

Transport Appraisal

Technical Note Issue 02 – Land at Walk Mill Lane, Kingswood.

CTP-17-588

January 2020

1. Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) has been appointed by Bloor Homes to provide a Technical Note to provide an overview of the transport strategy for the residential development of approximately 95 dwellings at Land at Walk Mill Lane in Kingswood. The site currently comprises undeveloped agricultural land and employment use.
- 1.2 The development site is being promoted for residential development through the Stroud District Council (SDC) Local Plan Review.
- 1.3 The site is identified in Appendix 3 of the SDC 'Strategic Assessment of Land Availability (SALA), site ref: KIN010, as a site with future development potential. The SALA identifies the site as having the potential to be developed for around 50 dwellings and the existing depot is considered suitable for redevelopment for employment uses, typically comprising a mixture of B1, B2, B8, Community and Other use classes
- 1.4 An illustrative masterplan to develop the site for residential use only (approximately 95 dwellings), which also demonstrates the site location in relation to Walk Mill Lane and the surrounding area is provided at **Appendix A**.
- 1.5 This Technical Note reviews the following:
 - i) Illustrative Masterplan
 - ii) Potential Walking and Cycling Improvements
 - iii) Highway Safety
 - iv) Forecast Trip Generation
 - v) Potential Highway Mitigation

2. Illustrative Masterplan

- 2.1 The Illustrative Masterplan utilises the existing site access from Walk Mill Lane along with the potential for two additional public footpaths on the north western side of the site. The internal layout is proposed to be formed primarily by a standard highway arrangement including segregated footways and carriageways forming a number of cul-de-sacs. Two shared surfaces streets are also proposed to the east and west of the main access road serving a small number of dwellings.
- 2.2 Turning heads are provided where necessary to accommodate the manoeuvring requirements of vehicles accessing the site.
- 2.3 At this stage, vehicle and cycle parking will be provided for each dwelling based on the adopted parking standards contained within Stroud District Local Plan (2015), Appendix 2. However, Stroud District Council have advised that it is likely that for applications going forward, the quantum of parking provision will need to be based on local characteristics, including car ownership levels derived from census data, as per the recommendations in the National Planning Policy Framework (2019).

Access

- 2.4 The optimum point of access will involve upgrading the existing industrial access position at the site, off Walk Mill Lane. Walk Mill Lane is a no through road and it is considered that a single priority junction would be appropriate to serve a development of this scale.
- 2.5 In order to determine the existing average 85th percentile vehicle speeds of Walk Mill Lane an independent traffic survey was undertaken by 360TSL using an Automatic Traffic Count (ATC). The ATC was undertaken in the vicinity of the existing access serving the industrial use between Wednesday 12th September and Tuesday 18th September 2018. The recorded 85th percentile of vehicles travelling eastbound and westbound is 25.9mph and the traffic survey results are provided at **Appendix B**.
- 2.6 The required visibility splays based on the 85th percentile of vehicle speeds is 36m in either direction, measured 2.4m back from the edge of carriageway. In order to accommodate the swept path of service vehicles, the access is required to have an overall width of 7.3m with 7m junction radii. The access then tapers to 5.5m with a segregated 2m footway either side. The proposed layout of the access and associated visibility splays are demonstrated on Drawing No **SK01 Rev F** provided at **Appendix C**.

- 2.7 The proposed access can accommodate the swept path of a large refuse vehicle and large estate car and this is demonstrated on **Drawing No SP01 Rev A** provided at **Appendix D**. The swept path of the large refuse vehicle turning right into the access crosses the centre line of the access but it is demonstrated that sufficient width is provided for a large estate car to also turn left from the site access simultaneously whilst the refuse vehicle is undertaking this manoeuvre. Due to the existing width of Walk Mill Lane the refuse vehicle will be required to cross the centre line of Walk Mill Lane to turn left from the proposed access to travel south. The proposed access provides suitable junction visibility to ensure that the refuse vehicles can undertake this manoeuvre when it is safe to do so. It is recognised that whilst service vehicles are required to be safely accommodated that they do not dominate the proposed layout of local roads and on streets with low traffic flows, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre (Manual for Streets Paragraph 6.8).
- 2.8 A new section of footway is proposed to the north east of the proposed site access linking the site into the existing infrastructure. To the south west of the proposed access a new section of footway and uncontrolled pedestrian crossing is proposed with tactile paving and dropped kerbs for pedestrian to cross to the existing footway on the western side of Walk Mill Lane.
- 2.9 It has been demonstrated that the proposed access can safely accommodate both vehicles, pedestrians and cyclists.

3. Potential Walking and Cycling Improvements

- 3.1 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) identifies the following walking distances when planning for journeys to Schools:
- i) Desirable (500m);
 - ii) Acceptable (1km); and
 - iii) Preferred Maximum (2km).
- 3.2 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

- 3.3 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is also supported by statistics published in the DfT National Travel Survey 2016, which found that that 80% of all trips of less than 1 mile (1.6km) were made on foot.
- 3.4 In terms of cycling, the Local Transport Note 2/08: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 1.5.1: *'In common with other modes, many utility cycle journeys are under three miles (4.8km) although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon.'*
- 3.5 The Blue Coat Church of England Primary School is located to the north east of the proposed site in Wotton-under-Edge and is approximately 2km in distance of the recommended maximum walking distance referred to in the IHT guidance Providing for Journeys of Foot and Manual for Streets. The proposed route in **Appendix E** also passes Katharine Lady Berkeley's School (KLB) that is approximately 1km distance from the site.
- 3.6 To provide an overview of the site's acceptability, mindful that it is being promoted through the review of the Local Plan, consideration has been given to the alternative site (Land South of Wickwar Road) which was identified in the last iterations of the Local Plan, i.e. the Preferred Options document. Land South of Wickwar Road is actually located outside the maximum 2km distance at approximately 2.3km as shown in **Appendix F** and for the purposes of this assessment Bloor Homes reasonably consider this site to be inaccessible by foot to the nearest primary schools with capacity in Wotton-under-Edge. The proposed site is located at approximately 2km from the Blue Coat Church of England Primary School and is within the upper limit of the recommended guidance for walking distance.
- 3.7 An audit of the subject site has been undertaken to identify the barriers to walking, cycling and scooting to enable the identification of proposed improvements for access to the key facilities and services in the area such as Kingswood centre, Kingswood Primary School with access to the junior sports pitches, KLB, Blue Coat Church of England Primary School and beyond to Wotton-under-Edge. It is noted that the route shown on **Appendix E** includes the footway link from Orchard Walk to High Street which cyclists are prevented from using due to cycle prohibition signing and pedestrian guardrails. Cyclists will be required to dismount when using this route for the short section of footway link. There is currently no legislation for non-motorised,

'kick scooters' and these can currently be used on all footways and are not defined the same as a bicycle.

- 3.8 For cyclists an alternative route through Hillesley Road to High Street could be used if they did not wish to dismount due to presence of cycle prohibition signing on alternative routes of further distance through Bramley Close and the footway link from the end of Walk Mill Lane to St Mary's Church/High Street. It is noted that it would be more a direct and quicker route to dismount and use the footway link to High Street.
- 3.9 The audit has identified potential deliverable infrastructure improvements to improve the safety and accessibility of the route for both pedestrians, cyclist and scooter users. The proposed improvements do not impede the flow of traffic through Kingswood and are in conformity with the transport policies contained in Kingswood Neighbourhood Development Plan.
- 3.10 **Appendix G** identifies the barriers and illustrations of possible improvements. The improvements shown in **Appendix G** are also summarised in **Table 3.1** with reference to their compatibility and meeting the aims of Core Policies of Stroud District Local Plan policies and the Kingswood Neighbourhood Development Plan.

Location	Potential Walking/cycling Improvements	Planning Policy Stroud District Council Local Plan (SDCLP) and Kingswood Neighbourhood Development Plan (NDP)
Walk Mill Lane Junction Orchard Walk	Tactile paving	SDCLP: Policy EI12 NDP: Policy T1B
Orchard Walk South Western cul-de-sac	Tactile paving and Dropped Kerbs	SDCLP: Policy EI12 NDP: Policy T1B
Orchard Walk Footway Link to High Street	Footway widening, street lighting improvements, accessibility improvements	SDCLP: Policy EI12 NDP: Policy T1B
High Street adj Footway Link to High Street	New Section (15m) of Footway	SDCLP: Policy EI12 NDP: Policy T1B
High Street Junction Golden Lane	Tactile paving	SDCLP: Policy EI12 NDP: Policy T1B
High Street Junction The Walk	Tactile paving	SDCLP: Policy EI12 NDP: Policy T1B
High Street Junction Abbey Road	Tactile paving and Dropped Kerbs	SDCLP: Policy EI12 NDP: Policy T1B
Wotton Road/Tubbs Turf	Zebra Crossing	SDCLP: Policy EI12 NDP: Policy T1A/T1B
Wotton Road adj Katharine Lady Berkeley's School	Widen footway along site frontage	SDCLP: Policy EI12 NDP: Policy T1B
Katharine Lady Berkeley's School Accesses	Tactile Paving	SDCLP: Policy EI12 NDP: Policy T1B
Katharine Lady Berkeley's School	Upgrade Bus Hard Standing Area	SDCLP: Policy EI12/EI16
Wotton Road north of Katharine Lady Berkeley's School to Junction with New Road	Widened Shared footway/cycleway	SDCLP: Policy EI12 NDP: Policy T1A/T2B
Wotton Road	Upgrade Pelican Crossing to Toucan Crossing	SDCLP: Policy EI12 NDP: Policy T1A/T2B
New Road from Junction with Wotton Road adj to Allotments	Widened Shared footway/cycleway	SDCLP: Policy EI12 NDP: Policy T1A/T2B

Table 3.1: Summary of potential walking and cycling improvements

Highway Safety Personal Recorded Collisions

3.11 Personal Injury Collision (PIC) data has been obtained from 'Crashmap' for Kingswood area along the route Blue Coat Church of England Primary School in Wotton under Edge for the most recent five-year period available. The Crashmap report and collision plot map are included as **Appendix H**. There have been no collisions that have occurred in the vicinity of the application site or site access.

3.12 Over the five-year period, four slight collisions have occurred and one serious within the study area.

Slight

3.13 The first most recent slight incident occurred on Sunday 20th August 2017 at 20:38 PM along Wotton Road on a wet/damp road surface. The collision involved a vehicle

turning right into a private drive with the other vehicle proceeding normally along the carriageway. The driver of vehicle turning right received slight injuries.

- 3.14 The second most recent slight incident occurred on Monday 19th October 2015 at 09:45 AM along Symn Lane near the junction of Orchard Street on a dry road surface. The collision involved a vehicle colliding with a pedestrian crossing the road. The pedestrian received slight injuries.
- 3.15 The third most recent slight incident occurred on Saturday 1st November 2014 at 15:50 PM at the junction of Wotton Road and New Road on a wet/damp road surface. The collision involved a car moving off with a motorcycle proceeding normally along the carriageway. The rider of the motorcycle received slight injuries.
- 3.16 The fourth most recent slight incident occurred on 11th September 2014 at 15:45 PM at the Chestnut Park Estate on a dry road surface. The collision involved a car proceeding normally along the carriageway colliding with a pedestrian crossing. The pedestrian received slight injuries.

Serious

- 3.17 There has been one serious incident that occurred on the 17th December 2015 at 12:00 PM along Old Rectory Road adjacent to the Junction with Charfield Road on a wet/damp road surface. The collision involved a car proceeding normally along the carriageway when it collided with a pedestrian. The pedestrian received serious injuries.
- 3.18 After reviewing the PIC data, the collisions identified can be attributed to driver error, rather than an inherent highway safety concern or geometric feature in the road layout. Therefore, it is not considered that there is an existing highway safety issue on the highway network, within the study area, that could be exacerbated as a result of the proposed development.

4. Forecast Trip Generation

- 4.1 The site is proposed to be developed for 95 dwellings and part of the site is currently occupied by employment use. The site has been identified in the SALA as being suitable to be developed for circa 50 dwellings and the existing Soils HS Limited depot as being redeveloped for employment uses, typically comprising a mix of B1, B2, B8, Community and Other use classes.
- 4.2 Bloor Homes are proposing for the site to be allocated as wholly residential, accommodating circa 95 dwellings and the following paragraphs assess the transport

impacts of the proposal for the whole site as residential, when compared to the proposed mixed use of the site as identified in the SALA.

- 4.3 When considering residential and employment development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest. It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.
- 4.4 The TRICS database has been consulted to determine the estimated trip attraction of the proposed site for 95 dwellings when compared with estimates of trip generation for mixed use, as identified in the SALA.

SALA – Proposed Mixed Use

- 4.5 The SALA identified circa 50 houses and the existing depot to be redeveloped for office, light industrial and warehousing units. The depot has a total site area of 0.6 hectares. In order to assess the trip generation associated with the use of the site as identified in the SALA, the proposed employment use has been proportionally split as 0.2 hectares in size (floor areas for each use have been assumed as 1,500sq.m as it is estimate that approximately 25% of each use area would be for parking and landscaping) for B1 office use, B2 light industrial use and B8 storage and distribution.

B1 Office Use

- 4.6 The TRICS database was carefully considered to accurately reflect the proposed B1 office use of the site trip generation potential.
- 4.7 A summary of the search parameters used to generate the results is provided below:
- i) Main Land Use: B1 Office use;
 - ii) Regions: Sites in the UK and Ireland (excluding London); and
 - iii) Edge of Town Locations.
- 4.8 **Table 4.1** provides a summary of the calculated vehicle trip rates and the number of trips a proposed B1 office use is expected to attract during AM and PM network peak hours.

Peak Period	Forecast Trip Generation - Proposed (1,500sq.m B1 Office Use)					
	Trip Rate (per 100sq.m)			Estimated Vehicle Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	1.997	0.176	2.173	30	3	33
PM Peak (17:00 - 18:00)	0.096	1.846	1.942	1	28	29

Table 4.1: Trip rates and the estimated number of trips for proposed B1 office use

B2 Light Industrial

4.9 The TRICS database has been interrogated and a summary of the parameters used to generate the results is provided below:

- i) Main Land Use: Employment areas;
- ii) Sub Land Use: Industrial Estate;
- iii) Use Class: B2
- iv) Regions: Sites in the UK (excluding London) and Ireland; and
- v) Edge of Town Locations.

4.10 **Table 4.2** provides a summary of the calculated vehicle trip rates and the number of trips for the proposed B2 light industrial use of the site is expected to attract during AM and PM network peak hours.

Peak Period	Forecast Trip Generation - Proposed (1,500sq.m B2 Land Use)					
	Trip Rate (per 100sq.m)			Estimated Vehicle Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.516	0.381	0.897	8	6	14
PM Peak (17:00 - 18:00)	0.216	0.534	0.750	3	8	11

Table 4.2: Trip rates and estimated number of trips for proposed B2 light industrial use

B8 Warehousing

4.11 The TRICS database has been interrogated and a summary of the parameters used to generate the results is provided below: -

- i) Main Land Use: Employment areas;
- ii) Sub Land Use: Warehousing (commercial);
- iii) Use Class: B8
- iv) Regions: Sites in the UK (excluding London) and Ireland; and

v) Edge of Town Locations.

4.12 **Table 4.3** provides a summary of the calculated vehicle trip rates and the number of trips for the proposed B8 light industrial use of the site is expected to attract during AM and PM network peak hours.

Peak Period	Forecast Trip Generation - Proposed (1,500sq.m B8 Land Use)					
	Trip Rate (per 100sq.m)			Estimated Vehicle Trips		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.258	0.101	0.359	4	2	6
PM Peak (17:00 -18:00)	0.067	0.195	0.262	1	3	4

Table 4.3: Trip rates and the estimated number of trips for proposed B8 warehousing use

50 Residential Dwellings

4.13 The TRICS database has been interrogated and a summary of the parameters used to generate the results is provided below: -

- i) Main Land Use: Houses Privately Owned;
- ii) Use Class: C3
- iii) Regions: Sites in the UK (excluding London) and Ireland; and
- iv) Edge of Town Locations.

4.14 **Table 4.4** provides a summary of the calculated vehicle trip rates and the number of trips for the proposed 50 residential dwellings is expected to attract during AM and PM network peak hours.

Peak Period	Forecast Trip Generation - Proposed (50 dwellings)					
	Trip Rate (per dwelling)			Estimated Vehicle Trips (per dwelling)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.137	0.431	0.568	7	22	29
PM Peak (17:00 -18:00)	0.418	0.213	0.631	21	11	32

Table 4.4: Trip rates and the estimated number of trips for proposed 50 dwellings

4.15 The full TRICS outputs for each land use are attached at **Appendix I**.

4.16 The total number of trips for the proposed mixed use of the site is set out in **Table 4.5**.

Peak Period	Total Vehicle Trips for Proposed SALA Mixed Use		
	Arrivals	Departures	Total
AM Peak (08:00 - 09:00)	49	33	82
PM Peak (17:00 - 18:00)	26	50	76

Table 4.5: Total estimated number of trips in the AM and PM network peak periods for proposed mixed use of the site as set out in SALA

95 Residential Dwellings

- 4.17 The proposal for inclusion in the Stroud District Local Plan is for the whole site to be residential, accommodating up to 95 dwellings. On that basis, the same TRICS outputs have been used for the residential use in **Appendix I**.
- 4.18 **Table 4.6** provides a summary of the calculated vehicle trip rates and the number of trips for the proposed 95 residential dwellings is expected to generate during AM and PM network peak hours.

Peak Period	Forecast Trip Generation - Proposed (95 dwellings)					
	Trip Rate (per dwelling)			Estimated Vehicle Trips (per dwelling)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.137	0.431	0.568	13	41	54
PM Peak (17:00 - 18:00)	0.418	0.213	0.631	40	20	60

Table 4.6: Trip rates and the estimated number of trips for proposed 95 dwellings

Net Trip Impact Summary

- 4.19 In order to consider the overall net trip impact of the uses identified in the SALA and the proposed use of the site as wholly residential, a comparison of the estimated trips, as set out in **Table 4.5**, against the forecast trips of the 95 residential units as set out in **Table 4.6**, is provided in **Table 4.7**.

Time Period	Movements	SALA Mixed Use	95 Residential Units for Stroud District Local Plan	Net Difference between Mixed Use and 95 residential units
AM Peak Hour (08:00 - 09:00)	Arrivals	49	13	-36
	Departures	33	41	+8
	Total	82	54	-28
PM Peak Hour (17:00 - 18:00)	Arrivals	26	40	+14
	Departures	50	20	-20
	Total	76	60	-16

Table 4.7: Difference in Total Vehicle Trips between Mixed use of The Site as identified in the SALA Against Proposed residential only (up to 95 units)

4.20 **Table 4.7** identifies that in the AM and PM network peak hours there is likely to be a reduction in vehicle trips with the site wholly as residential when compared to a mixed use.

4.21 Notwithstanding that there is an existing use of the site from Soils HS Limited from which any future development trip generation can be off-set against, the total vehicle trip generation of the site for residential use only is identified as 54 and 60 vehicle trips in the respective AM and PM network peak period. This equates to an average of one vehicle trip every minute. This is unlikely to have a material impact on the safety or operation of the local highway network nor could it be considered 'severe'. Furthermore, the number of HGV trips would be significantly reduced.

5. Potential Highway Mitigation

5.1 Notwithstanding that the net impact of the proposed vehicle trip generation from 95 dwellings compared against the mixed use land identified in the SALA, the junction of Walk Mill Lane and Hillesley Road has been identified by the Local Highway Authority (LHA) through pre-application discussions as an area where potential mitigation would be beneficial.

5.2 It was agreed with the LHA to extend the 20mph speed limit south from its current location and installing traffic calming in the form of speed cushions to ensure that vehicle speeds are kept low to accommodate the increase in vehicular traffic.

