HighgateTransportation

Castle House,
Brentry Avenue, Bristol

Proposal for Eight Residential Flats

Transport Statement

(HTp/25109/TS/01)

October 2025

Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL

[redacted]

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1.0 Introduction

1.1 This Transport Statement (25109/TS/01) has been prepared by Highgate Transportation (HTp) to support the planning application for the redevelopment of Castle House from a storage unit, with an extension to the rear of the site to provide eight flats at Castle House, Brentry Avenue, Bristol.

1.2 The existing site is located on the corner of Brentry Avenue and Sarah Street, with vehicular access to the building in the form of a vehicle crossover.

1.3 The site location and wider area can be seen in **Figure 1.1.**

Figure 1.1 – Site location and wider area

1.4 This Transport Statement is provided to consider the following:

i. A review of the local highway network in the vicinity of the application site
ii. A review of the previous five-years' collision data to confirm that there are no underlying road safety issues on the local highway network
iii. A review of the sustainable location of the site, including modal choice, and walking and cycling isochrones
iv. A summary of the census data for car ownership in this location
v. A review of the trip attraction (all modes) of the former use of the site
vi. An assessment of development traffic (all modes) forecast to be attracted by the proposed residential land use
vii. A comparison of (v) and (vi) to assess the net impact of the application proposals
viii. Confirm what Traffic Regulation Orders may be required on Brentry Avenue, Sarah Street, or Tenby Street arising from this development
ix. A review of the access to the internal cycle store to ensure that it is appropriate and meets BCC specifications
x. Confirmation that a car free development in this location is appropriate, including a review of the BCC parking standards against the Census data
xi. Confirmation that the proposed cycle parking provision is appropriate
xii. Set out the strategy for service/delivery vehicles, including access by emergency services
xiii. Confirmation that the strategy for the storage and collection of refuse and recycling is appropriate
xiv. Consideration of travel plan type measures that may be helpful in supporting a car free development

1.5 It will be demonstrated that the proposed development of eight flats will not have an adverse impact on the capacity or safety of the local highway network and will therefore conclude that the proposed application is acceptable in highway terms.

2.0 Existing Situation

2.1 The extant use of the site is for storage of Audio Visual Staging with a large access door onto Brentry Avenue, with a dropped kerb crossover. The site and surrounding area are shown in **Figure 2.1**. and the frontage of the existing building is shown in **Figure 2.2**.

Figure 2.1 – Site location and surrounding area (bus stops shown in blue)

Figure 2.2 – Frontage of Castle House

2.2 The application site is located on the corner of Brentry Avenue and Sarah Street. Brentry Avenue is a no through road subject to a 20mph speed restriction, providing access to residential dwellings on Tenby Street. There are footways on either side of the carriageway which are around 1.2 metres wide, with on street parking. To the south west, Tenby Street is a cul-de-sac with footways on either side of the carriageway and on street parking and street lighting. From Tenby Street, there is pedestrian access to Gaunts Ham Park in the east and Hemmings Parade in the west.

2.3 Sarah Street has a single yellow line Traffic Regulation Order (TRO) on both sides of the carriageway with a restriction of parking Monday to Saturday 8am-6pm. Sarah Street becomes Hemmings Parade. For the first circa 10 metres of the junction with A420 Lawrence Hill, there is double yellow lining on either side of the carriageway. There are footways of around 1.2-1.5 metres wide on either side of the carriageway and street lighting. On the southern side of Sarah Street, there is a private car park which is for use of permit holders only.

2.4 Circa 65 metres north east of the application site, Hemmings Parade meets the A420 Lawrence Hill at a bellmouth junction. The westbound lane of Lawrence Hill includes a bus lane which is active Monday to Saturday during 07:00-09:30 and 16:30-18:30. During these periods, there is a restriction on parking and loading. The eastbound lane has double yellow line TRO.

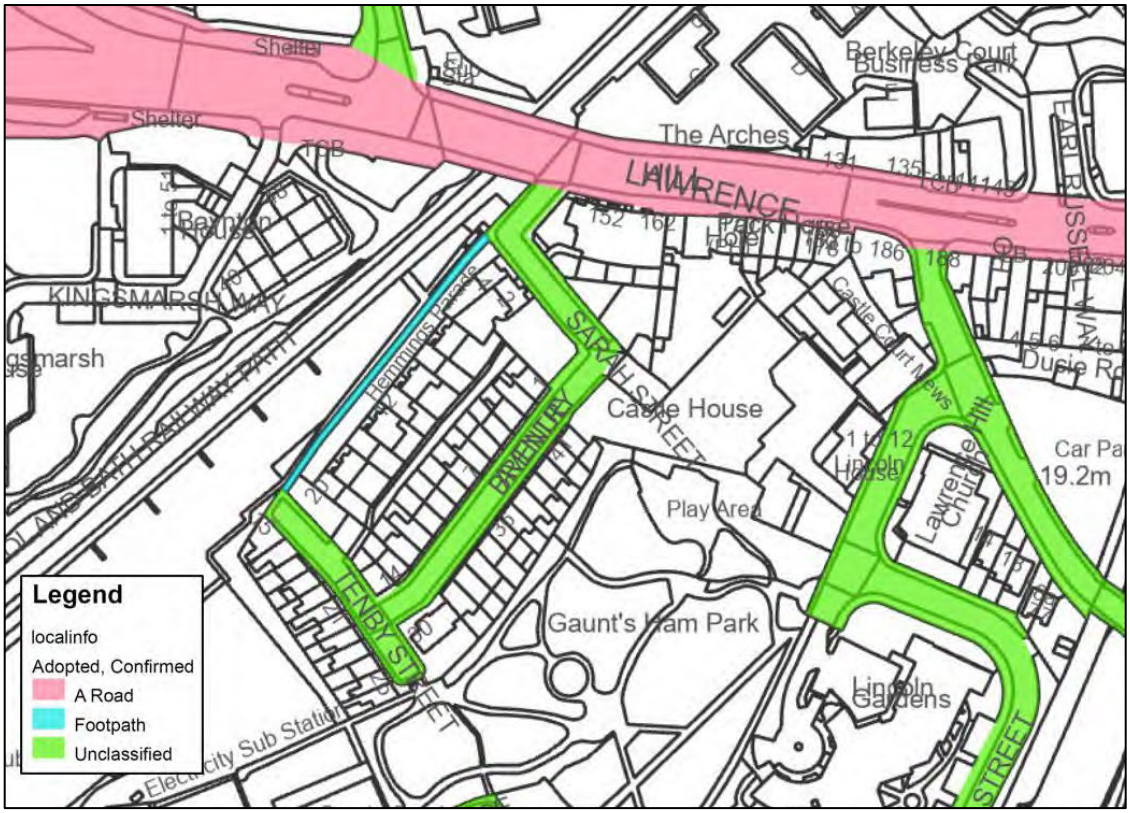
2.5 Around 180 metres to the west of the junction of Hemmings Parade and the A420 Lawrence Hill is the Lawrence Hill Roundabout, which provides access to the city centre to the west and Easton in the north, with St Philips Causeway to the south, continuing to Bath Road.

2.6 The local area is predominantly residential in character, with some non-residential uses to the rear of the application site, which are accessed via Lincoln Street and Ducie Road. There is access to a driveway from Sarah Street as well as gated access to undeveloped land.

Highway Boundary Information

2.7 Highway boundary information has been obtained from Bristol City Council (BCC) is provided at **Appendix 1** and an extract is provided at **Figure 2.3**, from this it can be seen that Lawrence Hill is an adopted A road, and Sarah Street, Brentry Avenue and Tenby Street are unclassified adopted road, with Hemmings Parade shown as an adopted footpath.

