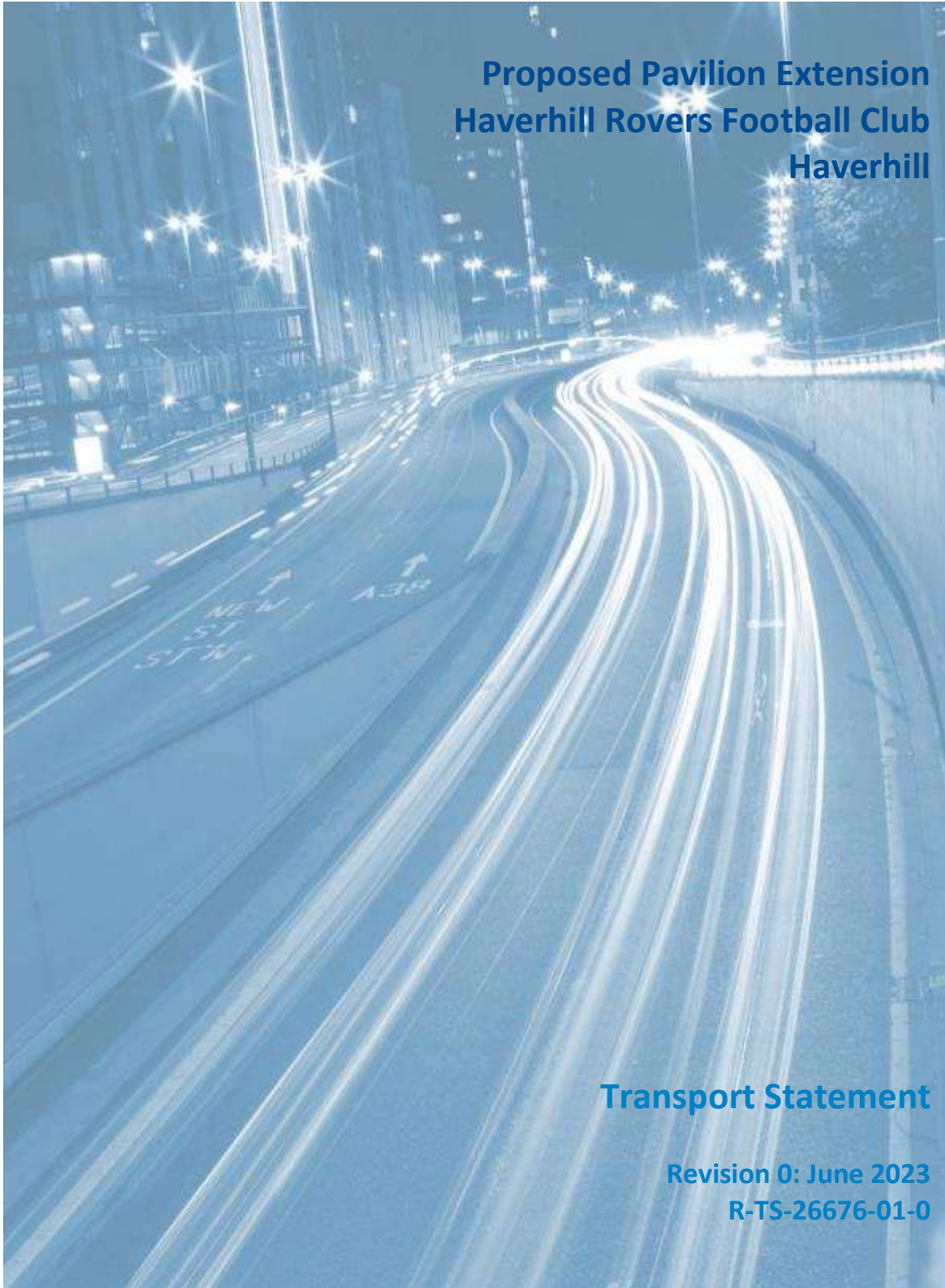


- Infrastructure Design
- Development Planning
- Geotechnical & Environmental
- Structural Engineering
- Professional Advice
- Surveying



# Proposed Pavilion Extension Haverhill Rovers Football Club Haverhill



## Transport Statement

Revision 0: June 2023  
R-TS-26676-01-0

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Proposed Pavilion Extension  
Haverhill Rovers Football Club  
Haverhill

Transport Statement

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Revision	Date	Description	Prepared	Reviewed
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## 1.0 Introduction

### 1.1 Background

1.1.1 This report is a Transport Statement which has been prepared by JPP Consulting Limited on behalf of Haverhill Rovers Football Club to support a detailed planning application for the proposed extension of the existing pavilion building at Haverhill Rovers/Borough Football Club. The benefit of this report is to our instructing Client.

1.1.2 The proposed pavilion extension is located within the grounds of Haverhill Rovers/Borough Football Club on Chalkstone Way, Haverhill, as shown in Figure 1.1 below and on the existing block plan in **Appendix A**. Haverhill is located within West Suffolk District, 15 miles south-east of Cambridge. The National Grid Reference for the site is E567847, N245967.



**Figure 1.1 Site Location Plan**  
Source: OpenStreetMap

### 1.2 Scope of Assessment

1.2.1 The aim of the Transport Statement is to support a detailed planning application for the proposed extension of the existing pavilion. The proposed development is shown on the proposed site plan provided in **Appendix B**.

1.2.2 This report will consider the highway implications of the new development; particularly in relation to parking and will also focus on the sustainable credentials of the development.



## 2.0 Existing Conditions

### 2.1 Existing Site

2.1.1 At present, the site comprises the existing pavilion building; which overlooks the main football pitch, a number of smaller football pitches, in addition to car parking facilities. The pavilion comprises multiple changing rooms, toilet facilities and the social room, as shown on the existing ground floor plan provided in **Appendix A**.

2.1.2 The existing site is accessed by vehicles and pedestrians from the northern side of Chalkstone Way, via a priority T-junction with a width of circa 4.8m, as shown in Figure 2.1



*Figure 2.1 Existing Site Access*  
*Source: Site Visit (June 2023)*

2.1.3 It is noted that full planning permission was granted in April 2023 for the creation of a 3G artificial grass pitch within the north-western corner of the site (planning application reference DC/22/2107/FUL).

2.1.4 The existing car parking facilities provide parking for 125 vehicles; comprising 79 marked spaces, 2 disabled spaces and an area of hardstanding which provides unmarked spaces for approximately 44 vehicles, as shown in Figure 2.2 and Figure 2.3. The parking is chargeable, as shown in Figure 2.4.



**Figure 2.2 Existing Marked Parking Spaces**  
Source: Site Visit (June 2023)



**Figure 2.3 Existing Unmarked Parking Spaces**  
Source: Site Visit (June 2023)



Figure 2.4 Haverhill Rovers Football Club Parking Charges  
Source: Site Visit (June 2023)

