8	6	1
<b>Total</b>					<b>6</b>	<b>1</b>
Gilpin Close	S	W	Unrestricted	22.8	18	3
Gilpin Close	S	W	Junction	5.3	0	0
<b>Total</b>					<b>18</b>	<b>3</b>
Gilpin Close (Cul-de-sac 1)	W	N	Junction	6.4	6	0
Gilpin Close (Cul-de-sac 1)	W	N	Vehicle Crossover/Dropped Kerb	11.6	6	0
Gilpin Close (Cul-de-sac 1)	W	N	Turning Head	30.9	30	0
<b>Total</b>					<b>42</b>	<b>0</b>
Gilpin Close (Cul-de-sac 1)	E	S	Turning Head	8.3	6	0
Gilpin Close (Cul-de-sac 1)	E	S	Unrestricted	19.8	18	3
Gilpin Close (Cul-de-sac 1)	E	S	Junction	5.7	0	0
<b>Total</b>					<b>24</b>	<b>3</b>
Gilpin Close	S	W	Junction	3.5	0	0
Gilpin Close	S	W	Unrestricted	19.4	18	3
Gilpin Close	S	W	Vehicle Crossover/Dropped Kerb	6.7	6	0
Gilpin Close	S	W	Unrestricted	4.5	0	0
Gilpin Close	S	W	Vehicle Crossover/Dropped Kerb	9.1	6	0
Gilpin Close	S	W	Unrestricted	4.3	0	0
Gilpin Close	S	W	Vehicle Crossover/Dropped Kerb	5.4	0	0
Gilpin Close	S	W	Unrestricted	15	12	2
Gilpin Close	S	W	Vehicle Crossover/Dropped Kerb	10.5	6	0
Gilpin Close	S	W	Unrestricted	15.4	12	2
Gilpin Close	S	W	Vehicle Crossover/Dropped Kerb	5.4	0	0
Gilpin Close	S	W	Unrestricted	1.8	0	0
<b>Total</b>					<b>60</b>	<b>7</b>
Highview Road	S/E	S/W	Double Yellow Lines	9	6	0
Highview Road	S/E	S/W	Unrestricted	6	6	1
Highview Road	S/E	S/W	Junction	10.6	6	0
Highview Road	S/E	S/W	Junction	10.1	6	0
Highview Road	S/E	S/W	Unrestricted	31.2	30	5
Highview Road	S/E	S/W	Disabled Parking	5.5	0	0
Highview Road	S/E	S/W	Unrestricted	57.8	54	9
Highview Road	S/E	S/W	Junction	3	0	0
Highview Road	S/E	S/W	Junction	5.2	0	0
Highview Road	S/E	S/W	Unrestricted	21	18	3
Highview Road	S/E	S/W	Junction	5	0	0
<b>Total</b>					<b>126</b>	<b>18</b>
Highview Road	S/W	N/W	Junction	5	0	0
Highview Road	S/W	N/W	Unrestricted	12	12	2
Highview Road	S/W	N/W	Vehicle Crossover/Dropped Kerb	6	6	0
Highview Road	S/W	N/W	Unrestricted	2.3	0	0
Highview Road	S/W	N/W	Disabled Parking	5.5	0	0
Highview Road	S/W	N/W	Unrestricted	7.3	6	1
Highview Road	S/W	N/W	Disabled Parking	5.5	0	0
Highview Road	S/W	N/W	Unrestricted	5.5	0	0
Highview Road	S/W	N/W	Vehicle Crossover/Dropped Kerb	5.5	0	0
Highview Road	S/W	N/W	Unrestricted	36.7	36	6
Highview Road	S/W	N/W	Junction	14	12	0
<b>Total</b>					<b>72</b>	<b>9</b>
Highview Road	N/W	N/E	Double Yellow Lines	11.8	6	0
Highview Road	N/W	N/E	Unrestricted	11.6	6	1
Highview Road	N/W	N/E	Disabled Parking	5.5	0	0
Highview Road	N/W	N/E	Vehicle Crossover/Dropped Kerb	9.3	6	0
Highview Road	N/W	N/E	Unrestricted	14.4	12	2
Highview Road	N/W	N/E	Vehicle Crossover/Dropped Kerb	12.4	12	0
Highview Road	N/W	N/E	Unrestricted	7	6	1
Highview Road	N/W	N/E	Vehicle Crossover/Dropped Kerb	4.5	0	0
Highview Road	N/W	N/E	Unrestricted	8.3	6	1
Highview Road	N/W	N/E	Vehicle Crossover/Dropped Kerb	4	0	0
Highview Road	N/W	N/E	Unrestricted	10	6	1
Highview Road	N/W	N/E	Vehicle Crossover/Dropped Kerb	24	24	0
Highview Road	N/W	N/E	Unrestricted	9	6	1
Highview Road	N/W	N/E	Vehicle Crossover/Dropped Kerb	5	0	0
Highview Road	N/W	N/E	Unrestricted	10.1	6	1
Highview Road	N/W	N/E	Vehicle Crossover/Dropped Kerb	6.5	6	0
Highview Road	N/W	N/E	Unrestricted	13.5	12	2
<b>Total</b>					<b>114</b>	<b>10</b>
Highview Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	2.5	0	0
Highview Road	N/E	S/E	Unrestricted	4	0	0
Highview Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	7.3	6	0
Highview Road	N/E	S/E	Unrestricted	7.8	6	1
Highview Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	3	0	0
Highview Road	N/E	S/E	Unrestricted	12	12	2
Highview Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	10	6	0
Highview Road	N/E	S/E	Unrestricted	3.8	0	0
Highview Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	6	6	0
Highview Road	N/E	S/E	Unrestricted	12	12	2
Highview Road	N/E	S/E	Vehicle Crossover/Dropped Kerb	8.3	6	0
Highview Road	N/E	S/E	Unrestricted	18	18	3
Highview Road	N/E	S/E	Junction	9.1	6	0
<b>Total</b>					<b>78</b>	<b>8</b>