Figure 2.3 – Highway boundary plan extract



Proximity to Local Services and Facilities

2.8 A selection of day to day services and facilities within walking and cycling distance is set out in **Table 2.1**.

Table 2.1 – Services and facilities

Service and Facility	Distance	Walking* (minutes)	Cycling** (minutes)
Eastbound bus stop (Lawrence Hill)	150m	2	<1
Pharmacy	190m	2	<1
Lawrence Hill Post Office	200m	3	1
Westbound bus stop (Lawrence Hill)	210m	3	1
Lidl	280m	4	1
Railway station	270m	3	1
GP Surgery	500m	6	2
City Academy Sports Centre	600m	8	2
City Academy Secondary School	650m	8	2
Easton Leisure Centre	700m	9	2
Barton Hill Academy Primary School	850m	11	3
Kingsland Trading Estate	850m	11	3
Cabot Circus Shopping Centre	1.5km	19	5

**Assuming a typical walking speed of 80 metres per minute, rounded to the nearest whole minute (CIHT guidance document, 'Providing for Journeys on Foot', 2000)*

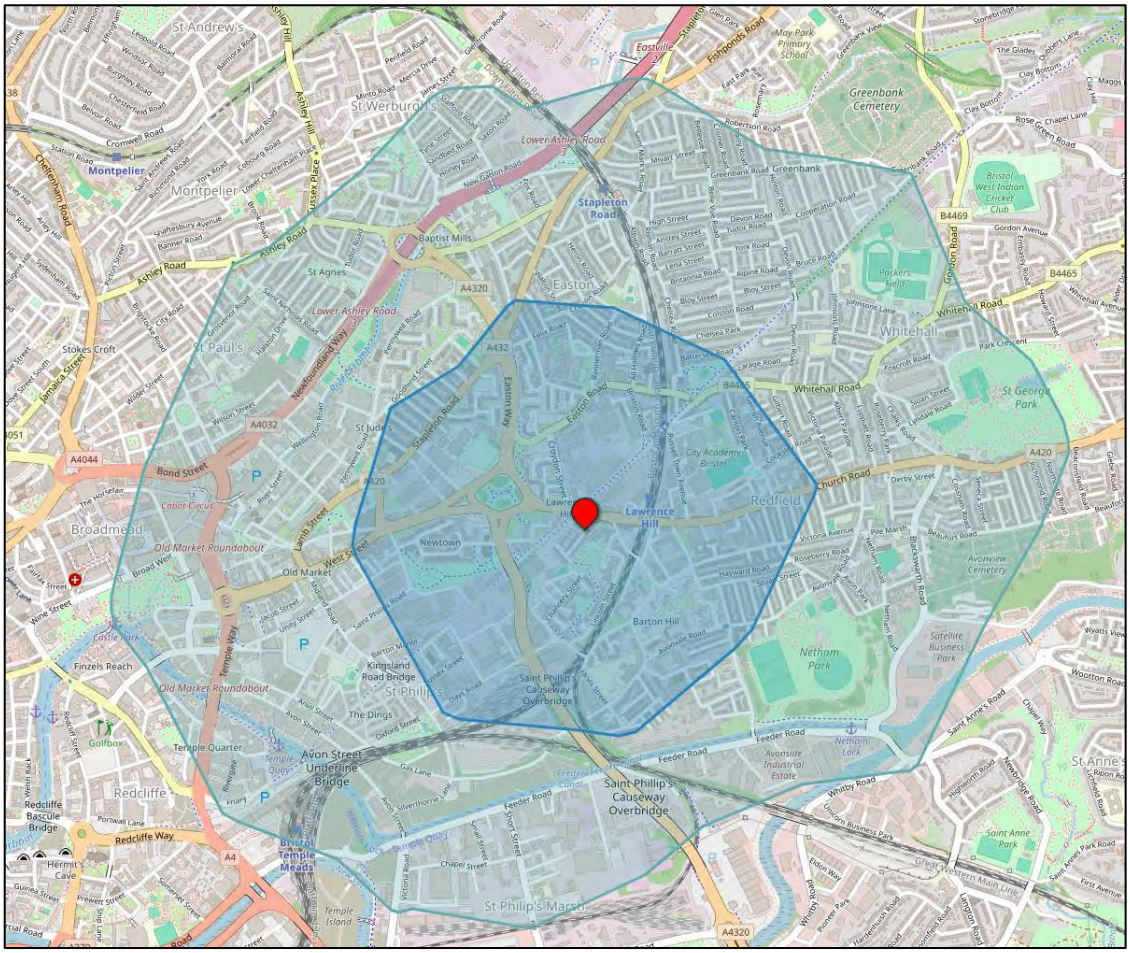
***(based on guidance contained within the DfT LTN 1/20 'Cycle Infrastructure Design' and the now withdrawn LTN 2/08 (also titled 'Cycle Infrastructure Design'), which set out typical cycling speeds of 10 to 15mph and 320 metres per minute (12mph), respectively.*

2.9 From **Table 2.1**, it can be seen that the site is highly sustainably located in transport terms, with a large number of services and facilities within walking and cycling distance. It can therefore be demonstrated that future residents of the development will not be reliant on the private car to access day to day amenities.

Access on Foot

2.10 The walking isochrone for 10 and 20 minutes from the site is shown in **Figure 2.4**.

Figure 2.4 – 10 and 20-minute walking isochrone



2.11 From **Figure 2.4**, it can be seen that Lawrence Hill, Barton Hill and the south of Easton is within 10 minutes walking distance of the site, and St Philip's, Cabot Circus, and Easton are within 20 minutes walking distance of the site.

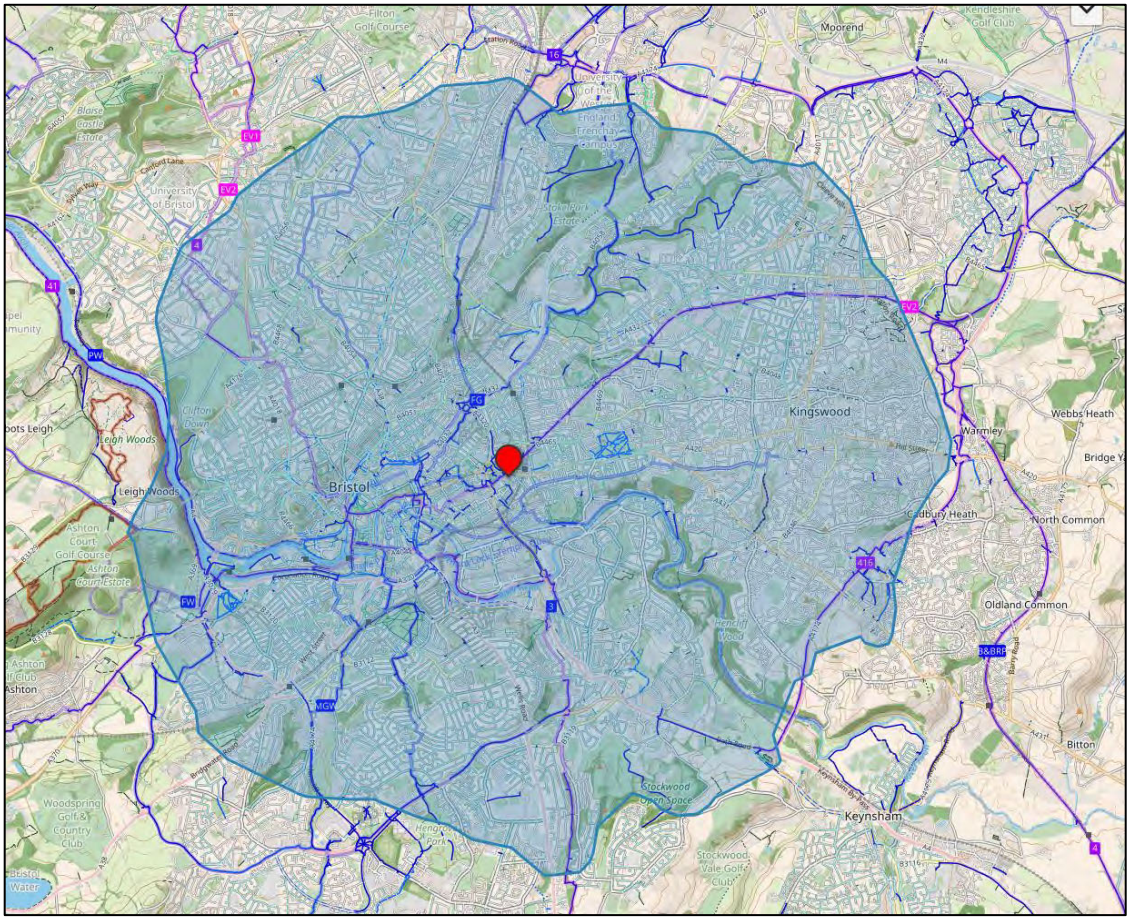
Access by Cycle

2.12 There are a network of off road cycle paths on the A420 Lawrence Hill which continue to the north and east.

2.13 Access to the Bristol and Bath cycle path is via Lawrence Hill, around 130 metres from the site. From the access to the cycle path, a cyclist could be within the centre of Bristol within 5 to 10 minutes and can access Bath in just over 60 minutes.