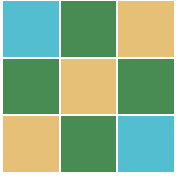
5.3 It is proposed to extend the existing speed limit to the junction with Weavers Close and install two sets of speed cushions. The first set of speed cushions are located approximately 34m to the south of the centre line of the junction with Walk Mill Lane and Hillesley Road. The second set of speed cushions is proposed 48m south of the

first set of speed cushions. This provides adequate spacing to ensure that speeds are kept below 20mph on the approach to the junction from the south. The layout of the proposed mitigation for Hillesley Road is demonstrated on **Drawing No SK02** provided at **Appendix J**.

- 5.4 It should also be noted that there is no record of any personal injury collisions at the junction to suggest that there any existing highway safety issues. The proposed mitigation at the junction of Walk Mill Lane and Hillesley Road is appropriate to mitigate the vehicle movements through this junction.

6. Summary and Conclusion

- 6.1 CTP has been instructed by Bloor Homes to prepare this Technical Note to summarise the proposed transport strategy for the residential development of the site for 95 dwellings.
- 6.2 CTP consider that the proposed development can be served by a safe and suitable access from Walk Mill Lane and this has been demonstrated.
- 6.3 A review of the local highway network and recorded personal injury collision data in the vicinity of the site indicates that there are no existing highway safety issues.
- 6.4 The potential impact of development traffic forecast at the junction of Hillesley Land and Walk Mill Lane has also been addressed in accordance with the pre-application advice received from the LHA.
- 6.5 The proposed development has the opportunity to promote sustainable forms of transport both within Kingswood and to the neighbouring town of Wotton-under-Edge including the Blue Coat Church of England Primary School. The Audit of the most direct walking, cycling and scooting route to Blue Coat Church of England Primary School has identified barriers and potential improvements that could be made to walking, cycling and scooting. The potential walking, cycling and scooter improvements are compliant with the Kingswood Neighbourhood Development Plan and the Stroud District Local Plan Review.
- 6.6 The proposed site is located in a more accessible location when compared against the alternative site at Land South of Wickwar Road.
- 6.7 It is therefore concluded that the development proposal will not have an unacceptable impact on highway safety and that the residual cumulative impact on the road network will not be severe and can be safely accommodated.



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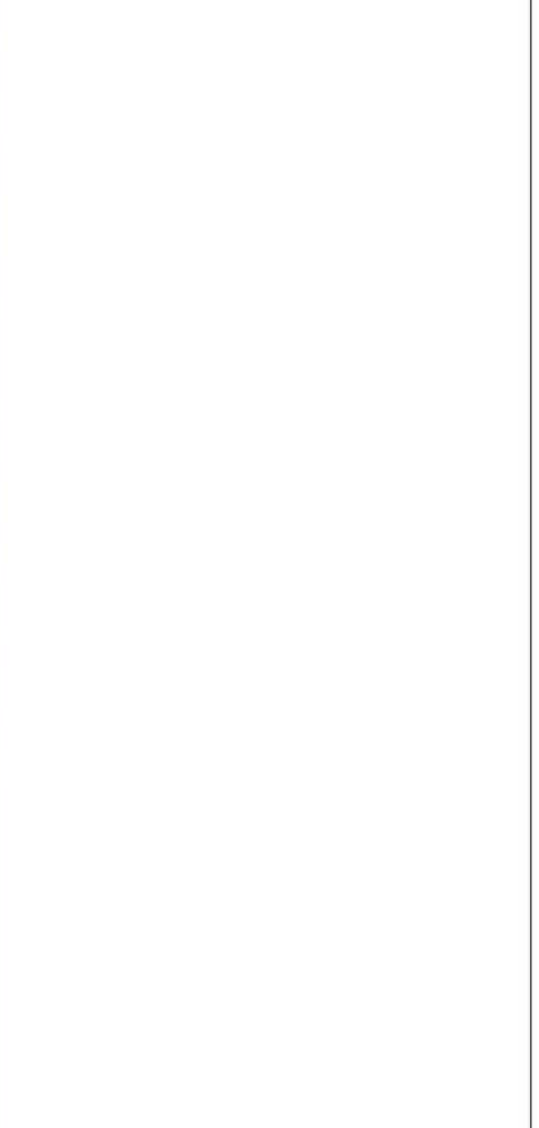
Appendix A



NOTES
 Permission is granted to scale from this drawing for the purpose of Local Authority Planning Approval only. In all other circumstances DO NOT scale from this drawing, please contact this office for any additional information required.
 Contractors, Sub Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.
 Where applicable this drawing is to be read in conjunction with the Consultants' drawings.
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REV	DESCRIPTION	DATE	AUTHOR	CHK'D
P1	Preliminary Issue	14/01/20	GR/at	
P2	Revised in accordance with client comments	15/01/20	GR/at	

- KEY**
- Site Boundary
 - ↘ Site Access
 - ✱ Listed Building: The Laurels, Grade II
 - ✱ LAP
 - ↘ Potential Public Footpaths



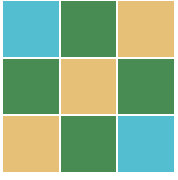
PROJECT
 Kingswood
 Kingswood
 For: Bloor Homes Tewkesbury

DRAWING
 Concept Plan - 04
 Approx. 95no. units

SCALE	DATE	AUTHOR	CHK'D
1:1000 @ A2	14/01/20	GR/at	

JOB NO.	DRAWING NO.	REV
BLOO181126	CP-04	P2





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Appendix B

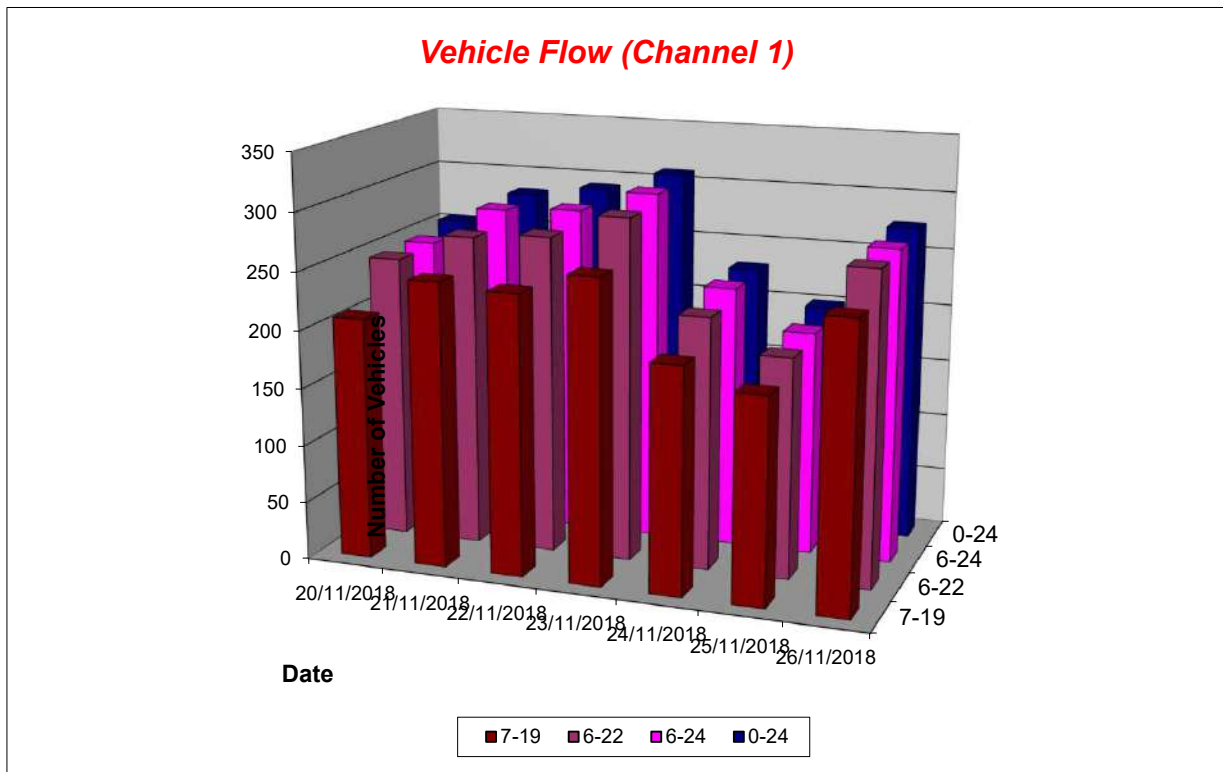
Walker Mill Lane, Kingswood ATC

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday	5 Day Ave	7 Day Ave
1	1	0	2	0	1	3	0	1	1
2	0	0	0	1	0	0	0	0	0
3	1	1	1	1	1	2	0	1	1
4	0	0	0	0	0	0	1	0	0
5	0	0	1	0	0	1	0	0	0
6	5	1	3	3	0	0	3	3	2
7	2	2	1	1	0	0	1	1	1
8	14	15	13	13	2	0	13	14	10
9	15	14	16	20	12	3	14	16	13
10	15	16	13	15	10	8	11	14	13
11	11	18	14	24	13	14	15	16	16
12	11	22	18	12	24	18	11	15	17
13	18	25	21	18	23	22	30	22	22
14	14	22	17	12	22	31	16	16	19
15	22	13	18	17	20	10	20	18	17
16	24	19	19	35	22	20	34	26	25
17	29	36	37	41	20	27	41	37	33
18	21	26	34	26	16	13	27	27	23
19	15	20	22	28	11	11	13	20	17
20	14	7	9	16	13	9	9	11	11
21	10	5	13	8	6	2	10	9	8
22	11	10	10	10	4	2	4	9	7
23	0	9	8	6	4	4	2	5	5
24	1	2	2	2	5	0	0	1	2
7-19	209	246	242	261	195	177	245	241	225
6-22	246	270	275	296	218	190	269	271	252
6-24	247	281	285	304	227	194	271	278	258
0-24	254	283	292	309	229	200	275	283	263



Walker Mill Lane, Kingswood ATC

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday
1	15.5	-	15.5	-	25.5	18.8	-
2	-	-	-	25.5	-	-	-
3	5.0	15.5	15.5	15.5	15.5	15.5	-
4	-	-	-	-	-	-	15.5
5	-	-	15.5	-	-	15.5	-
6	25.5	25.5	22.2	25.5	-	-	18.8
7	20.5	20.5	25.5	15.5	-	-	15.5
8	19.1	18.2	17.0	19.3	15.5	-	15.4
9	17.5	16.2	17.9	18.4	18.8	15.3	21.2
10	17.5	19.2	17.8	16.8	18.5	15.4	18.2
11	14.5	17.7	17.6	16.7	18.6	18.3	18.1
12	18.2	19.6	17.1	21.3	15.9	16.6	18.2
13	19.4	17.9	19.8	18.8	17.7	16.9	18.1
14	16.9	17.8	17.8	18.8	16.8	16.8	18.0
15	17.3	19.3	17.1	17.2	14.9	18.5	20.0
16	19.7	17.1	17.0	18.1	18.2	15.5	20.2
17	18.6	18.3	17.6	17.7	17.0	18.8	19.8
18	21.2	17.4	17.8	19.7	15.4	19.2	18.4
19	18.1	19.0	17.3	17.6	19.1	21.6	19.3
20	19.1	19.8	18.8	19.9	18.4	18.8	18.8
21	18.4	17.5	17.0	20.5	18.8	15.5	20.5
22	20.0	19.5	19.5	23.2	20.5	15.5	12.9
23	-	17.7	18.0	22.2	15.4	18.0	20.5
24	15.5	20.5	20.5	15.5	17.4	-	-

10-12	16.4	18.8	17.3	18.3	16.8	17.3	18.2
14-16	18.5	18.0	17.1	17.8	16.7	16.5	20.1
0-24	18.6	18.2	17.8	18.7	17.3	17.5	18.9

Average	18.1
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Channel 1 - Eastbound

85th Percentile

Hr Ending	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday
1	-	-	15.6	-	-	26.3	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	15.5	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	26.1	-	25.5	25.9	-	-	26.3
7	25.8	25.8	-	-	-	-	-
8	25.8	26.1	25.9	26.4	16.5	-	26.0
9	26.3	16.2	25.8	26.1	25.6	25.6	26.0
10	25.5	25.8	26.4	26.1	25.9	25.6	25.7
11	16.3	25.8	26.5	25.9	25.9	25.8	25.8
12	26.3	26.3	25.9	25.6	16.0	25.6	25.6
13	26.2	26.3	25.8	26.1	25.7	17.0	26.1
14	17.0	26.1	25.7	26.2	26.0	26.0	25.7
15	25.9	26.5	25.7	26.4	15.8	26.2	26.4
16	26.4	26.4	26.1	26.3	26.1	16.0	25.6
17	26.3	25.7	25.9	25.5	17.0	26.3	25.9
18	25.9	26.2	25.9	26.0	15.7	25.6	25.8
19	26.5	26.5	26.2	26.4	26.4	25.7	26.4
20	26.4	25.7	25.8	25.9	26.2	26.2	26.3
21	25.6	26.0	26.1	26.2	26.0	16.0	25.8
22	26.4	25.6	25.7	26.0	25.9	15.9	16.2
23	-	26.5	25.7	26.0	25.6	25.6	25.8
24	-	26.2	26.1	16.0	26.3	-	-

10-12	26.0	25.5	25.6	25.9	26.0	26.2	25.6
14-16	26.3	26.1	26.0	25.9	26.3	16.5	25.5
0-24	25.6	25.6	26.4	25.8	26.1	26.0	25.8

85th %ile	25.9
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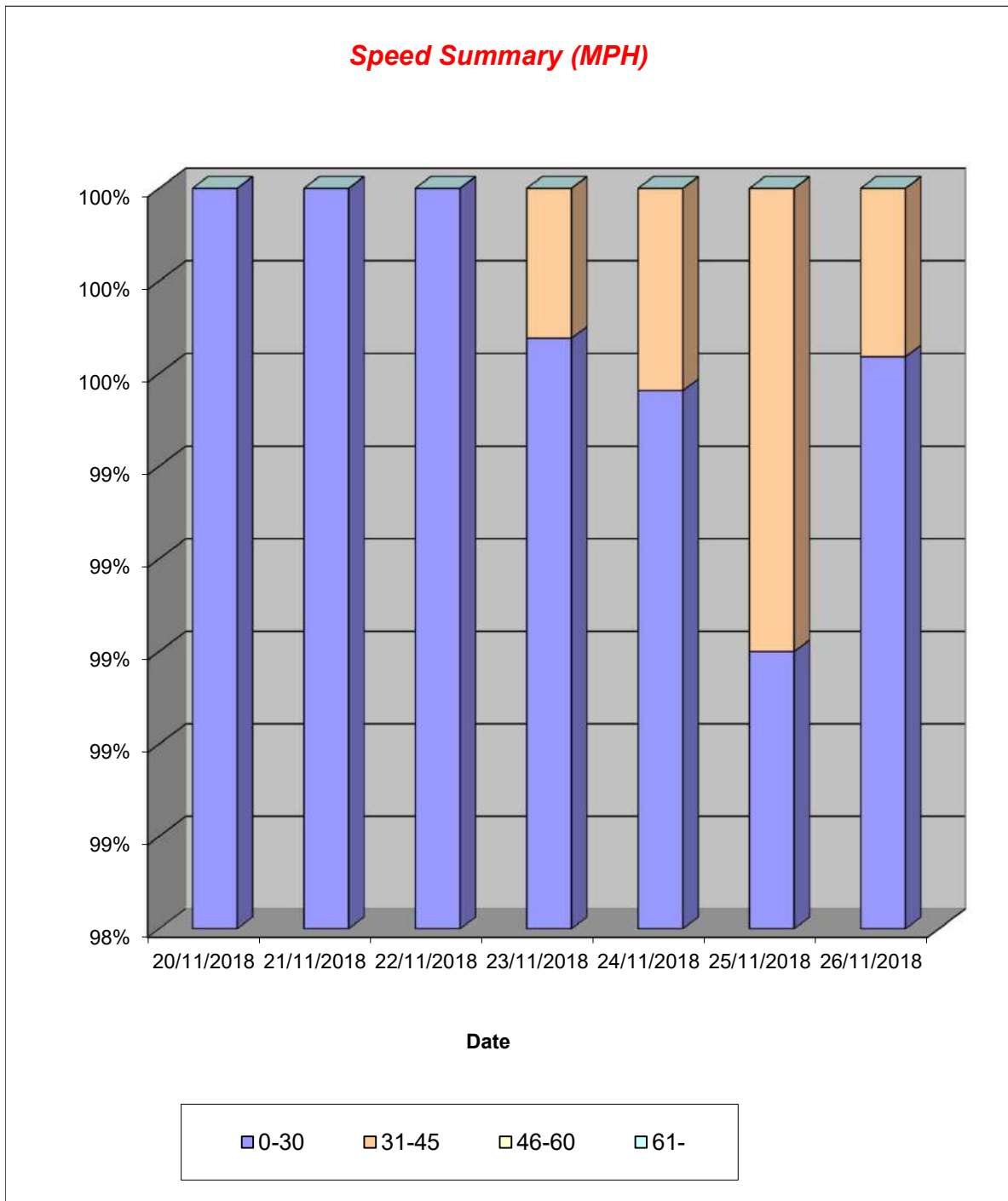
Walker Mill Lane, Kingswood ATC

Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday
0-30	254	283	292	308	228	198	274
31-45	0	0	0	1	1	2	1
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	254	283	292	309	229	200	275



Walker Mill Lane, Kingswood ATC

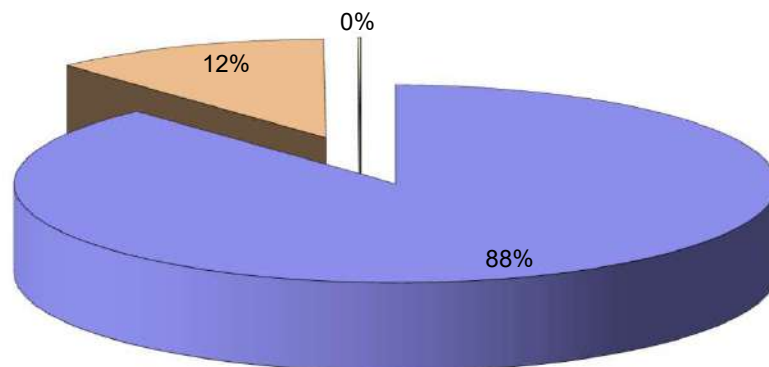
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/11/2018				
7-19	178	30	1	209
6-22	213	32	1	246
6-24	214	32	1	247
0-24	221	32	1	254
21/11/2018				
7-19	210	36	0	246
6-22	233	37	0	270
6-24	244	37	0	281
0-24	246	37	0	283
22/11/2018				
7-19	200	42	0	242
6-22	232	43	0	275
6-24	242	43	0	285
0-24	249	43	0	292
23/11/2018				
7-19	227	34	0	261
6-22	259	37	0	296
6-24	267	37	0	304
0-24	271	38	0	309
24/11/2018				
7-19	177	17	1	195
6-22	198	19	1	218
6-24	207	19	1	227
0-24	209	19	1	229
25/11/2018				
7-19	170	7	0	177
6-22	182	8	0	190
6-24	185	9	0	194
0-24	190	10	0	200
26/11/2018				
7-19	210	35	0	245
6-22	232	37	0	269
6-24	234	37	0	271
0-24	237	38	0	275
Average				
7-19	196	29	0	225
6-22	221	30	0	252
6-24	228	31	0	258
0-24	232	31	0	263