## 2.2 Road Network

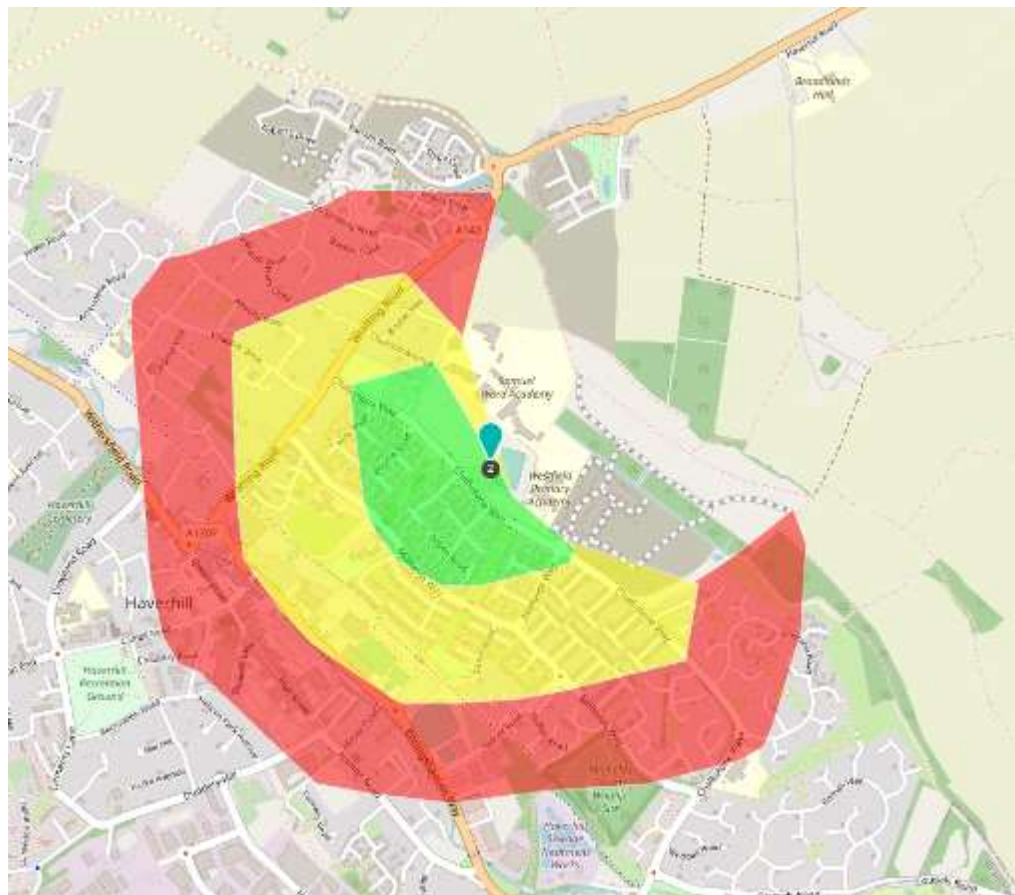
- 2.2.1 As shown in Figure 1.1, the existing development is located on the northern side of Chalkstone Way; which has a width of circa 6.8m.
- 2.2.2 To the east, Chalkstone Way serves the eastern part of Haverhill, before connecting to the A143 Sturmer Road via a mini-roundabout junction. To the west, Chalkstone Way connects to the A143 Wratling Road via a priority T-junction, serving the northern part of Haverhill.
- 2.2.3 The speed limit of chalkstone Way within the vicinity of the site is 30mph.
- 2.2.4 Parking restrictions in the form of double-yellow lines are in place within the vicinity of the site access, on both sides of the Chalkstone Way carriageway, to prohibit on-street parking.

## 2.3 Walking

- 2.3.1 Chalkstone Way is bound by footways on both sides of the carriageway. The footways have widths in excess of 2m and are under the cover of street lighting within the vicinity of the site.
- 2.3.2 Dropped kerbs and tactile paving are provided at the site access, with a number of additional dropped kerb crossing points provided along the extent of Chalkstone Way, including two zebra crossings; one to the west and one to the east of the site access.
- 2.3.3 In addition to the main access, an additional pedestrian access point is provided in the south-eastern corner of the site. The shared footway/cycleway, which extends into the site from Chalkstone Way, is located approximately 220m east of the main access.



2.3.4 Figure 2.5 shows walking distance isochrones from the existing site displayed over a 15-minute walking distance, including 5-minute intervals. The isochrones show that the northern and eastern parts of Haverhill are accessible to/from the existing site within the 15-minute walking distance.



**Figure 2.5 Walking Isochrones; 15-minute distance, 5-minute intervals**  
Source: OpenrouteService (21.06.2023)

2.3.5 A number of Public Rights of Way are present within the vicinity of the site, as shown on Figure 2.6, which may be used as part of walking journeys to/from the site.



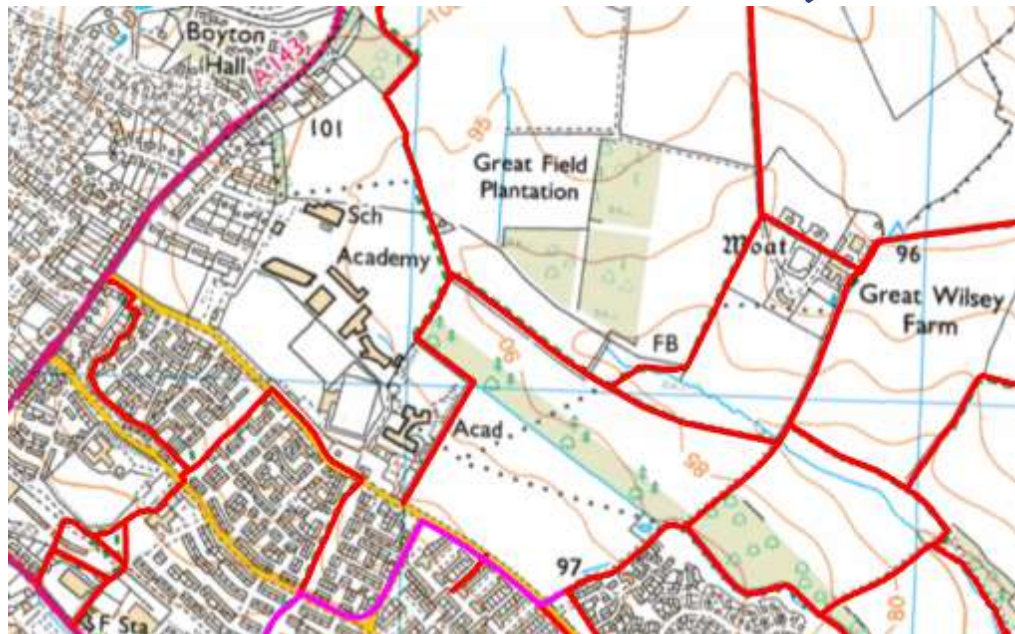
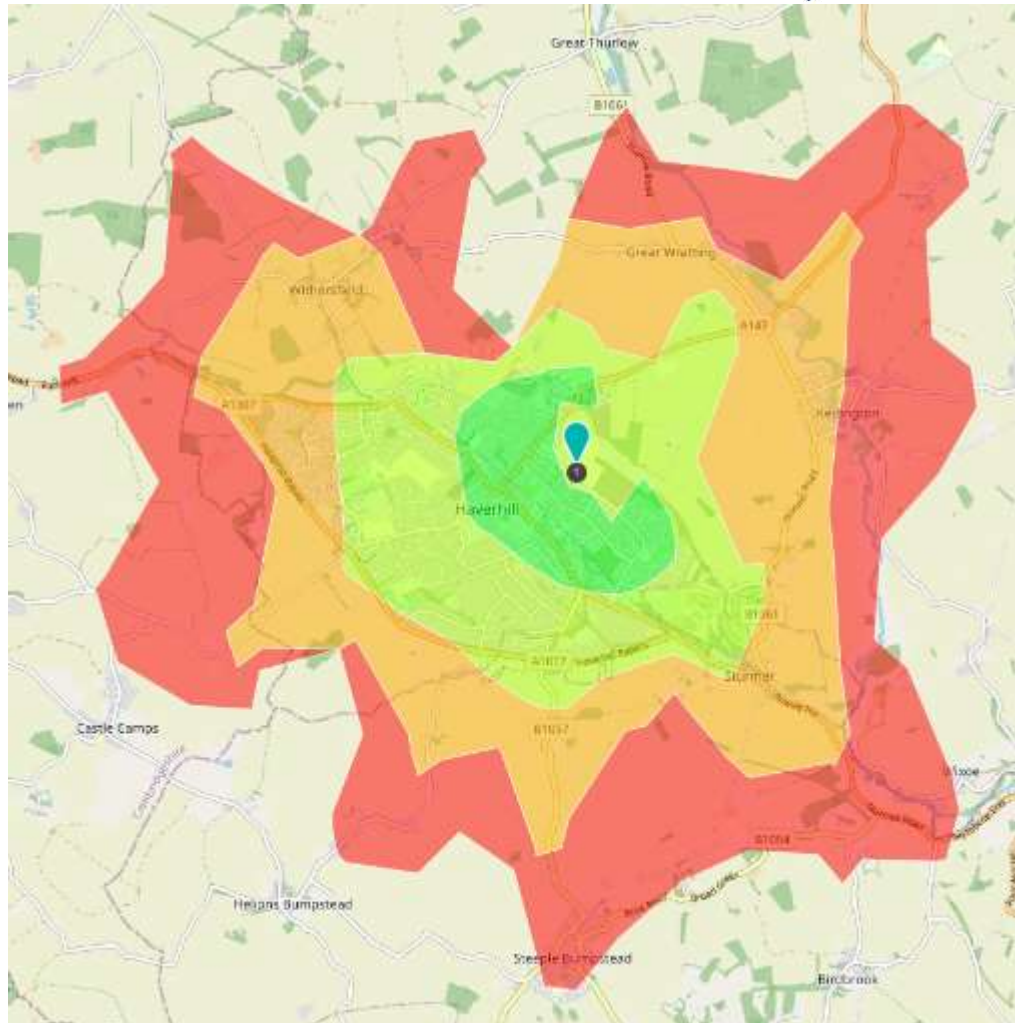