2.14 The isochrone provided as **Figure 2.5** demonstrates the extent of a 7.0km, 20 minute cycle of the site, based on cycle mapping.

Figure 2.5 – 20-minute cycle isochrone



2.15 From **Figure 2.5**, it can be seen that central Bristol, as well as the outskirts, is within 20 minutes cycle distance from the site

Access by Public Transport

2.16 The site has excellent access to public transport, being only around 270 metres from Lawrence Hill railway station, which is served by regular trains to Bristol Temple Meads, Severn Beach, Filton Abbey Wood, Avonmouth, Weston Super Mare and Cardiff Central.

2.17 The A420 Lawrence Hill is also a busy bus route, with eight services offering regular buses. There are bus stops on Lawrence Hill; the eastbound stop is 150 metres and the westbound stop is 210 metres north west of the site. The bus stops are provided with large shelters with seating, as well as real time information. The bus services and frequency are set out below (number of services is in each direction, i.e. two services an hour in each direction):

i. 6 – Bristol City Centre – Kingswood, via Lawrence Hill, Whitehall and Speedwell
   - Monday to Sunday – two services an hour

ii. 7 – Bristol City Centre – Staple Hill, via Lawrence Hill, Whitehall, Speedwell and New Cheltenham

- Monday to Sunday – two services an hour

iii. 41 – Avonmouth – Bristol City Centre – Kingswood, via Shirehampton and St George
- Monday to Friday – two services an hour
- Saturday and Sunday – one to two services an hour

iv. 42 – Bristol City Centre – Cherry Gardens, via Lawrence Hill, St George, Kingswood, Oldland and Oldland Common
- Monday to Sunday – one service an hour

v. 43 – Bristol City Centre – Cadbury Heath, via Lawrence Hill, St George, Kingswood and Warmley
- Monday to Sunday – four services an hour

vi. 44 – Bristol City Centre – Cadbury Heath, via Lawrence Hill, St George and Hanham Common
- Monday to Saturday – two services an hour
- Sunday – one service an hour

vii. 45 – Bristol City Centre – Cherry Gardens, via Lawrence Hill, St George, Hanham and Longwell Green
- Monday to Saturday – two services an hour
- Sunday – one service an hour

viii. SB7 – school bus via Bishopsworth to St Brendan's College, via Bedminster, Temple Meads Station and St Anne's
- Two services in the AM and two services in the PM

2.18 It has therefore been demonstrated that the site is in a highly sustainable location, with multiple options for transport via non-private car travel.

Existing Car Ownership

2.19 The existing car ownership for the Lower Super Output Area Bristol 056C has been obtained from 2021 Census data. The data is contained in **Appendix 2**, and set out in **Table 2.2**.

Table 2.2 – Existing car ownership

	Number	%
No cars or vans in household	312	45%
1 car or van in household	300	43.3%
2 cars or vans in household	71	10.2%
3 or more cars or vans in household	10	1.4%
Total	693	100%

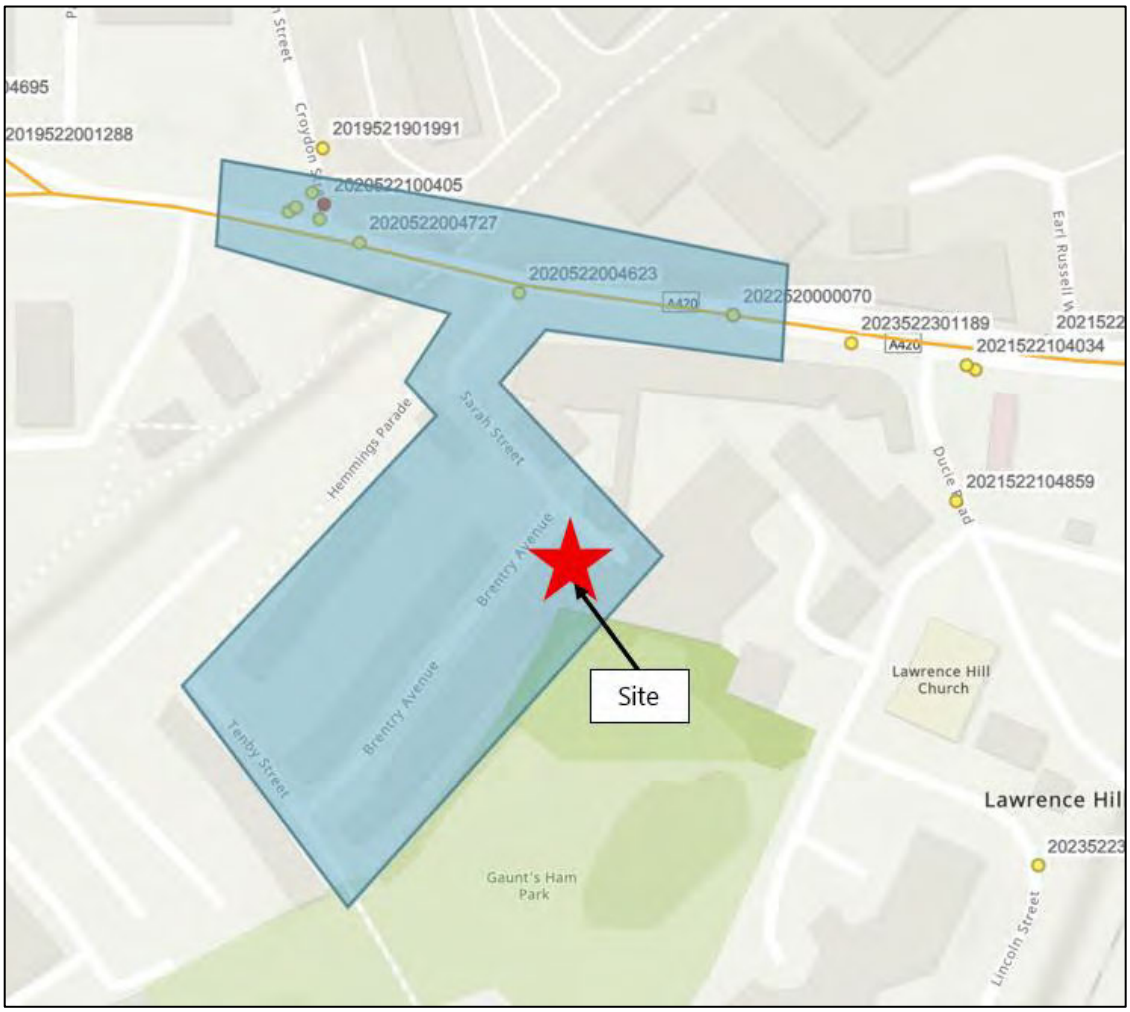
2.20 **From Table 2.2**, it can be seen that 45% of residents within the surrounding areas of the site do not own a car or van, with 43.3% having one car or van associated with their household, and only 11.6% of residents have two or more vehicles associated with their household.

2.21 The site is not located within a Residents Parking Zone.

Personal Injury Collision Records

2.16 The Personal Injury Collision (PIC) records in the vicinity of the site have been obtained from Crashmap Pro for the last five year study period (2019-2023). The accident study area can be seen in **Figure 2.6**, with the report contained in **Appendix 3**.

