



# LAND NORTH OF CAMPS ROAD, HAVERHILL

## TRANSPORT STATEMENT

June 2021

Churchill Retirement Living

RETIREMENT LIVING DEVELOPMENT  
LAND NORTH OF CAMPS ROAD  
HAVERHILL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Checked by:</i>	Harry Cross		October 2020
<i>Approved by:</i>	James Rand		October 2020

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2	02.11.20	LF	Client Comments	HC	JR
3	24.06.21	LF	Client Comments	HC	JR

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Churchill Retirement Living  
Churchill House  
Parkside  
Ringwood  
Hampshire  
BH24 3SG



Paul Basham Associates Ltd  
Suite 4, Hitchin Court  
Blacklands Way  
Abingdon Business Park  
Abingdon  
OX14 1RG



**RETIREMENT LIVING DEVELOPMENT  
LAND NORTH OF CAMPS ROAD  
HAVERHILL**

**TRANSPORT STATEMENT**

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## 1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for 34 Retirement Living units and 3 x 3-bed residential dwellings at Camps Road, Haverhill.
- 1.2 The application site is situated in a sustainable location approximately 450m (a 5 minute) walk west of Haverhill Town Centre as demonstrated in **Figure 1**.

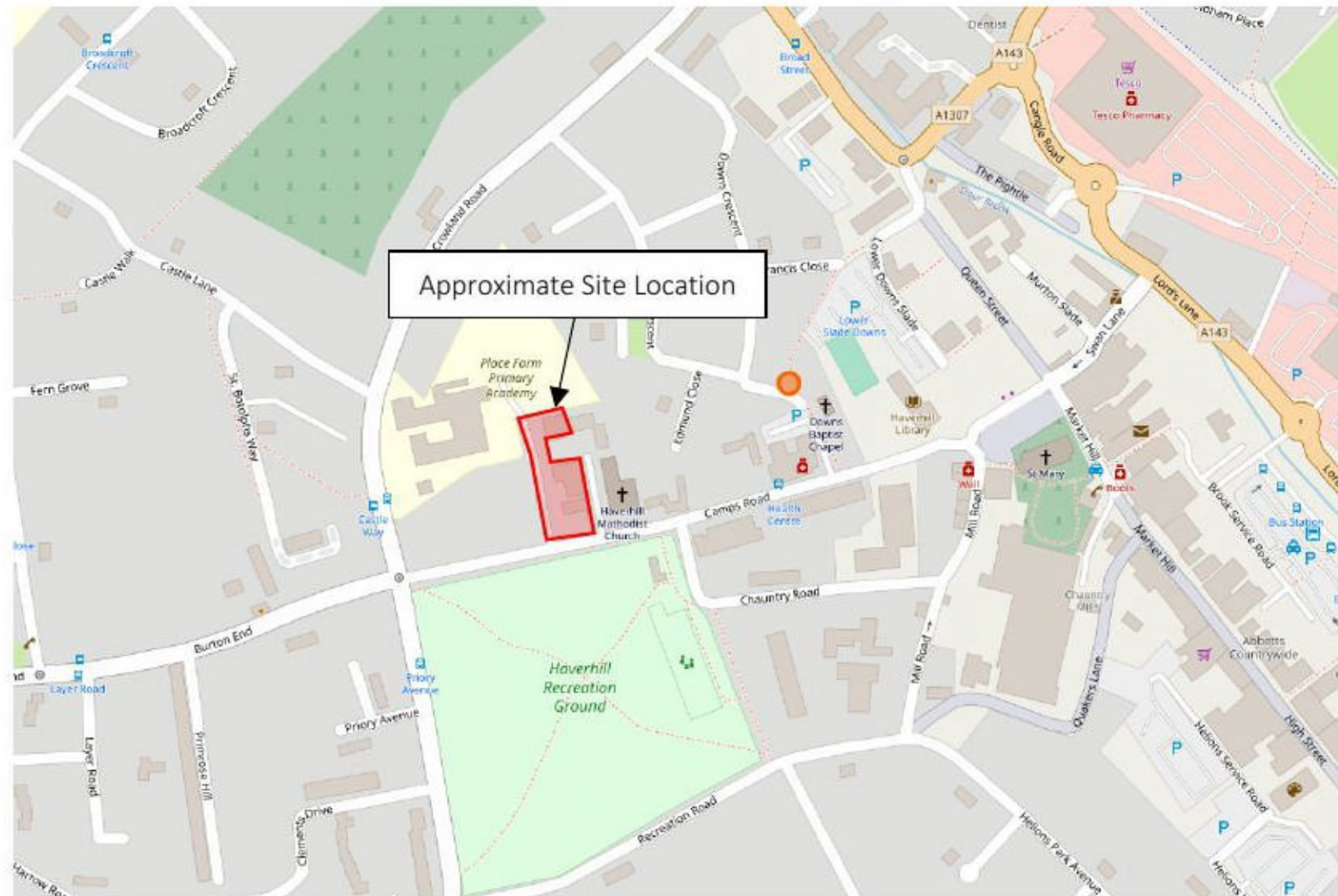


Figure 1: Approximate Site Location

- 1.3 An outline planning application (ref: DC/16/1252/OUT) for the 'demolition of existing buildings and construction of up to 17 houses' on the application site was approved at appeal in November 2017 (ref: APP/E3525/W/16/3161303).
- 1.4 The adjacent parcel of land to the west of the access road comprises a recently constructed 50-unit Churchill Retirement Living development called Weavers Lodge which was permitted in November 2017 (ref: DC/16/0876/FUL).
- 1.5 This TS considers site accessibility, servicing arrangements, visibility and access arrangements, parking provision and the impact on the local road network.



## 2. EXISTING SITE CONDITIONS AND SITE ACCESSIBILITY

### Site and Surroundings

- 2.1 The site is currently vacant but formerly operated as a courthouse and children's centre (**Photograph 1**). As mentioned above the site also has permission for 17 residential dwellings which was permitted at appeal in November 2017 (ref: DC/16/1252/OUT).



**Photograph 1:** Existing site conditions

- 2.2 The site can be accessed off a service road which joins with Camps Road to the south (**Photograph 2**). The service road also provides access to an ambulance station, a recently constructed Churchill Retirement development (Weavers Lodge) and Place Farm Primary Academy.



**Photograph 2:** Service road junction with Camps Road

- 2.3 An ambulance station and Haverhill Methodist Church border the site to the east, Camps Road borders the site to the south and the service road borders the site to the west.



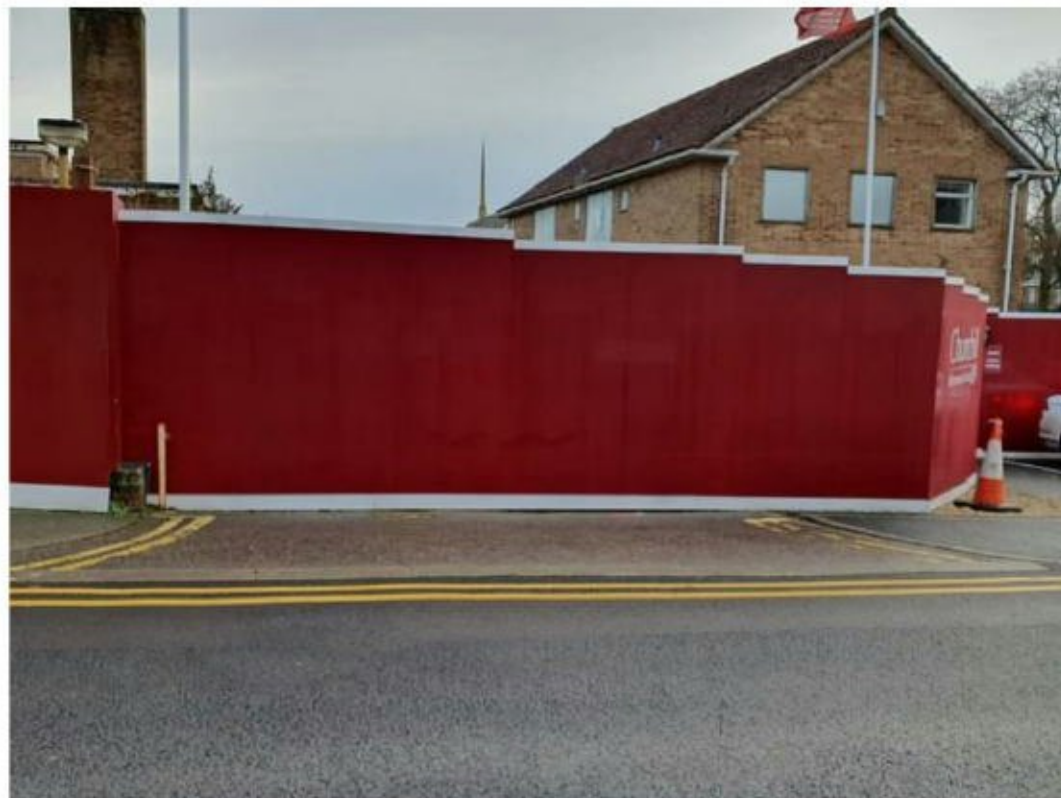
## Local Road Network

- 2.4 Access into the site itself is currently provided at three points. Two accesses are located on the western site frontage via the service road and the other via Camps Road to the south. The existing northern access onto the service road is shared with the ambulance station adjacent to the site (**Photograph 3**). The access to the site and the ambulance station together measure approximately 8m in width with 5m radii adjacent to either side of the access. The application site access is gated and is separated from the ambulance access by a raised kerb with each access point individually measuring approximately 3.5 wide and 4.5m wide respectively.



**Photograph 3:** Ambulance station access adjacent to northern site access onto service road

- 2.5 The southern access point onto the service road is in the form of a bellmouth junction and measures approximately 4.5m wide with 3m radii adjacent to either side of the access (**Photograph 4**).



**Photograph 4:** Existing southern access onto service road



- 2.6 The access point onto Camps Road is located to the south east of the site frontage and comprises of a 3m wide gated access which crosses through a layby on Camps Road. Keep clear markings are in operation to prevent parked vehicles from obstructing the access. This is shown within **Photograph 5**.



**Photograph 5:** Existing access onto Camps Road

- 2.7 The service road joins with Camps Road to the south via a bellmouth junction measuring approximately 4.8m wide with approximately 10.5m radii adjacent to either side of the access (**Photograph 2**). Parking restrictions in the form of double yellow lines (**Photograph 6**) as well as a hatched zone adjacent to the access for the ambulance station (**Photograph 3**) and keep clear markings adjacent to the school are in operation along the service road to ensure that suitable access is maintained to each use.



**Photograph 6:** Existing conditions on service road

- 2.8 Camps Road is a single carriageway road measuring approximately 6m wide and connects to Haverhill Town Centre to the east and the A1017 to the west via Burton End. Traffic calming measures in the form of build outs are in place on Camps Road approximately 60m east and 80m west of the service road



junction with Camps Road (**Photograph 7**) in addition to a raised zebra crossing 15m west of the service road junction with Camps Road (**Photograph 8**).



**Photograph 7:** Build outs on Camps Road 80m west of service road junction with Camps Road



**Photograph 8:** Raised zebra crossing 15m west of service road junction with Camps Road

2.9 Double yellow lines are in operation on Camps Road in the vicinity of the site with the exception of the areas of unrestricted on-street parking which are located within a dedicated layby adjacent to the southern boundary of the site (**Photograph 1**) as well as 90m east of the service access junction with Camps Road (**Photograph 9**).



**Photograph 9:** On-street parking 90m east of service access junction with Camps Road

## Facilities

2.10 The proximity of the site to existing facilities and pedestrian network presents an excellent opportunity to encourage the use of sustainable travel and create a sustainable development. A summary of the proximity to local amenities is provided within **Table 1** using an average walking speed of 1.4m/s as defined by CIHT's 'Planning for Walking' (2015).



Amenity	Distance (m)	Walking Time (Minutes)
Place of Worship	130	1
Haverhill Health Centre	180	2
Bus Stop	220 (northbound) 230 (southbound)	3 (northbound) 3 (southbound)
Pharmacy	250	3
Library	290	3
Convenience Store	350	5
ATM	350	5
Post Office	500	6
Dentist	650	8
Community Centre	950	13

**Table 1:** Proximity to local amenities

2.11 The CIHT document, 'Planning for Walking' (2015), identifies the 'desirable', 'acceptable' and 'preferred maximum' distances for certain locations. As demonstrated in **Table 2** and referring to **Table 1**, all of the above facilities are within the 'desirable' walking distance with the exception of the post office and dentist which is within the 'acceptable' walking distance and the community centre which is within the 'preferred maximum' walking distance.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

**Table 1:** CIHT guidance for 'Providing for Journeys on Foot'

### Pedestrian Network

2.12 The service road is equipped with footways measuring approximately 2m wide adjacent to either side of the carriageway which connect to Camps Road (**Photograph 6**). Camps Road is equipped with footways measuring approximately 2.5m adjacent to the northern and southern side of the carriageway and provide a safe and continuous link into Haverhill Town Centre (**Photograph 10**).



**Photograph 10:** Footway adjacent to southern side of Camps Road



2.13 A dropped kerb crossing (**Photograph 11**) is provided across the service road at the junction with Camps Road. This provided a safe crossing point for pedestrians accessing the bus stops (discussed further below) which are located on Crowland Road approximately 220-230m from the application site. The aforementioned raised zebra crossing located approximately 15m west of the service road junction with Camps Road provides a safe connection from the application site to the footway on the south side of Camps Road and the bus stops located on Clements Lane.



**Photograph 11:** Dropped kerb crossing on service access junction with Camps Road

### Bus Services

2.14 The closest bus stops are conveniently located on Crowland Road approximately 220m (a 3-minute) walk west of the site for the northbound and southbound directions. The northbound bus stop towards Haverhill is equipped with a single pole to highlight its presence (**Photograph 12**). The southbound bus stop towards Newport is equipped with a single pole and road markings to highlight its presence (**Photograph 13**).



**Photograph 12:** Northbound bus stop conditions



**Photograph 13:** Southbound bus stop conditions



Service No.	Bus Stop Location	Route	Frequency (Approximately)		
			Mon-Fri	Sat	Sun
13	Air Cadets	Cambridge – Haverhill	Hourly	Hourly	Hourly
19	Air Cadets	Haverhill – Linton – Burrough Green	Every 2-3 Hours	None	None
60	Castle Lane	Audley End - Saffron Walden - Radwinter - Haverhill	Once a day	None	None
15A	Crowland Road	Bury St Edmunds - Haverhill	Once a day	None	None
59	Crowland Road	Clavering - Newport - Saffron Walden - Ashdon - Haverhill	Twice a day	Twice a day	None
349	Air Cadets	Haverhill Town Service (Parkway and Clements)	Four times a day	None	None
350	Air Cadets	Haverhill Town Service (Arrendene and Chimswell)	Twice a day	None	None
351	Air Cadets	Great Bradley – Withersfield – Haverhill	Twice a day	None	None

**Table 3:** Local bus services

2.15 Additional bus stops are also conveniently located on Clements Lane approximately 230m (a 3-minute) walk southwest of the site for the northbound and southbound bus directions. These are unmarked stops towards Haverhill and Bury St Edmunds.

2.16 Further bus services are available from the Air Cadets Bus stops on Withersfield Road approximately 1.2km (15-minute) walk north of the site. The local bus services operating close to the application site are summarised within **Table 3**.

#### Summary of Site Accessibility

2.17 The site is considered to be sustainably located given the proximity of local facilities and amenities, the surrounding pedestrian infrastructure and the opportunities for travel by bus. Travel by sustainable modes are therefore considered to be a realistic option for promotion to future users of the site.

#### Personal Injury Accident (PIA) data

2.18 Personal Injury Accident (PIA) data for a five-year period between 2015-2019 has been assessed. 5 incidents classified as 'slight' in nature occurred within the vicinity of the site. The PIA data is demonstrated in **Figure 3**.