Figure 2.6 Public Rights of Way  
Source: Rowmaps.com (21.06.2023)

## 2.4 Cycling

- 2.4.1 Section 3.10 of the Local Transport Note 1/04 states that generally a 4km cycle distance is considered acceptable. Assuming a cycle speed of 12kph, the maximum accepted time for a cycling journey is 20 minutes.
- 2.4.2 Figure 2.7 shows the cycling isochrones within a 20-minute distance, including 5-minute intervals. The isochrones show that all residents of Haverhill can access the site via a 15-minute cycle, with most areas accessible within a 5-10-minute cycle.
- 2.4.3 Most cycling will be undertaken on-carriageway, however, as previously mentioned, shared footway/cycleway facilities are present within the vicinity of the site.
- 2.4.4 It is noted that Haverhill Rovers Football Club provide a number of cycle storage stands within the car park and adjacent to the pavilion entrance to encourage cycling to/from the site.



**Figure 2.7 Cycling Isochrones**  
Source: OpenRouteService (21.06.2023)

## 2.5 Public Transport

### 2.5.1 Bus

- 2.5.1.1 The nearest bus stops to Haverhill Rovers Football Club are located on Chalkstone Way, approximately 50m east of the site access and are titled 'Deben Road'.
- 2.5.1.2 The stop on the northern side of the carriageway comprises a flag mounted on a street lighting column, as shown in Figure 2.8. The stop on the southern side of the carriageway comprises a benched shelter with timetable information, a raised kerb platform and a flag mounted on a street lighting column, as shown in Figure 2.9





**Figure 2.8 Eastbound 'Deben Road' Bus Stop**  
*Source: Site Visit (June 2023)*



**Figure 2.9 Westbound 'Deben Road' Bus Stop**  
*Source: Site Visit (June 2023)*

2.5.1.3

Timetable information for bus service 13; which is the most frequent service utilising the 'Deben Road' bus stop on the southern side of Chalkstone Way, is set out in Table 2.1. It is noted that this service does not operate eastbound on Chalkstone Way. The information provided in the table was correct at the time of publication. Timetable information has not been provided for the once-per-day educational bus services.

**Summary of Bus Services**

Services	Route	Frequency	Direction	Times
13 Stagecoach East	Cambridge to Haverhill	Mon-Fri	Westbound	05:07-22:11
		2 Per Hour		
		Sat	Westbound	05:00-22:11
		2 Per Hour		
		Sun	Westbound	07:11-22:11
		Hourly		

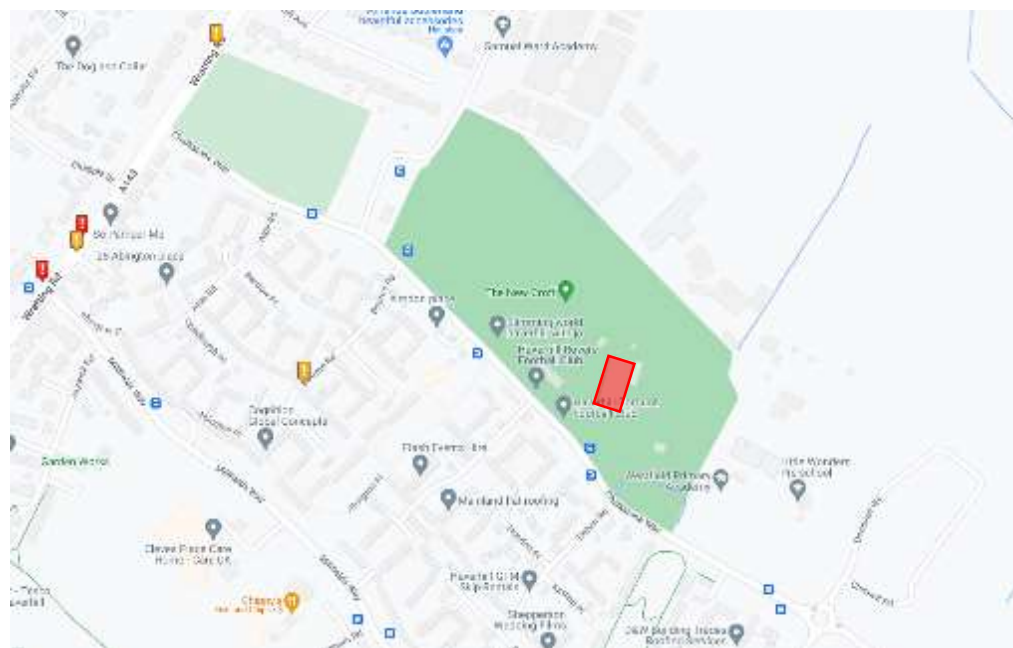
Source: Traveline website (21.06.2023)

**Table 2.1 Summary of Bus Services**

2.5.1.4 The 13 bus route provides a regular bus service 7 days a week between Haverhill and Cambridge in addition to many stops on route, therefore providing visitors and staff at Haverhill Rovers football Club with a sustainable alternative to the private car for their journeys to/from the site.

**2.6 Personal Injury Collision Data**

2.6.1 As shown in Figure 2.10, Personal Injury Collision (PIC) data has been obtained from crashmap.co.uk (21.06.2023). As displayed, there have been no recorded collisions over a 5-year period (2017-2021) at or near to the site access on Chalkstone Way.



**Figure 2.10 Recorded Collision Data**  
Source: crashmap.co.uk (21.06.2023)

2.6.2 From the reported collision data there does not appear to be a significant collision problem on the surrounding highway infrastructure. We therefore do not consider that the proposed pavilion extension will result in conditions detrimental to highway safety.



## 3.0 Proposed Development

### 3.1 Development Proposals

3.1.1 The existing social room in the pavilion currently comprises one room with a GFA of 176sqm GFA. As shown on the proposed site plan in **Appendix B**, the development proposals seek to extend the social room by 147sqm, thus allowing the flexibility of the social area to be split into 4 smaller rooms, if required, in addition to providing further toilet facilities.

3.1.2 The development proposals seek to provide a more suitable social space for the existing users / visitors to Haverhill Football Club.

3.1.3 The proposed GFAs for the social rooms, when separated, are as follows:

- Events Area Zone 1 – 92sqm;
- Events Area Zone 2 – 56sqm;
- Events Area Zone 3 – 39sqm; and,
- Events Area Zone 4 – 57sqm.

3.1.4 The existing bar and servery area will be unaffected by the development proposals and will serve the existing social room area (which will now comprise events zones 1 and 2). Event zone 4 will also be served by the existing bar and event zone 3 will be served by its own small bar; both of these event zones will be within the extended area.

3.1.5 It should be noted that the proposed development will not result in, or include alterations to the existing access, additional parking areas, and increase in training / football pitches.