The Green	S/E	S/W	Junction	9.1	6	0
The Green	S/E	S/W	Unrestricted	20.1	18	3
The Green	S/E	S/W	Vehicle Crossover/Dropped Kerb	10.6	6	0
The Green	S/E	S/W	Unrestricted	7.9	6	1
The Green	S/E	S/W	Vehicle Crossover/Dropped Kerb	5	0	0
The Green	S/E	S/W	Unrestricted	1.4	0	0
<b>Total</b>					<b>36</b>	<b>4</b>
The Green	N/W	N/E	Unrestricted	38.2	36	6
The Green	N/W	N/E	Disabled Parking	5.5	0	0
The Green	N/W	N/E	Junction	8.2	6	0
<b>Total</b>					<b>42</b>	<b>6</b>
Frys Hill	E	S	Junction	11.5	6	0
Frys Hill	E	S	Unrestricted	50.4	48	8
Frys Hill	E	S	Vehicle Crossover/Dropped Kerb	23	18	0
Frys Hill	E	S	Unrestricted	4	0	0
Frys Hill	E	S	Vehicle Crossover/Dropped Kerb	1	0	0
Frys Hill	E	S	Unrestricted	15.2	12	2
Frys Hill	E	S	Junction	9.7	6	0
<b>Total</b>					<b>90</b>	<b>10</b>
Frys Hill	W	N	Junction	11.6	6	0
Frys Hill	W	N	Unrestricted	12.9	12	2
Frys Hill	W	N	Junction	7.1	6	0
Frys Hill	W	N	Unrestricted	19.8	18	3
Frys Hill	W	N	Vehicle Crossover/Dropped Kerb	5.9	0	0
Frys Hill	W	N	Unrestricted	18.4	18	3
Frys Hill	W	N	Disabled Parking	11	6	0
Frys Hill	W	N	Unrestricted	13.7	12	2
Frys Hill	W	N	Junction	10.3	6	0
<b>Total</b>					<b>84</b>	<b>10</b>
Barrington Close	N	E	Junction	5.1	0	0
Barrington Close	N	E	Unrestricted	51.4	48	8
Barrington Close	N	E	White Lines	3.1	0	0
<b>Total</b>					<b>48</b>	<b>8</b>
Barrington Close	S	W	White Lines	4.2	0	0
Barrington Close	S	W	Unrestricted	53.8	48	8
Barrington Close	S	W	Disabled Parking	5.5	0	0
Barrington Close	S	W	Unrestricted	7.2	6	1
Barrington Close	S	W	Junction	4.4	0	0
<b>Total</b>					<b>54</b>	<b>9</b>
Barrington Close	E	S	Junction	5.5	0	0
Barrington Close	E	S	Unrestricted	16.8	12	2
Barrington Close	E	S	Vehicle Crossover/Dropped Kerb	11	6	0
Barrington Close	E	S	Junction	6.8	6	0
<b>Total</b>					<b>24</b>	<b>2</b>
Barrington Court	N	E	Unrestricted	4.2	0	0
Barrington Court	N	E	Turning Head	23.4	18	0
<b>Total</b>					<b>18</b>	<b>0</b>
Barrington Court	S	W	Turning Head	26.8	24	0
Barrington Court	S	W	Vehicle Crossover/Dropped Kerb	35.6	30	0
Barrington Court	S	W	Unrestricted	7.7	6	1
Barrington Court	S	W	Vehicle Crossover/Dropped Kerb	14	12	0
<b>Total</b>					<b>72</b>	<b>1</b>
Barrington Close	W	N	Vehicle Crossover/Dropped Kerb	29.5	24	0
Barrington Close	W	N	Junction	5.9	0	0
Barrington Close	W	N	Unrestricted	26.4	24	4
Barrington Close	W	N	Junction	6.9	6	0
<b>Total</b>					<b>54</b>	<b>4</b>
Tyndale Road	N	E	Junction	7.1	6	0
Tyndale Road	N	E	Unrestricted	16.6	12	2
Tyndale Road	N	E	Vehicle Crossover/Dropped Kerb	4.5	0	0
Tyndale Road	N	E	Unrestricted	26.5	24	4
Tyndale Road	N	E	Junction	4.5	0	0
<b>Total</b>					<b>42</b>	<b>6</b>
Tyndale Road	S	W	Junction	1.4	0	0
Tyndale Road	S	W	Vehicle Crossover/Dropped Kerb	27.5	24	0
Tyndale Road	S	W	Unrestricted	11.8	6	1
Tyndale Road	S	W	Vehicle Crossover/Dropped Kerb	4.7	0	0
Tyndale Road	S	W	Junction	5.7	0	0
<b>Total</b>					<b>30</b>	<b>1</b>