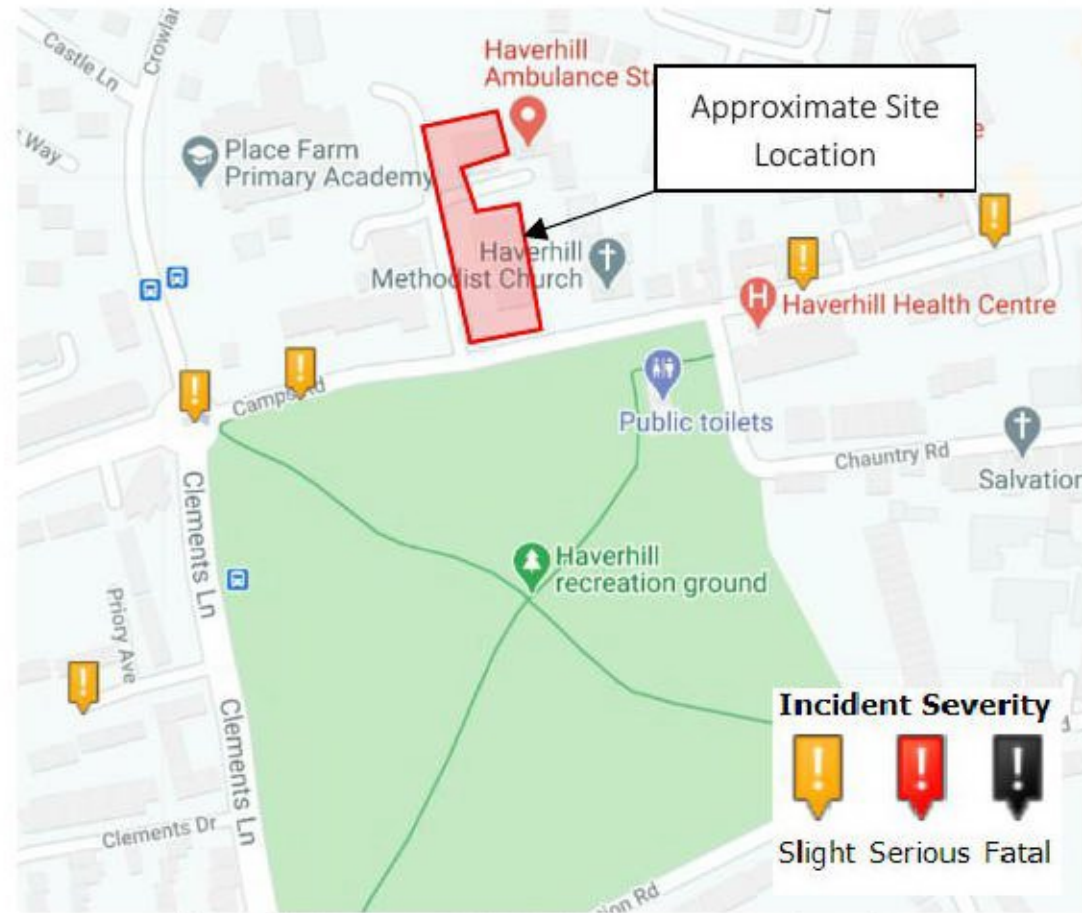


Figure 3: PIA Data 2015-2019 (source: Crashmap)

2.19 The 'slight' incidents that occurred within the vicinity of the site did not occur in the location of the service road junction with Camps Road or the in the location of the proposed access. Considering this as well as the fact that the proposals are anticipated to lead to a net reduction in trips in comparison to both the former and permitted use, the PIA data does not indicate any specific highways concern that would worsen as a result of the development or pose a highways safety concern for future site users.



### 3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises 34 Retirement Living units (including communal facilities such as a resident lounge, dining area, and a reception). The occupants of the Retirement Living units will be of an active retirement age and there will be a lodge manager who will assist with the daily workings of the site. 3 x 3-bed residential dwellings are also proposed to the north of the Retirement Living Units. The proposed site layout is provided in **Appendix A**.

#### Access Arrangement

- 3.2 The proposed development is proposed to be accessed off the service road via Camps Road. The existing northern access onto the service road which is shared with the adjacent ambulance station is proposed to be retained to provide access to the Retirement Living apartments. The proposed access will measure 5m wide with the adjacent ambulance station access unaltered. The residential dwellings will be accessed directly off the service road. The existing southern access onto the service road and the existing access onto Camps Road will be stopped up thereby providing a safety benefit to road users given the reduced chance of conflict between vehicles and pedestrians in these locations.
- 3.3 Pedestrians and cyclists can access the site via the aforementioned access point utilising the 2m wide footway adjacent to the eastern side of the service road followed the proposed 1.2m wide footway adjacent to the southern side of the internal road.

#### Visibility

- 3.4 Visibility splays have been measured at 2.4m x 25m in the primary and secondary direction equivalent to that required for a 20mph road in accordance with Manual for Streets (MfS) Design Guidance and has been demonstrated to be achievable within **Appendix B**.
- 3.5 Taking the above into account in addition to the fact that the access arrangements for the Retirement Living apartments are as per the existing situation, as well as the absence of any accident history and a net reduction of trips when compared with the existing and consented uses, it is considered that safe and suitable access to the site is achievable.

#### Parking Provision

- 3.6 All parking spaces for the Retirement Living apartments will measure 2.5m x 5m in accordance with Suffolk County Council (SCC)'s 'Suffolk Guidance for Parking' (Third Edition – May 2019). A selection of car parking spaces have been demonstrated to track acceptably within the tracking exercise contained within **Appendix C**.



- 3.7 All parking spaces for the residential dwellings will measure 2.4m x 4.8m and have demonstrated to track acceptably (**Appendix C**).
- 3.8 The most relevant parking standard to reflect the proposed Retirement Living development is 'Retirement Developments (e.g. warden assisted independent living accommodation)' as set out within SCC's 'Suffolk Guidance for Parking' (Third Edition – May 2019). This document also contains parking standards for residential dwellings. **Table 4** demonstrates the parking standard and subsequent parking requirement.

Land Use	Parking Standard	Parking Requirement
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling for residents and 0.25 spaces per dwelling for visitors	43 parking spaces (34 resident and 9 visitor)
3 bedroom residential dwellings	2 spaces per dwelling and 0.25 spaces per dwelling for visitors	6.75 parking spaces (6 resident and 0.75 visitor)

**Table 4:** SCC's Car Parking Standard (Suffolk Guidance for Parking – Third Edition May 2019)

- 3.9 The parking standard document acknowledges that reductions against the standard may be appropriate in some circumstances. For example, if grouped unassigned parking is proposed, or in main urban areas. The document also identifies that for Retirement/Warden controlled developments, parking should be provided for each unit unless there is the evidence base to support a reduction in the standard.
- 3.10 Independent research has been undertaken at previous Churchill Retirement Living developments to better understand resident characteristics and inform the development of future schemes. This research (attached as **Appendix D**) identifies an average car parking demand of 0.28 spaces per apartment. This would equate to a demand for 10 parking spaces for the proposed 34 apartments. 14 parking spaces have been provided, at a ratio of 0.41 spaces per apartment and no overspill parking should therefore occur.
- 3.11 This research is currently in the process of being updated with new parking surveys undertaken at a number of Churchill Retirement Living developments however progress has been delayed due to the impact of COVID-19 on travel patterns. Two 12-hour surveys were undertaken on two neutral days (Tuesday 21<sup>st</sup> January 2020 and Wednesday 22<sup>nd</sup> January) prior to COVID-19 at two Churchill developments located within a short distance of Haverhill in similar locations.
- 3.12 Saffron Lodge is located within Saffron Walden (a 22 minute drive) and Nicholls Lodge in Bishops Stortford (a 42 minute drive), and these are two of the closest established Churchill sites to the



proposed development (not counting Weavers Lodge which is not fully occupied). The results of these surveys are demonstrated in **Table 5** and the datasets are attached as **Appendix E**.

Churchill Retirement Living Development	Parking Provision	Average Parking Demand (Spaces Occupied)
Saffron Lodge, Saffron Walden (31 Units)	11 spaces (0.35 spaces per unit)	10 spaces (0.32 spaces per unit)
Nicholls Lodge, Bishops Stortford (53 Units)	18 spaces (0.34 spaces per unit)	14 spaces (0.26 spaces per apartment)
Average (42 units)	14.5 spaces (0.35 spaces per apartment)	12 spaces (0.29 spaces per apartment)

**Table 5:** Recent Parking Survey Results

- 3.13 The results demonstrate an average parking demand of 0.29 spaces per apartment which is broadly in accordance with the previously completed dataset. These newer surveys are considered to be a sensitivity check against the previous dataset which is based on a larger sample size.
- 3.14 In addition, a lower average provision of 0.32 spaces per apartment at the adjacent Churchill development was considered acceptable by an Inspector at appeal. Therefore, the proposed level of provision is considered to be appropriate for the proposed development without any anticipated overspill onto the local road network.
- 3.15 2 car parking spaces have been provided for each of the proposed 3-bed residential dwellings. This is in accordance with Suffolk’s residential parking standard and therefore is not anticipated to lead to any overspill onto the local road network. The standard suggests 0.75 spaces for visitors, which is negligible and it is anticipated can be accommodated on-street/in nearby public car parks.
- 3.16 In the extremely unlikely event that overspill parking occurs from the retirement aspect of the scheme, there is on-street parking and reasonably priced visitor parking available in the vicinity of the site including Lower Downs Slade Car Park (96 spaces) within 450m (5-minute) walk from the site, Leisure Centre Car Park (100 spaces) within 750m (9-minute walk) and Ehringshausen Way car park (202) spaces within 750m (9-minute) walk of the site.
- 3.17 In any case, the proposed provision is considered to be acceptable to accommodate the Retirement Living and residential development and no overspill onto the local road network is anticipated.



### Cycle Parking Provision

3.18 Secure cycle parking is located within the mobility scooter store for the Retirement Living apartments. However, demand is anticipated to be low given the age profile of residents and based on the applicant's operational experience. Cycle parking surveys carried out at 58 schemes across the country demonstrates the following trends shown in **Table 6** with full outputs included in **Appendix F**.

Average Cycles per Development	0.75
Average Cycles Per Room	0.017

**Table 6:** Cycle Parking Data

3.19 This demonstrates that there will be more than sufficient space within the mobility scooter store to accommodate the anticipated demand for 1 bicycle, taking into account the age/mobility profile of residents.

### Servicing Arrangements

3.20 The Retirement Living apartments and residential dwellings will be serviced from the service road. This is considered to be acceptable given that this is the arrangement permitted for the consented residential development onsite and for the adjacent Churchill development, in addition to the fact that the refuse vehicle has to drive past the site to service the primary school to the north. The refuse store for the Retirement Living apartments is located within 10m of the service road and the refuse operatives are able to get within 25m of the residential dwellings in accordance with MfS Design Guidance.

3.21 A tracking assessment has been undertaken to demonstrate that there is sufficient space at the access to allow a fire tender vehicle to turn and leave in a forward gear, whilst meeting the requirements of building regulations to be within 45m of all buildings (**Appendix G**).



## 4. TRIP GENERATION

4.1 This section of the TS assesses the likely vehicular trip generation associated with the consented and proposed development using a TRICS assessment.

### Consented Development Trip Generation

4.2 To understand the likely vehicular trip generation of the consented residential development, a TRICS assessment was undertaken as part of the Transport Statement that accompanied that planning application (ref: DC/16/1252/OUT). These trip rates were agreed at the time with Suffolk County Council highway authority and are demonstrated in **Table 7**.

TRICS (V.7.2.4)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (Houses Privately Owned)	0.149	0.365	0.514	0.333	0.170	0.503	4.791
Trip Generation (17 Residential Units)	3	6	9	6	3	9	81

**Table 7:** Consented Development Trip Generation (TRICS Assessment from Mott MacDonald Transport Statement)

4.3 This demonstrates that the consented residential development was anticipated to generate 9 trips in the AM and PM peaks and 81 trips across the 12-hour period.

### Proposed Development Trip Generation

4.4 To understand the vehicular trip generation of the Retirement Living units a TRICS assessment has been undertaken using 'Retirement Flats' as the closest approximation. The TRICS assessment has been undertaken using the following parameters:

- TRICS (v.7.7.3);
- 'Residential', 'Retirement Flats' Use Class;
- Sites in England and Wales;
- 25-50 units;
- Weekday surveys only; and
- 'Town Centre and 'Edge of Town Centre' locations.

4.5 To understand the vehicular trip generation of the residential dwellings a TRICS assessment has been undertaken using 'Houses Privately Owned' as the closest approximation. The TRICS assessment has been undertaken using the following parameters:

- TRICS (v.7.7.3);
- 'Residential', 'Houses Privately Owned' Use Class;



- Sites in England and Wales;
- 3-20 units;
- Weekday surveys only; and
- 'Edge of Town Centre' locations.

4.6 The results of the TRICS assessment are demonstrated in **Table 8** with full outputs included in **Appendix H**.

TRICS (V.7.7.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (Retirement Flats per dwelling)	0.061	0.071	0.122	0.045	0.045	0.090	1.317
Trip Generation (34 Retirement Living units)	2	2	4	1	1	3	45
Trip Rate (Houses Privately Owned)	0.212	0.242	0.454	0.303	0.242	0.545	4.695
Trip Generation (3 residential dwellings)	1	1	1	1	1	2	14
Total	3	3	5	2	2	5	59

**Table 8:** Proposed Development Trip Generation (TRICS Assessment)

4.7 This demonstrates that the proposed development is anticipated to generate approximately 5 trips in the AM and PM peak and 59 trips across the 12-hour period. This equates to 1 trip every 12 minutes.

### Net Impact

4.8 To understand the likely net traffic impact of the proposed development, a comparison between the trip generations for the consented and proposed development has been undertaken. Using the trip generations outlined in **Tables 7-8**, the net traffic impact is summarised within **Table 9**.

	AM	PM	Daily Total
Consented Development (TRICS)	9	9	81
Proposed Development (TRICS)	5	5	59
Net Impact	-4	-4	-22

**Table 9:** Net Impact

4.9 This demonstrates that when compared with the consented residential development, the proposed development is anticipated to result in a reduction of 4 trips in the AM and PM peak and 22 trips across the 12-hour period. Given that the previous development's impact on the local road network was found to be acceptable, it follows that the current proposals should also be found acceptable in terms of impact on the local road network.



## 5. SUMMARY AND CONCLUSION

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application 34 Retirement Living units and 3 x 3-bed residential dwellings at Camps Road, Haverhill.
- 5.2 Given the accessibility of the site, existing pedestrian network and short walking distance to local amenities and bus services, this application is considered to present a good opportunity to create a sustainable development.
- 5.3 A PIA data assessment has indicated that 5 incidents classified as 'slight' in nature occurred within the vicinity of the application site. Considering that the 'slight' incidents that occurred were not in the location of the access road junction with Camps Road or the in the location of the proposed access as well as the fact that the proposals are anticipated to lead to a net reduction in trips in comparison to both the former and permitted use, the PIA data does not indicate any specific highways concern that would worsen as a result of the development or pose a highways safety concern for future site users.
- 5.4 The proposed Retirement Living apartments will utilise the existing northern access onto the service road which is shared with the adjacent ambulance station. The proposed access will measure 5m wide with the adjacent ambulance station access unaltered. The residential dwellings will be accessed directly off the service road. The existing southern access onto the service road and the existing access onto Camps Road will be stopped up thereby providing a safety benefit to road users given the reduced chance of conflict between vehicles and pedestrians at these points. Pedestrians and cyclists can access the site via the aforementioned access point to the north west of the site utilising the 2m wide footway adjacent to the eastern side of the service road followed the proposed 1.2m wide footway adjacent to the southern side of the internal road.
- 5.5 14 car parking spaces have been provided for the Retirement Living apartments which equates to a parking ratio of 0.41 spaces per apartment. This is in excess of the average parking demand based on surveys at existing Churchill Developments (0.28 spaces per apartment) and is in accordance with the average parking demand determined by recent parking surveys undertaken at Saffron Lodge and Nicholls Lodge (0.29 spaces per apartment).
- 5.6 Given that there was an average provision of 0.32 spaces per apartment at the adjacent Churchill development, the proposed provision is considered to be appropriate and is not anticipated to lead to any overspill onto the local road network. In the extremely unlikely event that overspill parking occurs there are a number of reasonably priced car parks and on-street parking within close proximity of the site in addition to the adjacent Churchill development which visitors would be able to make use of.