Figure 2.6 – PIC study area



2.17 There has not been any PIC on Brentry Avenue or Sarah Street within the study period.

2.18 There has been one 'slight' PIC at the junction of Hemming Parade and Lawrence Hill. The PIC was recorded in 2020, involving a car parked in the carriageway, a car travelling west and a pedal cycle travelling west.

2.19 Around 60 metres to the east of the junction of Hemming Parade and Lawrence Hill, one 'slight' PIC was recorded in 2022, involving one car that was parked, and two cars travelling east.

2.20 Around 45 metres west of Hemming Parade, the junction of Croydon Street and Lawrence Hill is on the northern side of the carriageway. There have been six PIC at the junction within the most recent five year period, of which one was recorded as 'serious' and five were recorded as 'slight'.

2.21 The serious PIC occurred in 2020 and involved one car turning right onto Lawrence Hill and one motorcycle travelling east of Lawrence Hill.

2.22 Of the five 'slight' PIC recorded:

i. Two occurred in 2019, involving a cyclist and a car
ii. One occurred in 2020, involving two cars
iii. One occurred in 2023, involving a cyclist and a car
iv. One occurred in 2023, involving a car and a taxi/private hire car

2.23 From a review of the above, it is concluded that there are no underlying road safety patterns on the local highway network that will be exacerbated by the application proposals.

3.0 Redevelopment Proposals

3.1 The redevelopment proposals are for eight residential units, with appropriate cycle parking. The Architect's proposed site layout plan is contained in **Appendix 4** and an extract of this can be seen in **Figure 3.1**.

Figure 3.1 – Proposed site layout plan

3.2 The redevelopment proposals include:

i. Eight residential units, of which:
   - 3-bed – 2 dwellings
   - 4-bed – 6 dwellings

ii. Pedestrian access via a new entrance from Brentry Avenue

iii. A secure, covered cycle store, with capacity for up to 26 cycle parking spaces in the form of Sheffield stands

iv. A refuse and recycling store, located in the north eastern corner, with access from Brentry Avenue

3.3 The proposed redevelopment will be a car-free scheme.

Cycle Parking Provision

3.4 BCC's minimum cycle parking standards are contained in Bristol Local Plan – Site Allocations and Development Management Policies – Adopted July 2014.

3.5 The proposed development quantum will require the following:

i. A minimum of 22 cycle parking spaces should be provided for residents
ii. A minimum of 2 cycle parking spaces should be provided for visitors

3.6 From the Architect's proposed site layout (**Appendix 4**), it can be seen that 26 cycle parking spaces will be provided, which is above the minimum requirements. Therefore, the cycle parking provision is appropriate.

3.7 The cycle parking is secure, covered, with direct access from the main entrance, whilst being separate from the refuse and recycling store.

Car Free Development

3.8 BCC's maximum car parking standards are also contained in Bristol Local Plan – Site Allocations and Development Management Policies. The standard suggests that three or more bed flats should have an average of 1.5 spaces per dwelling. Applying the Council's adopted parking standards would result in a maximum of 12 off-street car parking spaces.

3.9 The site will be car free. As set out in **Section 2.0**, the site is located in a highly sustainable location, in terms of its proximity to existing pedestrian and cycle routes, as well as several public transport routes and Lawrence Hill railway station.

3.10 There is no restriction for on-street parking on Brentry Avenue or Tenby Street. As set out in **paragraph 2.3**, there are parking restrictions on Sarah Street, Hemmings Parade and Lawrence Hill. Given the existing restrictions on Sarah Street, Hemmings Parade and Lawrence Hill, it is not considered that additional TROs are required in this location.

3.11 The car ownership levels based on 2021 census data is set out in **Table 2.2** and replicated in **Table 3.1**, with the potential expected car ownership associated with the proposed development.

Table 3.1 – Car ownership

	%	8 units	No. of Cars
No cars or vans in household	45%	4	0
1 car or van in household	43.3%	3	3
2 cars or vans in household	10.2%	1	2
3 or more cars or vans in household	1.4%	0	0
Total	100%	8	5

3.12 From **Table 3.1**, it can be seen that the proposed development could result up to five cars, which is significantly lower than the maximum number of parking spaces required in accordance with BCC's parking standards. It is considered that the likely parking demand associated with the proposed development could be accommodated within the existing on-street parking within the vicinity of the site, and given the parking restrictions within the vicinity of the site, the proposed development would not result in overspill of parking onto the wider highway network.

3.13 Future residents will be advised that the development is car free, and therefore will be aware prior to moving in that there will not be an allocated parking space.

3.14 It has been demonstrated in **Section 2.0** that the application site is highly accessible in terms of its proximity to local services and facilities, including employment, education, leisure and retail opportunities, as well as health care facilities. Given this, it is considered that the development will likely attract future residents who do not own a car.

3.15 Zero parking provision at the application site also assists BCC's aim of achieving carbon neutrality for city-wide emissions by 2030.

3.16 It is therefore concluded that a car free development in this location is acceptable.

Travel Plan Type Measures

3.17 Proposed residents will be given a Travel Information Pack which will include information regarding bus and railway timetables, walking routes, cycle maps, and local car club information.

3.18 There are car club vehicles located within the vicinity of the site:

i. Thomson Road – 750 metres – 11 minute walk
ii. Stephen Street – 1km – 13 minute walk
iii. Chelsea Park – 1.1km – 15 minute walk

3.19 Due to the size of the proposed development, it is not considered that a car club, or car club vouchers would be necessary for the scheme.

Strategy for Service, Delivery and Emergency Service Vehicles

3.20 Access for service, delivery and emergency service vehicles will be via Hemmings Parade, Sarah Street and Brentry Avenue, as is the existing situation. There is an area for turning to the west at Brentry Avenue/Tenby Street, which is a no through road. Once the vehicles have serviced the site, they will turn and leave towards the A420 Lawrence Hill in the west, as is the existing strategy for residential units on Brentry Avenue.

3.21 It is considered that an appropriate strategy for service and delivery vehicles, as well as emergency service vehicles can therefore be demonstrated.

Strategy for the Storage and Collection of Waste and Recycling

3.22 The waste and recycling will be stored immediately off Brentry Avenue with new doors installed to the back of footway for the Council's collection team.

3.23 On collection day, the Council's refuse and recycling vehicles will service the site, waiting on Brentry Avenue, with the waste and recycling bins collected from the store adjacent to the carriageway and returned once empty.

3.24 This is as per the existing arrangement for the dwellings on Brentry Avenue and Tenby Street.

4.0 Trip Attraction Comparison

4.1 The latest TRICS database (8.25.6) has been reviewed to provide an indication of the likely number of peak hour and daily weekday trips that will be associated with the proposed residential development and the existing use of a 422sqm storage unit.

Existing Trip Attraction

4.2 The extant use of the development is a 422sqm storage unit which is car free. The trip attraction for the storage unit is likely to have been an average of two arrivals and two departure in the AM peak hour and two arrivals and two departures in the PM peak hour, with movements throughout the day. It is likely that vehicles associated with the existing site would have parked on street or pulled into the site.

Proposed Trip Generation

4.3 The TRICS search was carried out using the '03 – Residential/C – Flats Privately Owned' land use. The peak hour and daily trip rates are set out in **Table 4.1**, and the resultant trip generation is set out in **Table 4.2**. The TRICS outputs are contained in **Appendix 5.**

Table 4.1 – Trip Rate – Residential – Flats Privately Owned

	Trip Rate (Per Unit)				
	0800-0900		1700-1800		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicles	0.062	0.17	0.17	0.098	2.882
Cyclists	0.009	0.062	0.027	0	0.357
Pedestrians	0.054	0.116	0.062	0.08	2.118
Public Transport	0	0.196	0.107	0.009	1.527
Total People	0.152	0.616	0.393	0.196	7.623

Table 4.2 – Trip Generation – Residential – Flats Privately Owned

	Trip Generation (8 Units)				
	0800-0900		1700-1800		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicles	0	2	1	2	23
Cyclists	0	1	0	0	3
Pedestrians	1	2	1	2	17
Public Transport	0	2	1	1	12
Total People	1	6	3	5	61

4.4 From **Table 4.2** it can be seen that eight units could attract up to two vehicle movements during the AM peak hour and up to three vehicle movements in the PM peak hour, with around 23 movements daily. It can also be seen that there could be around 17 pedestrians and three cyclists daily associated with the proposed residential development, with around 12 public transport users daily.