Lees Hill	E	S	Unrestricted	46	42	7
Lees Hill	E	S	Junction	8	6	0
Lees Hill	E	S	Junction	5.6	0	0
Lees Hill	E	S	Unrestricted	27.4	24	4
Lees Hill	E	S	Disabled Parking	5.5	0	0
Lees Hill	E	S	Unrestricted	29.2	24	4
Lees Hill	E	S	Disabled Parking	5.5	0	0
Lees Hill	E	S	Unrestricted	1.3	0	0
Lees Hill	E	S	Disabled Parking	5.5	0	0
Lees Hill	E	S	Unrestricted	2.1	0	0
Lees Hill	E	S	Disabled Parking	5.5	0	0
Lees Hill	E	S	Unrestricted	12.2	12	2
Lees Hill	E	S	Vehicle Crossover/Dropped Kerb	5	0	0
Lees Hill	E	S	Unrestricted	4	0	0
Lees Hill	E	S	Vehicle Crossover/Dropped Kerb	5.5	0	0
Lees Hill	E	S	Unrestricted	1.5	0	0
Lees Hill	E	S	Vehicle Crossover/Dropped Kerb	3.5	0	0
Lees Hill	E	S	Unrestricted	21.3	18	3
Lees Hill	E	S	Vehicle Crossover/Dropped Kerb	4	0	0
Lees Hill	E	S	Unrestricted	12.8	12	2
Lees Hill	E	S	Junction	4.3	0	0
Lees Hill	E	S	Junction	7.5	6	0
Lees Hill	E	S	Unrestricted	11.8	6	1
Lees Hill	E	S	Vehicle Crossover/Dropped Kerb	6.5	6	0
Lees Hill	E	S	Unrestricted	9.3	6	1
Lees Hill	E	S	Vehicle Crossover/Dropped Kerb	29.6	24	0
Lees Hill	E	S	White Lines	23.3	18	0
<b>Total</b>					<b>204</b>	<b>24</b>
Lees Hill	W	N	Unrestricted	30.5	30	5
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	33.4	30	0
Lees Hill	W	N	Unrestricted	11.5	6	1
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	5.5	0	0
Lees Hill	W	N	Unrestricted	7.1	6	1
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	5.6	0	0
Lees Hill	W	N	Unrestricted	3.7	0	0
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	14	12	0
Lees Hill	W	N	Unrestricted	11.5	6	1
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	7.4	6	0
Lees Hill	W	N	Unrestricted	8	6	1
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	9.5	6	0
Lees Hill	W	N	Unrestricted	5	0	0
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	11.4	6	0
Lees Hill	W	N	Unrestricted	17.7	12	2
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	3.9	0	0
Lees Hill	W	N	Unrestricted	7	6	1
Lees Hill	W	N	Junction	3.6	0	0
Lees Hill	W	N	Junction	2.1	0	0
Lees Hill	W	N	Unrestricted	15.5	12	2
Lees Hill	W	N	Junction	2.1	0	0
Lees Hill	W	N	Junction	1.2	0	0
Lees Hill	W	N	Unrestricted	42.6	42	7
Lees Hill	W	N	Junction	3.3	0	0
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	4.5	0	0
Lees Hill	W	N	Unrestricted	28.6	24	4
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	3	0	0
Lees Hill	W	N	Unrestricted	17	12	2
Lees Hill	W	N	Vehicle Crossover/Dropped Kerb	4.2	0	0
<b>Total</b>					<b>222</b>	<b>27</b>