- 5.7 2 car parking spaces have been provided for each of the proposed 3-bed residential dwellings. This is in accordance with Suffolk's residential parking standards, with the 0.75 visitor space to be accommodated elsewhere.
- 5.8 The proposed development will be serviced on-street from the service road. An emergency vehicle can get within 45m of all parts of the building as per building regulations. The proposed development is anticipated to result in a reduction of 4 trips in the AM and PM peak and a reduction of 22 trips across the 12-hour period. Given that the previous development's impact on the local road network was found to be acceptable, it follows that the current proposals should also be found acceptable in terms of impact on the local road network.
- 5.9 This Transport Statement has demonstrated that safe and suitable access is achievable and that the proposed development will not have a significant impact on the operation of the local highway network. We would therefore encourage the local planning and highway authorities to look favourably upon this development in relation to highways.





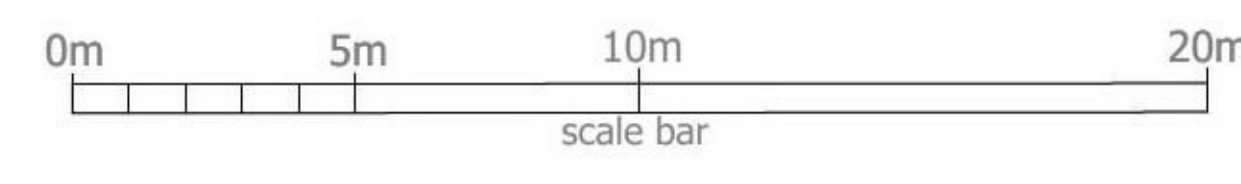




Site Plan

REVISIONS		
Rev.	Date	By

BOUNDARY SCHEDULE	
A-B	1100mm METAL RAILINGS WITH MATURE SHRUBS BEHIND
B-C	1100mm METAL RAILINGS ON NEW RETAINING WALL
C-D	OPEN (PROPOSED ACCESS ROAD)
D-E	PROPOSED 1800mm TIMBER FENCING ON NEW LOW RETAINING WALL
E-F	PROPOSED 1800mm TIMBER FENCING
F-A	1100mm METAL RAILINGS ON DWARF BRICK WALL
G-H-I	PROPOSED 1800mm TIMBER FENCING



**planning issues**  
TOWN PLANNING AND ARCHITECTURAL DESIGN  
Gideon Lemberg RIBA  
Design Director  
Millstream House \* Parkside  
Ringwood \* Hampshire BH24 3SG  
Telephone: (01425) 462109  
Fax: (01425) 462101  
E-mail: design@planningissues.co.uk

Client  
**Churchill Retirement Living**

Project Title  
PROPOSED CAT II SHELTERED HOUSING  
Site Opposite CRL Development  
Camps Road  
Haverhill CB9 8HF

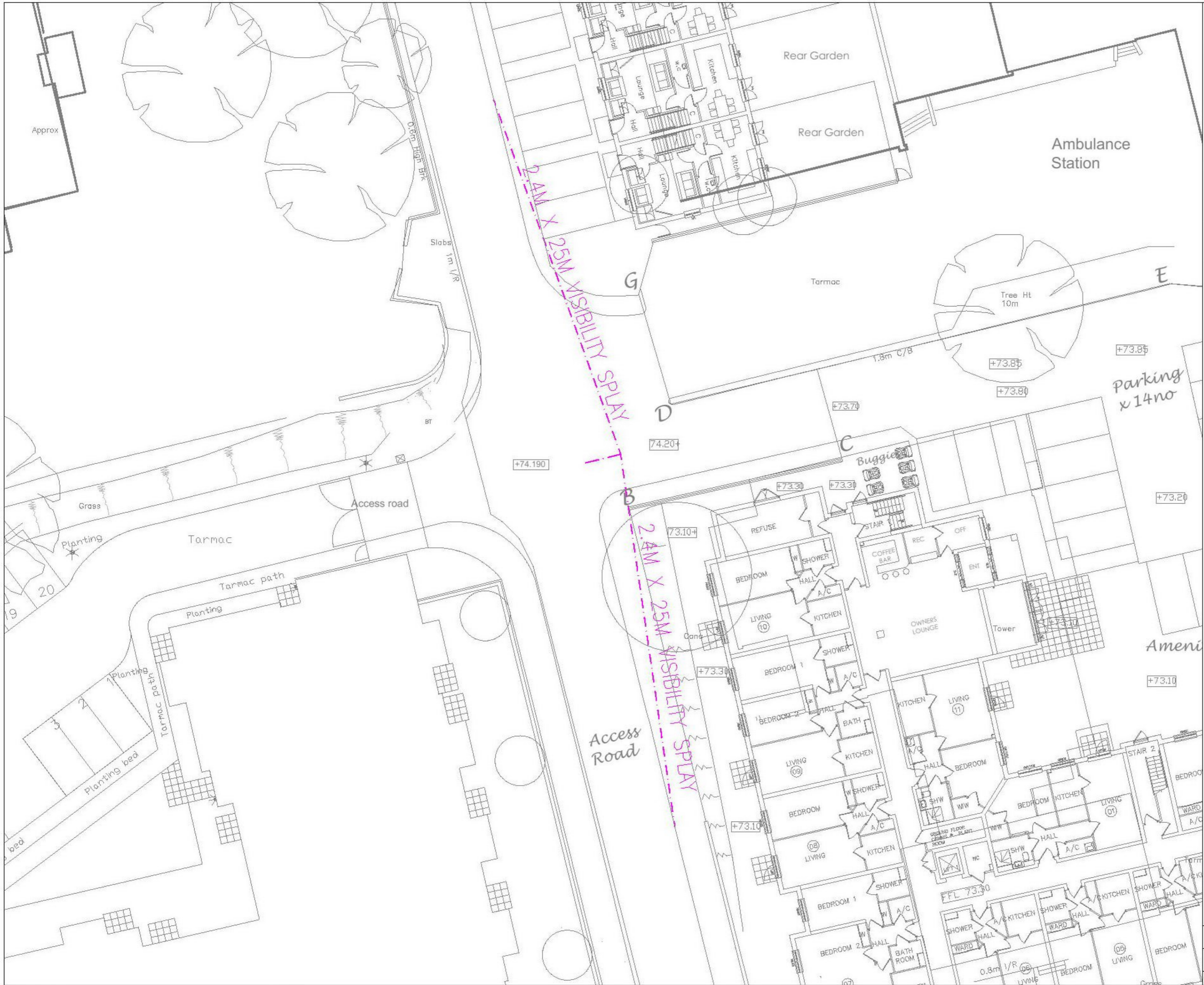
Drawing Title  
*Site Plan*

Scale 1:200 @ A1 Date JUN 2021  
Drawn GSL Checked  
Drawing No. Rev.  
**40033HH-PL02**









**GENERAL NOTES**

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Rev	Description	Date	By	Chkd
B	REVISED LAYOUT	18.06.21	LF	HC
A	REVISED LAYOUT	21.10.20	LF	JR

**Project Name**  
LAND NORTH OF CAMPS ROAD  
HAVERHILL

**Project Phase**  
PRELIMINARY

**Title**  
SITE ACCESS VISIBILITY SPLAY

**paulbasham associates**  
Paul Basham Associates Ltd  
Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park,  
Abingdon, OX14 1RG  
01235 425480  
info@paulbashamassociates.com www.paulbashamassociates.com