Total Vehicle Class Distribution



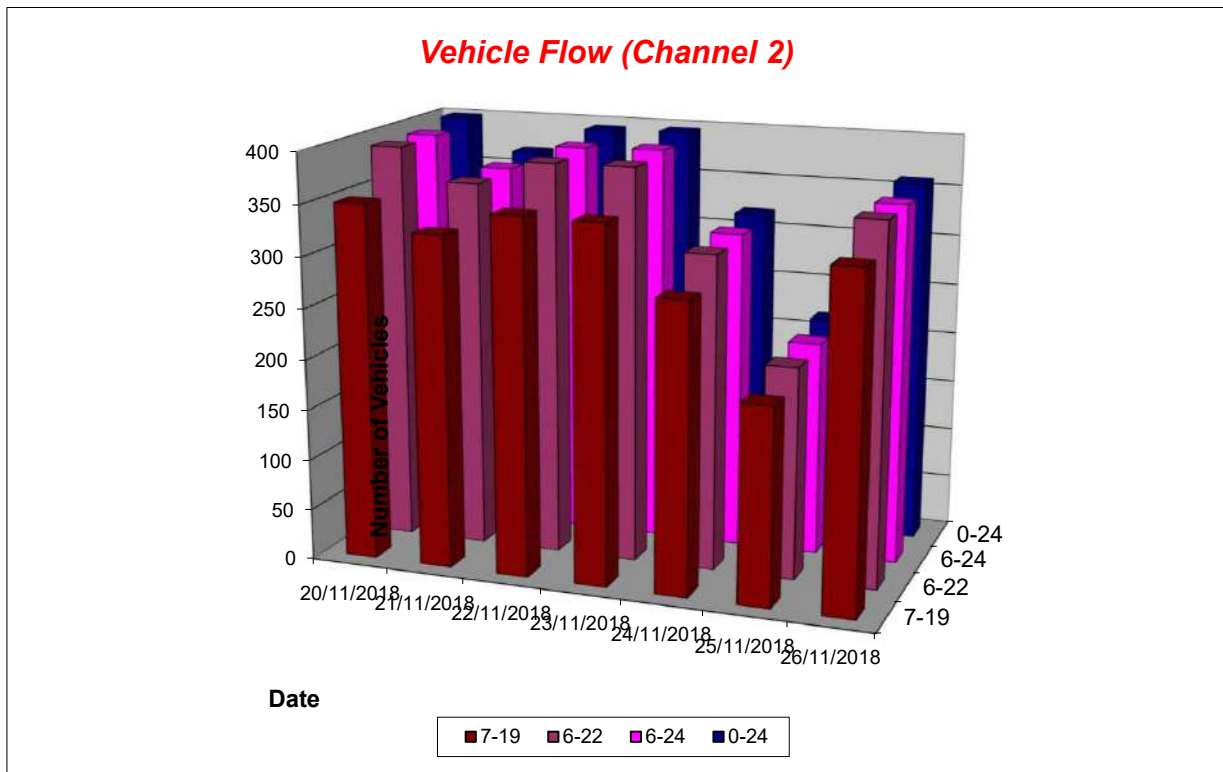
Walker Mill Lane, Kingswood ATC

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday	5 Day Ave	7 Day Ave
1	0	0	1	0	3	4	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	0	1	1	0	1	0	0	0
4	1	0	0	1	1	0	0	0	0
5	1	0	1	1	0	0	0	1	0
6	5	4	3	3	1	0	7	4	3
7	12	8	11	10	1	0	10	10	7
8	43	46	40	46	13	3	41	43	33
9	46	39	51	38	23	4	40	43	34
10	27	23	32	42	34	28	28	30	31
11	36	31	29	21	30	37	30	29	31
12	24	24	24	26	30	21	21	24	24
13	31	21	19	23	27	18	29	25	24
14	18	37	27	23	27	18	29	27	26
15	23	21	20	17	22	16	21	20	20
16	24	17	25	37	26	17	25	26	24
17	33	27	26	33	15	13	26	29	25
18	25	24	26	28	18	10	19	24	21
19	20	16	30	14	18	8	16	19	17
20	17	16	17	20	10	8	10	16	14
21	8	7	4	4	9	6	5	6	6
22	5	4	4	4	6	1	2	4	4
23	0	1	2	3	1	2	0	1	1
24	0	1	1	1	3	1	0	1	1
7-19	350	326	349	348	283	193	325	340	311
6-22	392	361	385	386	309	208	352	375	342
6-24	392	363	388	390	313	211	352	377	344
0-24	399	367	394	396	318	216	359	383	350



Walker Mill Lane, Kingswood ATC

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday
1	-	-	25.5	-	22.2	20.5	-
2	-	-	-	-	-	-	-
3	-	-	25.5	15.5	-	25.5	-
4	25.5	-	-	15.5	25.5	-	-
5	15.5	-	15.5	15.5	-	-	-
6	11.3	12.9	15.3	15.3	15.5	-	15.4
7	19.7	18.0	20.0	16.5	5.0	-	15.4
8	16.9	18.1	17.5	19.0	17.0	15.5	17.4
9	17.9	18.8	17.2	17.3	18.1	17.9	17.5
10	14.7	17.7	18.3	18.1	16.0	17.6	17.3
11	16.3	15.5	16.8	16.4	16.1	16.3	15.4
12	18.8	18.3	17.5	19.2	15.8	19.6	17.4
13	15.8	18.8	19.2	18.1	16.9	17.7	17.9
14	18.3	19.0	17.3	18.1	15.4	18.8	16.5
15	15.9	18.3	15.4	17.2	16.8	16.8	19.3
16	16.2	15.4	15.8	17.1	15.1	16.0	17.1
17	18.5	17.7	18.9	18.5	16.8	13.8	18.2
18	16.6	19.1	19.2	21.0	16.0	15.4	18.0
19	18.4	16.7	18.4	18.1	16.6	20.5	16.8
20	17.2	17.8	15.5	20.0	16.4	15.4	17.4
21	12.8	18.3	17.9	18.0	19.9	13.8	19.5
22	15.4	12.8	20.5	18.0	23.4	15.5	20.5
23	-	15.5	15.5	22.2	15.5	20.5	-
24	-	15.5	15.5	15.5	22.2	15.5	-

10-12	17.3	16.7	17.2	18.0	15.9	17.5	16.2
14-16	16.1	17.0	15.7	17.1	15.9	16.4	18.1
0-24	16.9	17.8	17.6	18.3	16.6	17.2	17.3

Average	17.4
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Channel 2 - Westbound

85th Percentile

Hr Ending	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday
1	-	-	-	-	26.1	26.0	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	15.7	15.8	26.0	25.7	-	-	16.3
7	26.0	25.6	25.9	16.6	-	-	15.6
8	25.8	26.0	26.0	25.6	25.9	15.7	26.0
9	25.8	25.7	25.7	25.6	25.8	25.9	26.3
10	15.5	26.5	26.1	26.3	26.5	25.9	26.3
11	26.0	15.6	26.0	25.9	26.3	25.8	25.8
12	25.7	25.5	26.2	26.0	26.2	26.0	26.5
13	26.4	25.8	26.4	25.6	25.9	25.6	26.3
14	26.1	26.0	25.9	25.6	16.2	26.0	26.2
15	26.3	26.4	15.8	25.7	25.8	16.9	26.4
16	26.4	16.0	25.8	25.5	15.9	26.1	26.4
17	25.8	25.9	25.7	26.2	25.9	26.4	25.9
18	26.0	26.3	26.0	26.0	26.4	26.2	25.6
19	25.6	26.3	25.7	26.1	25.6	25.9	16.9
20	26.1	26.2	16.1	25.7	26.1	26.2	26.3
21	15.9	26.2	25.9	26.0	25.8	15.6	26.2
22	26.5	26.5	26.4	26.2	33.1	-	25.9
23	-	-	16.0	26.3	-	26.2	-
24	-	-	-	-	25.6	-	-

10-12	25.6	25.9	26.2	26.4	25.9	25.7	25.5
14-16	26.4	26.2	16.2	26.2	16.5	25.7	25.7
0-24	26.1	25.7	26.1	25.6	26.0	25.8	25.7

85th %ile	25.9
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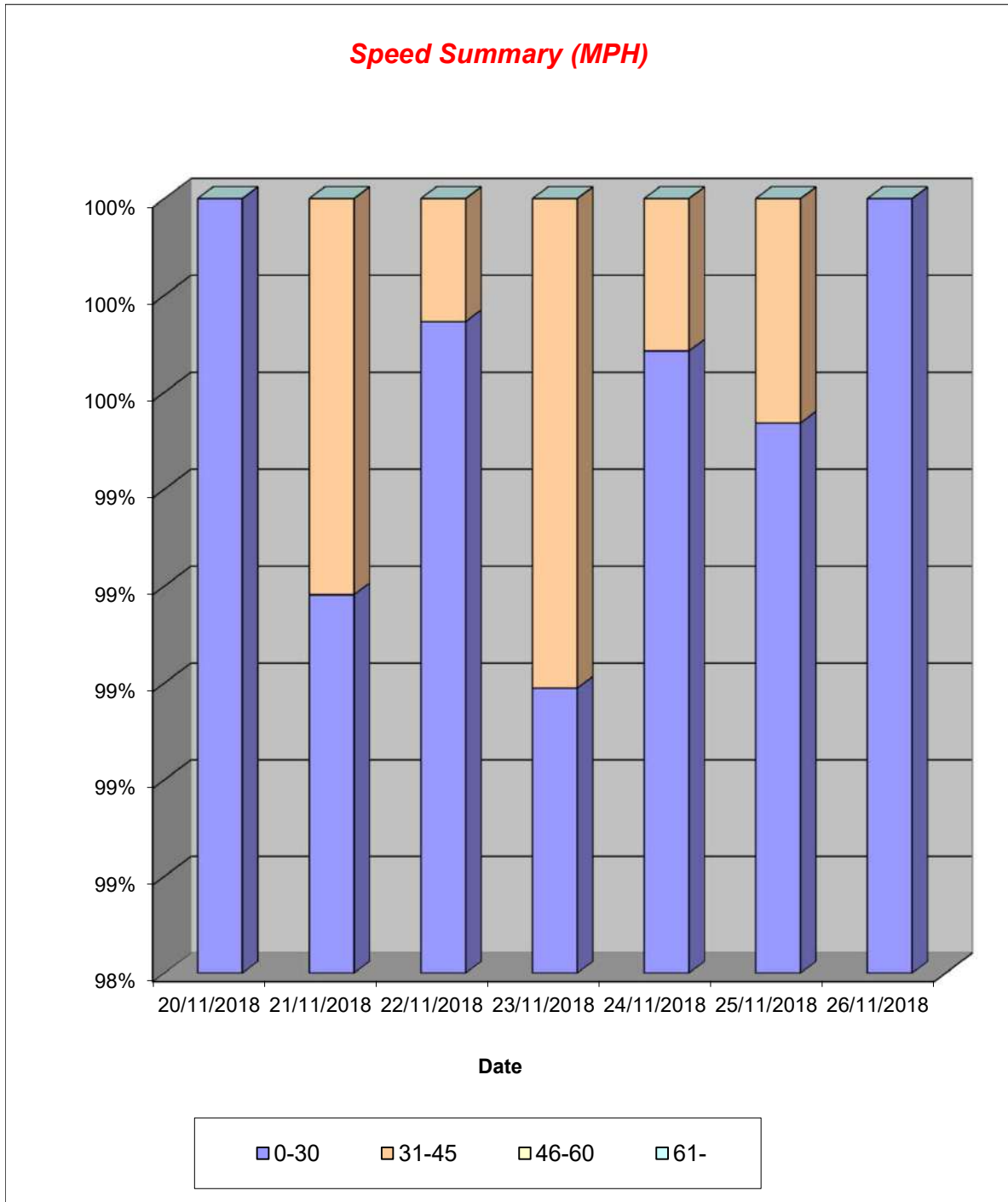
Walker Mill Lane, Kingswood ATC

Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	20/11/2018 Tuesday	21/11/2018 Wednesday	22/11/2018 Thursday	23/11/2018 Friday	24/11/2018 Saturday	25/11/2018 Sunday	26/11/2018 Monday
0-30	399	364	393	392	317	215	359
31-45	0	3	1	4	1	1	0
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	399	367	394	396	318	216	359



Walker Mill Lane, Kingswood ATC

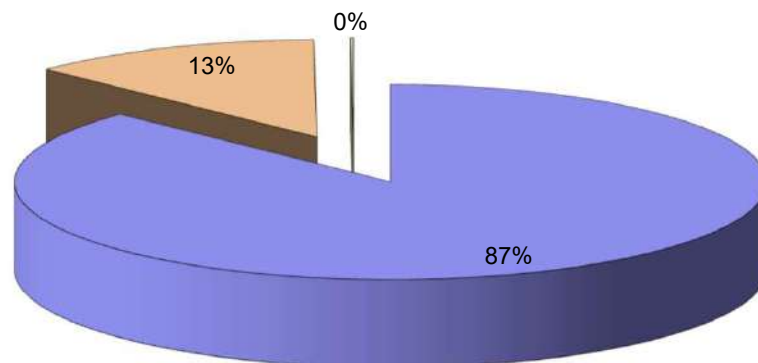
Channel 2 - Westbound

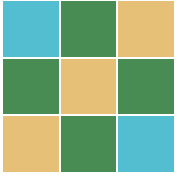
Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
20/11/2018				
7-19	294	54	2	350
6-22	335	55	2	392
6-24	335	55	2	392
0-24	342	55	2	399
21/11/2018				
7-19	281	44	1	326
6-22	315	45	1	361
6-24	317	45	1	363
0-24	320	46	1	367
22/11/2018				
7-19	290	59	0	349
6-22	322	63	0	385
6-24	325	63	0	388
0-24	331	63	0	394
23/11/2018				
7-19	303	45	0	348
6-22	339	47	0	386
6-24	343	47	0	390
0-24	348	48	0	396
24/11/2018				
7-19	255	28	0	283
6-22	280	29	0	309
6-24	284	29	0	313
0-24	288	30	0	318
25/11/2018				
7-19	181	12	0	193
6-22	195	13	0	208
6-24	198	13	0	211
0-24	202	14	0	216
26/11/2018				
7-19	272	53	0	325
6-22	298	54	0	352
6-24	298	54	0	352
0-24	305	54	0	359
Average				
7-19	268	42	0	311
6-22	298	44	0	342
6-24	300	44	0	344
0-24	305	44	0	350

Total Vehicle Class Distribution





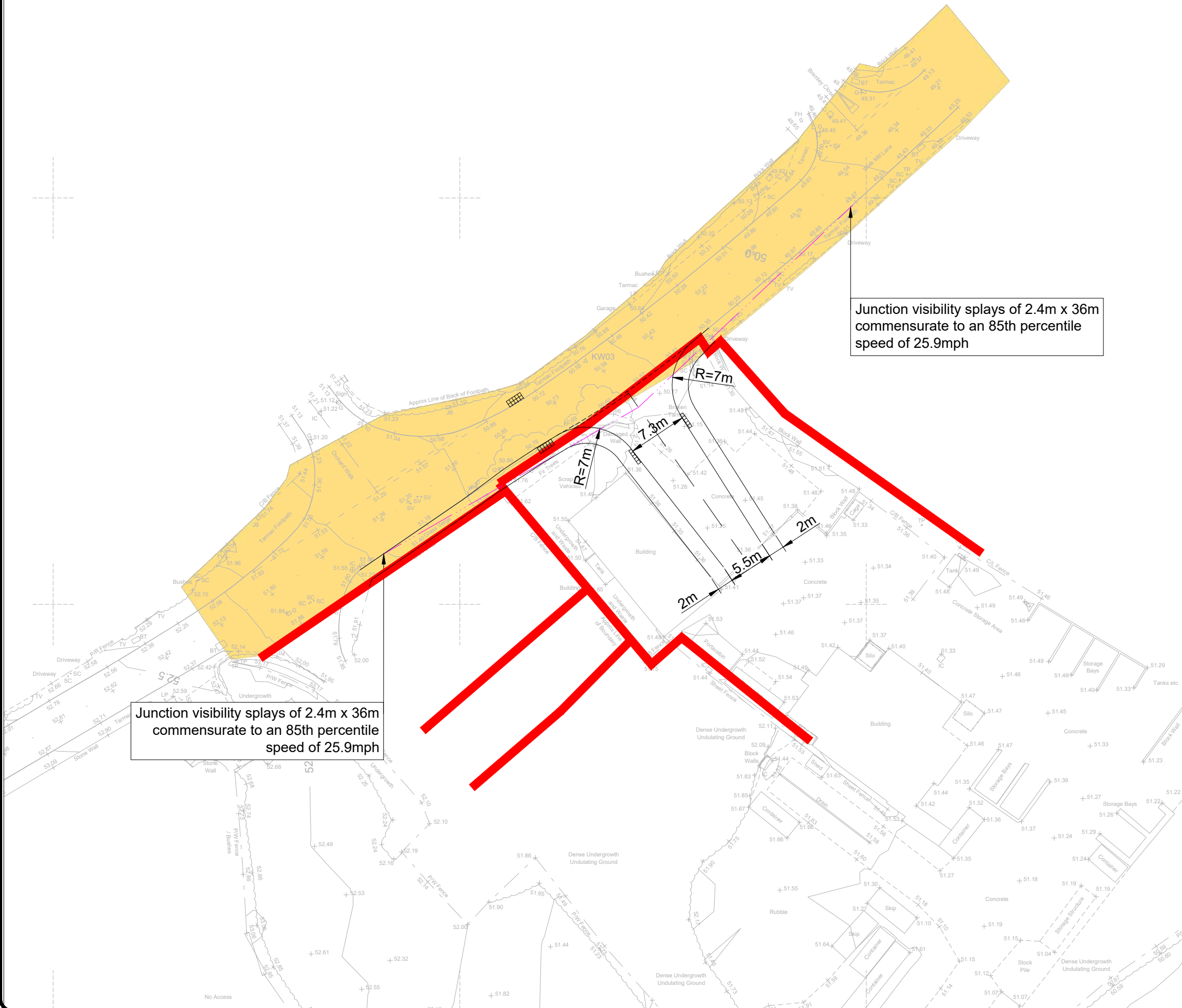
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Appendix C



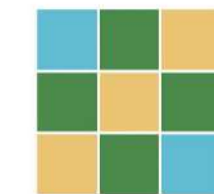
Notes:

 Adopted Highway



Junction visibility splays of 2.4m x 36m commensurate to an 85th percentile speed of 25.9mph

Junction visibility splays of 2.4m x 36m commensurate to an 85th percentile speed of 25.9mph



**COTSWOLD
TRANSPORT
PLANNING**

Cotswold Transport Planning Ltd
121 Promenade
Cheltenham Gloucestershire GL50 1NW
Tel: 01242 523696
cheltenham@cotswoldtp.co.uk
www.cotswoldtp.co.uk