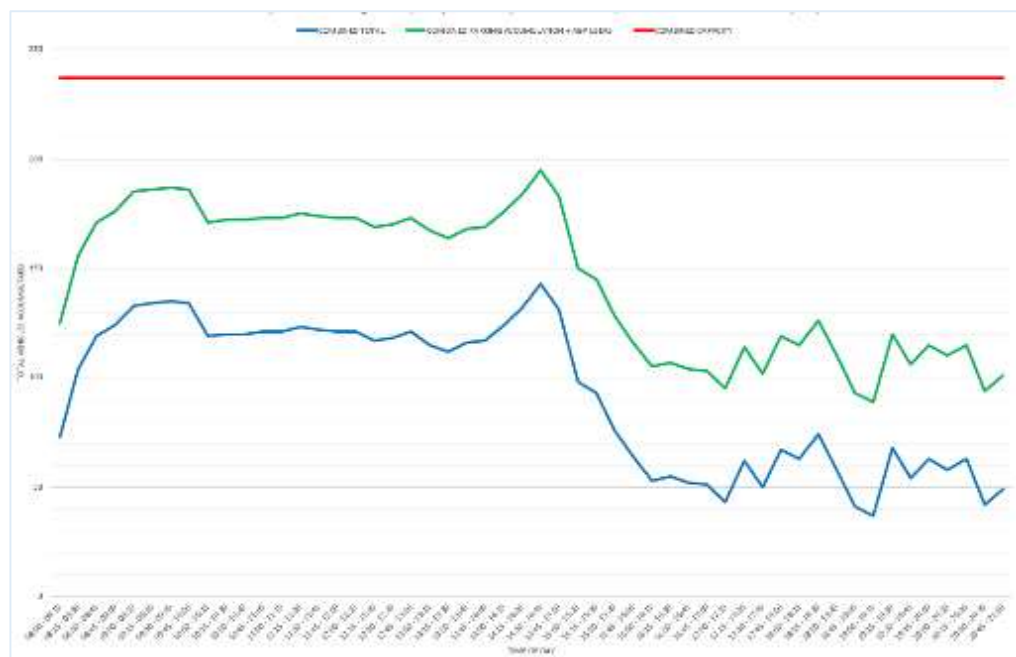
### 3.2 Parking Analysis

3.2.1 JPP Consulting Ltd prepared a Highways Briefing Note (ref. R-TBN-26170-01-0) in February 2023 to support the planning application for the 3G artificial grass pitch (planning application ref. DC/22/2107/FUL), which as previously mentioned, was approved in April 2023.

3.2.2 The Highways Briefing Note detailed that the car park for Haverhill Rovers Football Club comprises 125 spaces and that the 112-space car park provided in the adjacent Samuel Ward Academy will be available for use for fixtures which take place outside of school operating hours (17:00-21:00 Monday to Friday and 09:00-17:00 Saturday & Sunday).

3.2.3 The parking arrangement was agreed to ensure there is sufficient parking for all users of Haverhill Rovers Football Club, whilst ensuring that there are no parking conflicts in relation to the operation of the Academy.

- 3.2.4 A parking assessment was undertaken to demonstrate that sufficient parking was being provided between the car parks at Haverhill Rovers Football Club and Samuel Ward Academy, to accommodate the existing and proposed uses.
- 3.2.5 Parking surveys were undertaken at both car parks on Thursday 26<sup>th</sup> and Saturday 28<sup>th</sup> January 2023 between the hours of 08:00 and 21:00. These two survey days were carefully selected and included a full training session on the Thursday evening and a home fixture on the Saturday afternoon. Therefore, the results from the parking survey will have captured parking demand at its highest. For ease, the full parking survey results are provided in **Appendix C** of this report.



**Figure 3.1 Parking Survey Analysis (Thursday 26th January 2023)**

- 3.2.6 As shown in Figure 3.1, the peak parking accumulation during the survey on Thursday 26<sup>th</sup> January was experienced at 14:30-14:45, whereby 147 vehicles were parked in both car parks (128 vehicles parked in the Samuel Ward Academy car park and 15 vehicles parked in Haverhill Rovers Football Club car park).
- 3.2.7 The survey results in **Appendix C** show that Haverhill Rovers Football Club experience their weekday peak after 17:00, when parking is permitted in the Academy car park, therefore when also accounting for the 52 x 3G pitch users, the Football Club car park will continue to have ample spare capacity on weekdays.

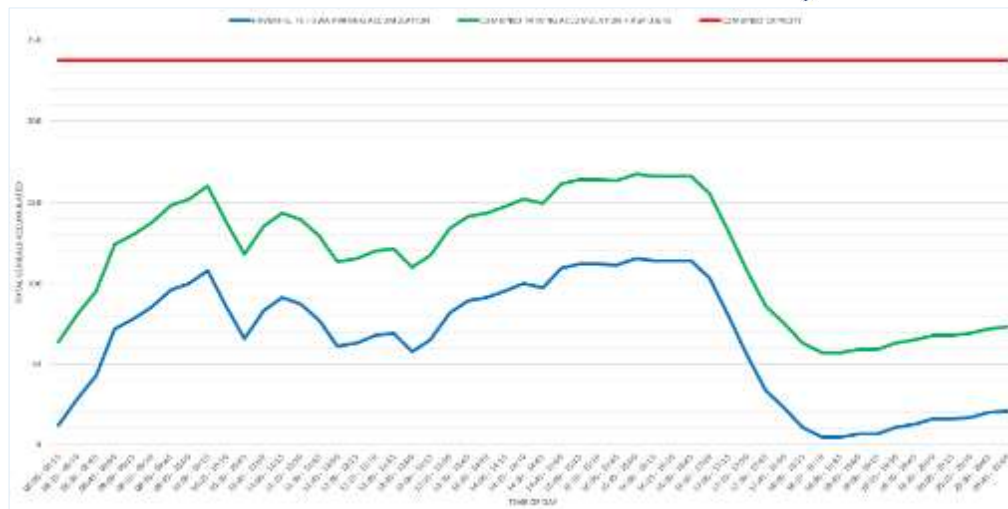


Figure 3.2 Parking Survey Analysis (Saturday 28th January 2023)

- 3.2.8 The parking survey results, as summarised in Figure 3.2, demonstrated that the peak parking accumulation during the survey on Saturday 28<sup>th</sup> January was experienced at 15:45-16:00. A total of 115 vehicles were parked in both car parks; comprising 108 vehicles parked in Haverhill Rovers Football Club car park and 7 vehicles parked in the Samuel Ward Academy car park.
- 3.2.9 When combing the peak parking accumulation from the Football Club with the additional 52 users associated with the 3G artificial grass pitch, the peak parking accumulation would become 167 vehicles. Given that both car parks when combined, provide a total of 237 parking spaces, the peak parking accumulation would result in 70 spaces remaining unoccupied.
- 3.2.10 For information, the Highways Briefing Note detailed that during a Thursday peak period, all parking can be accommodated within Haverhill Rovers Football Club car park and ‘overspill’ in to the Samuel Ward Academy car park would not be required.
- 3.2.11 The Highways Briefing Note concluded that during a ‘worst-case’ scenario whereby parking demand is at its highest on a Saturday afternoon, Haverhill Rovers Football Club car park will be used as the primary car park, with the Samuel Ward Academy car park being used as a secondary ‘overspill’ car park, if required.
- 3.2.12 Given that the proposals are to improve the social space for the existing visitors, by extended the pavilion by 147sqm; the GFA of which includes providing additional toilet facilities, it is not anticipated, or intended, that visitor numbers using the pavilion will increase (beyond the 52 users associated with the approved 3G artificial grass pitch, which have already been accounted for).
- 3.2.13 On this basis, it is deemed that sufficient parking is provided across the Haverhill Rovers Football Club and Samuel Ward Academy car parks to accommodate the parking demands associated with all uses at Haverhill Rovers Football Club.
- 3.2.14 Furthermore, the 70-space spare capacity during the peak Saturday period should suitably accommodate any general fluctuations in visitor numbers and would be available in the Samuel Ward Academy car park.