**Churchill Retirement Living**

**Checked By**  
JR

**Checked Date**  
03.12.19

**Drawn By**  
LF

**Drawn Date**  
03.12.19

**Scale**  
1:250

**Client Drawing No.**  
-

**PBA Drawing No.**  
536.0019.001

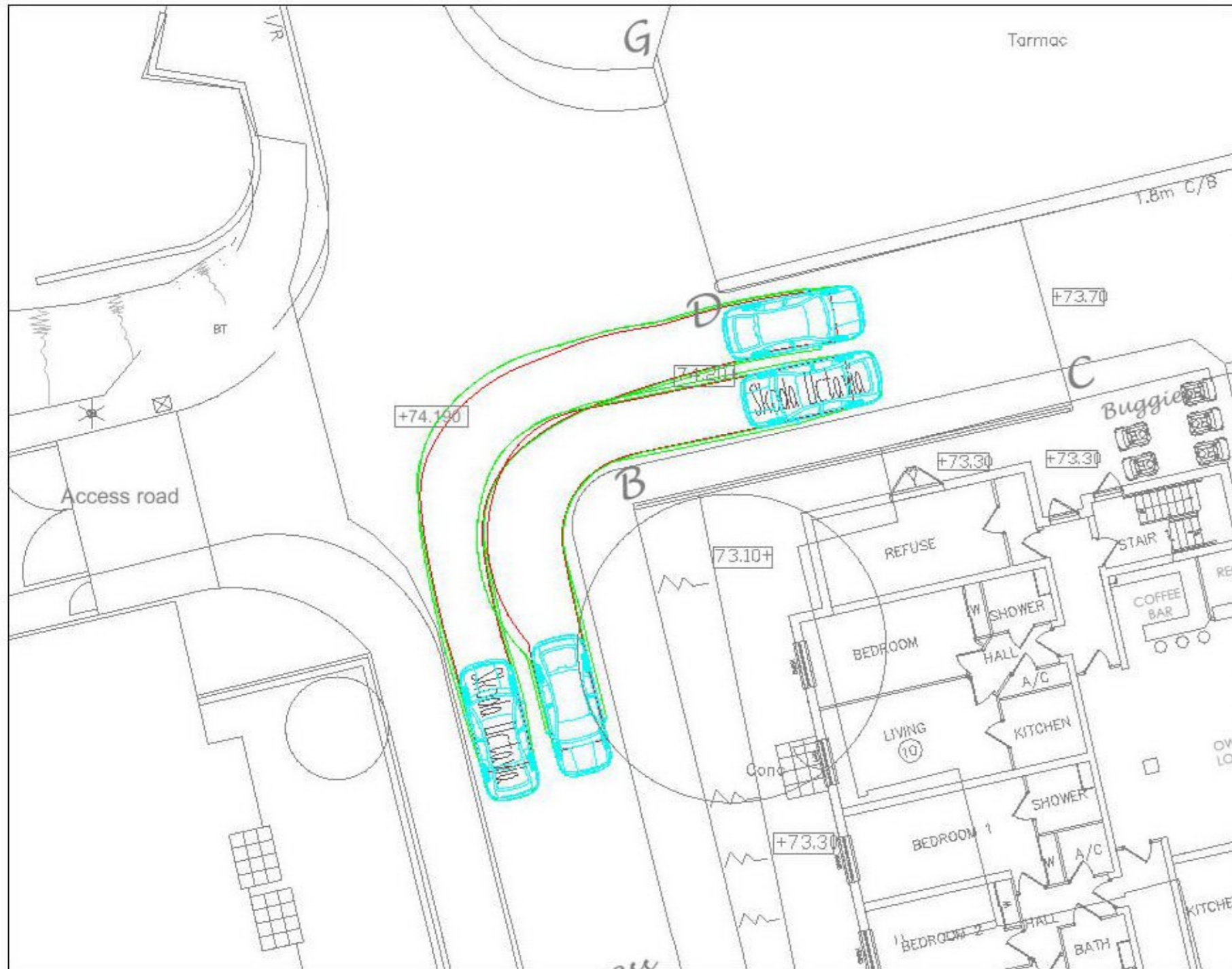
**Revision**  
B

**(AT A3 SIZE)**

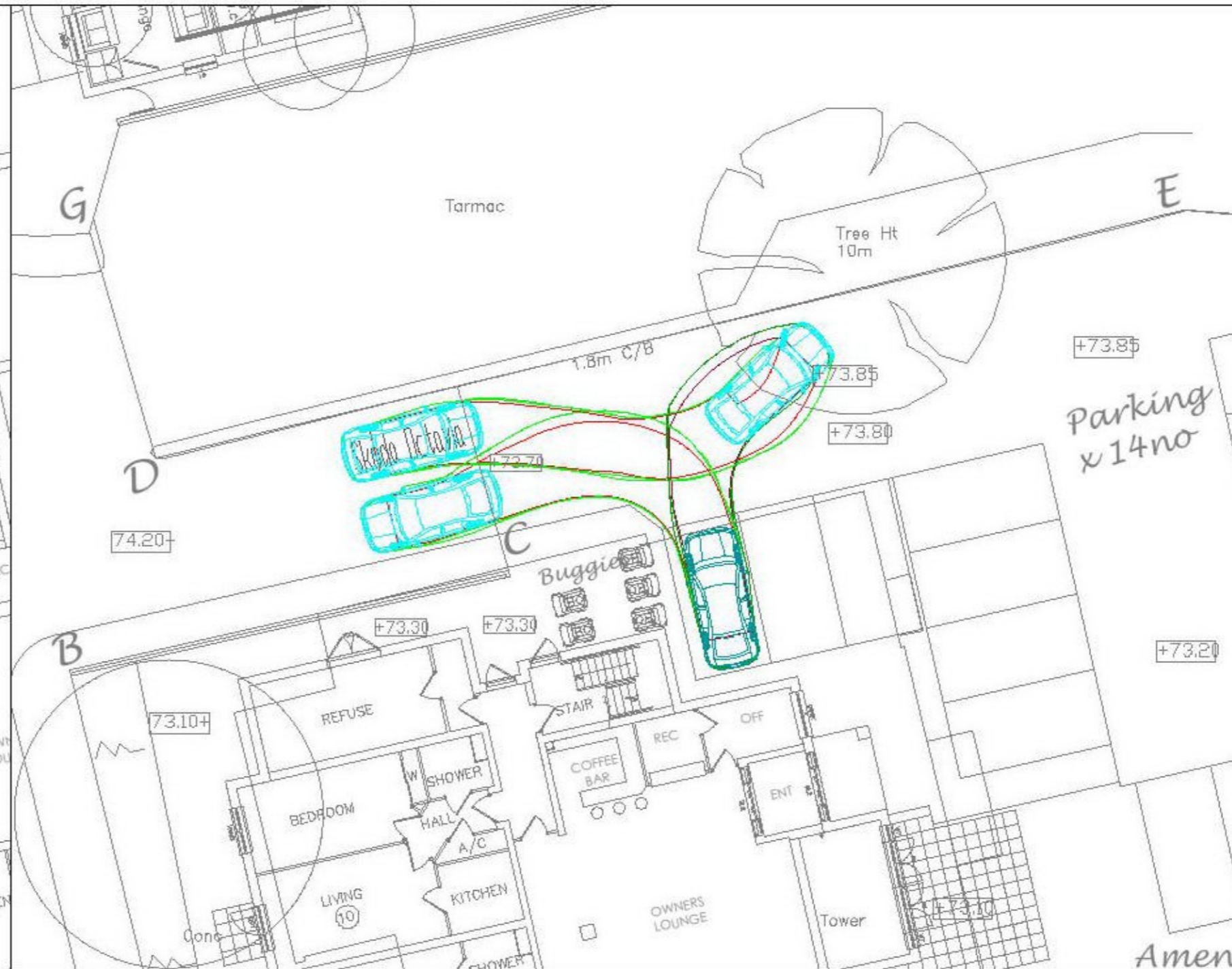


## Appendix C

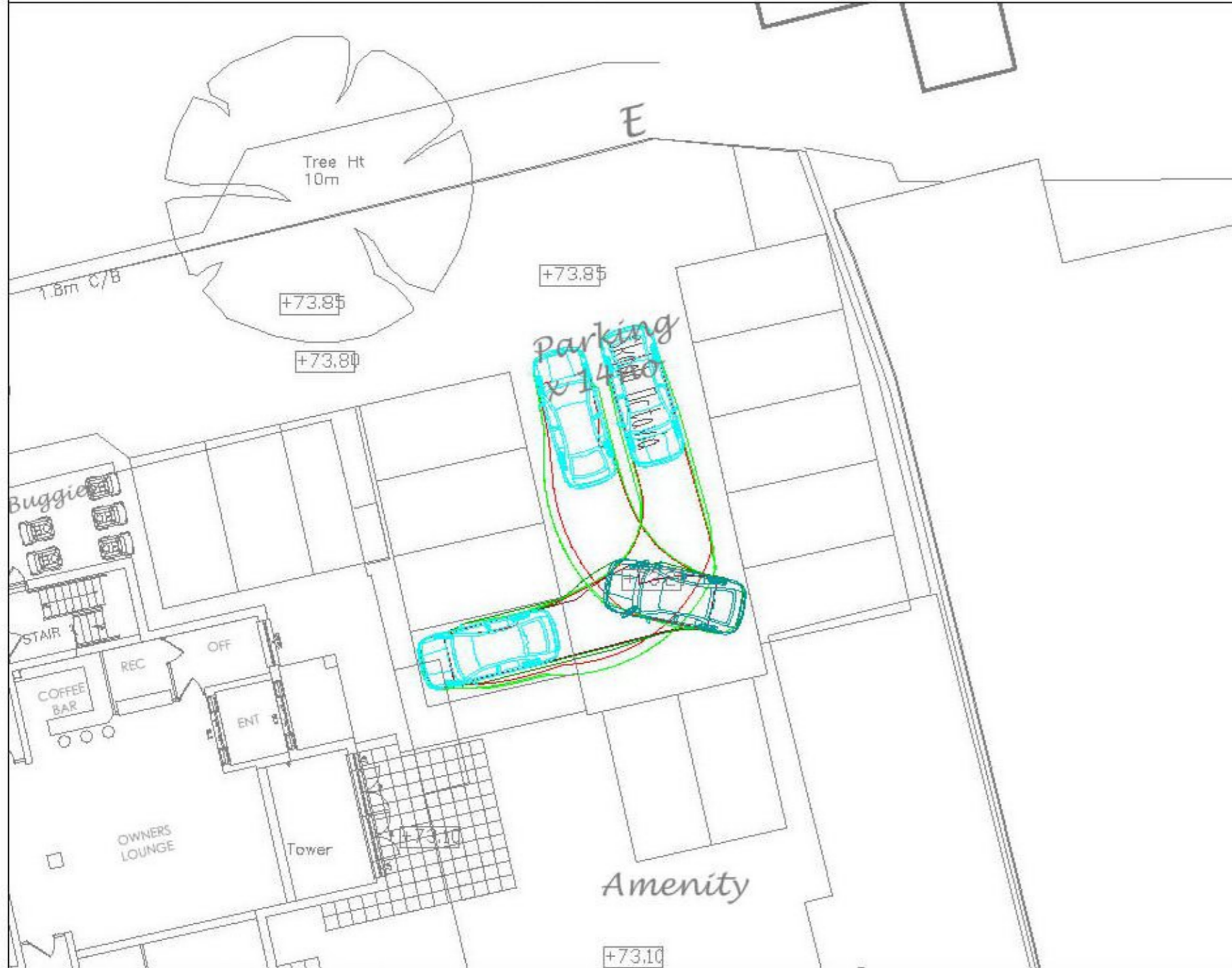




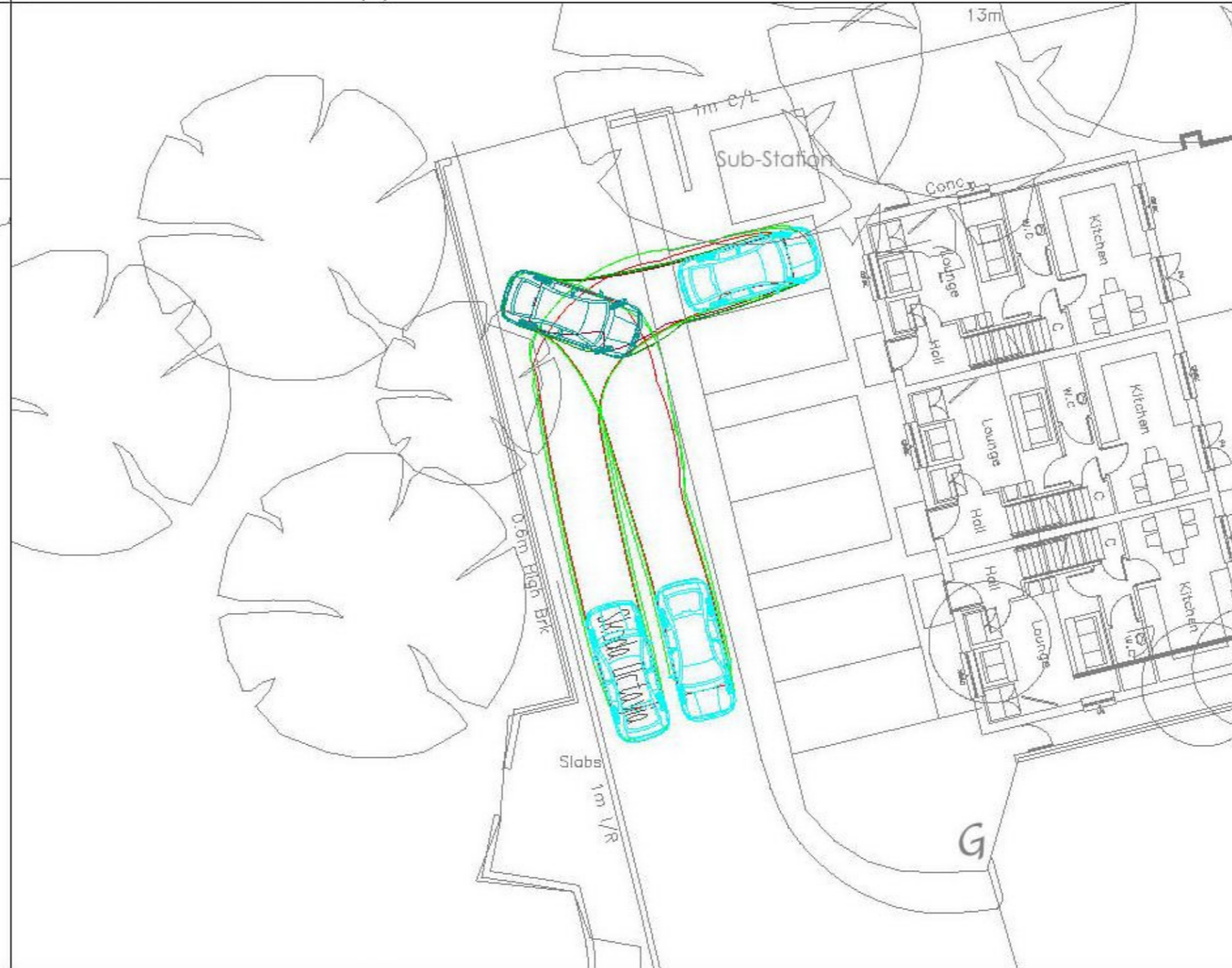
PRIVATE VEHICLE TRACKING AT SITE ACCESS



CAR PARKING TRACKING (1)



CAR PARKING TRACKING (2)

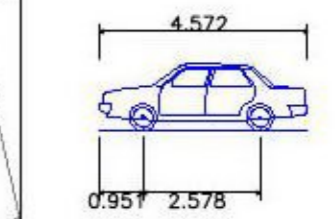


CAR PARKING TRACKING (3)

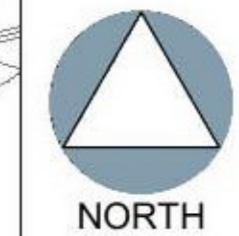
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VEHICLE PROFILE



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



Rev	Description	Date	By	Chkd
B	REVISED LAYOUT	18.06.21	LF	HC
A	REVISED LAYOUT	21.10.20	LF	JR

<b>Project Name</b> LAND NORTH OF CAMPS ROAD HAVERHILL	<b>Title</b> PRIVATE VEHICLE TRACKING	<p>Paul Basham Associates Ltd          Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park,          Abingdon, OX14 1RG          01235 425480          info@paulbashamassociates.com www.paulbashamassociates.com</p>	<b>Client</b> 	<b>Checked By</b> JR	<b>Checked Date</b> 03.12.19	<b>Scale</b> 1:250	<b>(AT A3 SIZE)</b>	
<b>Project Phase</b> PRELIMINARY				<b>Drawn By</b> LF	<b>Drawn Date</b> 03.12.19	<b>Client Drawing No.</b> -	<b>PBA Drawing No.</b> 536.0019.002	<b>Revision</b> B



## Appendix D





# Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living







# Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

Millstream House, Parkside, Christchurch, Ringwood, Hampshire, BH24 3SG







## Issue and revision record

<b>Revision</b>	<b>Date</b>	<b>Originator</b>	<b>Checker</b>	<b>Approver</b>	<b>Description</b>
A	June 2016	R Khakh	D Friel		Draft Issue
B	June 2016	R Khakh	D Friel	D Friel	First Issue

**Information class: Standard**

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# 1 Introduction

## 1.1 Background

In May 2016 Mott MacDonald carried out traffic surveys at eight established Churchill Retirement Living (CRL) sites across southern England. The 2016 survey was undertaken to identify the parking trends and vehicle trip generation associated with each of the lodge developments. With this previous survey information being two years old, a new study has been commissioned to update the initial survey findings. The 2016 surveys were specified to identify parking accumulation trip rates at eight CRL sites, as detailed below:

1. Hampton Lodge, Sutton
2. Lord Rosebery Lodge, Epsom
3. Churchill Lodge, Lilliput
4. Mitchell Lodge, Bitterne
5. Mulberry Lodge, Emsworth
6. Park View Lodge, Faversham
7. Mottisfont Lodge, Romsey
8. St Mary's Lodge, Birchington

The 2016 surveys were completed on a single day at each of the Lodge sites, and were undertaken by count enumerators and using video analysis. This method was adopted for previous surveys and proved to be very successful in capturing vehicle movements into and out of the Lodge car parks. The enumerators recorded the number of vehicles arriving and departing to/from each site, the number of parked vehicles within the site at the beginning and end of the survey period, and in addition, any on-street parking activity associated with the Lodge development site.

The results of the 2016 parking surveys for each site are presented in **Section 2**, with **Section 3** detailing the trip rate. A summary is provided in **Section 4**.



## 2 Parking Survey Results

### 2.1 Introduction

Car park surveys were carried out at each of the eight CRL sites on a neutral day (Tuesday, Wednesday or Thursday) in a neutral month (May) in 2016 over 12 hours (0700-1900). The survey at Mottisfont Lodge, Romsey was undertaken in June due to an error occurring in the video recording of the initial survey undertaken in May.

The following survey information was recorded at each of the eight sites:

- Vehicle movements into and out of the site;
- The number of vehicles parked at the start of the survey (0700) and end of the survey (1900) so parking accumulation can be calculated; and
- Number of vehicles associated with the Lodge parking on the road immediately outside of the site to determine if there is overspill from the lodge.

The survey results are presented in **Section 2.2**, showing the on-site parking demand and also the total parking demand, including any on-street parking that is associated with the Lodge. The full results of all the car park surveys can be found in **Appendix A**.

### 2.2 Results summary

Within the graphs presented in the following sections, the blue bars denote inbound vehicles to the car park, the red bars denote outbound vehicles to the car park, the blue line denotes car parking accumulation (this is the on-site car park) and the purple line denotes total parking accumulation which accounts for both on-site and on street parking. The green line represents the parking capacity of the site.

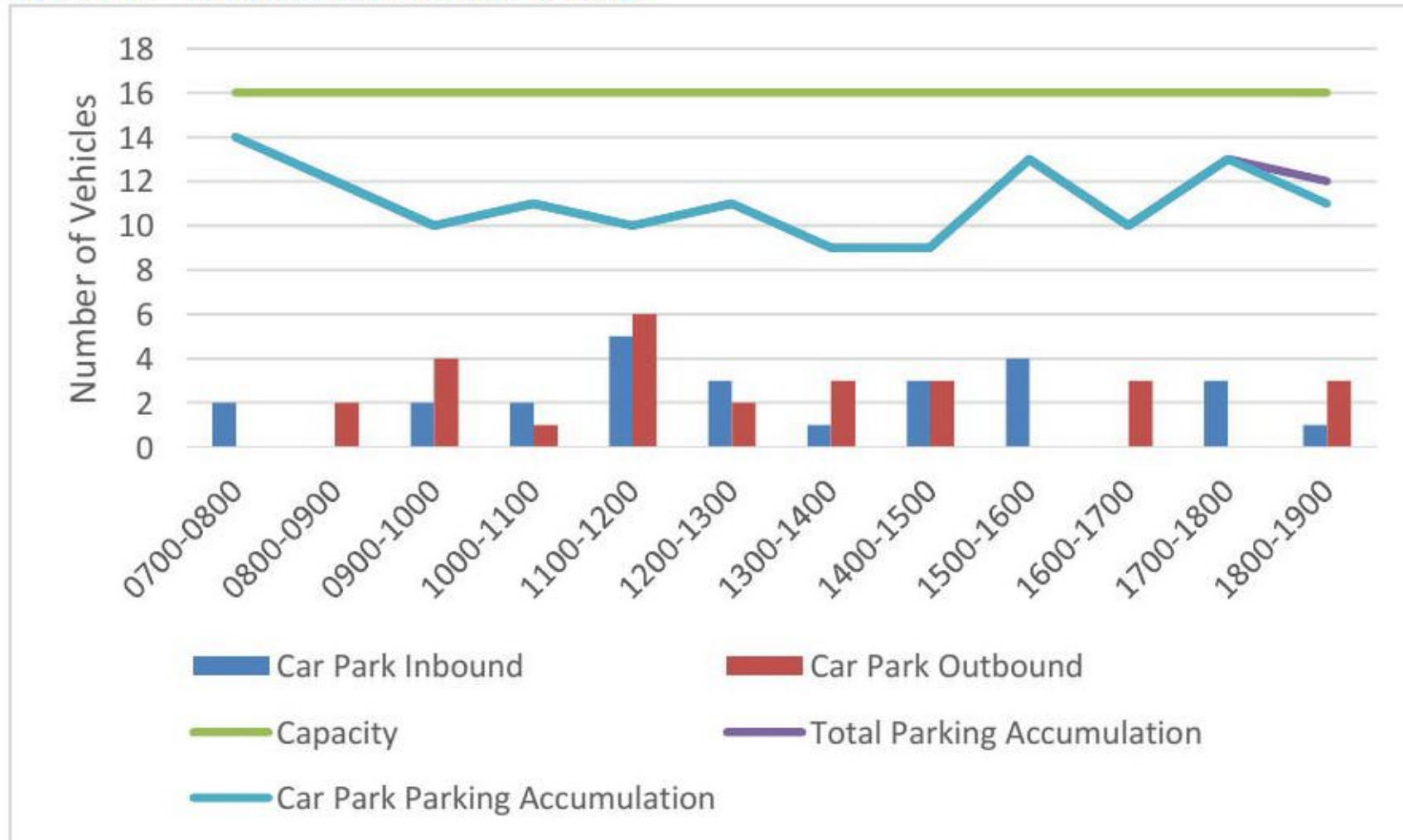
#### 2.2.1 Hampton Lodge, Sutton

Located at Cavendish Road, Sutton, the CRL website confirms that Hampton Lodge has sold all 39 apartments. There are 16 car parking spaces providing a ratio of 0.41 on-site spaces per residential unit.

The surveys were carried out on Tuesday 11<sup>th</sup> May 2016, 12 cars were recorded parked on the site at 07:00 and 11 parked cars were recorded at 19:00. **Figure 2.1** shows the car parking results.



Figure 2.1: Hampton Lodge (Sutton) - parking



The results presented in **Figure 2.1** show that the maximum capacity (16 vehicles) was not reached. The maximum number of parked cars on site was 14, and occurred between 07:00 and 08:00. Despite there being available parking spaces, there were two occasions when vehicles were parked on-street. This was at 14:00-15:00 and 18:00-19:00.

Peak outbound activity took place between 11:00 and 12:00 (six vehicles) with peak inbound movement also being between 11:00 and 12:00 (five vehicles). One light goods vehicles used the site during the survey period, between 14:00 and 15:00.