Drawing Title:
Potential Site Access Layout

Client:
Bloor Homes

Project:
Land at Walk Mill Lane, Kingswood

Drawing No:
SK01

Revision:
F

Date Drawn:
15.12.17

Issue Date:
24.01.20

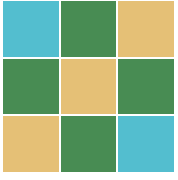
Drawn by:
MP

Checked by:
BQ

Project Code:
CTP-17-588

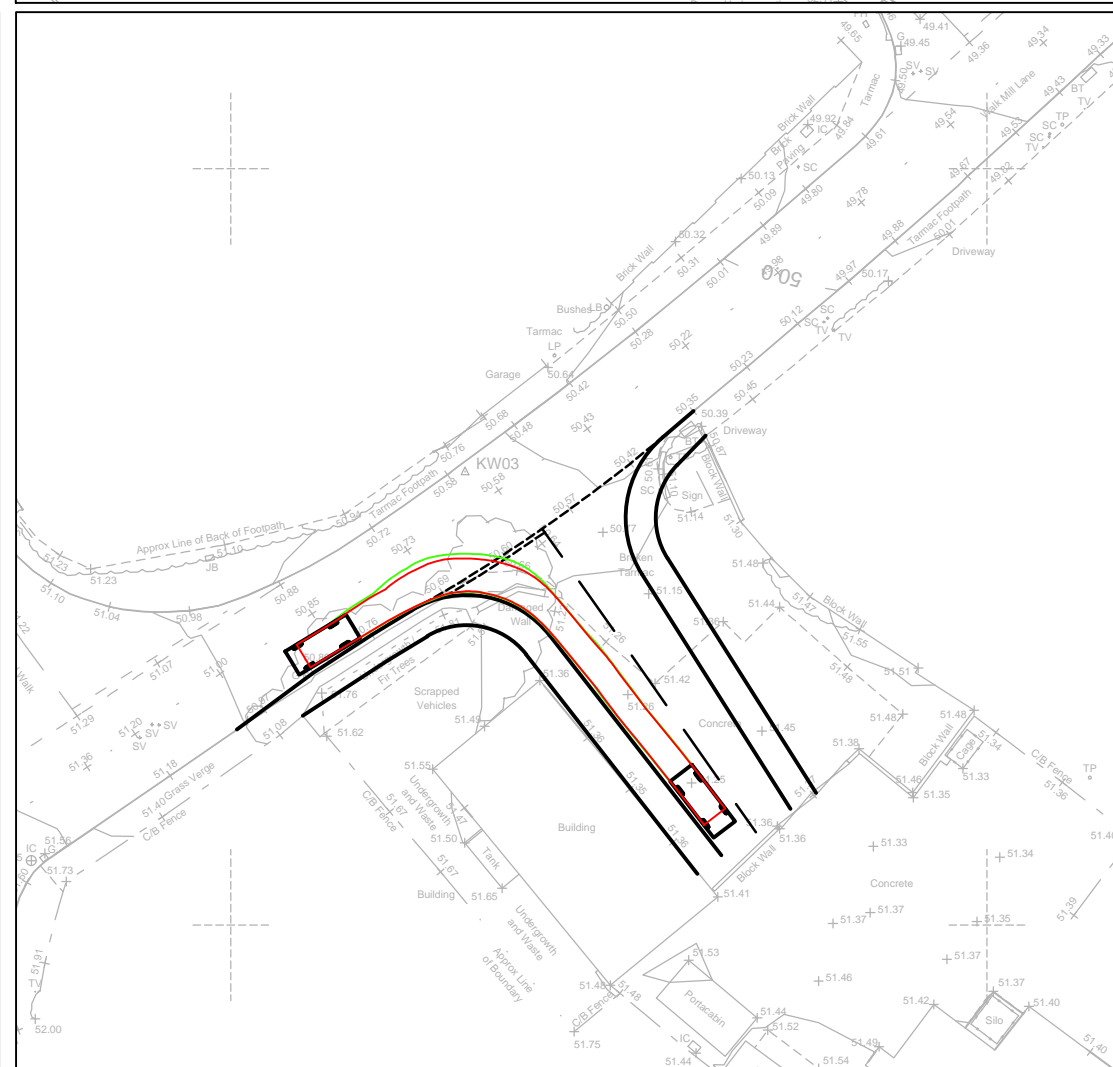
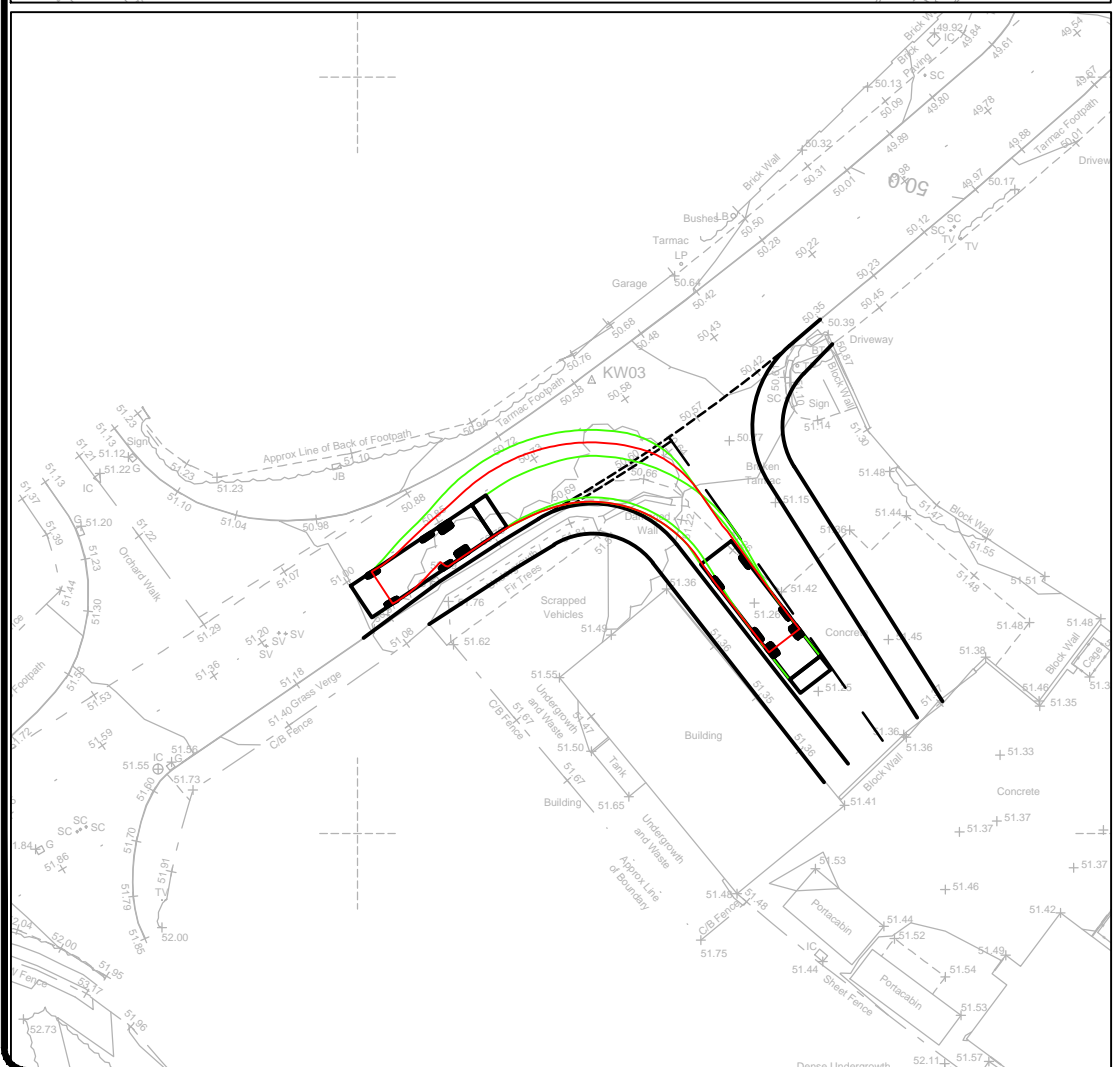
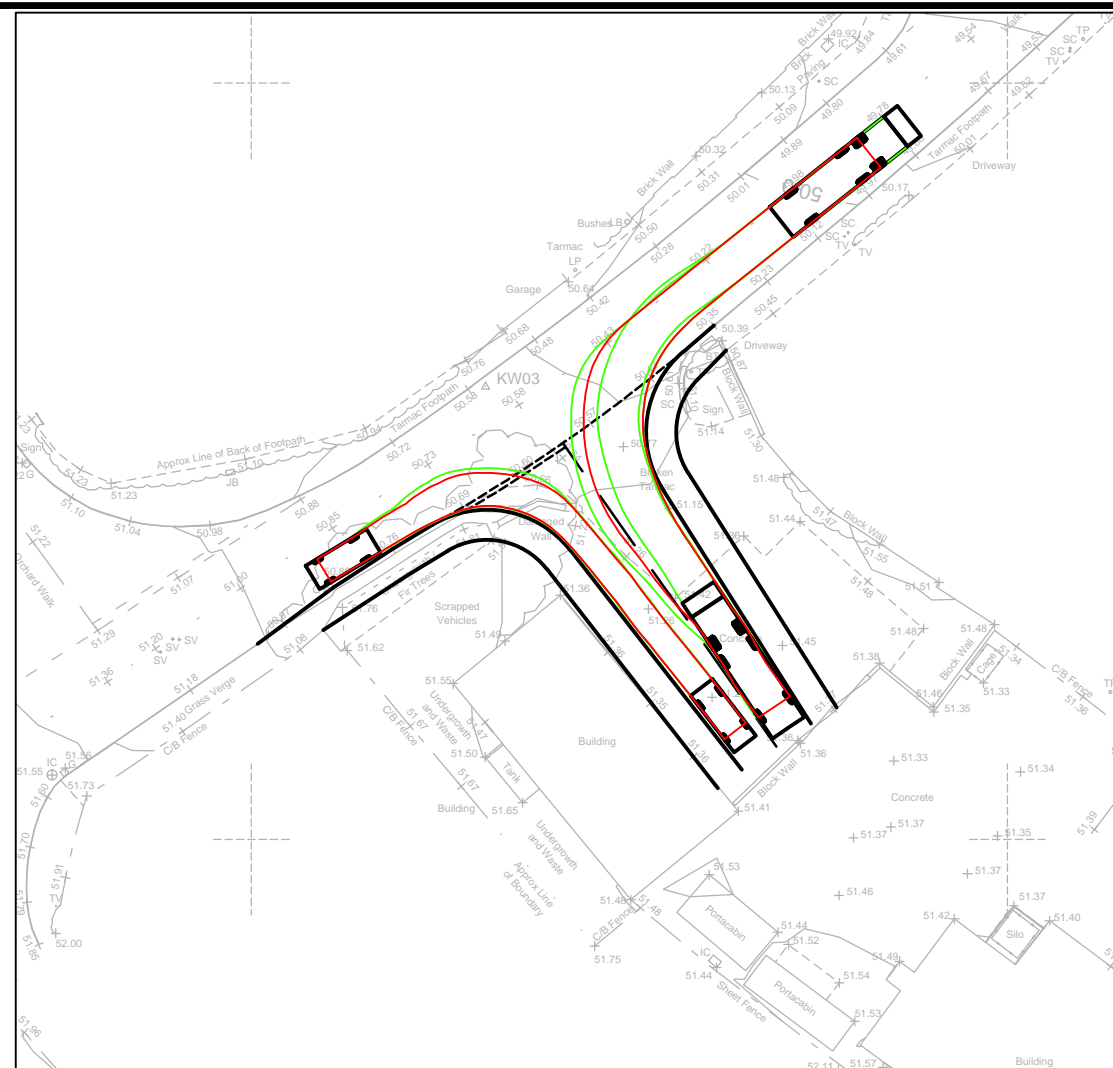
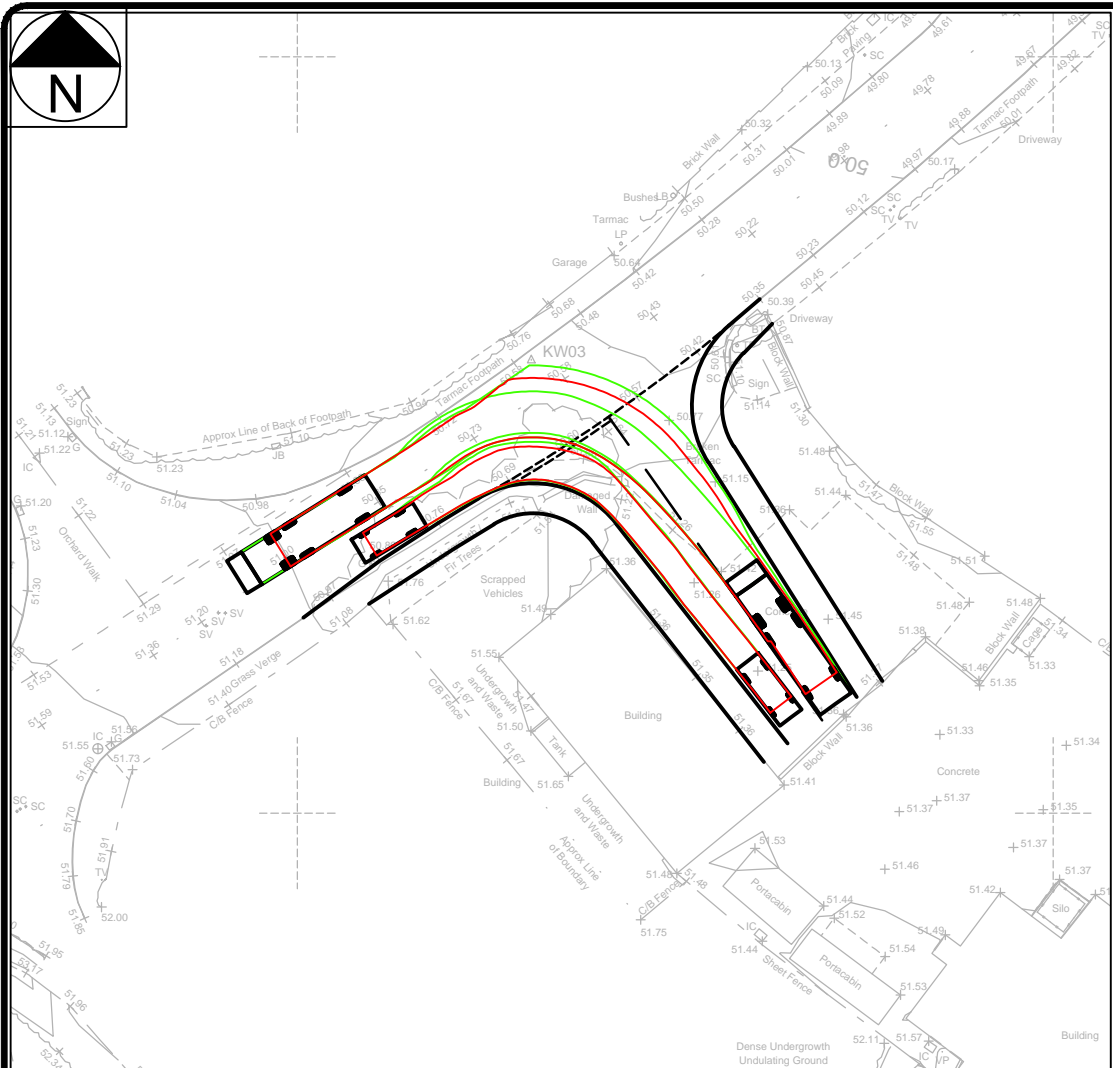
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Drawing Status:
PRELIMINARY

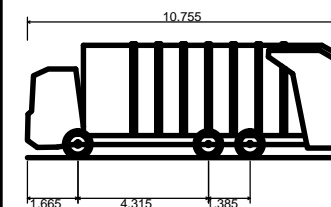


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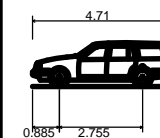
Appendix D



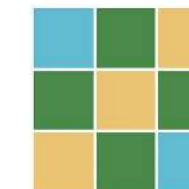
Notes:



Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)
 Overall Length 10.755m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 11.450m



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



**COTSWOLD
TRANSPORT
PLANNING**

Cotswold Transport Planning Ltd
121 Promenade
Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
 Refuse Vehicle Swept Paths

Client:
 Bloor Homes

Project:
 Land at Walk Mill Lane, Kingswood

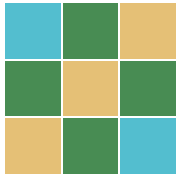
Drawing No: SP01	Revision: A
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Date Drawn: 15.12.17	Issue Date: 09.10.19
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Drawn by: MP	Checked by: MF
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Project Code: CTP-17-588	Scale at A3: 1:500
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Drawing Status:
PRELIMINARY



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Appendix E



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

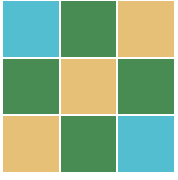
PROJECT:
**Land at Walk Mill Lane,
Kingswood, Gloucestershire**

TITLE:
**Full Route - Walk Mill Lane to
Blue Coat Primary School**

STATUS:
ISSUE

SCALE: n/a	DATE: 24.01.20	DRAWN: BF	CHECKED: JM	APPROVED: BQ
JOB NO: CTP-17-588	DRAWING NO: n/a	REVISION: -		





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Appendix F



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

PROJECT:
**Land at Walk Mill Lane,
Kingswood, Gloucestershire**

TITLE:
**Full Route - Walk Mill Lane
and Wickwar Road to Blue
Coat Primary School**

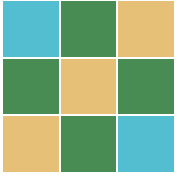
STATUS:
ISSUE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
n/a	24.01.20	BF	JM	BQ

JOB NO:	DRAWING NO:	REVISION:
CTP-17-588	n/a	-



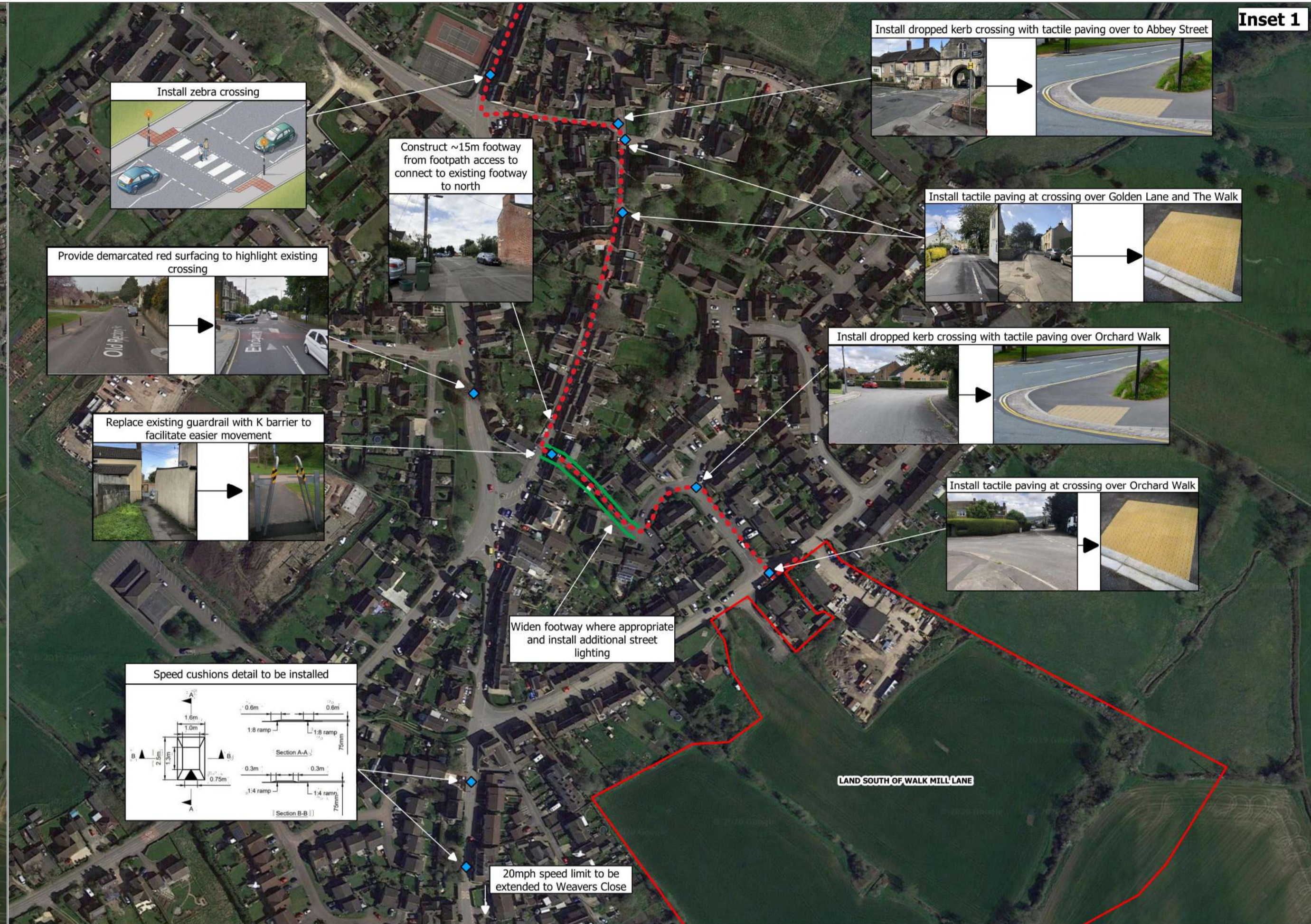
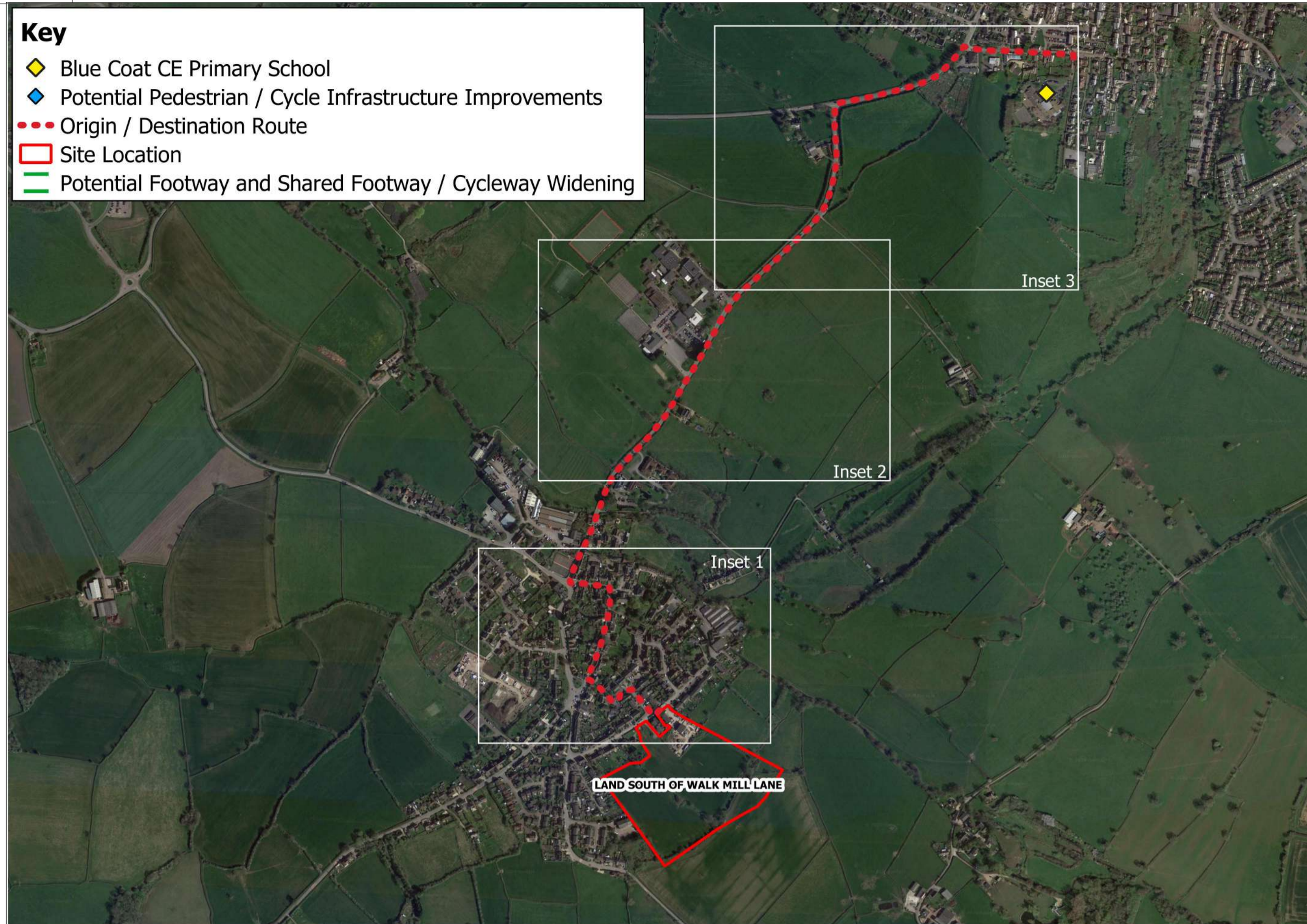
INDICATIVE