Trip Attraction Comparison

4.5 **Table 4.3** provides a comparison of the existing total vehicle movements and the proposed total vehicle movements (**Table 4.2**).

Table 4.3 – Comparison of existing and proposed total vehicle movements

	0800-0900		1700-1800	
	Arrival	Departure	Arrival	Departure
Existing Total Vehicle Movements	2	2	2	2
Proposed Total Vehicle Movements	0	2	1	2
Difference	-2	0	-1	0

4.6 From **Table 4.3**, it can be seen in the AM peak hour there would be a reduction of two vehicle arrivals and no increase or decrease in departures, and during the PM peak hour, there would be a reduction of one vehicle arrival and no increase or decrease in departures. Therefore, the proposed development would result in a net decrease in vehicle movements compared to the existing use.

4.7 Given that the proposed development will be car-free, it is considered that the proposed vehicle movements may be lower than the forecast trip generation.

4.8 The National Planning Policy Framework (NPPF) dated December 2024, updated 7th February 2025 sets out that a vision-led approach should be taken to identify transport solutions that deliver well-designed, sustainable and popular places.

4.9 Given the location of the development it is considered that the likely future modal shift to walking and cycling could be up to around 15%, i.e. the daily trip generation would be reduced to 20 vehicles daily, with an increase of around one pedestrian and two cycle movements, given the proximity to regular public transport links and the Bristol to Bath cycle path.

5.0 Summary and Conclusions

5.1 This Transport Statement has been prepared to support the planning application for the redevelopment of Castle House from a storage unit, with an extension to the rear of the site to provide

5.2 The report concludes that:

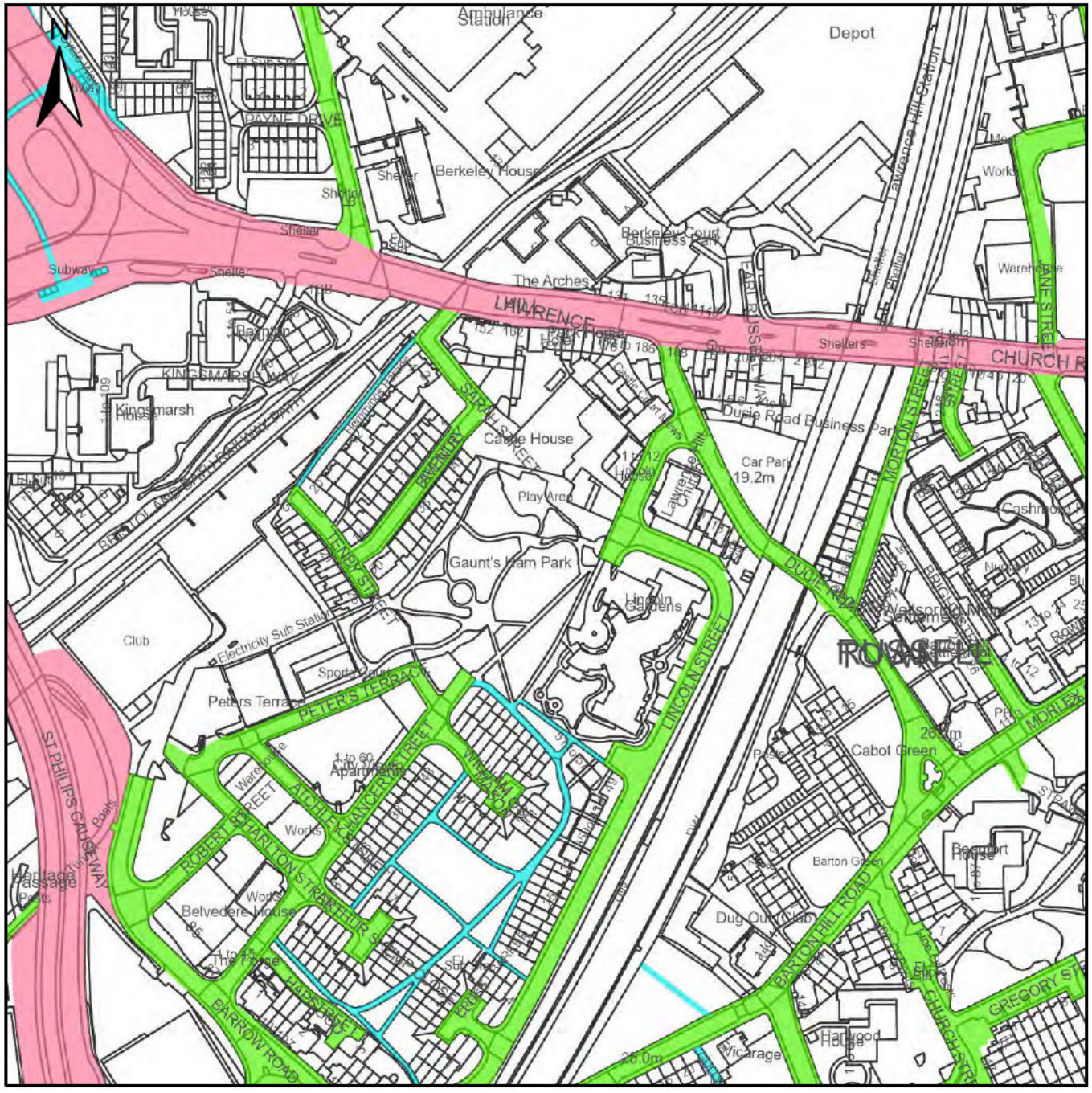
i. The local highway network within the vicinity of the site is appropriate for the redevelopment of a storage unit to residential use
ii. There are no underlying road safety issues
iii. The proposed development is within a highly sustainable location in transport terms, with good quality facilities for pedestrians and cyclists and excellent links to public transport
iv. Car ownership data for the local area has been extracted from 2021 Census data, demonstrating that 45% of residents do not own a car
v. The former use of the site as a storage unit is likely to have been an average of two arrivals and two departures in the AM peak hour and two arrivals and two departures in the PM peak hour, with movements throughout the day
vi. The trip generation associated with the proposed residential use will result in a net reduction in vehicle movements compared to the former use
vii. No TROs are considered to be required on Brentry Avenue, Sarah Street, or Tenby Street arising from this development
viii. The cycle parking provision is in accordance with BCC standards
ix. The proposed residential use will be car free, and is suitably located for this type of development, and that any vehicle movements arising from this development can be accommodated within the existing on street parking provision.
x. Based on existing car ownership levels, it is considered that there may be only up to five vehicles associated with the proposed eight residential units
xi. The strategy for service and delivery vehicles, included access by emergency services is appropriate
xii. The strategy for storage and collection of refuse and recycling is appropriate
xiii. The proposed travel plan type measures are appropriate and will support a car free development

5.3 It is therefore concluded that the proposed development will not have an adverse impact on the capacity or safety of the local highway network and will therefore conclude that the proposed application site is acceptable in highway terms