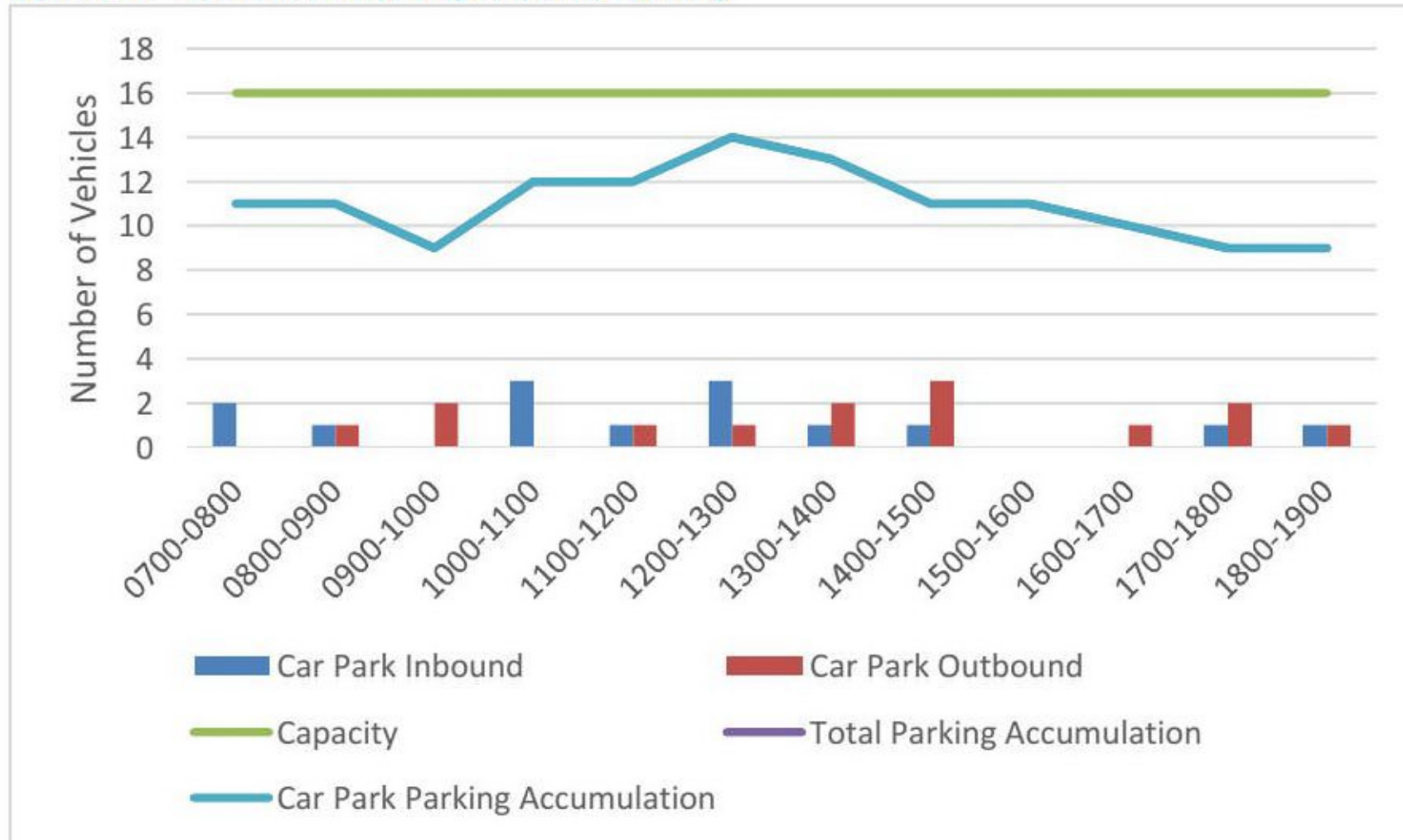
### 2.2.2 Lord Roseberry Lodge, Epsom

Located at Elm Grove, Epsom, the CRL website confirms that Lord Roseberry Lodge has sold all 31 apartments. There are 16 car parking spaces providing a ratio of 0.52 on-site spaces per residential unit.

The surveys were carried out on Tuesday 11<sup>th</sup> May 2016, nine cars were recorded parked on the site at 07:00 and nine parked cars were recorded at 19:00. **Figure 2.2** shows the car parking results.



Figure 2.2: Lord Roseberry Lodge (Epsom) - parking



The results presented in **Figure 2.2** show that the maximum capacity (16 vehicles) was not reached. The maximum number of parked cars on site was 14, and this occurred between 12:00 and 13:00. The survey results show no on-street parking associated with the Lodge.

Peak outbound activity took place between 14:00 and 15:00 (three vehicles) with peak inbound movement being between 10:00 and 11:00 and 12:00 and 13:00 (three vehicles). No light goods vehicles used the site during the survey period.

### 2.2.3 Churchill Lodge, Lilliput

Located at Sandbanks Road, Lilliput, the CRL website confirms that Churchill Lodge has sold all 51 apartments. There are 22 car parking spaces providing a ratio of 0.43 on-site spaces per residential unit.

The surveys were carried out on Thursday 12<sup>th</sup> May 2016, 22 cars were recorded parked on the site at 0700 and 19 parked cars were recorded at 1900. **Figure 2.3** shows the car parking results.



Figure 2.3: Churchill Lodge (Lilliput) - parking



The results presented in **Figure 2.3** show that the maximum capacity (22 vehicles) was reached on one occasion during the survey period. This occasion was when the survey began at 07:00. The survey results show no on-street parking associated with the Lodge.

Peak outbound activity took place between 10:00 and 11:00 (11 vehicles) with peak inbound movement also being between 10:00 and 11:00 (seven vehicles). During the survey, three light good vehicles entered and exited the site.

#### 2.2.4 Mitchell Lodge, Bitterne

Located at West End Road, Bitterne, the CRL website confirms that Mitchell Lodge has sold all 36 apartments. There are 12 parking spaces providing a ratio of 0.33 on-site spaces per residential unit.

The surveys were carried out on Wednesday 18<sup>th</sup> May 2016, 12 cars were recorded parked on the site at 07:00 and 11 parked cars were recorded at 19:00. **Figure 2.4** shows the car parking results.



Figure 2.4: Mitchell Lodge (Bitterne) - parking



The results presented in **Figure 2.4** shows that the maximum capacity (12 vehicles) was reached on two occasions, and this was between 07:00 and 08:00 and 08:00 and 09:00.

Peak outbound activity took place between 10:00 and 11:00 in addition to 13:00 and 14:00 (five vehicles) with peak inbound movement also being between 16:00 and 17:00 (seven vehicles). During the survey, two light good vehicles entered and exited the site.

### 2.2.5 Mulberry Lodge, Emsworth

Located at New Brighton End Road, Emsworth, the CRL website confirms that Mulberry Lodge has sold all 30 apartments. There are 14 car parking spaces providing a ratio of 0.47 on-site spaces per residential unit.

The surveys were carried out on Wednesday 18<sup>th</sup> May 2016, nine cars were recorded parked on the site at 07:00 and eight parked cars were recorded at 19:00. **Figure 2.5** shows the car parking results.



Figure 2.5: Mulberry Lodge (Emsworth) - parking



The results presented in **Figure 2.5** show that the maximum capacity (14 vehicles) was not reached. The maximum number of parked cars on-site during the survey was 10 vehicles. This occurred between 15:00 and 16:00.

Despite there being available parking spaces, there were four occasions when vehicles were parked on-street. This was at 10:00-11:00, 15:00-16:00, 16:00-17:00 and 18:00-19:00.

Peak outbound activity took place between 09:00 and 10:00 (four vehicles) with peak inbound movement also being between 09:00 and 10:00 (four vehicles). During the survey, three light good vehicles entered and exited the site.

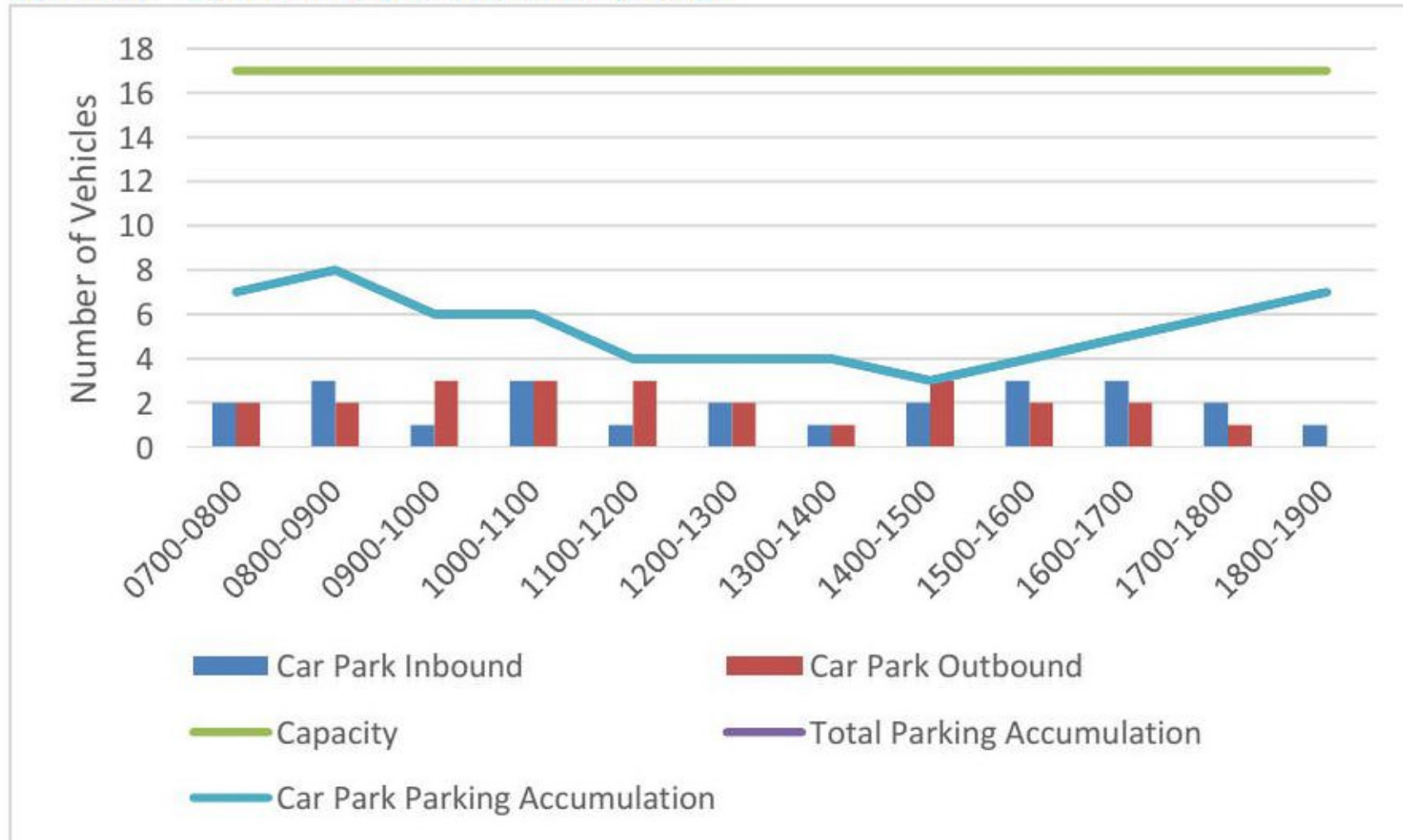
### 2.2.6 Park View Lodge, Faversham

Located at East Street, Faversham, the CRL website confirms that Park View Lodge has sold all 36 apartments. There are 17 car parking spaces providing a ratio of 0.47 on-site spaces per residential unit.

The surveys were carried out on Tuesday 17<sup>th</sup> May 2016, seven cars were recorded parked on the site at 07:00 and seven parked cars were recorded at 19:00. **Figure 2.6** shows the car parking results.



Figure 2.6: Park View Lodge (Faversham) - parking



The results presented in **Figure 2.6** shows that the maximum capacity (17 vehicles) was not reached. The maximum number of parked cars on-site during the survey was eight vehicles. This occurred between 08:00 and 09:00. Furthermore, there was no on-street parking recorded.

Peak outbound and inbound activity was spread across the day, with the highest inbound and outbound movement being three vehicles. During the survey, four light good vehicles entered and exited the site.

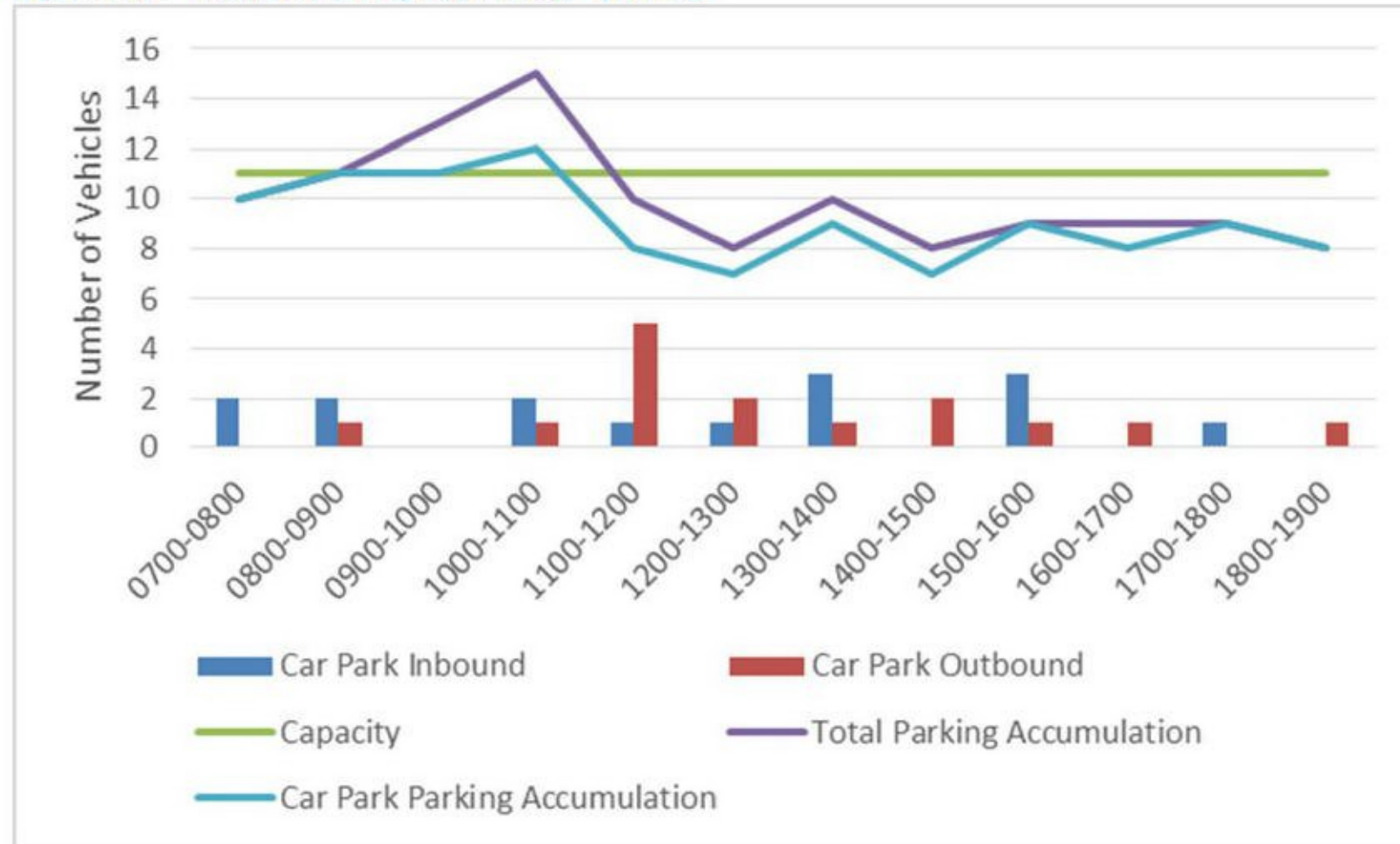
### 2.2.7 Mottisfont Lodge, Romsey

Located on Alma Road, Romsey, the CRL website confirms that Mottisfont Lodge has sold all 31 apartments. There are 11 car parking spaces providing a ratio of 0.35 on-site spaces per residential unit.