Pound Road	N/E	S/E	Unrestricted	210	20
Pound Road	S/W	N/W	Unrestricted	198	16
Cranham Close	N/W	N/E	Unrestricted	72	7
Cranham Close	S/E	S/W	Not enough space for parking either side	0	0
Canons Walk	N/W	N/E	Unrestricted	18	2
Canons Walk	S/E	S/W	Not enough space for parking either side	0	0
Sherbourne Close	N/W	N/E	Unrestricted	90	12
Sherbourne Close	S/E	S/W	Unrestricted	108	17
Sherbourne Close	N/E	N/W	Unrestricted	48	8
Sherbourne Close	S/W	S/E	Unrestricted	24	3
Sherbourne Close (Cul-de-sac 1)	N/E	S/E	Not enough space for parking either side	0	0
Sherbourne Close (Cul-de-sac 1)	S/W	N/W	Unrestricted	30	5
Sherbourne Close (Cul-de-sac 2)	N/W	N/E	Unrestricted	24	0
Sherbourne Close (Cul-de-sac 2)	S/E	S/W	Not enough space for parking either side	0	0
Sherbourne Close (Cul-de-sac 3)	N/W	N/E	Unrestricted	43.2	18
Sherbourne Close (Cul-de-sac 3)	S/E	S/W	Unrestricted	36	5
Caddick Close	N	E	Unrestricted	60	9
Caddick Close	S	W	Not enough space for parking either side	0	0
Caddick Close (Cul-de-sac 1)	W	N	Unrestricted	0	0
Caddick Close (Cul-de-sac 1)	E	S	Not enough space for parking either side	0	0
Caddick Close (Cul-de-sac 2)	S/E	S/W	Unrestricted	24	4
Caddick Close (Cul-de-sac 2)	N/W	N/E	Not enough space for parking either side	0	0
Caddick Close (Cul-de-sac 3)	S/E	S/W	Unrestricted	48	1
Gilpin Close	N	E	Unrestricted	96	15
Gilpin Close	S	W	Unrestricted	78	10
Gilpin Close (Cul-de-sac 1)	W	N	Not enough space for parking either side	0	0
Gilpin Close (Cul-de-sac 1)	E	S	Unrestricted	24	3
Gilpin Close (Cul-de-sac 2)	E	S	Unrestricted	24	1
Gilpin Close (Cul-de-sac 2)	W	N	Unrestricted	12	1
Highview Road	S/E	S/W	Unrestricted	126	18
Highview Road	S/W	N/W	Unrestricted	72	9
Highview Road	N/W	N/E	Unrestricted	114	10
Highview Road	N/E	S/E	Unrestricted	78	8
The Green	S/E	S/W	Not enough space for parking either side	0	0
The Green	N/W	N/E	Unrestricted	42	6
Frys Hill	E	S	Not enough space for parking either side	0	0
Frys Hill	W	N	Unrestricted	84	10
Barrington Close	N	E	Unrestricted	48	8
Barrington Close	S	W	Unrestricted	54	9
Barrington Close	E	S	Not enough space for parking either side	0	0
Barrington Close	W	N	Unrestricted	54	4
Barrington Court	N	E	Unrestricted	18	0
Barrington Court	S	W	Unrestricted	72	1
Tyndale Road	N	E	Unrestricted	42	6
Tyndale Road	S	W	Not enough space for parking either side	0	0
Lees Hill	E	S	Unrestricted	204	24
Lees Hill	W	N	Unrestricted	222	27
<b>Total</b>			Unrestricted		<b>297</b>