Appendix 1

Highway Ownership Records

Bristol City Council map

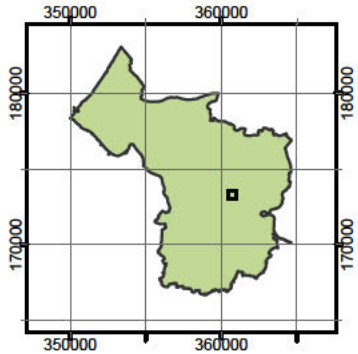


Legend

localinfo

Adopted, Confirmed

- A Road
- Footpath
- Unclassified



30 15 0 30 60 90 120
m

1:3,000

Date: 10/07/2025

Appendix 2

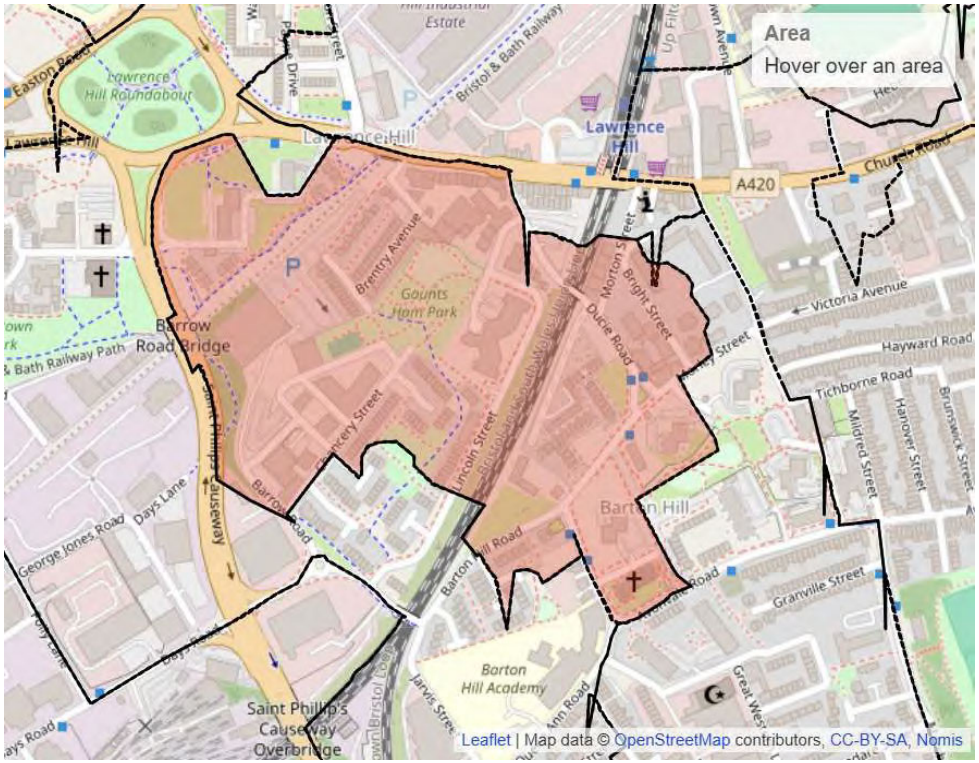
2021 Census Data – Car Ownership

TS045 - Car or van availability

population	All households
units	Households
area type	2021 super output areas - lower layer
area name	E01033356 : Bristol 056C

Number of cars or vans	2021		
	number	%	
Total: All households	693	100.0	8
No cars or vans in household	312	45%	4
1 car or van in household	300	43.3%	3
2 cars or vans in household	71	10.2%	1
3 or more cars or vans in house	10	1.4%	0

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.



Appendix 3

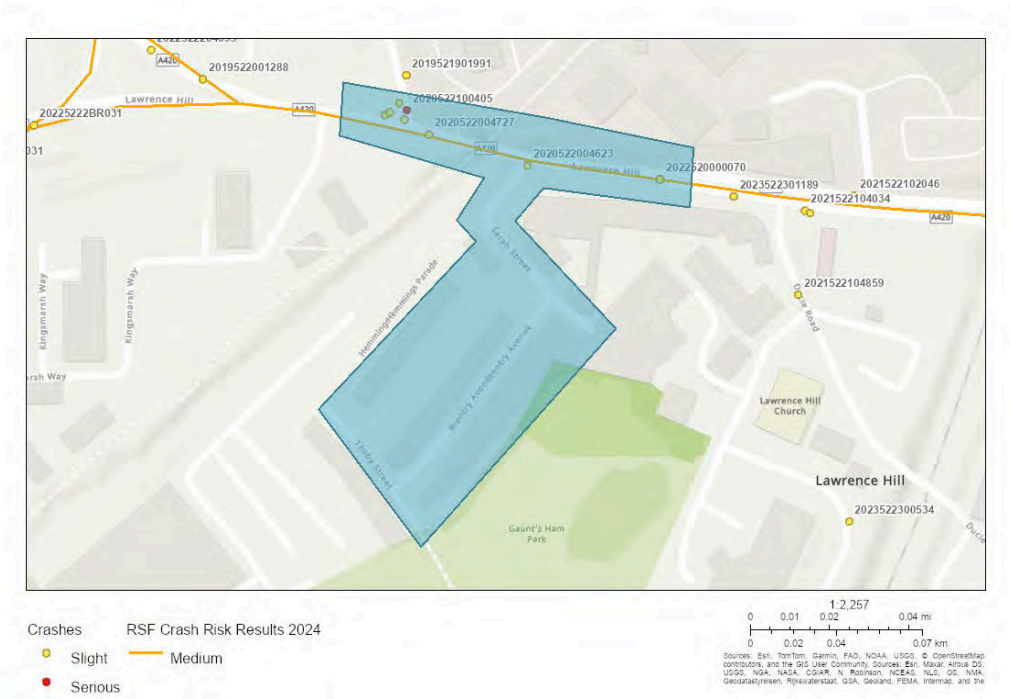
Crashmap Report

25109 Brentry Avenue, Bristol PIC Report

Area of Interest (AOI) Information

Area : 11,923.66 m²

Jul 3 2025 16:46:54 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	9	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	No officer attended crash scene	December 4, 2019	2019	2	1	360633
2	None	Slight	Police officer attended crash scene	January 18, 2022	2022	3	1	360737
3	None	Serious	Police officer attended crash scene	July 11, 2020	2020	2	1	360634
4	None	Slight	Police officer attended crash scene	July 12, 2020	2020	2	1	360737
5	None	Slight	No-accident reported via self-completion form	September 6, 2023	2023	2	1	360625
6	None	Slight	Police officer attended crash scene	March 14, 2020	2020	3	1	360683
7	None	Slight	Police officer attended crash scene	March 22, 2020	2020	2	2	360643
8	None	Slight	No officer attended crash scene	January 17, 2019	2019	2	1	360627
9	None	Slight	No-accident reported via self-completion form	August 27, 2023	2023	2	1	360631

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	173411	Bristol	A420	Fine without high winds	Unknown	Dry	30	Darkness: street lights present and lit
2	173386	Bristol	A420	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
3	173415	Bristol	A420	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
4	173386	Bristol	A420	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
5	173413	Bristo	A420	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
6	173392	Bristol	A420	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	173405	Bristol	A420	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
8	173414	Bristol	A420	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
9	173418	Bristol	A420	Raining without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
2	Using private drive or entrance	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	1	0	0	0	1
4	Not at or within 20 metres of junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	0	0	0	0
5	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	1	0	0	0	1	0
6	Not at or within 20 metres of junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	1	0	0	0	1	0
7	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	0	0	0	0
8	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
9	T or staggered junction	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019521907281	1
2	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022520000070	1
3	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020522100405	1
4	1	0	0	1	Bristol	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020522100410	1
5	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023522400413	1
6	1	0	0	0	Bristol	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020522004623	1
7	1	0	0	1	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020522004727	1
8	1	0	0	1	Bristol	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019521900319	1

9	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023522400133	1

Report produced from CrashMap Pro

Appendix 4

Proposed Site Layout Plan

GAUNT'S HAM PARK

PL 04

FLAT 1
117 m2

LIFT

FLAT'S STORAGE
x 8

METERS

POST

BRENTRY AVENUE

FLAT 2
127 m2

BIKE STORAGE
x 26

1000 1000 1000 1000 1000 1000 1000 1000 1000

6 x 35lt boxes
6 x 45lt boxes
3x kitchen caddy

2 x 1100lt bins

RECYCLING

6 x carboard boxes

PL 02

PL 02

PL 04

0 1 3 10

SERGIO HUIDOBRO ARCHITECTURE
[redacted]