## **4.0 Conclusions**

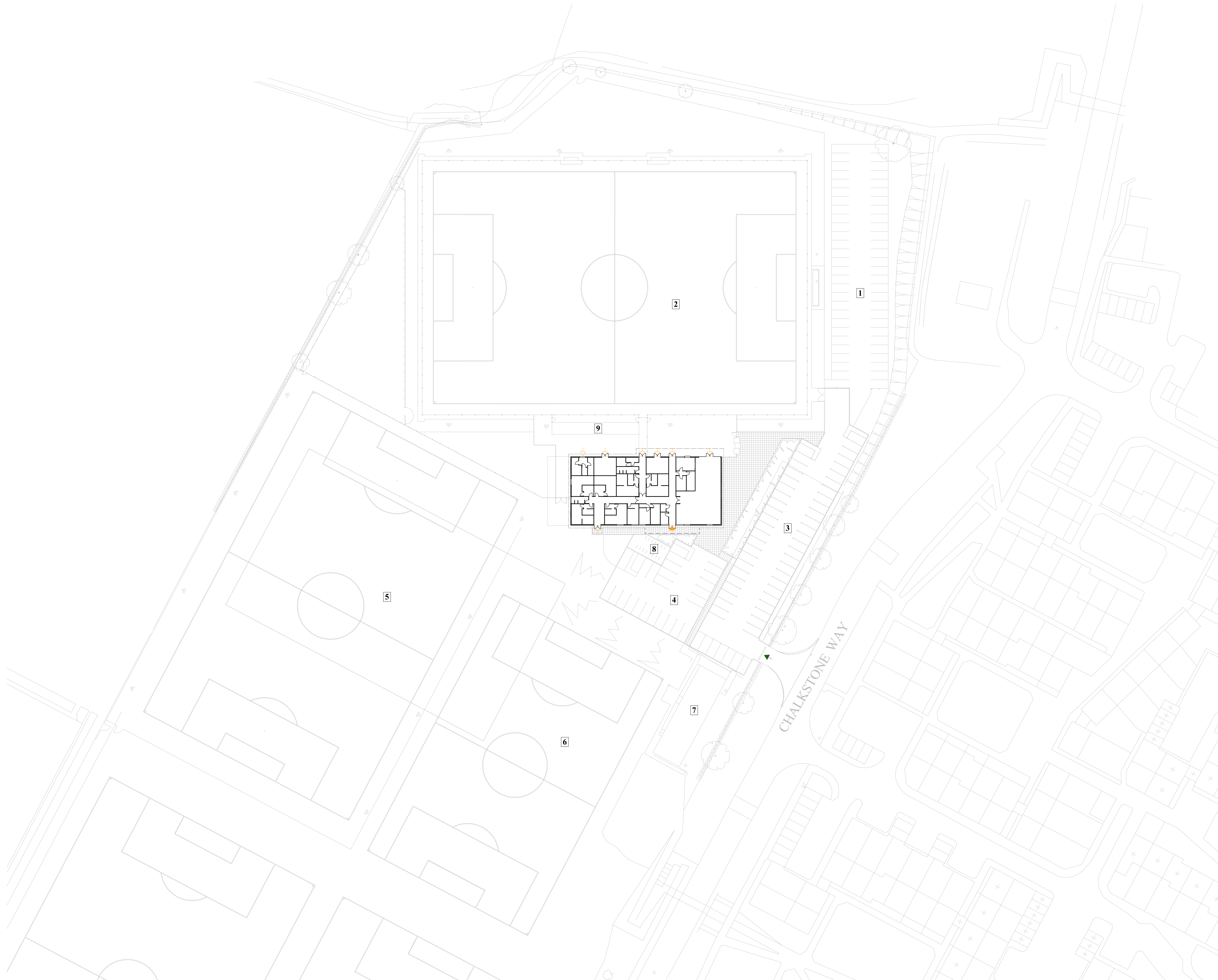
- 4.1 This Transport Statement has been prepared in support of a detailed planning application for a proposed pavilion extension at Haverhill Rovers Football Club, Haverhill.
- 4.2 The existing site comprises of the pavilion building; which overlooks the main football pitch, in addition to a number of smaller football pitches and chargeable car parking facilities with a total 125-space capacity.
- 4.3 The development proposals seek to provide a more suitable social space for the football club visitors, by providing a 147sqm extension, which will allow the space to be separated into 4 separate event zones, if required, with additional toilet facilities being provided. The proposed development will not include any alternations to the site access increase in parking or additional training / football pitches.
- 4.4 Planning application ref. DC/22/2107/FUL was granted permission in April 2023, to provide a 3G artificial grass pitch in the north-western corner of the site. JPP prepared a Highways Briefing Note to support the application (ref. R-TBN-26170-01-0), which detailed that the 3G artificial grass pitch would generate 52 users per hour and that the adjacent 112-space car park at Samuel Ward Academy could be used to accommodate any additional parking (outside of school hours).
- 4.5 JPP's Highways Briefing Note concluded, via parking survey analysis, that the most notable peak parking accumulation in relation to the operation of the Football Club occurs on a Saturday afternoon (15:45-16:00) with 108 vehicles parked in Haverhill Rovers Football Club car park and 7 vehicles parked in the adjacent Samuel Ward Academy car park. With the additional 52 users associated with the 3G pitch, parking accumulation would total 167 vehicles.
- 4.6 Given that both car parks when combined, provide a total of 237 parking spaces, the peak parking accumulation would result in 70 spaces remaining unoccupied. Whilst it is not anticipated that the development proposals will increase the number of visitors to the site, the 70-space spare capacity is deemed sufficient to accommodate any additional vehicles.
- 4.7 Based on the evidence provided, it is concluded that the proposed pavilion extension will not result in an unacceptable impact on highway safety, nor will it have a severe impact upon the local road network and therefore accords with paragraph of 111 of the NPPF.



## **Appendix A**

**Existing Block Plan - CBBA drawing no. 23005-0001 Revision P1**

**Existing Ground Floor & Site Plan - CBBA drawing no. 23005-0100 Revision P1**



**General Notes**

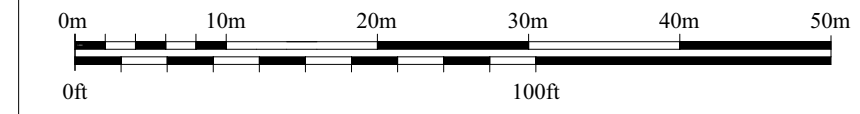
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Rev	Date	Drawn by	Change description
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- Key**
- 1 Overflow car park
  - 2 Main pitch
  - 3 Primary car park
  - 4 Secondary car park
  - 5 Pitch 2
  - 6 Pitch 3
  - 7 Pavillion
  - 8 Cycle parking
  - 9 Spectator stand
- Existing primary entrance
  - Existing secondary entrances
  - Main road entrance



Status: **Planning**



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Title: **Existing Block Plan**

Client Name: **Haverhill Community Sports Association**

Project Address: **The New Croft, Chalkstone Way, Haverhill Suffolk CB9 0BW**

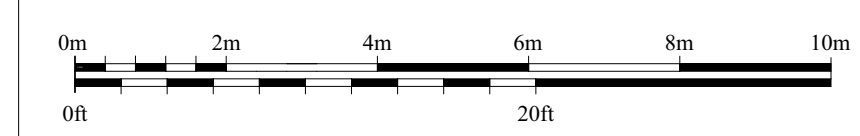
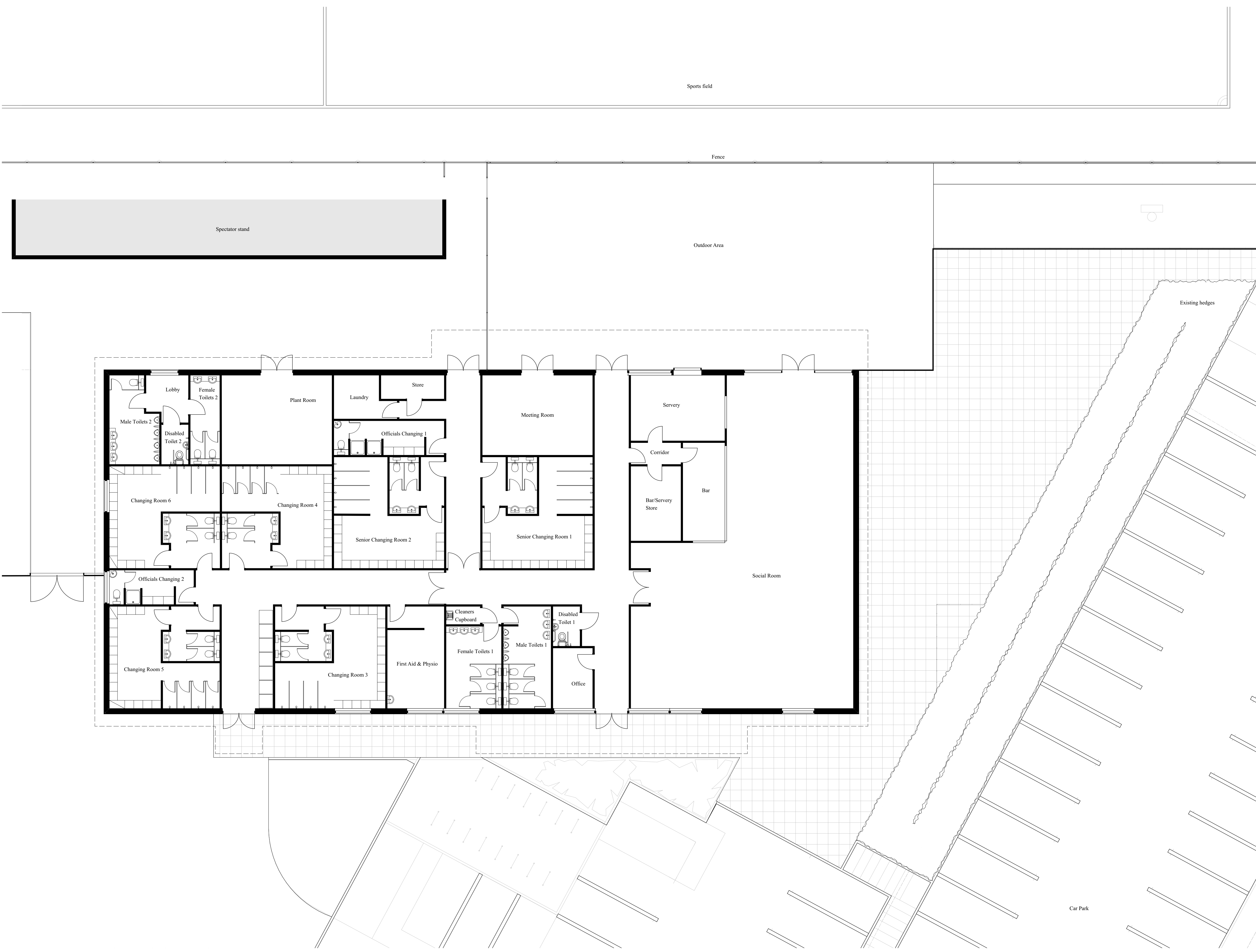
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Drawing Number: **23005-0001** Revision: **P1**