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Appendix G

- Key**
- ◆ Blue Coat CE Primary School
 - ◆ Potential Pedestrian / Cycle Infrastructure Improvements
 - Origin / Destination Route
 - Site Location
 - Potential Footway and Shared Footway / Cycleway Widening



Rev	Date	Details	Drawn By	Checked By

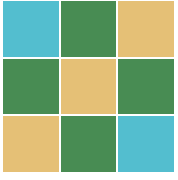


CLIENT:



PROJECT:
Land at Walk Mill Lane,
Kingswood, Gloucestershire

TITLE:
Potential Highway
Improvements Plan



COTSWOLD
TRANSPORT
PLANNING

Appendix H

Crashmap

Personal Recorded Injury Collisions 5 years

The screenshot displays the crashmap.co.uk interface. At the top left is the logo and website name. A search bar at the top right contains the text "wotton under edge". Below the search bar is a filter panel with the following sections:

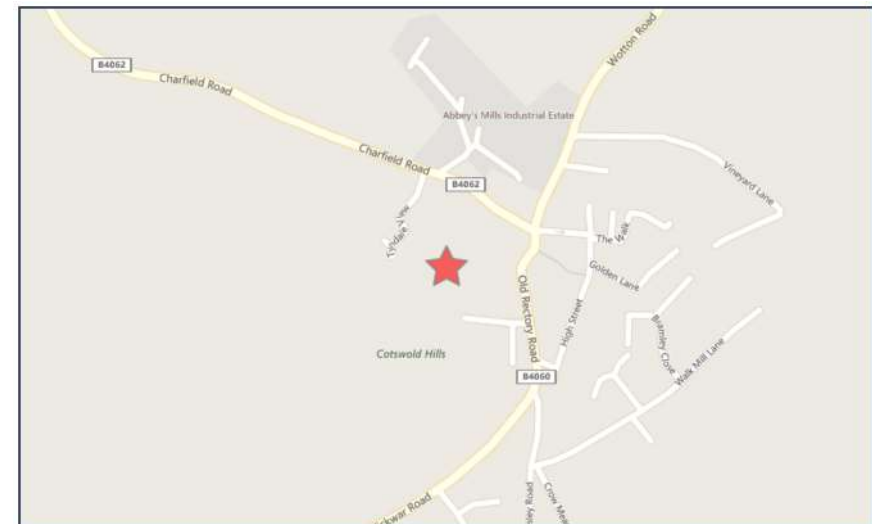
- Location:** wotton under edge
- Years:** 5 of 20 years selected
- Severity:** Fatal , Serious , Slight
- Casualty Types:** All Casualty Types
- Vehicles Involved:** All Vehicle Types

A "Search" button is located at the bottom of the filter panel. On the left side of the map, there is a legend for "Incident Severity" with three icons: a yellow exclamation mark for "Slight", a red exclamation mark for "Serious", and a black exclamation mark for "Fatal". Below the legend, a box indicates "6 results found". The map shows several orange markers (Slight) and one red marker (Serious) along Wotton Rd and Kingswood Rd. Various landmarks and streets are labeled, including "The Chipping Surgery", "Wotton Under Edge Swimming Pool", "Blue Coat Church of England Primary School", "The British School", "Wotton Community PARC", "Katharine Lady Berkeley's School", "Loxley Solicitors", "Pennwood Lodge Care Home", "Park Mill Farm", "Kingswood Congregational Church", "D C L Print", "Post Office", "Kingswood Village Hall", "Newman J F", "41 Bearlands", "Iceicles", "LH Ballinger", and "Marks Mill Barn".



Crash Date: Thursday, September 11, 2014 **Time of Crash:** 3:45:00 PM **Crash Reference:** 2014530208992

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Gloucestershire			Number of Vehicles:	1
Local Authority:	Stroud District			OS Grid Reference:	374500 191980
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Crash Date: Saturday, November 01, 2014 **Time of Crash:** 3:50:00 PM **Crash Reference:** 2014530209362

Highest Injury Severity:	Slight	Road Number:	B4058	Number of Casualties:	1
Highway Authority:	Gloucestershire			Number of Vehicles:	2
Local Authority:	Stroud District			OS Grid Reference:	375170 192998
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Male	46 - 55	Vehicle is moving off	Front	Commuting to/from work	None	None
1	Motorcycle 50cc and under	1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Thursday, December 17, 2015 **Time of Crash:** 12:00:00 PM **Crash Reference:** 2015530037394

Highest Injury Severity:	Serious	Road Number:	B4060	Number of Casualties:	1
Highway Authority:	Gloucestershire	Number of Vehicles:	1	OS Grid Reference:	374618 191991
Local Authority:	Stroud District				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	66 - 75	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	56 - 65	On footway or verge	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Crash Date: Monday, October 19, 2015 **Time of Crash:** 9:45:00 AM **Crash Reference:** 2015530209927

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Gloucestershire **Number of Vehicles:** 1
Local Authority: Stroud District **OS Grid Reference:** 375750 193085
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: One way street
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's nearside

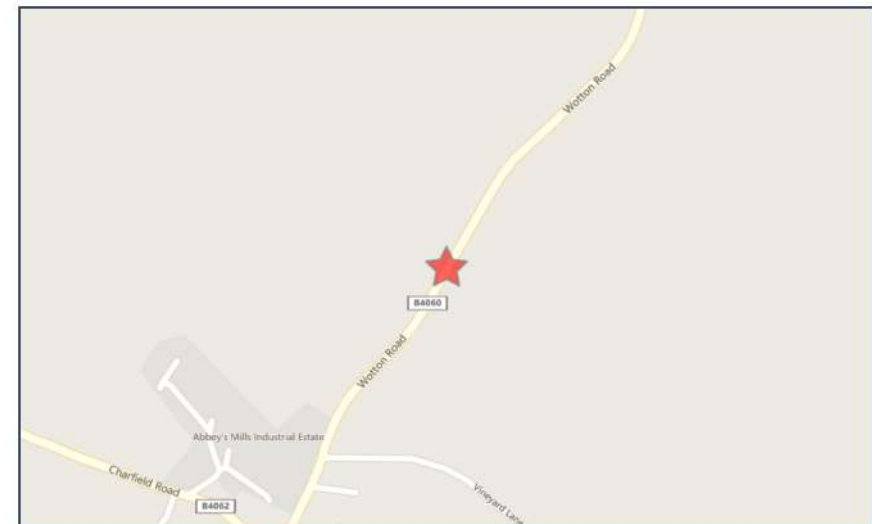
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Sunday, August 20, 2017 **Time of Crash:** 8:38:00 PM **Crash Reference:** 2017530213155

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Gloucestershire			Number of Vehicles:	2
Local Authority:	Stroud District			OS Grid Reference:	374873 192453
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

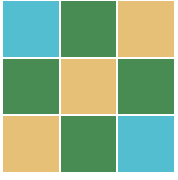
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	7	Female	16 - 20	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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COTSWOLD
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Appendix I

Calculation Reference: AUDIT-701101-200124-0114

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	CO CONWY	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

Secondary 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: Gross floor area
 Actual Range: 2000 to 6186 (units: sqm)
 Range Selected by User: 178 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 17/06/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
--------------	---

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:

Industrial Zone	1
Commercial Zone	2
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B1 5 days

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

Population within 1 mile:

1,000 or Less 1 days
 1,001 to 5,000 1 days
 5,001 to 10,000 2 days
 10,001 to 15,000 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 1 days
 50,001 to 75,000 1 days
 75,001 to 100,000 1 days
 100,001 to 125,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days
 1.1 to 1.5 2 days
 1.6 to 2.0 1 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 1 days
 No 4 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CO-02-A-01	GOVERNMENT OFFICES	CONWY
	NARROW LANE		
	LLANDUDNO JUNCTION		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	6186 sqm	
	Survey date: WEDNESDAY	28/03/18	Survey Type: MANUAL
2	DH-02-A-02	CONSTRUCTION COMPANY	DURHAM
	DURHAM ROAD		
	NEAR DURHAM		
	BOWBURN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL
3	DH-02-A-03	ENGINEERING COMPANY	DURHAM
	ALDERMAN BEST WAY		
	DARLINGTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3530 sqm	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
4	KC-02-A-07	KCC HIGHWAYS REG.	KENT
	KAVELIN WAY		
	ASHFORD		
	HENWOOD IND. ESTATE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
5	MG-02-A-02	OFFICES	MONAGHAN
	ARMAGH ROAD		
	MONAGHAN		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	3205 sqm	
	Survey date: WEDNESDAY	16/11/16	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 02 - EMPLOYMENT/A - OFFICE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	3489	0.235	5	3489	0.052	5	3489	0.287
07:30 - 08:00	5	3489	0.430	5	3489	0.080	5	3489	0.510
08:00 - 08:30	5	3489	0.780	5	3489	0.052	5	3489	0.832
08:30 - 09:00	5	3489	0.906	5	3489	0.011	5	3489	0.917
09:00 - 09:30	5	3489	0.797	5	3489	0.109	5	3489	0.906
09:30 - 10:00	5	3489	0.390	5	3489	0.115	5	3489	0.505
10:00 - 10:30	5	3489	0.235	5	3489	0.138	5	3489	0.373
10:30 - 11:00	5	3489	0.212	5	3489	0.097	5	3489	0.309
11:00 - 11:30	5	3489	0.160	5	3489	0.109	5	3489	0.269
11:30 - 12:00	5	3489	0.149	5	3489	0.132	5	3489	0.281
12:00 - 12:30	5	3489	0.195	5	3489	0.258	5	3489	0.453
12:30 - 13:00	5	3489	0.321	5	3489	0.332	5	3489	0.653
13:00 - 13:30	5	3489	0.350	5	3489	0.258	5	3489	0.608
13:30 - 14:00	5	3489	0.310	5	3489	0.212	5	3489	0.522
14:00 - 14:30	5	3489	0.218	5	3489	0.149	5	3489	0.367
14:30 - 15:00	5	3489	0.166	5	3489	0.212	5	3489	0.378
15:00 - 15:30	5	3489	0.149	5	3489	0.281	5	3489	0.430
15:30 - 16:00	5	3489	0.126	5	3489	0.235	5	3489	0.361
16:00 - 16:30	5	3489	0.149	5	3489	0.522	5	3489	0.671
16:30 - 17:00	5	3489	0.115	5	3489	0.716	5	3489	0.831
17:00 - 17:30	5	3489	0.097	5	3489	1.066	5	3489	1.163
17:30 - 18:00	5	3489	0.034	5	3489	0.785	5	3489	0.819
18:00 - 18:30	5	3489	0.023	5	3489	0.527	5	3489	0.550
18:30 - 19:00	5	3489	0.011	5	3489	0.224	5	3489	0.235
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.558			6.672			13.230

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:	2000 - 6186 (units: sqm)
Survey date date range:	01/01/11 - 17/06/19
Number of weekdays (Monday-Friday):	5
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701101-200124-0154

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST EX ESSEX	1 days
03	SOUTH WEST DV DEVON	1 days
06	WEST MIDLANDS WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE WY WEST YORKSHIRE	1 days
08	NORTH WEST LC LANCASHIRE	1 days
12	CONNAUGHT RO ROSCOMMON	1 days

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

Secondary 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: Gross floor area
 Actual Range: 2030 to 4876 (units: sqm)
 Range Selected by User: 552 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/11/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	6
--------------	---

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:

Industrial Zone	4
Commercial Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	2 days
B2	3 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 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	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	6 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm <i>Survey date: MONDAY 03/07/17</i>	INDUSTRIAL ESTATE	DEVON	<i>Survey Type: MANUAL</i>
2	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 4876 sqm <i>Survey date: FRIDAY 18/05/18</i>	INDUSTRIAL ESTATE	ESSEX	<i>Survey Type: MANUAL</i>
3	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 17/11/17</i>	INDUSTRIAL ESTATE	LANCASHIRE	<i>Survey Type: MANUAL</i>
4	RO-02-D-01 ÁTHLONE ROAD ROSCOMMON ARDSALLAGH MÓRE Edge of Town No Sub Category Total Gross floor area: 2030 sqm <i>Survey date: FRIDAY 27/04/18</i>	INDUSTRIAL ESTATE	ROSCOMMON	<i>Survey Type: MANUAL</i>
5	WO-02-D-01 SANDY LANE STOURPORT-ON-SEVERN Edge of Town Commercial Zone Total Gross floor area: 2758 sqm <i>Survey date: FRIDAY 23/05/14</i>	INDUSTRIAL ESTATE	WORCESTERSHIRE	<i>Survey Type: MANUAL</i>
6	WY-02-D-06 PIONEER WAY CASTLEFORD Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3715	0.153	6	3715	0.045	6	3715	0.198
07:30 - 08:00	6	3715	0.278	6	3715	0.108	6	3715	0.386
08:00 - 08:30	6	3715	0.274	6	3715	0.233	6	3715	0.507
08:30 - 09:00	6	3715	0.242	6	3715	0.148	6	3715	0.390
09:00 - 09:30	6	3715	0.170	6	3715	0.121	6	3715	0.291
09:30 - 10:00	6	3715	0.256	6	3715	0.139	6	3715	0.395
10:00 - 10:30	6	3715	0.144	6	3715	0.144	6	3715	0.288
10:30 - 11:00	6	3715	0.260	6	3715	0.153	6	3715	0.413
11:00 - 11:30	6	3715	0.175	6	3715	0.202	6	3715	0.377
11:30 - 12:00	6	3715	0.256	6	3715	0.305	6	3715	0.561
12:00 - 12:30	6	3715	0.215	6	3715	0.242	6	3715	0.457
12:30 - 13:00	6	3715	0.233	6	3715	0.247	6	3715	0.480
13:00 - 13:30	6	3715	0.251	6	3715	0.242	6	3715	0.493
13:30 - 14:00	6	3715	0.170	6	3715	0.175	6	3715	0.345
14:00 - 14:30	6	3715	0.184	6	3715	0.251	6	3715	0.435
14:30 - 15:00	6	3715	0.153	6	3715	0.211	6	3715	0.364
15:00 - 15:30	6	3715	0.184	6	3715	0.161	6	3715	0.345
15:30 - 16:00	6	3715	0.220	6	3715	0.166	6	3715	0.386
16:00 - 16:30	6	3715	0.179	6	3715	0.224	6	3715	0.403
16:30 - 17:00	6	3715	0.157	6	3715	0.301	6	3715	0.458
17:00 - 17:30	6	3715	0.108	6	3715	0.350	6	3715	0.458
17:30 - 18:00	6	3715	0.108	6	3715	0.184	6	3715	0.292
18:00 - 18:30	6	3715	0.027	6	3715	0.103	6	3715	0.130
18:30 - 19:00	6	3715	0.027	6	3715	0.049	6	3715	0.076
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.424			4.504			8.928

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:	2030 - 4876 (units: sqm)
Survey date date range:	01/01/11 - 06/11/18
Number of weekdays (Monday-Friday):	6
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701101-200124-0129

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	BG BRIDGEND	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	ML MIDLOTHIAN	1 days
14	LEINSTER	
	LU LOUTH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Secondary 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: Gross floor area
Actual Range: 750 to 9000 (units: sqm)
Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 29/03/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Industrial Zone	6
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

B8 7 days

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

Population within 1 mile:

1,000 or Less 3 days
5,001 to 10,000 3 days
15,001 to 20,000 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 2 days
25,001 to 50,000 2 days
50,001 to 75,000 1 days
75,001 to 100,000 2 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 1 days
1.1 to 1.5 5 days
2.1 to 2.5 1 days

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

Travel Plan:

No 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 7 days

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

LIST OF SITES relevant to selection parameters

1	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST. Edge of Town Industrial Zone Total Gross floor area: 3050 sqm <i>Survey date: MONDAY 13/10/14</i>	LOGISTICS COMPANY	BRIDGEND	<i>Survey Type: MANUAL</i>
2	CB-02-F-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2950 sqm <i>Survey date: TUESDAY 10/06/14</i>	DOMINO'S PIZZA	CUMBRIA	<i>Survey Type: MANUAL</i>
3	DL-02-F-02 TURVEY AVENUE DUBLIN DONABATE Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 3950 sqm <i>Survey date: THURSDAY 29/09/11</i>	DISTRIBUTION CEN	DUBLIN	<i>Survey Type: MANUAL</i>
4	LU-02-F-01 MATTHEWS LANE DROGHEDA LAGAVOOREN Edge of Town No Sub Category Total Gross floor area: 5350 sqm <i>Survey date: FRIDAY 19/06/15</i>	PACKAGING COMPANY	LOUTH	<i>Survey Type: MANUAL</i>
5	ML-02-F-01 UNIT 53 DALKEITH MAYFIELD IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 750 sqm <i>Survey date: WEDNESDAY 04/05/11</i>	WINDOWS	MIDLOTHIAN	<i>Survey Type: MANUAL</i>
6	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 18/09/15</i>	ROAD HAULAGE	SUFFOLK	<i>Survey Type: MANUAL</i>
7	WR-02-F-01 UNIT 1-2 PACIFIC PARK NEAR WREXHAM WREXHAM IND. ESTATE Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 9000 sqm <i>Survey date: TUESDAY 18/10/11</i>	WAREHOUSE	WREXHAM	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	6	4833	0.062	6	4833	0.038	6	4833	0.100
07:30 - 08:00	7	4250	0.091	7	4250	0.044	7	4250	0.135
08:00 - 08:30	7	4250	0.097	7	4250	0.047	7	4250	0.144
08:30 - 09:00	7	4250	0.161	7	4250	0.054	7	4250	0.215
09:00 - 09:30	7	4250	0.061	7	4250	0.044	7	4250	0.105
09:30 - 10:00	7	4250	0.054	7	4250	0.050	7	4250	0.104
10:00 - 10:30	7	4250	0.061	7	4250	0.084	7	4250	0.145
10:30 - 11:00	7	4250	0.057	7	4250	0.047	7	4250	0.104
11:00 - 11:30	7	4250	0.064	7	4250	0.061	7	4250	0.125
11:30 - 12:00	7	4250	0.037	7	4250	0.057	7	4250	0.094
12:00 - 12:30	7	4250	0.047	7	4250	0.024	7	4250	0.071
12:30 - 13:00	7	4250	0.057	7	4250	0.050	7	4250	0.107
13:00 - 13:30	7	4250	0.087	7	4250	0.111	7	4250	0.198
13:30 - 14:00	7	4250	0.071	7	4250	0.047	7	4250	0.118
14:00 - 14:30	7	4250	0.067	7	4250	0.067	7	4250	0.134
14:30 - 15:00	7	4250	0.091	7	4250	0.061	7	4250	0.152
15:00 - 15:30	7	4250	0.071	7	4250	0.084	7	4250	0.155
15:30 - 16:00	7	4250	0.044	7	4250	0.094	7	4250	0.138
16:00 - 16:30	7	4250	0.067	7	4250	0.074	7	4250	0.141
16:30 - 17:00	7	4250	0.047	7	4250	0.128	7	4250	0.175
17:00 - 17:30	7	4250	0.057	7	4250	0.104	7	4250	0.161
17:30 - 18:00	7	4250	0.010	7	4250	0.091	7	4250	0.101
18:00 - 18:30	7	4250	0.030	7	4250	0.047	7	4250	0.077
18:30 - 19:00	7	4250	0.040	7	4250	0.037	7	4250	0.077
19:00 - 19:30	1	2950	0.169	1	2950	0.102	1	2950	0.271
19:30 - 20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00 - 20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30 - 21:00	1	2950	0.068	1	2950	0.102	1	2950	0.170
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.074			1.919			3.993

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:	750 - 9000 (units: sqm)
Survey date date range:	01/01/11 - 29/03/19
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701101-200124-0148

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	IW ISLE OF WIGHT	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	2 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	CC CARLOW	1 days
	WC WICKLOW	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	2 days
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	1 days
	TY TYRONE	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 134 (units:)
 Range Selected by User: 4 to 150 (units:)

Parking Spaces 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: 01/01/11 to 25/09/19

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

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	24
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location 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.

Secondary Filtering selection:

Use Class:

C3 25 days

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

Population within 1 mile:

1,000 or Less 2 days
1,001 to 5,000 8 days
5,001 to 10,000 6 days
10,001 to 15,000 9 days

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

Population within 5 miles:

5,000 or Less 2 days
5,001 to 25,000 9 days
25,001 to 50,000 6 days
50,001 to 75,000 3 days
75,001 to 100,000 5 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 6 days
1.1 to 1.5 18 days
1.6 to 2.0 1 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 4 days
No 21 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 25 days

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

LIST OF SITES relevant to selection parameters

1	CC-03-A-01 R417 ANTHY ROAD CARLOW	DETACHED HOUSES	CARLOW
	Edge of Town Residential Zone Total Number of dwellings:	23	
	<i>Survey date: WEDNESDAY</i>	<i>25/05/16</i>	<i>Survey Type: MANUAL</i>
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town Residential Zone Total Number of dwellings:	24	
	<i>Survey date: MONDAY</i>	<i>24/11/14</i>	<i>Survey Type: MANUAL</i>
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total Number of dwellings:	40	
	<i>Survey date: TUESDAY</i>	<i>04/06/19</i>	<i>Survey Type: MANUAL</i>
4	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER	DETACHED & SEMI DETACHED	CAVAN
	Edge of Town No Sub Category Total Number of dwellings:	80	
	<i>Survey date: MONDAY</i>	<i>22/05/17</i>	<i>Survey Type: MANUAL</i>
5	CV-03-A-03 R212 DUBLIN ROAD CAVAN PULLAMORE NEAR	DETACHED HOUSES	CAVAN
	Edge of Town No Sub Category Total Number of dwellings:	37	
	<i>Survey date: MONDAY</i>	<i>22/05/17</i>	<i>Survey Type: MANUAL</i>
6	DL-03-A-10 R124 MALAHIDE SAINT HELENS	SEMI DETACHED & DETACHED	DUBLIN
	Edge of Town Residential Zone Total Number of dwellings:	65	
	<i>Survey date: WEDNESDAY</i>	<i>20/06/18</i>	<i>Survey Type: MANUAL</i>
7	DN-03-A-03 THE GRANGE LETTERKENNY GLEN CAR IRISH	DETACHED/SEMI-DETACHED	DONEGAL
	Edge of Town Residential Zone Total Number of dwellings:	50	
	<i>Survey date: MONDAY</i>	<i>01/09/14</i>	<i>Survey Type: MANUAL</i>
8	DN-03-A-04 GORTLEE ROAD LETTERKENNY GORTLEE	SEMI-DETACHED	DONEGAL
	Edge of Town Residential Zone Total Number of dwellings:	83	
	<i>Survey date: FRIDAY</i>	<i>26/09/14</i>	<i>Survey Type: MANUAL</i>
9	DN-03-A-06 GLENFIN ROAD BALLYBOFEY	DETACHED HOUSING	DONEGAL
	Edge of Town Residential Zone Total Number of dwellings:	6	
	<i>Survey date: WEDNESDAY</i>	<i>10/10/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	DO-03-A-03 OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total Number of dwellings: 79 <i>Survey date: WEDNESDAY 23/10/13</i>	DETACHED/SEMI DETACHED	DOWN	<i>Survey Type: MANUAL</i>
11	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>	PRIVATE HOUSING	EAST SUSSEX	<i>Survey Type: MANUAL</i>
12	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total Number of dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
13	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total Number of dwellings: 72 <i>Survey date: TUESDAY 25/06/19</i>	DETACHED HOUSES	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
14	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
15	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM Edge of Town Residential Zone Total Number of dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
16	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
17	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>	DETACHED & SEMI DET.	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS		NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings:		71	
	<i>Survey date: TUESDAY</i>		<i>17/09/13</i>	<i>Survey Type: MANUAL</i>
19	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/13</i>	<i>Survey Type: MANUAL</i>
20	RO-03-A-03 N61 BOYLE GREATMEADOW	DETACHED HOUSES		ROSCOMMON
	Edge of Town No Sub Category Total Number of dwellings:		23	
	<i>Survey date: THURSDAY</i>		<i>25/09/14</i>	<i>Survey Type: MANUAL</i>
21	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
22	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI -DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		54	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
23	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
24	TY-03-A-02 SANDHOLES ROAD COOKSTOWN DERRYLORAN	SEMI DETACHED & BUNGALOWS		TYRONE
	Edge of Town Industrial Zone Total Number of dwellings:		101	
	<i>Survey date: THURSDAY</i>		<i>14/03/19</i>	<i>Survey Type: MANUAL</i>
25	WC-03-A-01 STATION ROAD WICKLOW CORPORATION MURRAGH	DETACHED HOUSES		WICKLOW
	Edge of Town No Sub Category Total Number of dwellings:		50	
	<i>Survey date: MONDAY</i>		<i>28/05/18</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	25	49	0.071	25	49	0.282	25	49	0.353
08:00 - 09:00	25	49	0.137	25	49	0.431	25	49	0.568
09:00 - 10:00	25	49	0.195	25	49	0.210	25	49	0.405
10:00 - 11:00	25	49	0.164	25	49	0.171	25	49	0.335
11:00 - 12:00	25	49	0.154	25	49	0.204	25	49	0.358
12:00 - 13:00	25	49	0.203	25	49	0.183	25	49	0.386
13:00 - 14:00	25	49	0.219	25	49	0.207	25	49	0.426
14:00 - 15:00	25	49	0.205	25	49	0.233	25	49	0.438
15:00 - 16:00	25	49	0.318	25	49	0.238	25	49	0.556
16:00 - 17:00	25	49	0.330	25	49	0.202	25	49	0.532
17:00 - 18:00	25	49	0.418	25	49	0.213	25	49	0.631
18:00 - 19:00	25	49	0.288	25	49	0.199	25	49	0.487
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.702			2.773			5.475

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.

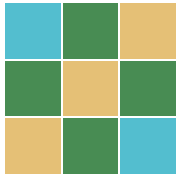
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 6 - 134 (units:)
Survey date range: 01/01/11 - 25/09/19
Number of weekdays (Monday-Friday): 25
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 2
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.



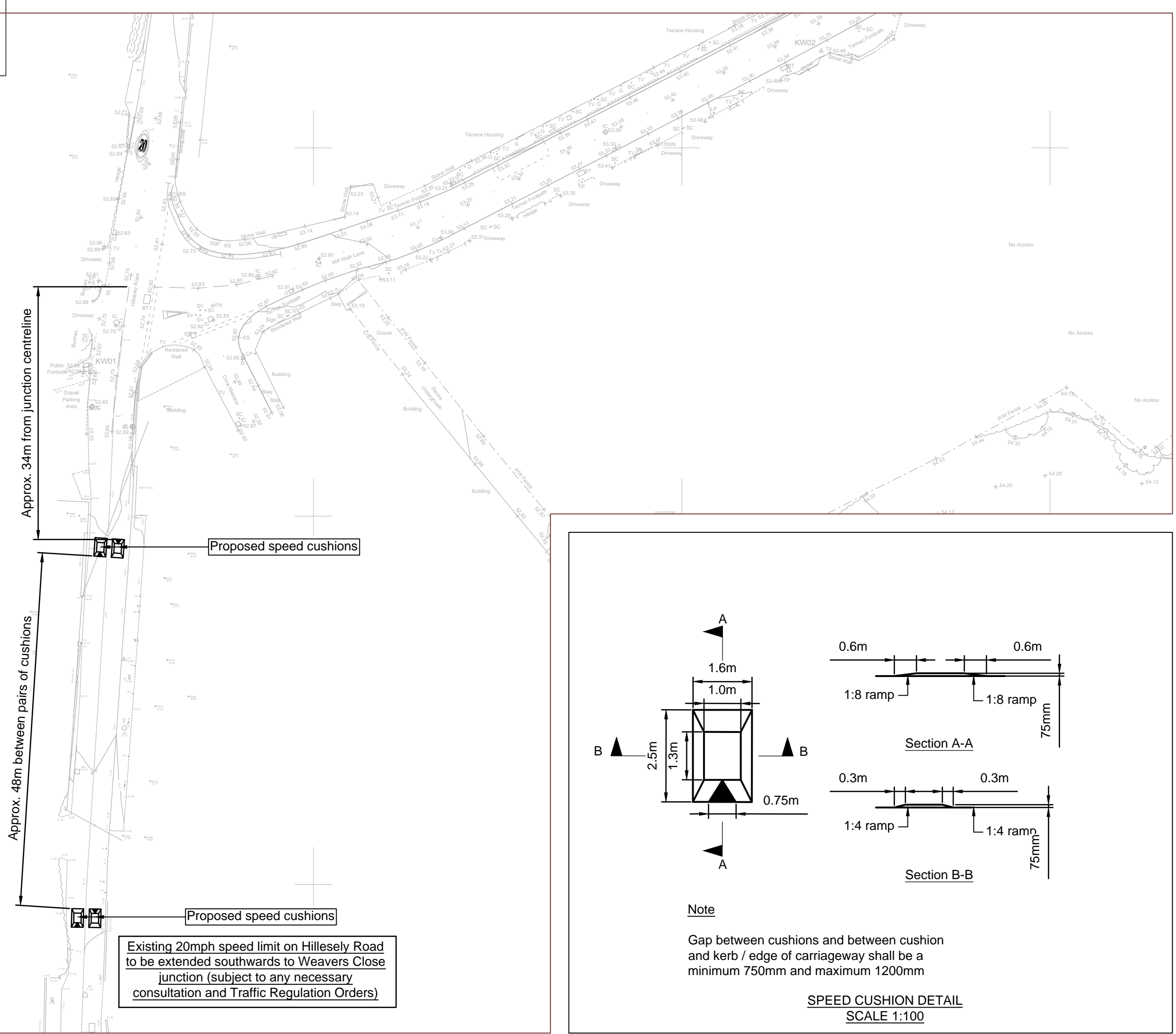
COTSWOLD
TRANSPORT
PLANNING

Appendix J

191700N

191650N

191600N



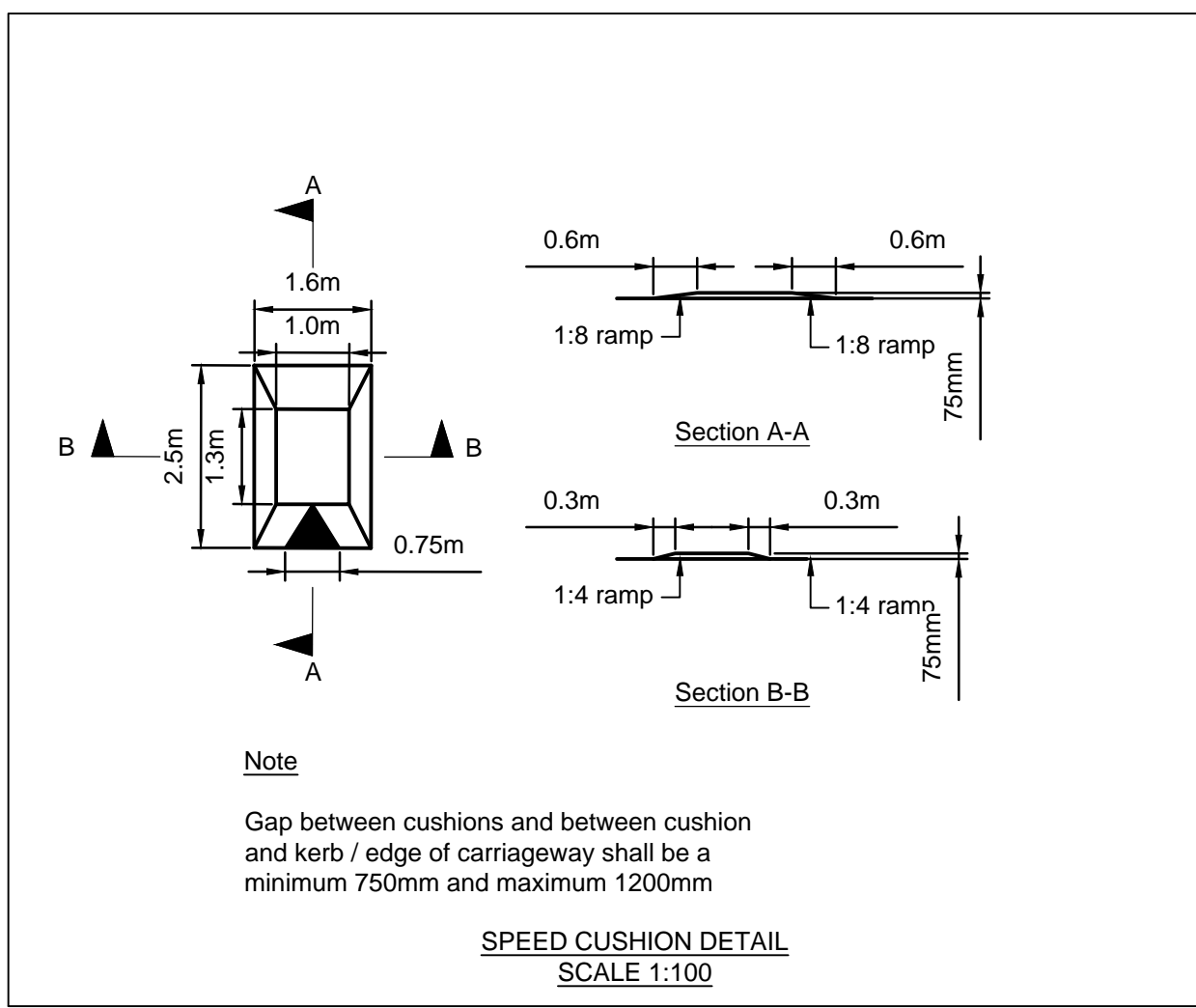
Approx. 34m from junction centreline

Approx. 48m between pairs of cushions

Proposed speed cushions

Proposed speed cushions

Existing 20mph speed limit on Hillesely Road to be extended southwards to Weavers Close junction (subject to any necessary consultation and Traffic Regulation Orders)



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

PROJECT:
Land at Walk Mill Lane Kingswood






TITLE:
Potential Traffic Calming

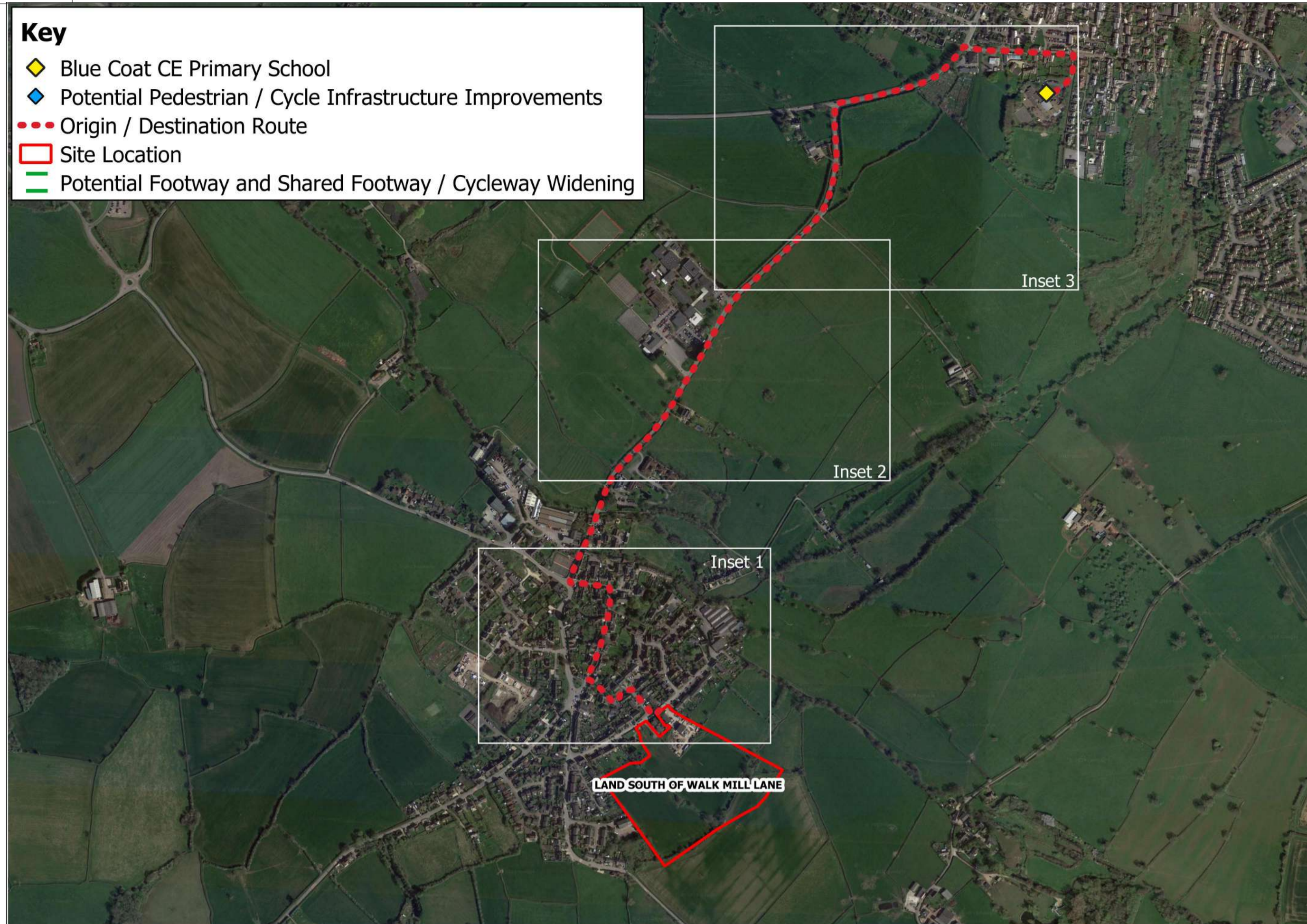
STATUS:
Preliminary

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	07/10/19	MP	BQ	BQ
JOB NO: CTP-17-588		DRAWING NO: SK02		REVISION: -



Key

-  Blue Coat CE Primary School
-  Potential Pedestrian / Cycle Infrastructure Improvements
-  Origin / Destination Route
-  Site Location
-  Potential Footway and Shared Footway / Cycleway Widening



Rev	Date	Details	Drawn by	Checked by

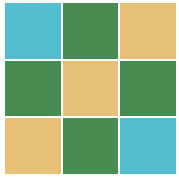


CLIENT:



PROJECT:
Land at Walk Mill Lane,
Kingswood, Gloucestershire

TITLE:
Potential Highway
Improvements Plan



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PLANNING

Bloor Homes

Land at Walk Mill Lane, Kingswood

Technical Note

September 2019



Walking, Cycling and Scooter Infrastructure Assessment Audit:

Technical Note Issue 01A – Land at Walk Mill Lane, Kingswood.