Drawing Title
Proposed ground floor

Drawing No	Revision
PL.244.07.00	0
Scale 1:100@A3	September 2025
Buiding conversion	Client Evans AV Staging Ltd
Address Castle House, Brentry Avenue, Bristol BS5 0DL	

Revision
1.-
2.-
3.-
4.-
5.-

Notes

north

GAUNT'S HAM PARK

PL 01

PL 02

PL 02

PL 01

FLAT 4
117 m2

FLAT 3
127 m2

FLAT 5
111 m2

LIFT

BRENTRY AVENUE

0 1 3 10

SERGIO HUIDOBRO ARCHITECTURE

[redacted]

Drawing Title
Proposed first floor

Drawing No PL.244.08.00	Revision 0	
Scale 1:100@A3	September 2025	
Buiding conversion	Client Evans AV Staging Ltd	
Address Castle House, Brentry Avenue, Bristol BS5 0DL		

Revision	Notes
1.- 2.- 3.- 4.- 5.-	

north

GAUNT'S HAM PARK

PL 04

PL 02

PL 02

PL 04

LIFT

FLAT 8
87 m2

FLAT 6
109 m2

FLAT 7
95 m2

BRENTRY AVENUE

0 1 3 10

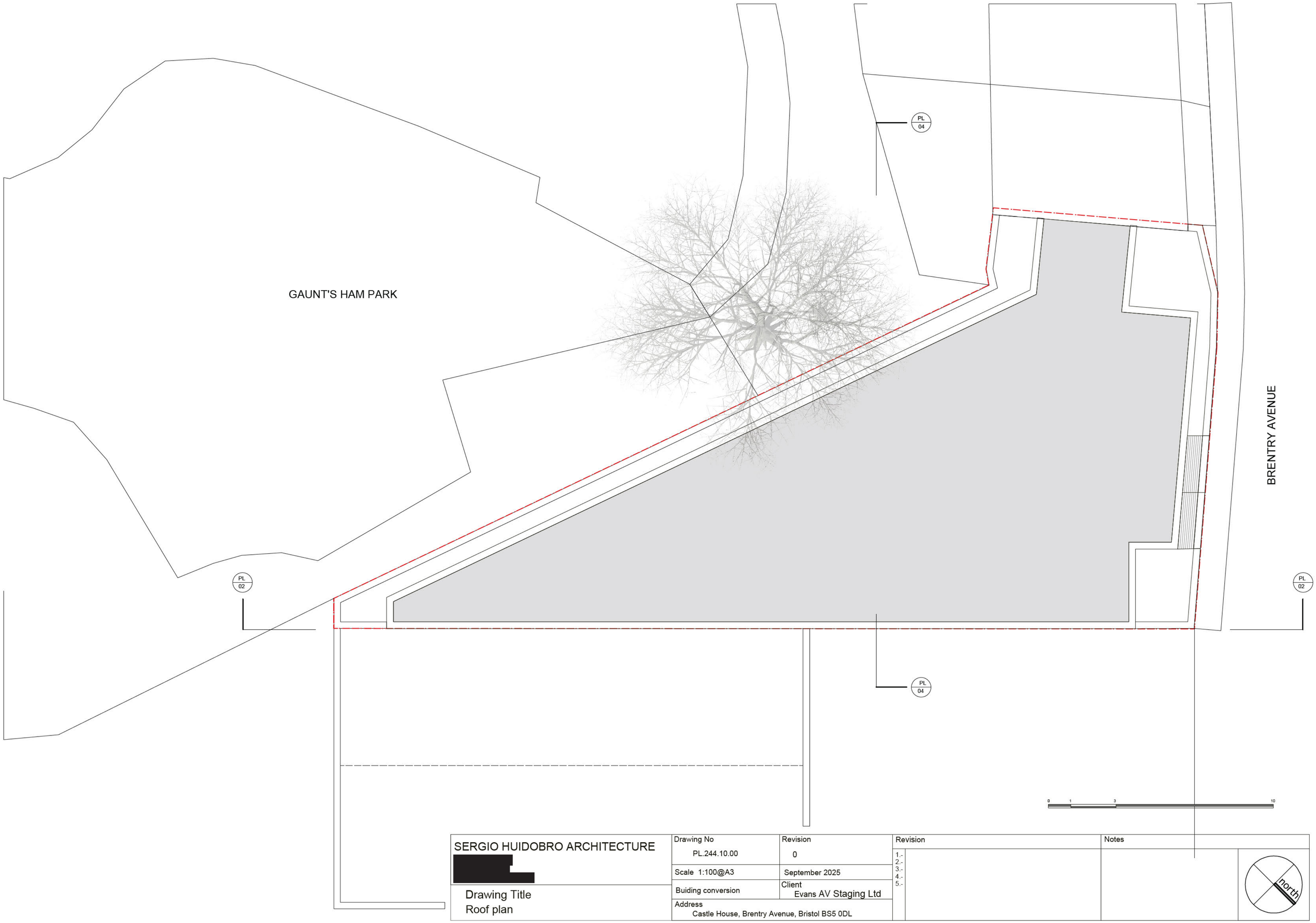
SERGIO HUIDOBRO ARCHITECTURE
[redacted]

Drawing Title
Proposed second floor

Drawing No	Revision
PL.244.09.01	1
Scale 1:100@A3	September 2025
Buiding conversion	Client Evans AV Staging Ltd
Address Castle House, Brentry Avenue, Bristol BS5 0DL	

Revision		Notes
1.-	Flat numbering	
2.-		
3.-		
4.-		
5.-		

north



SERGIO HUIDOBRO ARCHITECTURE
[redacted]

Drawing Title
Roof plan

Drawing No	Revision
PL.244.10.00	0
Scale 1:100@A3	September 2025
Buiding conversion	Client: Evans AV Staging Ltd
Address: Castle House, Brentry Avenue, Bristol BS5 0DL	

Revision	Notes
1.- 2.- 3.- 4.- 5.-	

north

Appendix 5

TRICS Reports

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Filtering Summary:

Land Use: 03/C RESIDENTIAL/FLATS PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 6 20 ****** DWELLS

Actual Trip Rate Calculation Parameter Range: 0.03 0.34 ****** DWELLS

Date Range: Minimum: 1/1/2016 12:00:00 AM Maximum: 9/4/2024 11:00:00 PM

Parking Spaces Range: 12 35

Parking Spaces Range: 1725 1725

Days of the week selected:

Friday	1
Monday	2
Tuesday	3
Wednesday	2

Main Location Types selected:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	3

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

100,001 or More	1
20,001 to 25,000	2
25,001 to 50,000	3
5,001 to 10,000	1
50,001 to 100,000	1

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Population <5 Mile ranges selected:

25,001 to 50,000	1
500,001 or More	6
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.5 or Less	2
0.6 to 1.0	4
1.1 to 1.5	2

PTAL Rating:

1b - Very poor	1
3 - Moderate	1
No PTAL Present	6

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - Site area

Category: C - Number of dwellings

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BM	BROMLEY	1 day
	IS	ISLINGTON	2 days
	KI	KINGSTON	1 day
	WF	WALTHAM FOREST	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	1 day

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

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

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:	DWELLS
Actual Range:	0.03 to 0.34 (units:******)
Range Selected by User:	6 to 20 (units:******)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 04/09/24

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:

Friday	1 days
Monday	2 days
Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	8
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town Centre	5 days
Suburban Area (PPS6 Out of Centre)	3 days

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:

Built-Up Zone	1 days
Development Zone	1 days
Residential Zone	6 days

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 Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	6 days

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Secondary Filtering Selection:

Use Class:

C3	8 surveys

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:

1725 - 13600

Population within 1 mile:

100,001 or More	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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 surveys
500,001 or More	6 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	2 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	2 surveys

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.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 surveys

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:

1b - Very poor	1 surveys
2 - Poor	1 surveys
4 - Good	1 surveys
6a - Excellent	2 surveys
No PTAL Present	3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

LIST OF SITES relevant to selection parameters:

Site 1:	BM-03-C-02	**Site area (sqm):**	0.34
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	20
Location:	BROMLEY	**Housing density:**	35
Postcode:	BR1 2TG	**Total Bedrooms:**	40
Main Location Type:	Suburban Area	**Survey Date:**	10/17/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	1B		
Site 2:	HI-03-C-02	**Site area (sqm):**	0.13
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	16
Location:	NAIRN	**Housing density:**	15
Postcode:	IV12 4AZ	**Total Bedrooms:**	28
Main Location Type:	Edge of Town Centre	**Survey Date:**	4/19/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	N/A		
Site 3:	IS-03-C-05	**Site area (sqm):**	0.03
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	15
Location:	FINSBURY	**Housing density:**	
Postcode:	EC1V 3QY	**Total Bedrooms:**	27
Main Location Type:	Edge of Town Centre	**Survey Date:**	6/29/2016
Sub Location Type:	Built-Up Zone	**Survey Day:**	Wednesday
PTAL:	6A		
Site 4:	IS-03-C-06	**Site area (sqm):**	0.06
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	14
Location:	HOLLOWAY	**Housing density:**	
Postcode:	N7 9RB	**Total Bedrooms:**	21
Main Location Type:	Edge of Town Centre	**Survey Date:**	6/27/2016
Sub Location Type:	Residential Zone	**Survey Day:**	Monday
PTAL:	6A		
Site 5:	KI-03-C-03	**Site area (sqm):**	0.14
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	20
Location:	SURBITON	**Housing density:**	25
Postcode:	KT6 4DJ	**Total Bedrooms:**	45
Main Location Type:	Edge of Town Centre	**Survey Date:**	7/11/2016
Sub Location Type:	Residential Zone	**Survey Day:**	Monday
PTAL:	2		
Site 6:	MS-03-C-03	**Site area (sqm):**	0.119
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	9
Location:	LIVERPOOL	**Housing density:**	12
Postcode:	L3 4DR	**Total Bedrooms:**	21
Main Location Type:	Suburban Area	**Survey Date:**	11/13/2018
Sub Location Type:	Development Zone	**Survey Day:**	Tuesday
PTAL:	N/A		
Site 7:	SH-03-C-02	**Site area (sqm):**	0.15
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	12
Location:	SHREWSBURY	**Housing density:**	23
Postcode:	SY2 6AP	**Total Bedrooms:**	12
Main Location Type:	Suburban Area	**Survey Date:**	6/16/2023
Sub Location Type:	Residential Zone	**Survey Day:**	Friday
PTAL:	N/A		
Site 8:	WF-03-C-05	**Site area (sqm):**	0.11
Development Name:	BLOCK OF FLATS	**No of Dwellings:**	6
Location:	WANSTEAD	**Housing density:**	19
Postcode:	E11 2SP	**Total Bedrooms:**	12
Main Location Type:	Edge of Town Centre	**Survey Date:**	5/25/2021
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	4		

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	14	0.062	0.152	0.214
08:00-09:00	8	14	0.062	0.170	0.232
09:00-10:00	8	14	0.098	0.125	0.223
10:00-11:00	8	14	0.062	0.080	0.142
11:00-12:00	8	14	0.062	0.098	0.160
12:00-13:00	8	14	0.107	0.062	0.169
13:00-14:00	8	14	0.143	0.107	0.250
14:00-15:00	8	14	0.062	0.098	0.160
15:00-16:00	8	14	0.125	0.080	0.205
16:00-17:00	**8**	**14**	**0.161**	**0.134**	**0.295**
17:00-18:00	8	14	0.170	0.098	0.268
18:00-19:00	8	14	0.089	0.062	0.151
19:00-20:00	5	15	0.133	0.080	0.213
20:00-21:00	5	15	0.080	0.120	0.200
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			1.416	1.466	2.882

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.*

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Parameter Summary:

Trip rate parameter range selected:	6 - 20 (units: DWELLS)
Survey date date range:	27/06/2016 - 17/10/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	14	0.045	0.393	0.438
08:00-09:00	**8**	**14**	**0.152**	**0.616**	**0.768**
09:00-10:00	8	14	0.214	0.411	0.625
10:00-11:00	8	14	0.116	0.259	0.375
11:00-12:00	8	14	0.205	0.223	0.428
12:00-13:00	8	14	0.250	0.196	0.446
13:00-14:00	8	14	0.277	0.179	0.456
14:00-15:00	8	14	0.152	0.259	0.411
15:00-16:00	8	14	0.384	0.232	0.616
16:00-17:00	8	14	0.464	0.268	0.732
17:00-18:00	8	14	0.393	0.196	0.589
18:00-19:00	8	14	0.357	0.223	0.580
19:00-20:00	5	15	0.453	0.213	0.666
20:00-21:00	5	15	0.293	0.200	0.493
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			3.755	3.868	7.623

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.*

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Parameter Summary:

Trip rate parameter range selected:	6 - 20 (units: DWELLS)
Survey date date range:	27/06/2016 - 17/10/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	14	0.000	0.027	0.027
08:00-09:00	**8**	**14**	**0.009**	**0.062**	**0.071**
09:00-10:00	8	14	0.018	0.036	0.054
10:00-11:00	8	14	0.000	0.000	0.000
11:00-12:00	8	14	0.018	0.000	0.018
12:00-13:00	8	14	0.000	0.000	0.000
13:00-14:00	8	14	0.009	0.000	0.009
14:00-15:00	8	14	0.009	0.018	0.027
15:00-16:00	8	14	0.018	0.000	0.018
16:00-17:00	8	14	0.009	0.009	0.018
17:00-18:00	8	14	0.027	0.000	0.027
18:00-19:00	8	14	0.000	0.009	0.009
19:00-20:00	5	15	0.053	0.000	0.053
20:00-21:00	5	15	0.013	0.013	0.026
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.183	0.174	0.357

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.*

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Parameter Summary:

Trip rate parameter range selected:	6 - 20 (units: DWELLS)
Survey date date range:	27/06/2016 - 17/10/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	14	0.009	0.045	0.054
08:00-09:00	8	14	0.054	0.116	0.170
09:00-10:00	8	14	0.054	0.107	0.161
10:00-11:00	8	14	0.036	0.098	0.134
11:00-12:00	8	14	0.098	0.062	0.160
12:00-13:00	8	14	0.134	0.054	0.188
13:00-14:00	8	14	0.027	0.045	0.072
14:00-15:00	8	14	0.045	0.062	0.107
15:00-16:00	8	14	0.089	0.071	0.160
16:00-17:00	8	14	0.098	0.107	0.205
17:00-18:00	8	14	0.062	0.080	0.142
18:00-19:00	8	14	0.116	0.089	0.205
19:00-20:00	**5**	**15**	**0.107**	**0.120**	**0.227**
20:00-21:00	5	15	0.093	0.040	0.133
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			1.022	1.096	2.118

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.*

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Parameter Summary:

Trip rate parameter range selected:	6 - 20 (units: DWELLS)
Survey date date range:	27/06/2016 - 17/10/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	14	0.009	0.134	0.143
08:00-09:00	**8**	**14**	**0.000**	**0.196**	**0.196**
09:00-10:00	8	14	0.027	0.089	0.116
10:00-11:00	8	14	0.009	0.054	0.063
11:00-12:00	8	14	0.027	0.045	0.072
12:00-13:00	8	14	0.009	0.045	0.054
13:00-14:00	8	14	0.045	0.027	0.072
14:00-15:00	8	14	0.000	0.045	0.045
15:00-16:00	8	14	0.071	0.027	0.098
16:00-17:00	8	14	0.107	0.027	0.134
17:00-18:00	8	14	0.107	0.009	0.116
18:00-19:00	8	14	0.134	0.018	0.152
19:00-20:00	5	15	0.160	0.013	0.173
20:00-21:00	5	15	0.093	0.000	0.093
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.798	0.729	1.527

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.*

Audit Code: 2fa5f3ae-16f1-48fb-94fc-08ba408ffc85

Parameter Summary:

Trip rate parameter range selected:	6 - 20 (units: DWELLS)
Survey date date range:	27/06/2016 - 17/10/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.