The surveys were carried out on Tuesday 21<sup>st</sup> June 2016, eight cars were recorded parked on the site at 07:00 and eight parked cars were recorded at 19:00. **Figure 2.7** shows the car parking results.



Figure 2.7: Mottisfont Lodge (Romsey) - parking



The results presented in **Figure 2.7** show that the maximum capacity (11 vehicles) was exceeded on one occasion with 12 vehicles occupying the car park between 10:00 and 11:00. However, when analysing the total parking accumulation it can be seen that the maximum capacity is exceeded on two occasions, between 09:00 and 10:00 in addition to 10:00 and 11:00. On-street parking was recorded on 23 occasions, including 18 cars and five light goods vehicles associated with the Lodge.

Peak outbound activity took place between 11:00 and 12:00 (five vehicles) with peak inbound movement also being between 13:00 and 14:00 in addition to 15:00 and 16:00 (three vehicles). During the survey, three light good vehicles entered and exited the site.

### 2.2.8 St Mary’s Lodge, Birchington

Located at Beach Avenue, Birchington, the CRL website confirms that St Mary’s Lodge has sold all 31 apartments. There are 11 car parking spaces providing a ratio of 0.35 on-site spaces per residential unit.

The surveys were carried out on Tuesday 17<sup>th</sup> May 2016, six cars were recorded parked on the site at 07:00 and seven parked cars were recorded at 19:00. **Figure 2.8** shows the car parking results.



Figure 2.8: St Mary's Lodge (Birchington) - parking



The results presented in **Figure 2.8** show that the maximum capacity (11 vehicles) was not reached. The maximum number of parked cars on-site during the survey was seven vehicles which was reached on six occasions. There was no on-street parking associated with the Lodge.

Peak outbound activity took place between 09:00 and 10:00 in addition to 11:00 and 12:00 (two vehicles) with peak inbound movement also being between 09:00 and 10:00 in addition to 15:00 and 16:00 and 16:00 to 17:00 (two vehicles). During the survey, no light good vehicles entered and exited the site.



## 3 Parking trip rates

The car park surveys have allowed a trip rate for each CRL site to be calculated. The total 12 hour weekday flows (Tuesday, Wednesday or Thursday) recorded between 07:00 and 19:00 are presented in **Table 3.1**. These values represent total car parking activity associated with each site (including parking within the site and on-street parking).

Table 3.1: Total vehicle movements (on-site car park and on-street)

CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	28	28	56
Lord Roseberry Lodge, Epsom	14	14	28
Churchill Lodge, Lilliput	44	47	91
Mitchell Lodge, Bitterne	23	24	47
Mulberry Lodge, Emsworth	30	30	60
Park View Lodge, Faversham	24	24	48
Mottisfont Lodge, Romsey	38	38	76
St Mary's Lodge, Birchington	11	10	21

Applying the 12 hour flows to the number of residential units, a rate per unit can be determined. The parking rate for each site is shown in **Table 3.2**.

Table 3.2: Total car parking trip rates (per unit)

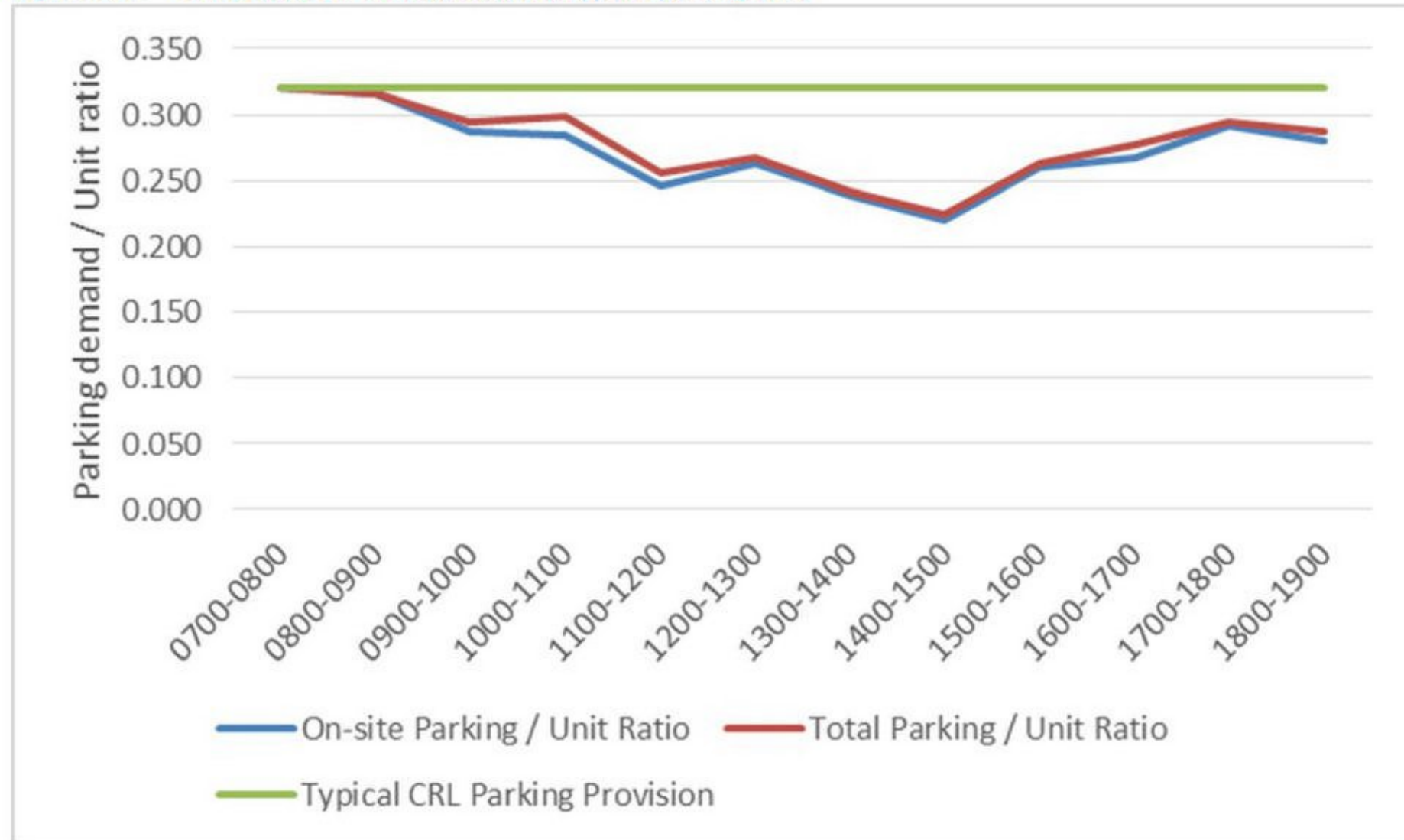
CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	0.72	0.72	1.44
Lord Roseberry Lodge, Epsom	0.45	0.45	0.90
Churchill Lodge, Lilliput	0.86	0.92	1.78
Mitchell Lodge, Bitterne	0.64	0.67	1.31
Mulberry Lodge, Emsworth	1.00	1.00	2.00
Park View Lodge, Faversham	0.67	0.67	1.33
Mottisfont Lodge, Romsey	1.23	1.23	2.45
St Mary's Lodge, Birchington	0.35	0.32	0.68
<b>CRL Site Average</b>	<b>0.74</b>	<b>0.75</b>	<b>1.49</b>

### 3.1 Parking trip rates

In order to determine whether the current parking provision is adequate for CRL developments, an average parking accumulation across all eight sites has been identified to highlight an overall trend. Both on-site only and total parking demand results are presented in **Figure 3.1** overleaf.



Figure 3.1: Comparison of on-site, total and typical parking ratio



It can be seen that the on-site parking is nearly in line with the total parking, indicating that on-street parking for the eight sites, is not a particular issue. This would suggest that the parking provision at each of the eight sites surveys is adequate for the size of development.

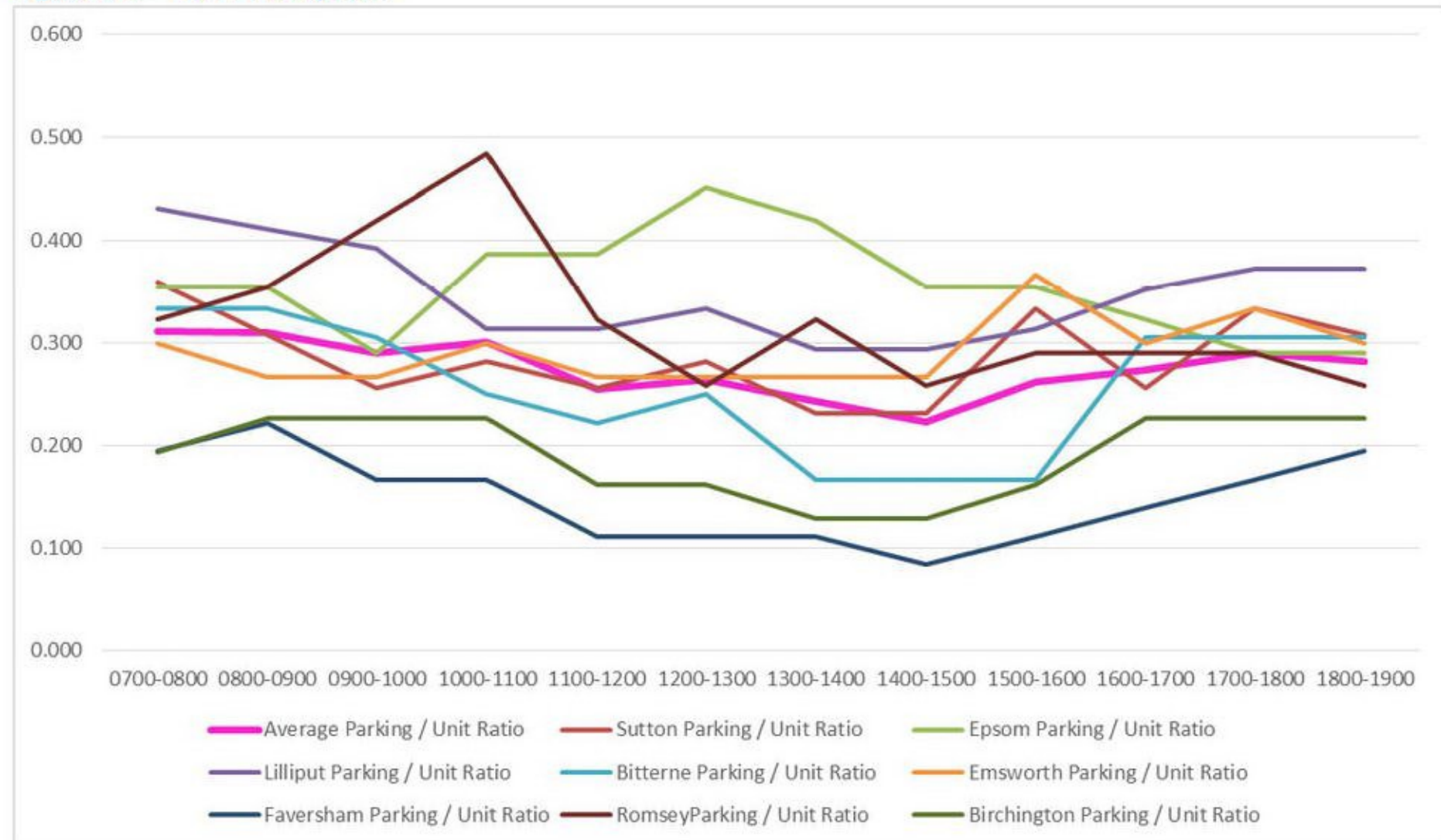
It can be seen from **Figure 3.1** that during the 2016 surveys, parking demand across the eight sites was below that of the current CRL parking provision. From the data, the average on-site parking demand 0.27 per residential unit, and total parking demand, which is the sum of on-site and on-street, is 0.27 spaces per residential unit.

### 3.2 Comparison of 2014 with 2016

**Figure 3.2** provides a graphical illustration of parking demand at each of the eight sites. It can be seen that there is a variation in car parking demand, most notable CRL Lodge in Epsom (green line). Despite this, across most sites, parking demand decreases from around 11:00 hours, and pick up again around 15:00 hours. This is shown more clearly by the 'Average Parking / Unit Ratio'; refer to the thick pink line.



Figure 3.2: 2016 survey data

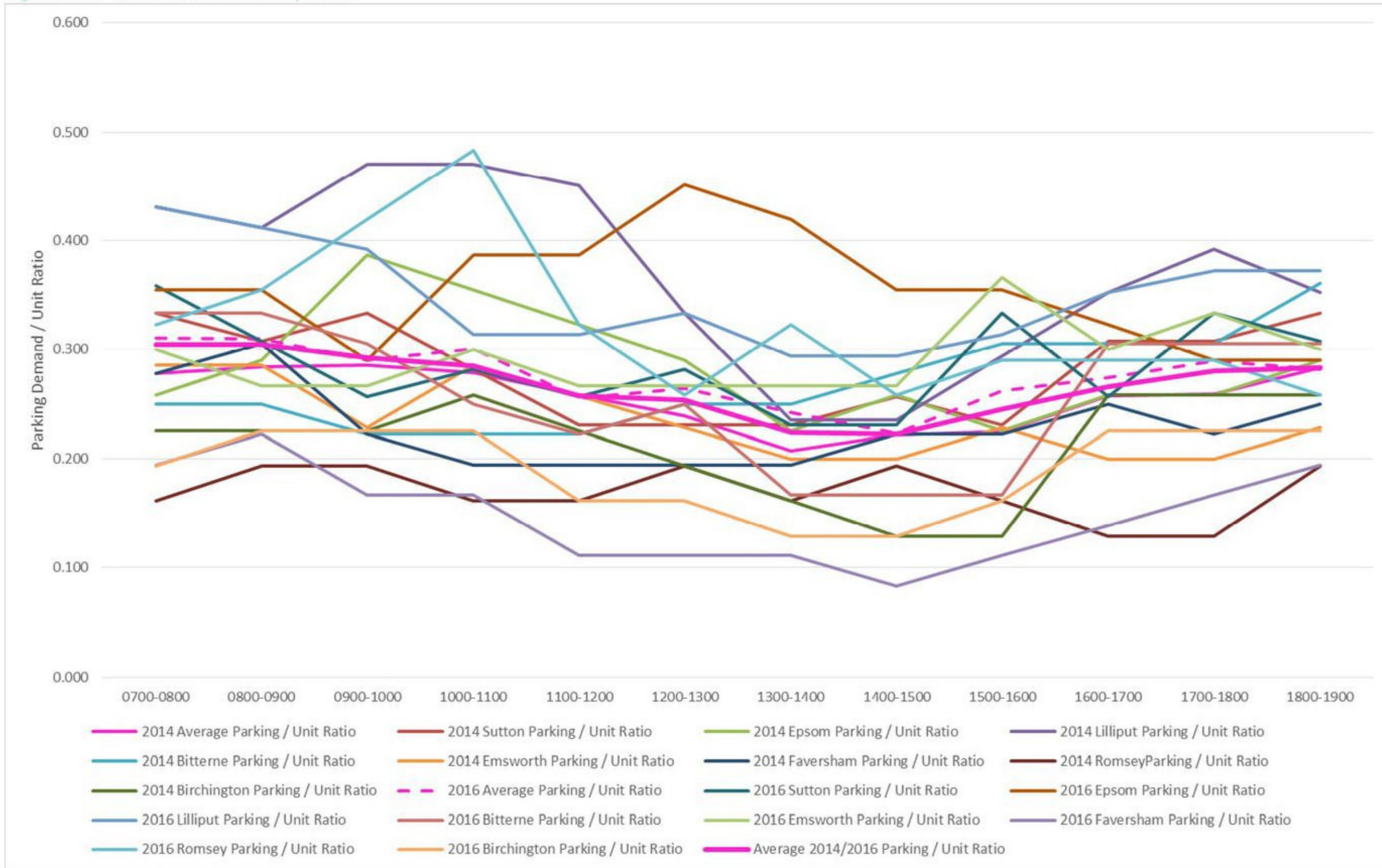


This data can be compared to the 2014 survey data to see how parking activity has changed, with the same sites surveyed in both in 2014 and 2016. The two data sets show that average parking demand has marginally increased. In Figure 3.3, the solid pink line thinner of the two pink lines illustrates the 2014 average, the dotted pink line illustrates the 2016 average and the thick pink line is the average 2014/2016 parking demand.