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Status  
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Title  
**Existing Ground Floor and site Plan**  
Client Name  
**Haverhill Community Sports Association**  
Project Address  
**The New Croft, Chalkstone Way,  
Haverhill Suffolk CB9 0BW**

Scale  
**1:100@A1**

Date  
**01/06/2023**

Drawing Number  
**23005-0100**

Revision  
**P1**





**Appendix B  
Proposed Site Plan - CBBA drawing no. 23005-1100 Revision P1**





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Title  
**Proposed Ground Floor and Site Plan**  
Client Name  
**Haverhill Community Sports Association**  
Project Address  
**The New Croft, Chalkstone Way,  
Haverhill Suffolk CB9 0BW**

Scale  
**1:100@A1** Date  
**01/06/2023**

Drawing Number  
**23005-1100** Revision  
**P1**



**Appendix C  
Parking Survey Results**

Haverhill  
 Thursday 26th January 2023  
 Samuel Ward Academy  
 Approximately 112 spaces

TIME	Inbound							TOTAL	Outbound							TOTAL
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	
08:00-08:15	0	1	30	1	0	0	0	32	0	0	6	0	0	0	0	6
08:15-08:30	0	0	48	0	0	0	0	48	0	0	22	0	0	0	0	22
08:30-08:45	0	1	36	0	0	0	0	37	0	0	24	0	0	0	0	24
08:45-09:00	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
09:00-09:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15-09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30-09:45	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
09:45-10:00	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
10:00-10:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
10:15-10:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3
11:00-11:15	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	5
11:15-11:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30-11:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
11:45-12:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:00-12:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15-12:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30-12:45	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
12:45-13:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
13:00-13:15	0	0	4	0	0	0	0	4	0	0	11	0	0	0	0	11
13:15-13:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
13:30-13:45	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3
13:45-14:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
14:00-14:15	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2
14:15-14:30	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2
14:30-14:45	0	0	15	0	0	0	0	15	0	0	5	0	0	0	0	5
14:45-15:00	0	0	8	0	0	0	0	8	0	0	18	0	0	0	0	18
15:00-15:15	0	0	2	0	0	0	0	2	0	1	36	2	0	0	0	39
15:15-15:30	0	0	2	0	0	0	0	2	0	1	9	0	0	0	0	10
15:30-15:45	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8
15:45-16:00	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
16:00-16:15	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
16:15-16:30	0	0	0	1	0	0	0	1	0	0	8	0	0	0	0	8
16:30-16:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
16:45-17:00	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
17:00-17:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
17:15-17:30	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10
17:30-17:45	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
17:45-18:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
18:00-18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30-18:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00-19:15	0	0	4	0	0	0	0	4	0	0	6	0	0	0	0	6
19:15-19:30	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
19:30-19:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00-20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30-20:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
20:45-21:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	40	0	0	0	0	40

CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	Accumulation		Existing Users	CAPACITY
							Existing Users	CAPACITY		
0	1	64	1	0	0	0		66	112	
0	1	90	1	0	0	0		92	112	
0	2	102	1	0	0	0		105	112	
0	2	110	1	0	0	0		113	112	
0	2	111	1	0	0	0		114	112	
0	2	110	1	0	0	0		113	112	
0	2	110	1	0	0	0		113	112	
0	2	110	1	0	0	0		113	112	
0	2	107	1	0	0	0		110	112	
0	2	109	1	0	0	0		112	112	
0	2	109	1	0	0	0		112	112	
0	2	112	1	0	0	0		115	112	
0	2	112	1	0	0	0		115	112	
0	2	113	1	0	0	0		116	112	
0	2	112	1	0	0	0		115	112	
0	2	110	1	0	0	0		113	112	
0	2	110	1	0	0	0		113	112	
0	2	108	1	0	0	0		111	112	
0	2	108	1	0	0	0		111	112	
0	2	109	1	0	0	0		112	112	
0	2	102	1	0	0	0		105	112	
0	2	100	1	0	0	0		103	112	
0	2	103	1	0	0	0		106	112	
0	2	104	1	0	0	0		107	112	
0	2	109	1	0	0	0		112	112	
0	2	114	2	0	0	0		118	112	
0	2	124	2	0	0	0		128	112	
0	2	114	2	0	0	0		118	112	
0	1	80	0	0	0	0		81	112	
0	0	73	0	0	0	0		73	112	
0	0	67	0	0	0	0		67	112	
0	0	55	0	0	0	0		55	112	
0	0	44	0	0	0	0		44	112	
0	0	36	1	0	0	0		37	112	
0	0	33	1	0	0	0		34	112	
0	0	26	0	0	0	0		26	112	
0	0	19	0	0	0	0		19	112	
0	0	10	0	0	0	0		10	112	
0	0	5	0	0	0	0		5	112	
0	0	4	0	0	0	0		4	112	
0	0	4	0	0	0	0		4	112	
0	0	4	0	0	0	0		4	112	
0	0	5	0	0	0	0		5	112	
0	0	5	0	0	0	0		5	112	
0	0	3	0	0	0	0		3	112	
0	0	14	0	0	0	0		14	112	
0	0	15	0	0	0	0		15	112	
0	0	15	0	0	0	0		15	112	
0	0	15	0	0	0	0		15	112	
0	0	15	0	0	0	0		15	112	
0	0	16	0	0	0	0		16	112	
0	0	7	0	0	0	0		7	112	

In at End							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	7	0	0	0	0	7





Haverhill  
 Thursday 26th January 2023  
 Haverhill Borough Football Club  
 79 Standars spaces, 2 disabled spaces and approximately 60 unmarked spaces