CTP-17-588

September 2019

Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) has been appointed by Bloor Homes Western to provide a Technical Note to summarise an audit of the potential walking, cycling and scooter infrastructure improvements required to facilitate safe and suitable access between the development site at Walk Mill Lane in Kingswood and Blue Coat Church of England Primary School, Wotton-under-Edge.
- 1.2 The development site is being promoted for residential development through the Stroud District Local Plan Review. A site location plan demonstrating the most direct route for walking, cycling and scooting from the site to Blue Coat Church of England Primary School is included at **Appendix A**.

Potential walking and cycling improvements

- 1.3 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) identifies the following walking distances when planning for journeys to Schools:
 - i) Desirable (500m);
 - ii) Acceptable (1km); and
 - iii) Preferred Maximum (2km).
- 1.4 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

- 1.5 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is also supported by statistics published in the DfT National Travel Survey 2016, which found that that 80% of all trips of less than 1 mile (1.6km) were made on foot.
- 1.6 In terms of cycling, the Local Transport Note 2/08: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 1.5.1: *'In common with other modes, many utility cycle journeys are under three miles (4.8km) although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon.'*
- 1.7 The Blue Coat Church of England Primary School is located to the north east of the proposed site in Wotton-under-Edge and is approximately 2km in distance of the recommended maximum walking distance referred to in the IHT guidance Providing for Journeys of Foot and Manual for Streets. The proposed route in **Appendix A** also passes Katharine Lady Berkeley's School that is approximately 1km distance from the site.
- 1.8 To provide an overview of the site's acceptability, mindful that it is being promoted through the review of the Local Plan, consideration has been given to the alternative site (Land South of Wickwar Road) which was identified in the last iterations of the Local Plan, i.e. the Preferred Options document. Land South of Wickwar Road is actually located outside the maximum 2km distance at approximately 2.45km as shown in **Appendix B** and for the purposes of this assessment Bloor Homes reasonably consider this site to be inaccessible by foot to the nearest primary schools with capacity in Wotton-under-Edge
- 1.9 An audit of the subject site has been undertaken to identify the barriers to walking, cycling and scooting. It is noted that the route shown on **Appendix A** includes the footway link from Orchard Walk to High Street which cyclists are prevented from using due to cycle prohibition signing and pedestrian guardrails. Cyclists will be required to dismount when using this route for the short section of footway link. There is currently no legislation for non-motorised, 'kick scooters' and these can currently be used on all footways and are not defined the same as a bicycle.
- 1.10 For cyclists an alternative route through Hillesley Road to High Street could be used if they did not wish to dismount due to presence of cycle prohibition signing on alternative routes of further distance through Bramley Close and the footway link from the end of Walk Mill Lane to

St Mary’s Church/High Street. It is noted that it would be more a direct and quicker route to dismount and use the footway link to High Street.

1.11 The audit has identified potential deliverable infrastructure improvements to improve the safety and accessibility of the route for both pedestrians, cyclist and scooter users. The proposed improvements do not impede the flow of traffic through Kingswood and are in conformity with the transport policies contained in Kingswood Neighbourhood Development Plan.

1.12 **Appendix C** identifies the barriers and illustrations of possible improvements. The improvements shown in **Appendix C** are also summarised in **Table 1** with reference to their compatibility and meeting the aims of Core Policies of Stroud District Local Plan policies and the Kingswood Neighbourhood Development Plan.

Location	Potential Walking/cycling Improvements	Planning Policy Stroud District Council Local Plan (SDCLP) and Kingswood Neighbourhood Development Plan (NDP)
Walk Mill Lane Junction Orchard Walk	Tactile paving	SDCLP: Policy E112 NDP: Policy T1B
Orchard Walk South Western cul-de-sac	Tactile paving and Dropped Kerbs	SDCLP: Policy E112 NDP: Policy T1B
Orchard Walk Footway Link to High Street	Footway widening, street lighting improvements, accessibility improvements	SDCLP: Policy E112 NDP: Policy T1B
High Street adj Footway Link to High Street	New Section (15m) of Footway	SDCLP: Policy E112 NDP: Policy T1B
High Street Junction Golden Lane	Tactile paving	SDCLP: Policy E112 NDP: Policy T1B
High Street Junction The Walk	Tactile paving	SDCLP: Policy E112 NDP: Policy T1B
High Street Junction Abbey Road	Tactile paving and Dropped Kerbs	SDCLP: Policy E112 NDP: Policy T1B
Wotton Road/Tubbs Turf	Zebra Crossing	SDCLP: Policy E112 NDP: Policy T1A/T1B
Wotton Road adj Katharine Lady Berkeley’s School	Widen footway along site frontage	SDCLP: Policy E112 NDP: Policy T1B
Katharine Lady Berkeley’s School Accesses	Tactile Paving	SDCLP: Policy E112 NDP: Policy T1B
Katharine Lady Berkeley’s School	Upgrade Bus Hard Standing Area	SDCLP: Policy E112/E116
Wotton Road north of Katharine Lady Berkeley’s School to Junction with New Road	Widened Shared footway/cycleway	SDCLP: Policy E112 NDP: Policy T1A/T2B
Wotton Road	Upgrade Pelican Crossing to Toucan Crossing	SDCLP: Policy E112 NDP: Policy T1A/T2B
New Road from Junction with Wotton Road adj to Allotments	Widened Shared footway/cycleway	SDCLP: Policy E112 NDP: Policy T1A/T2B

Table 1: Summary of potential walking and cycling improvements

Highway Safety Personal Recorded Collisions

- 1.13 Personal Injury Collision (PIC) data has been obtained from 'Crashmap' for Kingswood area along the route Blue Coat Church of England Primary School in Wotton under Edge for the most recent five-year period available. The Crashmap report and collision plot map are included as **Appendix D**. There have been no collisions that have occurred in the vicinity of the application site or site access.
- 1.14 Over the five-year period, four slight collisions have occurred and one serious within the study area.

Slight

- 1.15 The first most recent slight incident occurred on Sunday 20th August 2017 at 20:38 PM along Wotton Road on a wet/damp road surface. The collision involved a vehicle turning right into a private drive with the other vehicle proceeding normally along the carriageway. The driver of vehicle turning right received slight injuries.
- 1.16 The second most recent slight incident occurred on Monday 19th October 2015 at 09:45 AM along Symn Lane near the junction of Orchard Street on a dry road surface. The collision involved a vehicle colliding with a pedestrian crossing the road. The pedestrian received slight injuries.
- 1.17 The third most recent slight incident occurred on Saturday 1st November 2014 at 15:50 PM at the junction of Wotton Road and New Road on a wet/damp road surface. The collision involved a car moving off with a motorcycle proceeding normally along the carriageway. The rider of the motorcycle received slight injuries.
- 1.18 The fourth most recent slight incident occurred on 11th September 2014 at 15:45 PM at the Chestnut Park Estate on a dry road surface. The collision involved a car proceeding normally along the carriageway colliding with a pedestrian crossing. The pedestrian received slight injuries.

Serious

- 1.19 There has been one serious incident that occurred on the 17th December 2015 at 12:00 PM along Old Rectory Road adjacent to the Junction with Charfield Road on a wet/damp road

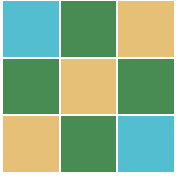
surface. The collision involved a car proceeding normally along the carriageway when it collided with a pedestrian. The pedestrian received serious injuries.

Summary

- 1.20 After reviewing the PIC data, the collisions identified can be attributed to driver error, rather than an inherent highway safety concern or geometric feature in the road layout. Therefore, it is not considered that there is an existing highway safety issue on the highway network, within the study area, that could be exacerbated as a result of the proposed development.

Conclusion

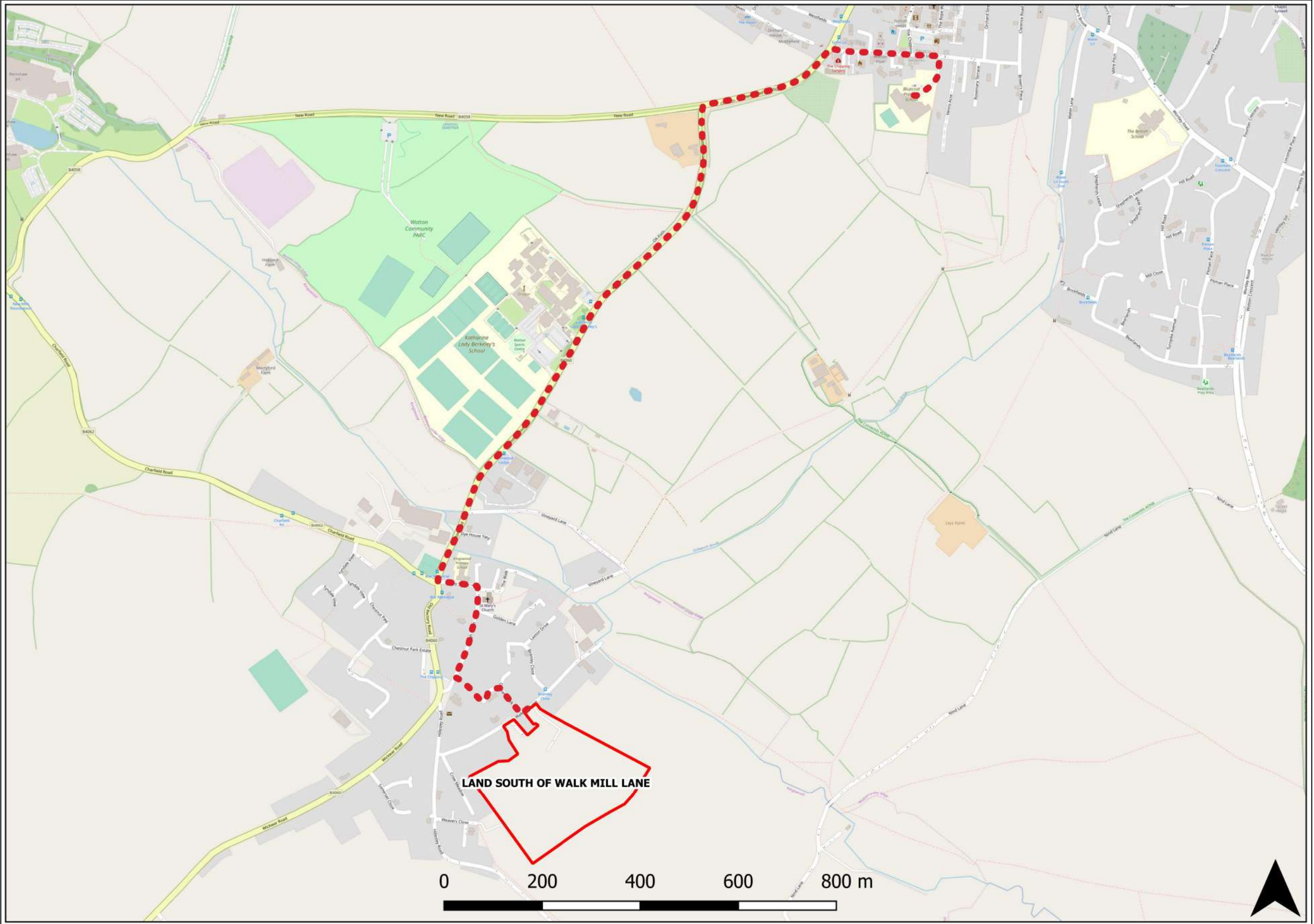
- 1.21 The Audit of the most direct walking, cycling and scooting route to Blue Coat Church of England Primary School has identified barriers and potential improvements that could be made to walking, cycling and scooting.
- 1.22 The potential walking, cycling and scooter improvements are compliant with the Kingswood Neighbourhood Development Plan and the Stroud District Local Plan Review.



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Appendix A

Site Location Plan Route to Blue Coat
Church of England Primary School



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

PROJECT:
**Land at Walk Mill Lane,
Kingswood, Gloucestershire**

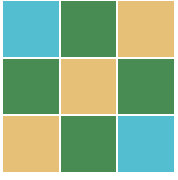
TITLE:
**Full Route - Walk Mill Lane to
Blue Coat Primary School**

STATUS:
ISSUE

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
n/a	18.09.19	BF	JM	BQ

JOB NO:	DRAWING NO:	REVISION:
CTP-17-588	n/a	-

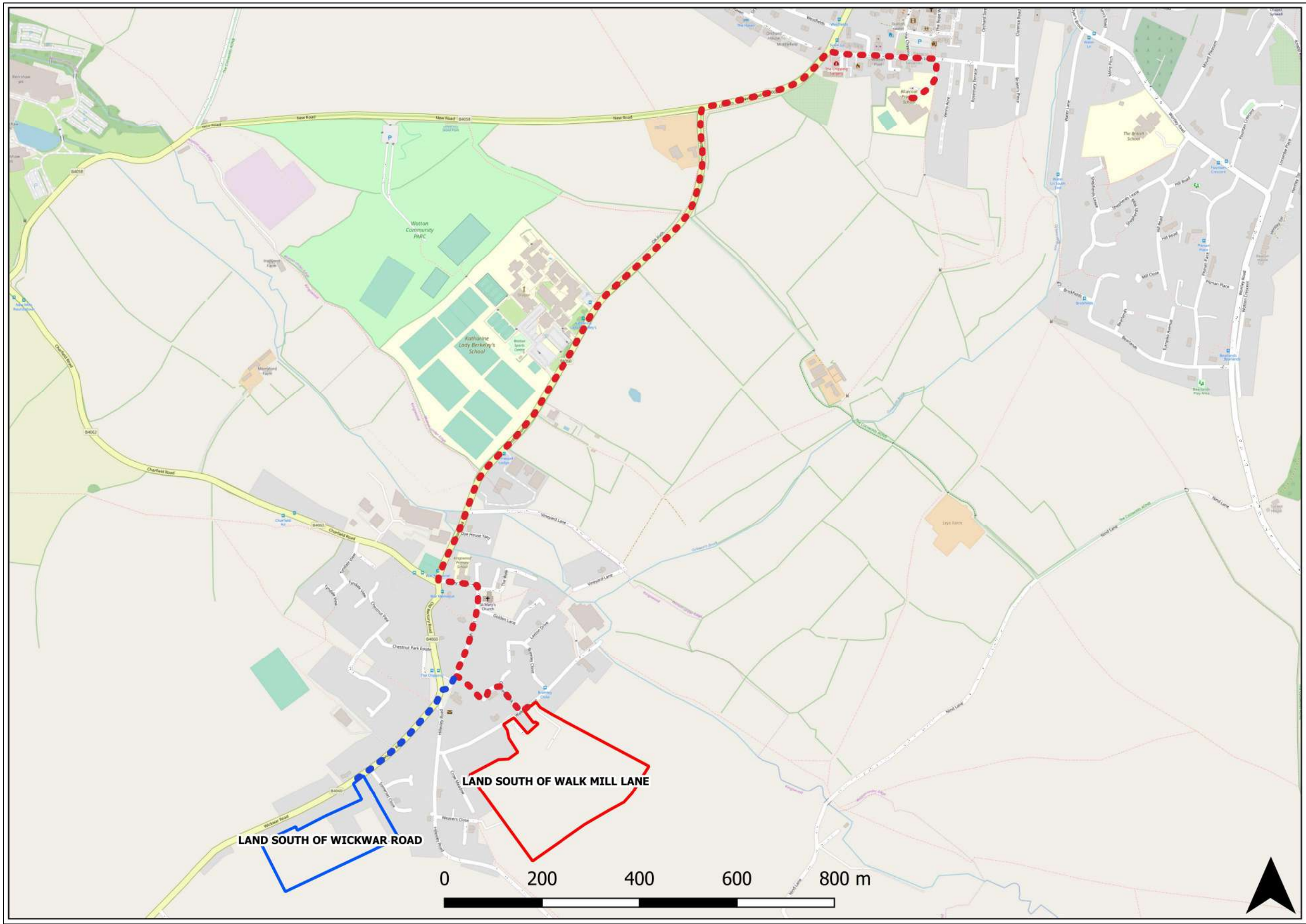




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Appendix B

Location Plan Site Accessibility Overview



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

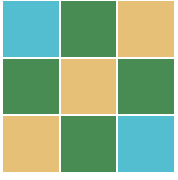
PROJECT:
**Land at Walk Mill Lane,
Kingswood, Gloucestershire**

TITLE:
**Full Route - Walk Mill Lane
and Wickwar Road to Blue
Coat Primary School**