The average parking demand in 2014 was 0.26 spaces per residential unit. The 2016 surveys show that the average parking demand is 0.27 spaces per residential unit.



Figure 3.3: 2014 and 2016 survey data









## 4 Summary

Between Wednesday 11<sup>th</sup> May and Thursday 19<sup>th</sup> May 2016 (in addition to the resurvey of the Romsey site on the Tuesday 22<sup>nd</sup> June), car park surveys were carried out at eight established CRL lodge sites. The counts were carried out on neutral days, and provided data on parking activity and the vehicle trip rates associated with each site. Vehicles parked in the immediate vicinity of each Lodge were also counted, recording if any vehicles associated with the Lodge were parking off-site.

A summary of the results is provided in Table 4.1.

**Table 4.1: Summary of site information and parking rates**

CRL site / location	Units	Parking Spaces Available	Parking Spaces Per Unit at the time of the survey	Recorded two-way trip rate
Hampton Lodge, Sutton	39	16	0.41	1.44
Lord Roseberry Lodge, Epsom	31	16	0.52	0.90
Churchill Lodge, Lilliput	51	22	0.43	1.78
Mitchell Lodge, Bitterne	36	12	0.33	1.31
Mulberry Lodge, Emsworth	30	14	0.47	2.00
Park View Lodge, Faversham	36	17	0.47	1.33
Mottisfont Lodge, Romsey	31	11	0.35	2.45
St Mary's Lodge, Birchington	31	11	0.35	0.68
CRL Site Average	36	15	0.42	1.49

In order to account for overall CRL parking demand, an average unit ratio for the eight sites has been calculated. The average parking demand for on-site parking is 0.27, with total parking (on-site and on-street) being 0.28. This ratio is below the current provision of 0.32 spaces per residential unit.

Based on the average parking rate developed from the survey results, the current parking provision could be considered adequate. During the parking surveys, parking was exceeded at one of the eight sites, but only for short periods of time.



# Appendices

Appendix A. Survey results sheet \_\_\_\_\_ 18



# Appendix A. Survey results sheet



**SITE:** HAMPTON LODGE, SUTTON  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 11/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 16  
**WEATHER:** RAIN AM, DRY PM  
**INCIDENTS:** NONE



METHOD: MANUAL & CAMERA

		CAR PARK			ON STREET (ASSOCIATED WITH LODGE)			
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	0	2	14	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	2	0	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	4	2	10	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	5	6	5	10	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	2	3	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	3	1	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	9	1	1	2
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>2</b>



**SITE:** HAMPTON LODGE, SUTTON  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 11/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 16  
**WEATHER:** RAIN AM, DRY PM  
**INCIDENTS:** 1 CAR IN AT 07:00 & PARKED AT 19:00 BELIEVED TO BE COMMUTER / NOT RESIDENT



	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	4	0	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	0	3	0	0	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	3	0	3	0	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	3	1	1	0	1
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>1</b>
07:00 - 19:00	PEDAL CYCLE	0	0		0	0	0
	MOTOR CYCLE	0	0		0	0	0
	CAR	25	26		2	1	3
	LIGHT GOODS	1	1		0	0	0
	MEDIUM GOODS	0	0		0	0	0
	HEAVY GOODS	0	0		0	0	0
	<b>TOTAL</b>	<b>26</b>	<b>27</b>		<b>2</b>	<b>1</b>	<b>3</b>

	CAR PARK	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	12	11
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>12</b>	<b>11</b>

	ON STREET (ASSOCIATED WITH LODGE)	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	1
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>



**SITE:** LORD ROSEBERY LODGE, EPSOM  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 11/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 16  
**WEATHER:** RAIN AM, DRY PM  
**INCIDENTS:** NONE



METHOD: MANUAL & CAMERA

		CAR PARK			ON STREET (ASSOCIATED WITH LODGE)			
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	0	2	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	2	0	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	0	3	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	1	3	14	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	13	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	3	1	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>



**SITE:** LORD ROSEBERY LODGE, EPSOM  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 11/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 16  
**WEATHER:** RAIN AM, DRY PM  
**INCIDENTS:** NONE **METHOD:** MANUAL & CAMERA



	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	0	0	0	11	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	0	1	0	10	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	2	1	9	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	1	1	9	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>
07:00 - 19:00	PEDAL CYCLE	0	0		0	0	0
	MOTOR CYCLE	0	0		0	0	0
	CAR	14	14		0	0	0
	LIGHT GOODS	0	0		0	0	0
	MEDIUM GOODS	0	0		0	0	0
	HEAVY GOODS	0	0		0	0	0
	<b>TOTAL</b>	<b>14</b>	<b>14</b>		<b>0</b>	<b>0</b>	<b>0</b>

	CAR PARK	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	9	9
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>9</b>	<b>9</b>

	ON STREET (ASSOCIATED WITH LODGE)	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>



**SITE:** CHURCHILL LODGE, LILLIPUT, POOLE  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** THURSDAY 12/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 22  
**WEATHER:** DRY  
**INCIDENTS:** NONE



**METHOD:** MANUAL & CAMERA

		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	22	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	21	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	6	4	19	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	7	11	7	15	0	0	0
	LIGHT GOODS	0	0	0	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	6	5	6	16	0	0	0
	LIGHT GOODS	0	1	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	5	4	5	17	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	4	2	15	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	5	4	14	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>



**SITE:** CHURCHILL LODGE, LILLIPUT, POOLE  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** THURSDAY 12/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 22  
**WEATHER:** DRY  
**INCIDENTS:** NONE **METHOD:** MANUAL & CAMERA



	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	5	3	5	16	0	0
	LIGHT GOODS	0	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	4	2	4	18	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>18</b>	<b>0</b>	<b>0</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	2	1	2	19	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	1	1	19	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>
07:00 - 19:00	PEDAL CYCLE	0	0		0	0	0
	MOTOR CYCLE	0	0		0	0	0
	CAR	41	44		0	0	0
	LIGHT GOODS	3	3		0	0	0
	MEDIUM GOODS	0	0		0	0	0
	HEAVY GOODS	0	0		0	0	0
	<b>TOTAL</b>	<b>44</b>	<b>47</b>		<b>0</b>	<b>0</b>	<b>0</b>

	CAR PARK	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	22	19
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>22</b>	<b>19</b>

	ON STREET (ASSOCIATED WITH LODGE)	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>



**SITE:** MITCHEL LODGE, BITERNE  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** WEDNESDAY 18/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 12  
**WEATHER:** RAIN SHOWERS  
**INCIDENTS:** NONE



**METHOD:** MANUAL & CAMERA

		CAR PARK			ON STREET (ASSOCIATED WITH LODGE)			
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	12	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	11	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	5	3	9	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	8	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	8	0	0	0
	LIGHT GOODS	2	1	2	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	4	2	6	0	0	0
	LIGHT GOODS	0	1	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>



**SITE:** MITCHEL LODGE, BITERNE  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** WEDNESDAY 18/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 12  
**WEATHER:** RAIN SHOWERS  
**INCIDENTS:** NONE **METHOD:** MANUAL & CAMERA



	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	1	1	6	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	7	2	7	11	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	1	1	11	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	0	0	0	11	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>
07:00 - 19:00	PEDAL CYCLE	0	0		0	0	0
	MOTOR CYCLE	0	0		0	0	0
	CAR	21	22		0	0	0
	LIGHT GOODS	2	2		0	0	0
	MEDIUM GOODS	0	0		0	0	0
	HEAVY GOODS	0	0		0	0	0
	<b>TOTAL</b>	<b>23</b>	<b>24</b>		<b>0</b>	<b>0</b>	<b>0</b>

	CAR PARK	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	12	11
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>12</b>	<b>11</b>

	ON STREET (ASSOCIATED WITH LODGE)	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>



**SITE:** MULBERRY LODGE, EMSWORTH  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** WEDNESDAY 18/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 14  
**WEATHER:** DRY  
**INCIDENTS:** NONE



**METHOD:** MANUAL & CAMERA

		CAR PARK			ON STREET (ASSOCIATED WITH LODGE)			
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	1	1	1	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	9	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	8	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	4	4	4	8	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	3	3	3	8	1	0	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	8	0	1	1
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	8	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	8	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>



**SITE:** MULBERRY LODGE, EMSWORTH  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** WEDNESDAY 18/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 14  
**WEATHER:** DRY  
**INCIDENTS:** NONE



**METHOD:** MANUAL & CAMERA

	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	3	1	3	10	1	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>0</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	0	3	0	7	1	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	2	0	2	9	0	1
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>1</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	2	3	2	8	1	1
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>
07:00 - 19:00	PEDAL CYCLE	1	1			0	0
	MOTOR CYCLE	0	0			0	0
	CAR	22	23			4	3
	LIGHT GOODS	3	3			0	0
	MEDIUM GOODS	0	0			0	0
	HEAVY GOODS	0	0			0	0
	<b>TOTAL</b>	<b>26</b>	<b>27</b>			<b>4</b>	<b>3</b>

	CAR PARK	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	9	8
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>9</b>	<b>8</b>

	ON STREET (ASSOCIATED WITH LODGE)	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	1
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>



**SITE:** PARK VIEW LODGE, FAVERSHAM

**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY

**DATE:** TUESDAY 17/05/2016

**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 17

**WEATHER:** DRY

**INCIDENTS:** NONE

**METHOD:** MANUAL & CAMERA



		CAR PARK			ON STREET (ASSOCIATED WITH LODGE)			
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	1	1	1	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	7	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	8	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	3	1	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	5	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	4	0	0	0
	LIGHT GOODS	0	1	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	4	0	0	0
	LIGHT GOODS	1	1	1	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	3	2	3	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>



**SITE:** PARK VIEW LODGE, FAVERSHAM

**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY

**DATE:** TUESDAY 17/05/2016

**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 17

**WEATHER:** DRY

**INCIDENTS:** NONE

**METHOD:** MANUAL & CAMERA



	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	3	2	3	0	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	3	2	3	0	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	2	1	2	0	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	0	1	0	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>
07:00 - 19:00	PEDAL CYCLE	1	1		0	0	0
	MOTOR CYCLE	0	0		0	0	0
	CAR	19	19		0	0	0
	LIGHT GOODS	4	4		0	0	0
	MEDIUM GOODS	0	0		0	0	0
	HEAVY GOODS	0	0		0	0	0
	<b>TOTAL</b>	<b>24</b>	<b>24</b>		<b>0</b>	<b>0</b>	<b>0</b>

CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	7	7
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>7</b>	<b>7</b>

ON STREET (ASSOCIATED WITH LODGE)		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>



**SITE:** MOTTISFONT LODGE, ROMSEY  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 21/06/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 11  
**WEATHER:** DRY  
**INCIDENTS:** NONE



**METHOD:** MANUAL & CAMERA

		CAR PARK			ON STREET (ASSOCIATED WITH LODGE)			
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	0	1	9	0	0	0
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	10	0	0	0
	LIGHT GOODS	0	0	0	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	10	2	0	2
	LIGHT GOODS	0	0	0	1	1	1	2
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>4</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	11	3	3	6
	LIGHT GOODS	0	0	0	1	2	1	3
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>9</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	4	1	8	6	6	12
	LIGHT GOODS	0	1	0	0	0	1	1
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>13</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	2	1	7	0	1	1
	LIGHT GOODS	0	0	0	0	1	1	2
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>3</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	8	3	3	6
	LIGHT GOODS	1	0	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>6</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	1	0	7	2	2	4
	LIGHT GOODS	0	1	0	0	1	1	2
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>6</b>



**SITE:** MOTTISFONT LODGE, ROMSEY  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 21/06/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 11  
**WEATHER:** DRY  
**INCIDENTS:** NONE



**METHOD:** MANUAL & CAMERA

	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	2	0	2	9	1	1
	LIGHT GOODS	1	1	1	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>1</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	0	1	0	8	2	3
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>3</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	0	1	9	1	1
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>1</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	0	1	0	8	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>
07:00 - 19:00	PEDAL CYCLE	0	0		0	0	0
	MOTOR CYCLE	0	0		0	0	0
	CAR	12	12		18	18	36
	LIGHT GOODS	3	3		5	5	10
	MEDIUM GOODS	0	0		0	0	0
	HEAVY GOODS	0	0		0	0	0
	<b>TOTAL</b>	<b>15</b>	<b>15</b>		<b>23</b>	<b>23</b>	<b>46</b>

	CAR PARK	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	8	8
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>8</b>	<b>8</b>

	ON STREET (ASSOCIATED WITH LODGE)	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>

ALL ON STREET PARKING OBSERVED ON ACCESS ROAD



**SITE:** ST MARY'S LODGE, BIRCHINGTON  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 17/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 11  
**WEATHER:** DRY  
**INCIDENTS:** NONE **METHOD:** MANUAL & CAMERA



		CAR PARK			ON STREET (ASSOCIATED WITH LODGE)			
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
07:00 - 08:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	6	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 09:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	0	1	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 10:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	2	2	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 11:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	7	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 - 12:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	2	0	5	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 - 13:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	5	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00 - 14:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	1	0	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00 - 15:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	1	4	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>



**SITE:** ST MARY'S LODGE, BIRCHINGTON  
**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY  
**DATE:** TUESDAY 17/05/2016  
**DURATION:** 07:00 - 19:00 **CAR PARK CAPACITY:** 11  
**WEATHER:** DRY  
**INCIDENTS:** NONE



**METHOD:** MANUAL & CAMERA

	CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
	INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	2	1	2	5	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	2	0	2	7	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>
17:00 - 18:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	1	1	7	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0
	CAR	1	1	1	7	0	0
	LIGHT GOODS	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>
07:00 - 19:00	PEDAL CYCLE	0	0		0	0	0
	MOTOR CYCLE	0	0		0	0	0
	CAR	11	10		0	0	0
	LIGHT GOODS	0	0		0	0	0
	MEDIUM GOODS	0	0		0	0	0
	HEAVY GOODS	0	0		0	0	0
	<b>TOTAL</b>	<b>11</b>	<b>10</b>		<b>0</b>	<b>0</b>	<b>0</b>

	CAR PARK	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	6	7
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>6</b>	<b>7</b>

	ON STREET (ASSOCIATED WITH LODGE)	
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	0	0
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>



## Appendix E



### Saffron Walden - Summary (11 Spaces)

#### Saffron Lodge - Tuesday

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	10	10	10	11	10	7	8	9	7	9	8	9	9	11	11	9	8	8	8	8	8	8	9	9	9	8	8	8
Trips In		0	0	1	0	0	1	3	0	2	1	2	0	2	4	0	0	1	0	1	0	0	1	0	0	0	0	0
Trips Out	0	0	0	0	1	3	0	2	2	0	2	1	0	0	4	2	1	1	0	1	0	0	0	0	0	1	0	0

#### Saffron Lodge - Wednesday

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	11	11	12	11	11	9	9	9	11	10	10	10	11	13	14	11	10	10	10	10	10	10	11	11	11	11	11	11
Trips In	11	0	1	0	1	1	1	1	2	1	0	1	0	2	3	2	0	0	0	0	0	0	0	1	0	0	0	0
Trips Out	0	0	0	1	1	3	1	1	0	2	0	1	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0

#### Saffron Lodge - Combined

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	10.5	10.5	11	11	10.5	8	8.5	9	9	9.5	9	9.5	9.5	11	12	11.5	9.5	9	9	9	9	9	10	10	10	9.5	9.5	9.5
Trips In	5.5	0	0.5	0.5	0.5	0.5	1	2	1	1.5	0.5	1.5	0	2	3.5	1	0	0.5	0	0.5	0	0	0.5	0.5	0	0	0	0
Trips Out	0	0	0	0.5	1	3	0.5	1.5	1	1	1	1	0	0.5	2.5	1.5	2	1	0	0.5	0	0	0	0	0	0.5	0	0