TIME	Inbound								Outbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
08:00 - 08:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	7	1	0	0	0	8	0	0	6	0	0	0	0	6
08:45 - 09:00	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6
09:00 - 09:15	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	2	1	0	0	4	0	0	1	1	1	0	0	3
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	12	0	1	0	0	13
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	3	1	0	0	0	4	0	0	1	1	0	0	0	2
14:15 - 14:30	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1
14:30 - 14:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4
15:00 - 15:15	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	13	1	0	0	0	14	0	0	9	2	0	0	0	11
15:30 - 15:45	0	0	2	2	0	0	0	4	0	0	13	2	0	0	0	15
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	8	2	0	0	0	10	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	6	1	0	0	0	7	0	0	6	1	0	0	0	7
16:45 - 17:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4
17:15 - 17:30	0	0	26	3	0	0	0	29	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	11	0	0	0	0	11	0	0	16	2	0	0	0	18
17:45 - 18:00	0	0	23	0	0	0	0	23	0	0	4	1	0	0	0	5
18:00 - 18:15	0	0	3	2	0	0	0	5	0	0	9	0	0	0	0	9
18:15 - 18:30	0	0	9	5	0	0	0	14	0	0	2	1	0	0	0	3
18:30 - 18:45	0	0	5	1	0	0	0	6	0	0	19	4	0	0	0	23
18:45 - 19:00	0	0	10	0	0	0	0	10	0	0	26	1	0	0	0	27
19:00 - 19:15	0	0	8	1	0	0	0	9	0	0	9	2	0	0	0	11
19:15 - 19:30	0	0	28	3	0	0	0	31	0	0	11	0	0	0	0	11
19:30 - 19:45	0	0	3	0	0	0	0	3	0	0	13	5	0	0	0	18
19:45 - 20:00	0	0	9	2	0	0	0	11	0	0	2	0	0	0	0	2
20:00 - 20:15	0	0	3	0	0	0	0	3	0	0	6	2	0	0	0	8
20:15 - 20:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	5	0	0	0	0	5	0	0	27	0	0	0	0	27
20:45 - 21:00	0	0	17	1	0	0	0	18	0	0	2	0	0	0	0	2

TOTAL	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
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In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	3	1	0	0	0	4

Accumulation								EXISTING USERS	CAPACITY
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
0	0	6	1	0	0	0	7	7	125
0	0	11	1	0	0	0	12	12	125
0	0	12	2	0	0	0	14	14	125
0	0	9	2	0	0	0	11	11	125
0	0	17	2	0	0	0	19	19	125
0	0	18	2	1	0	0	21	21	125
0	0	18	3	1	0	0	22	22	125
0	0	17	3	1	0	0	21	21	125
0	0	6	3	0	0	0	9	9	125
0	0	6	2	0	0	0	8	8	125
0	0	6	2	0	0	0	8	8	125
0	0	6	0	0	0	0	6	6	125
0	0	6	0	0	0	0	6	6	125
0	0	7	0	0	0	0	7	7	125
0	0	7	0	0	0	0	7	7	125
0	0	8	0	0	0	0	8	8	125
0	0	8	0	0	0	0	8	8	125
0	0	8	0	0	0	0	8	8	125
0	0	6	0	0	0	0	6	6	125
0	0	7	0	0	0	0	7	7	125
0	0	8	1	0	0	0	9	9	125
0	0	8	2	0	0	0	10	10	125
0	0	8	1	0	0	0	9	9	125
0	0	9	1	0	0	0	10	10	125
0	0	9	1	0	0	0	10	10	125
0	0	11	1	0	0	0	12	12	125
0	0	13	1	0	0	0	14	14	125
0	0	13	2	0	0	0	15	15	125
0	0	12	1	0	0	0	13	13	125
0	0	16	1	0	0	0	17	17	125
0	0	20	0	0	0	0	20	20	125
0	0	9	0	0	0	0	9	9	125
0	0	9	0	0	0	0	9	9	125
0	0	9	0	0	0	0	9	9	125
0	0	16	2	0	0	0	18	18	125
0	0	16	2	0	0	0	18	18	125
0	0	23	2	0	0	0	25	25	125
0	0	22	2	0	0	0	24	24	125
0	0	47	5	0	0	0	52	52	125
0	0	42	3	0	0	0	45	45	125
0	0	61	2	0	0	0	63	63	125
0	0	55	4	0	0	0	59	59	125
0	0	62	8	0	0	0	70	70	125
0	0	48	5	0	0	0	53	53	125
0	0	32	4	0	0	0	36	36	125
0	0	31	3	0	0	0	34	34	125
0	0	48	6	0	0	0	54	54	125
0	0	38	1	0	0	0	39	39	125
0	0	45	3	0	0	0	48	48	125
0	0	42	1	0	0	0	43	43	125
0	0	47	1	0	0	0	48	48	125
0	0	25	1	0	0	0	26	26	125
0	0	40	2	0	0	0	42	42	125

0	0	40	2	0	0	0	42
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Haverhill  
 Saturday 28th January 2023  
 Haverhill Borough Football Club  
 79 Standars spaces, 2 disabled spaces and approximately 60 unmarked spaces

TIME	Inbound								Outbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
08:00-08:15	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2
08:15-08:30	0	0	17	1	0	0	0	18	0	0	1	0	0	0	0	1
08:30-08:45	0	0	20	0	0	0	0	20	0	0	7	0	0	0	0	7
08:45-09:00	0	0	13	1	0	0	0	14	0	0	1	1	0	0	0	2
09:00-09:15	0	0	4	1	0	0	0	5	0	0	2	0	1	0	0	3
09:15-09:30	0	0	5	1	1	0	0	7	0	0	1	0	0	0	0	1
09:30-09:45	0	0	12	1	0	0	0	13	0	0	2	0	0	0	0	2
09:45-10:00	0	0	15	3	0	0	0	18	0	0	2	0	0	0	0	2
10:00-10:15	0	0	7	2	0	0	0	9	0	0	2	0	0	0	0	2
10:15-10:30	0	0	3	1	0	0	0	4	0	0	22	4	0	0	0	26
10:30-10:45	0	0	5	1	0	0	0	6	0	0	19	1	0	0	0	20
10:45-11:00	0	0	14	2	0	0	0	16	0	0	3	0	0	0	0	3
11:00-11:15	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2
11:15-11:30	0	0	4	0	0	0	0	4	0	0	9	0	0	0	0	9
11:30-11:45	0	0	8	1	0	0	0	9	0	0	19	0	1	0	0	20
11:45-12:00	0	0	8	0	1	0	0	9	0	0	17	5	0	0	0	22
12:00-12:15	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
12:15-12:30	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1
12:30-12:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
12:45-13:00	0	0	7	0	0	0	0	7	0	0	15	0	0	0	0	15
13:00-13:15	0	0	21	0	0	0	0	21	0	0	12	1	0	0	0	13
13:15-13:30	0	0	23	1	0	0	0	24	0	0	5	1	0	0	0	6
13:30-13:45	0	0	11	1	0	0	0	12	0	0	3	1	0	0	0	4
13:45-14:00	0	0	4	1	0	0	0	5	0	0	2	1	0	0	0	3
14:00-14:15	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
14:15-14:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
14:30-14:45	0	0	13	0	0	0	0	13	0	0	17	0	0	0	0	17
14:45-15:00	0	0	16	1	0	0	0	17	0	0	5	1	0	0	0	6
15:00-15:15	0	0	4	0	0	0	0	4	0	0	1	0	1	0	0	2
15:15-15:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	1	3	0	0	0	4	0	0	0	1	0	0	0	1
16:00-16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15-16:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	1	0	0	0	1	0	0	11	2	0	0	0	13
17:00-17:15	0	0	1	1	0	0	0	2	0	0	19	3	0	0	0	22
17:15-17:30	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22
17:30-17:45	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21
17:45-18:00	0	0	3	0	0	0	0	3	0	0	13	1	0	0	0	14
18:00-18:15	0	0	1	0	0	0	0	1	0	0	13	0	0	0	0	13
18:15-18:30	0	0	2	0	0	0	0	2	0	0	6	2	0	0	0	8
18:30-18:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
18:45-19:00	0	0	4	1	0	0	0	5	0	0	1	1	0	0	0	2
19:00-19:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
19:15-19:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
19:30-19:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
19:45-20:00	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4
20:00-20:15	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
20:15-20:30	0	0	2	2	0	0	0	4	0	0	2	1	0	0	0	3
20:30-20:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
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In at Start							TOTAL
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	
0	0	6	1	2	0	0	9