STATUS:
ISSUE

SCALE: n/a	DATE: 18.09.19	DRAWN: BF	CHECKED: JM	APPROVED: BQ
JOB NO: CTP-17-588	DRAWING NO: n/a	REVISION: -		

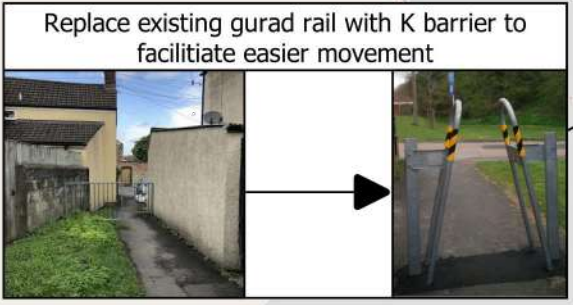
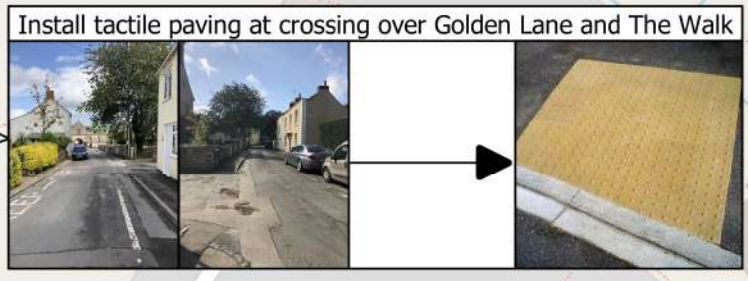
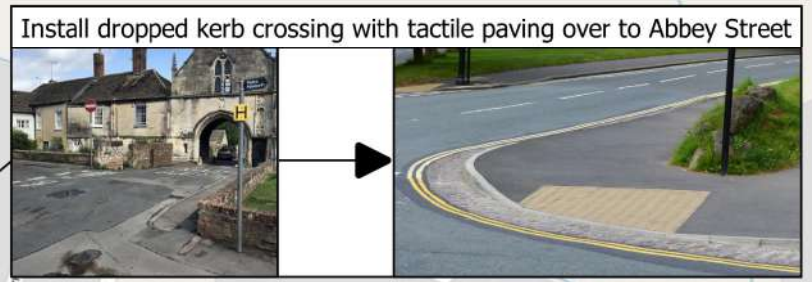
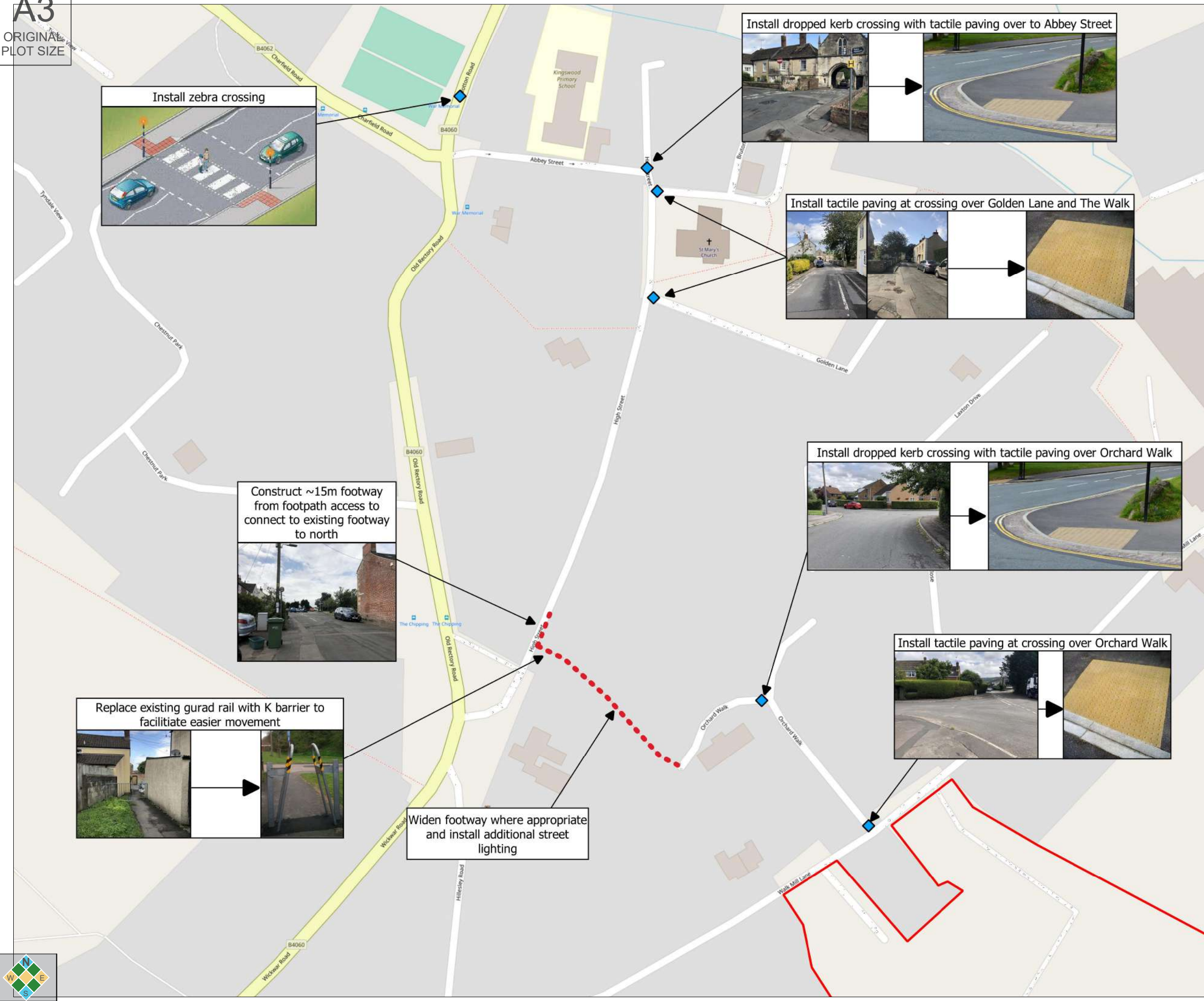




COTSWOLD
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PLANNING

Appendix C

Potential Walking & Cycling
Improvements



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

PROJECT:
Land at Walk Mill Lane, Kingswood, Gloucestershire

TITLE:
Indicative Highway Improvements - Plan 1

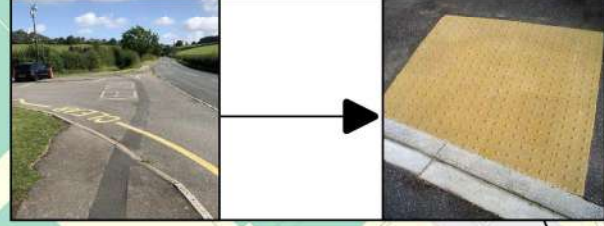
STATUS:
Issue

SCALE: n/a	DATE: 23.08.19	DRAWN: BF	CHECKED: JM	APPROVED: BQ
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JOB NO: CTP-17-588	DRAWING NO: Plan 1	REVISION: -
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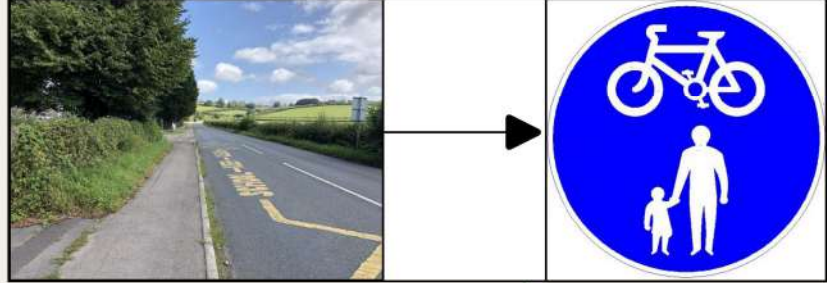


Install tactile paving at crossing over School accesses

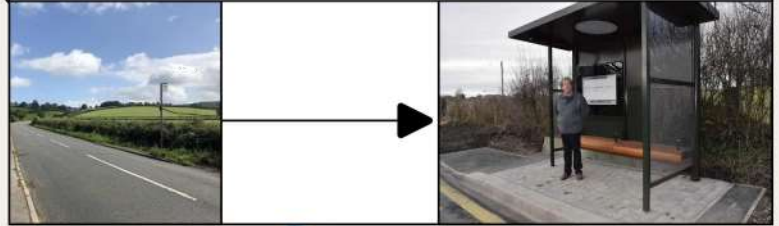


Continues

Provide widened shared footway / cycleway towards Wotton-under-Edge



Upgrade bus hard standing area as current provision is substandard



Scope for footway to be widened based on hedge alignment



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

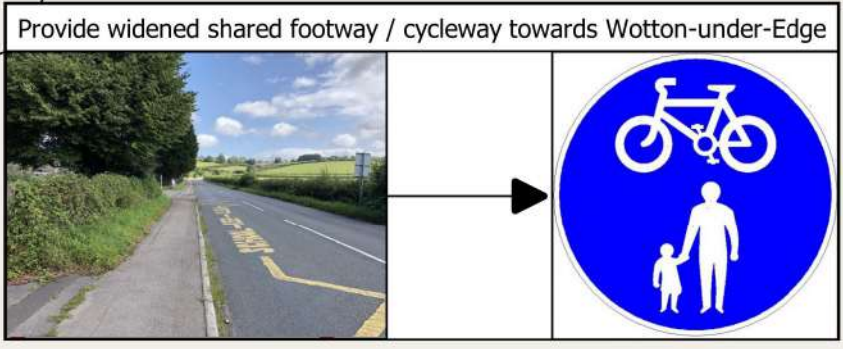
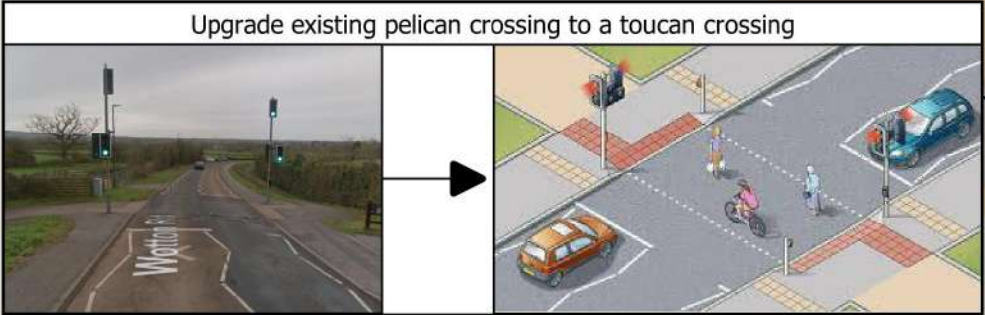
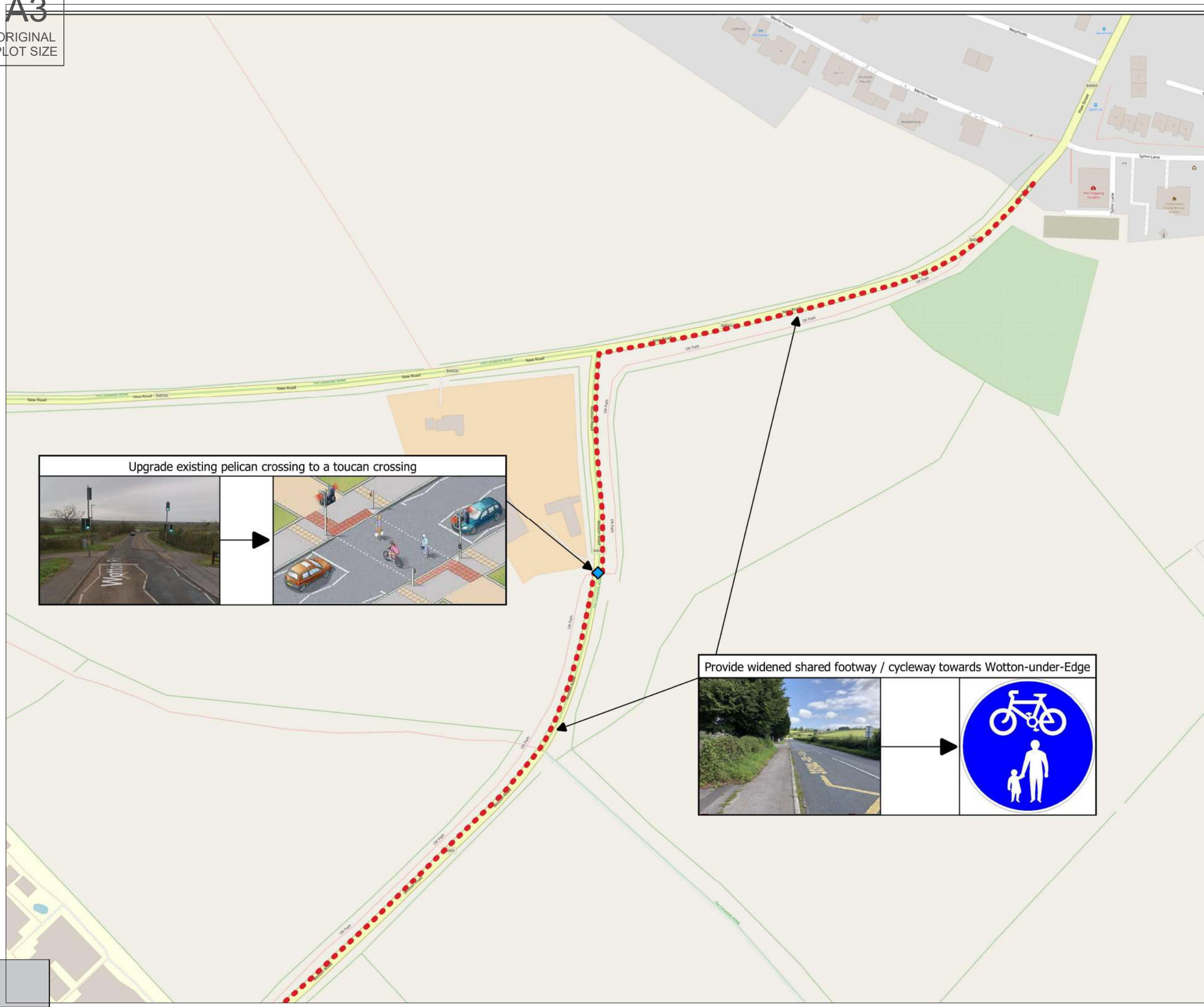
PROJECT:
**Land at Walk Mill Lane,
Kingswood, Gloucestershire**

TITLE:
**Indicative Highway
Improvements - Plan 2**

STATUS:
Issue

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
n/a	23.08.19	BF	JM	BQ

JOB NO:	DRAWING NO:	REVISION:
CTP-17-588	Plan 2	-



Rev	Date	Details	Drawn by	Checked by



CLIENT:
Bloor Homes

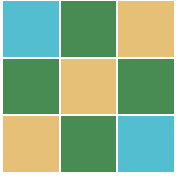
PROJECT:
**Land at Walk Mill Lane,
Kingswood, Gloucestershire**

TITLE:
**Indicative Highway
Improvements - Plan 3**

STATUS:
Issue

SCALE: n/a	DATE: 23.08.19	DRAWN: BF	CHECKED: JM	APPROVED: BQ
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JOB NO: CTP-17-588	DRAWING NO: Plan 3	REVISION: -
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COTSWOLD
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PLANNING

Appendix D

Personal Injury Collisions

Crashmap

Personal Recorded Injury Collisions 5 years

crashmap.co.uk [More Information...](#)

Map Satellite

Location: wotton under edge

Years: 5 of 20 years selected

Severity: Fatal Serious Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

Incident Severity

- Slight
- Serious
- Fatal

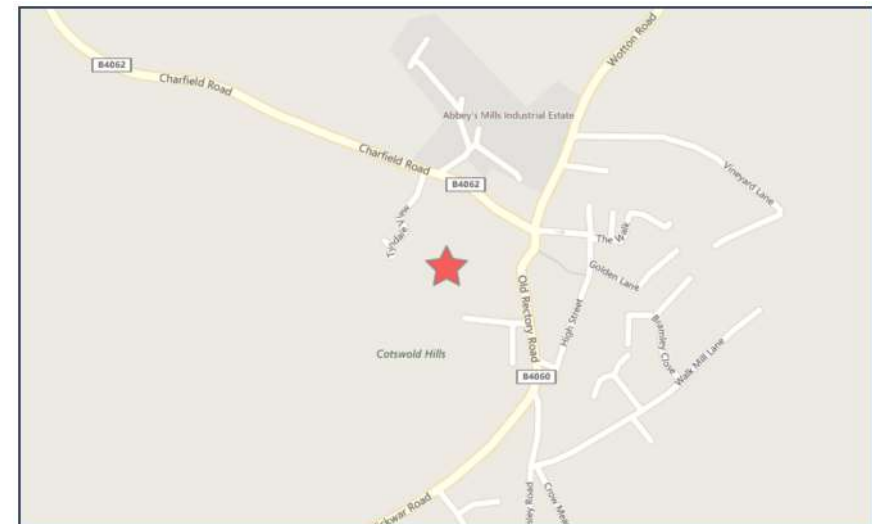
6 results found

Map details: Wotton Skatepark and pump track, Wotton Community PARC, Katharine Lady Berkeley's School, Loxley Solicitors, Specialised Wiring Accessories, Kingswood Post Office, Kingswood Village Hall, Kingswood Congregational Church, D C L Print, Park Mill Farm, Pennwood Lodge Care Home, Vineyard Ln, Kingswood, Wotton Rd, New Rd, The Chipping Surgery, Blue Coat Church of England Primary School, Wotton Under Edge Swimming Pool, The British School, Iceicles, 41 Bearlands, LH Ballinger, Wortley Rd, Nind Ln, Newman J F, Marks Mill Park.



Crash Date: Thursday, September 11, 2014 **Time of Crash:** 3:45:00 PM **Crash Reference:** 2014530208992

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Gloucestershire			Number of Vehicles:	1
Local Authority:	Stroud District			OS Grid Reference:	374500 191980
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Unknown or other

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Crash Date: Saturday, November 01, 2014 **Time of Crash:** 3:50:00 PM **Crash Reference:** 2014530209362

Highest Injury Severity:	Slight	Road Number:	B4058	Number of Casualties:	1
Highway Authority:	Gloucestershire			Number of Vehicles:	2
Local Authority:	Stroud District			OS Grid Reference:	375170 192998
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Male	46 - 55	Vehicle is moving off	Front	Commuting to/from work	None	None
1	Motorcycle 50cc and under	1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Crash Date: Thursday, December 17, 2015 **Time of Crash:** 12:00:00 PM **Crash Reference:** 2015530037394

Highest Injury Severity:	Serious	Road Number:	B4060	Number of Casualties:	1
Highway Authority:	Gloucestershire	Number of Vehicles:	1	OS Grid Reference:	374618 191991
Local Authority:	Stroud District				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	66 - 75	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	56 - 65	On footway or verge	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Monday, October 19, 2015 **Time of Crash:** 9:45:00 AM **Crash Reference:** 2015530209927

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Gloucestershire **Number of Vehicles:** 1
Local Authority: Stroud District **OS Grid Reference:** 375750 193085
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: One way street
Junction Control: Give way or uncontrolled



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's nearside

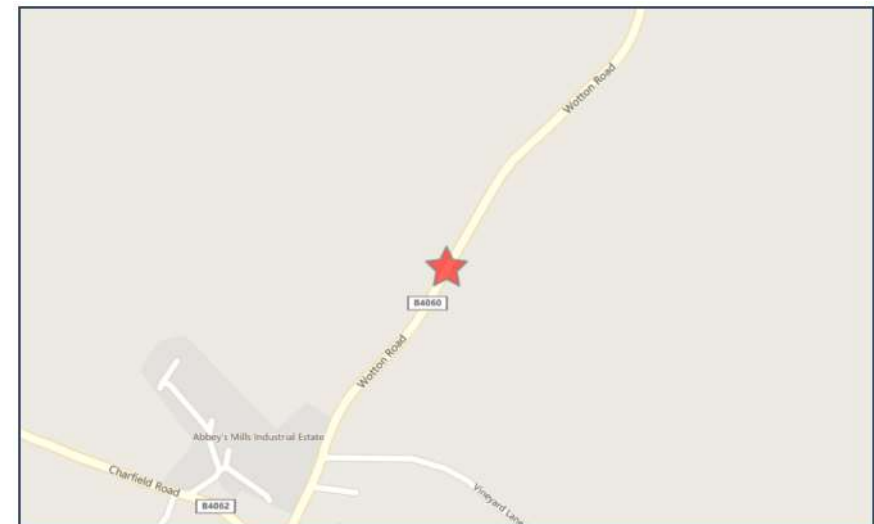
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Crash Date: Sunday, August 20, 2017 **Time of Crash:** 8:38:00 PM **Crash Reference:** 2017530213155

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Gloucestershire			Number of Vehicles:	2
Local Authority:	Stroud District			OS Grid Reference:	374873 192453
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

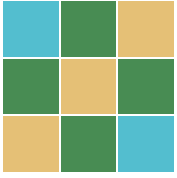
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	7	Female	16 - 20	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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