## Appendix U – TRICS Report

Calculation Reference: AUDIT-701101-230511-0508

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	SF SUFFOLK	1 days
09	NORTH	
	DH DURHAM	2 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: 50 to 99 (units: )  
 Range Selected by User: 50 to 100 (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: 01/01/15 to 09/11/22

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

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

Selected survey types:

Manual count	15 days
Directional ATC Count	2 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)	5
Edge of Town	12

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:

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	7 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	17 days
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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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	14 days

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

Travel Plan:

Yes	10 days
No	7 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	16 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings: 50 Survey date: FRIDAY 19/11/21		Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
3	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
5	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
7	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19			
9	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21			
10	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16			
11	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21			
12	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: WEDNESDAY 22/09/21			
13	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 80 Survey date: TUESDAY 27/09/22			
14	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings: 75 Survey date: THURSDAY 29/09/22			
15	NF-03-A-50 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 75 Survey date: FRIDAY 14/10/16			
				Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

16	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		73	
	Survey date:	THURSDAY	09/05/19	Survey Type: MANUAL
17	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone			
	Total No of Dwellings:		79	
	Survey date:	WEDNESDAY	07/11/18	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	72	0.088	17	72	0.328	17	72	0.416
08:00 - 09:00	17	72	0.147	17	72	0.351	17	72	0.498
09:00 - 10:00	17	72	0.143	17	72	0.169	17	72	0.312
10:00 - 11:00	17	72	0.134	17	72	0.177	17	72	0.311
11:00 - 12:00	17	72	0.145	17	72	0.151	17	72	0.296
12:00 - 13:00	17	72	0.175	17	72	0.161	17	72	0.336
13:00 - 14:00	17	72	0.174	17	72	0.179	17	72	0.353
14:00 - 15:00	17	72	0.175	17	72	0.183	17	72	0.358
15:00 - 16:00	17	72	0.276	17	72	0.175	17	72	0.451
16:00 - 17:00	17	72	0.280	17	72	0.182	17	72	0.462
17:00 - 18:00	17	72	0.333	17	72	0.143	17	72	0.476
18:00 - 19:00	17	72	0.243	17	72	0.147	17	72	0.390
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.406			2.419			4.825

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: 50 - 99 (units: )  
 Survey date range: 01/01/15 - 09/11/22  
 Number of weekdays (Monday-Friday): 17  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 3  
 Surveys manually removed from selection: 0

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

# rappor



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