Accumulation								EXISTING USERS	CAPACITY
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS			
0	0	6	2	2	0	0		10	125
0	0	22	3	2	0	0		27	125
0	0	35	3	2	0	0		40	125
0	0	47	3	2	0	0		52	125
0	0	49	4	1	0	0		54	125
0	0	53	5	2	0	0		60	125
0	0	63	6	2	0	0		71	125
0	0	76	9	2	0	0		87	125
0	0	81	11	2	0	0		94	125
0	0	62	8	2	0	0		72	125
0	0	48	8	2	0	0		58	125
0	0	59	10	2	0	0		71	125
0	0	66	10	2	0	0		78	125
0	0	61	10	2	0	0		73	125
0	0	50	11	1	0	0		62	125
0	0	41	6	2	0	0		49	125
0	0	43	6	2	0	0		51	125
0	0	50	6	2	0	0		58	125
0	0	51	6	2	0	0		59	125
0	0	43	6	2	0	0		51	125
0	0	52	5	2	0	0		59	125
0	0	70	5	2	0	0		77	125
0	0	78	5	2	0	0		85	125
0	0	80	5	2	0	0		87	125
0	0	84	5	2	0	0		91	125
0	0	88	5	2	0	0		95	125
0	0	84	5	2	0	0		91	125
0	0	95	5	2	0	0		102	125
0	0	98	5	1	0	0		104	125
0	0	98	6	1	0	0		105	125
0	0	98	6	1	0	0		105	125
0	0	99	8	1	0	0		108	125
0	0	98	8	1	0	0		107	125
0	0	98	8	1	0	0		107	125
0	0	98	8	1	0	0		107	125
0	0	87	7	1	0	0		95	125
0	0	69	5	1	0	0		75	125
0	0	47	5	1	0	0		53	125
0	0	28	3	1	0	0		32	125
0	0	18	2	1	0	0		21	125
0	0	6	2	1	0	0		9	125
0	0	2	0	1	0	0		3	125
0	0	2	0	1	0	0		3	125
0	0	5	0	1	0	0		6	125
0	0	5	0	1	0	0		6	125
0	0	9	0	1	0	0		10	125
0	0	11	0	1	0	0		12	125
0	0	14	0	1	0	0		15	125
0	0	14	0	1	0	0		15	125
0	0	14	1	1	0	0		16	125
0	0	15	1	1	0	0		17	125
0	0	15	1	1	0	0		17	125

0	0	15	1	1	0	0		17
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS		TOTAL
In at End								

**THURSDAY 26TH JANUARY 2023**

TIME	ACADEMY	HAVERHILL FC	COMBINED TOTAL	COMBINED + 52 x 3G AGP USERS	COMBINED CAPACITY	SPARE COMBINED CAPACITY
08:00 - 08:15	66	7	73	125	237	112
08:15 - 08:30	92	12	104	156	237	81
08:30 - 08:45	105	14	119	171	237	66
08:45 - 09:00	113	11	124	176	237	61
09:00 - 09:15	114	19	133	185	237	52
09:15 - 09:30	113	21	134	186	237	51
09:30 - 09:45	113	22	135	187	237	50
09:45 - 10:00	113	21	134	186	237	51
10:00 - 10:15	110	9	119	171	237	66
10:15 - 10:30	112	8	120	172	237	65
10:30 - 10:45	112	8	120	172	237	65
10:45 - 11:00	115	6	121	173	237	64
11:00 - 11:15	115	6	121	173	237	64
11:15 - 11:30	116	7	123	175	237	62
11:30 - 11:45	115	7	122	174	237	63
11:45 - 12:00	113	8	121	173	237	64
12:00 - 12:15	113	8	121	173	237	64
12:15 - 12:30	111	6	117	169	237	68
12:30 - 12:45	111	7	118	170	237	67
12:45 - 13:00	112	9	121	173	237	64
13:00 - 13:15	105	10	115	167	237	70
13:15 - 13:30	103	9	112	164	237	73
13:30 - 13:45	106	10	116	168	237	69
13:45 - 14:00	107	10	117	169	237	68
14:00 - 14:15	112	12	124	176	237	61
14:15 - 14:30	118	14	132	184	237	53
14:30 - 14:45	128	15	143	195	237	42
14:45 - 15:00	118	13	131	183	237	54
15:00 - 15:15	81	17	98	150	237	87
15:15 - 15:30	73	20	93	145	237	92
15:30 - 15:45	67	9	76	128	237	109
15:45 - 16:00	55	9	64	116	237	121
16:00 - 16:15	44	9	53	105	237	132
16:15 - 16:30	37	18	55	107	237	130
16:30 - 16:45	34	18	52	104	237	133
16:45 - 17:00	26	25	51	103	237	134
17:00 - 17:15	19	24	43	95	237	142
17:15 - 17:30	10	52	62	114	237	123
17:30 - 17:45	5	45	50	102	237	135
17:45 - 18:00	4	63	67	119	237	118
18:00 - 18:15	4	59	63	115	237	122
18:15 - 18:30	4	70	74	126	237	111
18:30 - 18:45	5	53	58	110	237	127
18:45 - 19:00	5	36	41	93	237	144
19:00 - 19:15	3	34	37	89	237	148
19:15 - 19:30	14	54	68	120	237	117
19:30 - 19:45	15	39	54	106	237	131
19:45 - 20:00	15	48	63	115	237	122
20:00 - 20:15	15	43	58	110	237	127
20:15 - 20:30	15	48	63	115	237	122
20:30 - 20:45	16	26	42	94	237	143
20:45 - 21:00	7	42	49	101	237	136

**SATURDAY 28TH JANUARY 2023**

TIME	ACADEMY	HAVERHILL FC	COMBINED TOTAL	COMBINED + 52 x 3G AGP USERS	COMBINED CAPACITY	SPARE COMBINED CAPACITY
08:00 - 08:15	2	10	12	64	237	173
08:15 - 08:30	2	27	29	81	237	156
08:30 - 08:45	3	40	43	95	237	142
08:45 - 09:00	20	52	72	124	237	113
09:00 - 09:15	24	54	78	130	237	107
09:15 - 09:30	25	60	85	137	237	100
09:30 - 09:45	25	71	96	148	237	89
09:45 - 10:00	13	87	100	152	237	85
10:00 - 10:15	14	94	108	160	237	77
10:15 - 10:30	14	72	86	138	237	99
10:30 - 10:45	8	58	66	118	237	119
10:45 - 11:00	12	71	83	135	237	102
11:00 - 11:15	13	78	91	143	237	94
11:15 - 11:30	14	73	87	139	237	98
11:30 - 11:45	15	62	77	129	237	108
11:45 - 12:00	12	49	61	113	237	124
12:00 - 12:15	12	51	63	115	237	122
12:15 - 12:30	10	58	68	120	237	117
12:30 - 12:45	10	59	69	121	237	116
12:45 - 13:00	7	51	58	110	237	127
13:00 - 13:15	6	59	65	117	237	120
13:15 - 13:30	5	77	82	134	237	103
13:30 - 13:45	4	85	89	141	237	96
13:45 - 14:00	4	87	91	143	237	94
14:00 - 14:15	4	91	95	147	237	90
14:15 - 14:30	5	95	100	152	237	85
14:30 - 14:45	6	91	97	149	237	88
14:45 - 15:00	7	102	109	161	237	76
15:00 - 15:15	8	104	112	164	237	73
15:15 - 15:30	7	105	112	164	237	73
15:30 - 15:45	6	105	111	163	237	74
15:45 - 16:00	7	108	115	167	237	70
16:00 - 16:15	7	107	114	166	237	71
16:15 - 16:30	7	107	114	166	237	71
16:30 - 16:45	7	107	114	166	237	71
16:45 - 17:00	8	95	103	155	237	82
17:00 - 17:15	4	75	79	131	237	106
17:15 - 17:30	2	53	55	107	237	130
17:30 - 17:45	2	32	34	86	237	151
17:45 - 18:00	2	21	23	75	237	162
18:00 - 18:15	2	9	11	63	237	174
18:15 - 18:30	2	3	5	57	237	180
18:30 - 18:45	2	3	5	57	237	180
18:45 - 19:00	1	6	7	59	237	178
19:00 - 19:15	1	6	7	59	237	178
19:15 - 19:30	1	10	11	63	237	174
19:30 - 19:45	1	12	13	65	237	172
19:45 - 20:00	1	15	16	68	237	169
20:00 - 20:15	1	15	16	68	237	169
20:15 - 20:30	1	16	17	69	237	168
20:30 - 20:45	3	17	20	72	237	165
20:45 - 21:00	4	17	21	73	237	164