#### Saffron Lodge Parking Ratios

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average CRL Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Ratio	0.339	0.339	0.355	0.355	0.339	0.258	0.274	0.290	0.290	0.306	0.290	0.306	0.306	0.355	0.387	0.371	0.306	0.290	0.290	0.290	0.290	0.290	0.323	0.323	0.323	0.306	0.306	0.306

### Bishops Stortford - Summary (18 Spaces)

#### Nicholls Lodge - Tuesday

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	16	16	16	16	16	15	15	14	13	14	14	11	12	16	17	15	14	14	15	14	15	16	15	15	15	14	15	15
Trips In	0	0	0	0	0	1	0	0	2	1	2	0	3	4	1	0	0	1	2	1	2	1	0	1	0	0	2	0
Trips Out	0	0	0	0	0	2	0	1	3	0	2	3	2	0	0	2	1	1	1	2	1	0	1	1	0	1	1	0

#### Nicholls Lodge - Wednesday

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	13	12	14	14	17	15	14	14	14	13	13	14	14	16	14	14	16	15	18	16	14	16	16	16	15	15	15	15
Trips In	13	0	2	0	5	1	1	1	2	0	4	2	2	4	1	0	3	3	4	1	0	3	1	0	2	0	0	0
Trips Out	0	1	0	0	2	3	2	1	2	1	4	1	2	2	3	0	1	4	1	3	2	1	1	0	3	0	0	0

#### Nicholls Lodge - Combined

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	14.5	14	15	15	16.5	15	14.5	14	13.5	13.5	13.5	12.5	13	16	15.5	14.5	15	14.5	16.5	15	14.5	16	15.5	15.5	15	14.5	15	15
Trips In	6.5	0	1	0	2.5	1	0.5	0.5	2	0.5	3	1	2.5	4	1	0	1.5	2	3	1	1	2	0.5	0.5	1	0	1	0
Trips Out	0	0.5	0	0	1	2.5	1	1	2.5	0.5	3	2	2	1	1.5	1	1	2.5	1	2.5	1.5	0.5	1	0.5	1.5	0.5	0.5	0

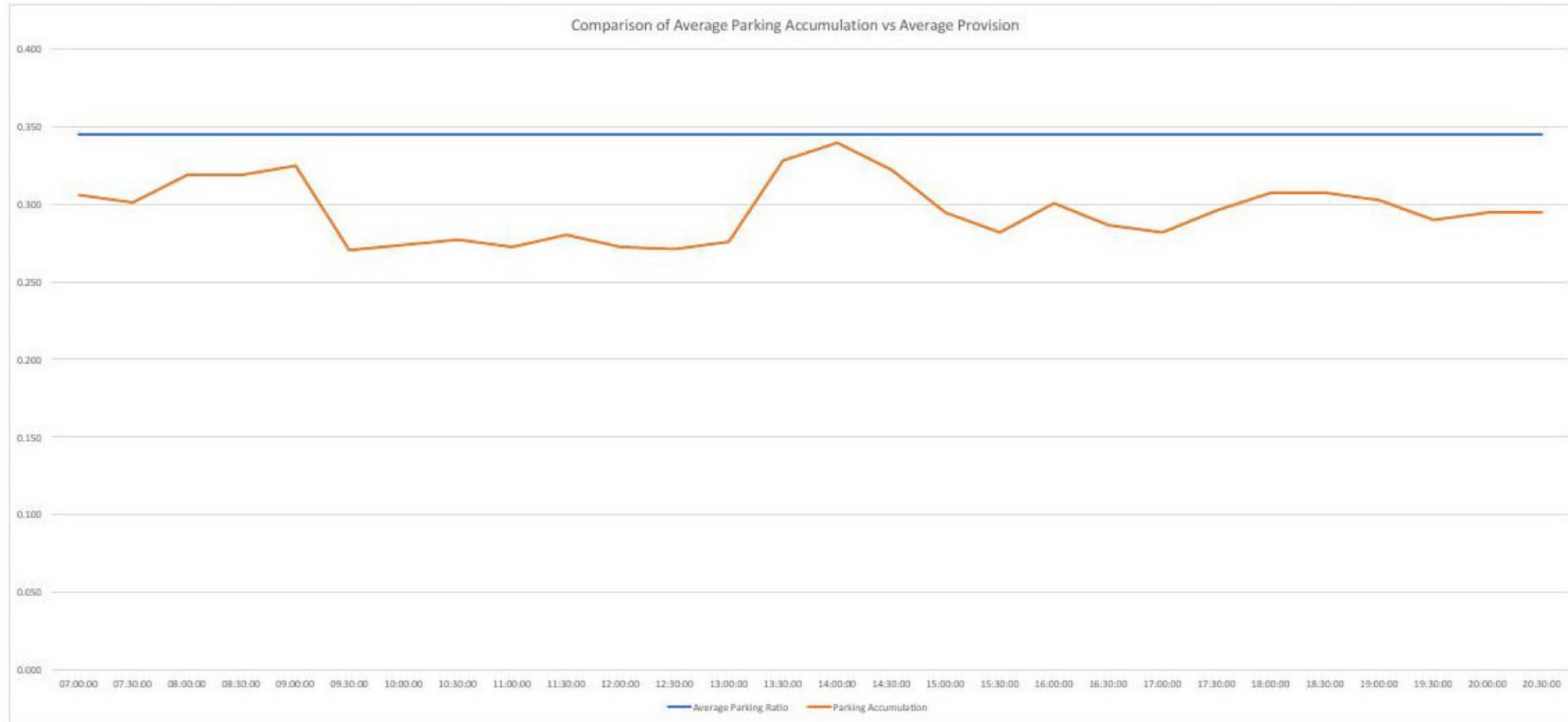
#### Nicholls Lodge Parking Ratios

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average CRL Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Ratio	0.273585	0.264151	0.283019	0.283019	0.311321	0.283019	0.273585	0.264151	0.254717	0.254717	0.254717	0.235849	0.245283	0.301887	0.292453	0.273585	0.283019	0.273585	0.311321	0.283019	0.273585	0.301887	0.292453	0.292453	0.283019	0.273585	0.283019	0.283019

## Combined Parking Data

### Combined Parking Ratios

Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Accumulation	0.306	0.301	0.319	0.319	0.325	0.271	0.274	0.277	0.273	0.281	0.273	0.271	0.276	0.328	0.340	0.322	0.295	0.282	0.301	0.287	0.282	0.296	0.308	0.308	0.303	0.290	0.295	0.295





## Appendix F

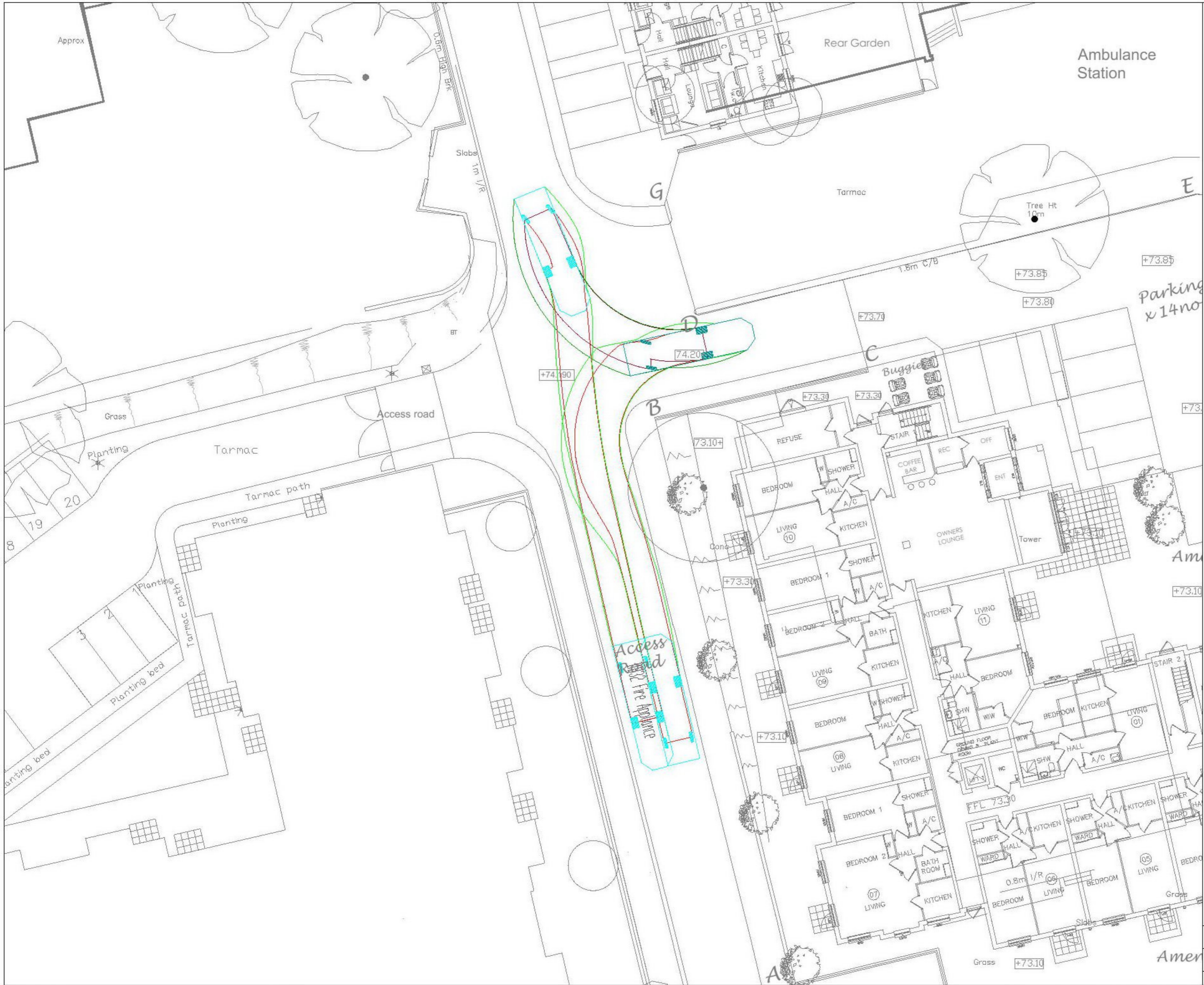
Lodge Name	Town	Postcode	Number of Units	How many residents are bike owners?
Chantry Lodge	Andover	SP10 1AL	69	3
Eliot Lodge	Ashbourne	DE6 1BW	38	0
Headley Lodge	Ashtead	KT21 2TP	33	0
Llewelyn Lodge	Bexhill on sea	TN39 3DB	39	0
Nicholls Lodge	Bishop Stortford	CM23 3FN	52	2
Mitchell Lodge	Bitterne	SO18 6TG	34	0
Follymill Lodge	Bridport	DT6 3QS	26	1
Chelmer Lodge	Chelmsford	CM2 0FY	54	0
Lewis Carroll Lodge	Cheltenham	GL50 4FH	65	3
Eaton Lodge	Chester	CH2 3QY	33	2
Harington Lodge	Chichester	PO19 7JW	35	0
Castle Lodge	Chippenham	SN15 3YY	46	0
Keyes Lodge	Dartford	DA1 2FH	67	0
Simmonds Lodge	Drayton	PO6 2DE	51	1
McIndoe Lodge	East Grinstead	RH19 1FU	49	0
Tamarisk Lodge	East Wittering	PO20 8FL	26	5
Allingham Lodge	Eastbourne	BN21 1ER	58	0
Jefferies Lodge	Eltham	SE9 2SY	38	0
Hawthorn Lodge	Farnham	GU9 7GG	60	0
New Pools Lodge	Fishponds	BS16 4FB	41	0
Russell Lodge	Fleet	GU51 4JS	31	0
Cooper Lodge	Frinton-on-Sea	CO13 9NH	40	0
Petlands Lodge	Haywards Heath	RH16 3NY	43	0
Amelia Lodge	Henleaze	BS9 4AS	33	1
Daniels Lodge	Highcliffe	BH23 5JT	48	1
Worthington Lodge	Hythe	CT21 5NG	43	0
Arlington Lodge	Leamington Spa	CV32 5BF	50	5
Emmeline Lodge	Leatherhead	KT22 7FU	38	0
Hale Lodge	Littlehampton	BN17 5ET	38	0
Betjeman Lodge	Ludlow	SY8 1DG	44	1
Knights Lodge	Lymington	So41 9PB	41	0
Kings Lodge	Maidstone	ME14 1BG	52	0
William Lodge	Malmesbury	SN16 0BT	26	0
Maxwell Lodge	Market Harborough	LE16 9HE	44	0
Peel Lodge	Marlow	SL7 3FH	30	1
Avonbank Lodge	Newbury	RG14 1EZ	58	1
Atkins Lodge	Orpington	BR6 0JQ	27	0
Neville Lodge	Peacehaven	BN10 7PE	31	0
Mount's Bay Lodge	Penzance	TR18 2FJ	50	3
Health Lodge	Pinner	HA5 5PB	30	0
St Peters Lodge	Portishead	BS20 6PJ	57	4
Windsor Lodge	Princes Risborough	HP27 9EE	36	0
Hadley Lodge	Quinton	B32 2AW	43	0
King Edgar Lodge	Ringwood	BH24 1DH	25	0
Sarum Lodge	Salisbury	SP1 1AL	47	0
Hardy Lodge	Shaftesbury	SP7 8GY	42	0
River View Lodge	Shepperton	TW17 9EQ	22	0
Ballard Lodge	Shepperton	TW17 8BF	20	0
Beatrice Lodge	Sittingbourne	ME10 4SB	45	0
Grace Lodge	Thornbury	BS35 2FP	36	0
Alexandra Lodge	Thornbury	BS35 1BU	62	0
Sachs Lodge	Torquay	TQ1 2ER	33	0
Tregolls Lodge	Truro	TR1 1GW	58	3
King Harold Lodge	Waltham Abbey	EN9 1LN	28	0
Ash Lodge	Walton on Thame	KT12 2EZ	58	1
Greenacres Lodge	Warlingham	CR6 9FA	36	0
Nightingale Lodge	Waterlooville	PO8 8AW	27	0
St Athelm Lodge	Wells	BA5 2DZ	31	0
Tatterton Lodge	Wetherby	LS22 7AA	55	0

	Average Units	Average Cycles	Average per room
Average	42.64444444	0.75555556	0.017717561



## Appendix G

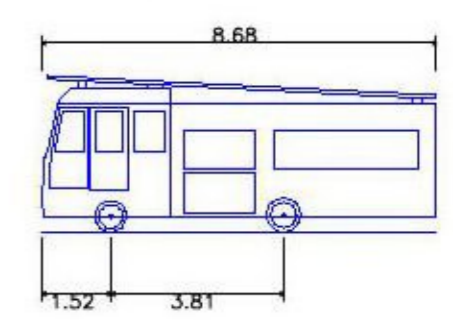




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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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**VEHICLE PROFILE**



DB32 Fire Appliance  
 Overall Length 8.680m  
 Overall Width 2.180m  
 Overall Body Height 3.452m  
 Min Body Ground Clearance 0.337m  
 Max Track Width 2.121m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 7.910m



Rev	Description	Date	By	Chkd
B	REVISED LAYOUT	18.10.21	LF	HC
A	REVISED LAYOUT	21.10.20	LF	JR

Project Name LAND NORTH OF CAMPS ROAD HAVERHILL	Title EMERGENCY VEHICLE TRACKING	<p>Paul Basham Associates Ltd        Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park,        Abingdon, OX14 1RG        01235 425460        info@paulbashamassociates.com www.paulbashamassociates.com</p>	Client <b>Churchill Retirement Living</b>	Checked By JR	Checked Date 03.12.19	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By LF	Drawn Date 03.12.19	Client Drawing No. -	PBA Drawing No. 536.0019.003	Revision B	



## Appendix H

Calculation Reference: PJDI-247601-201029-1031

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : C3 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED

**TOTAL VEHICLES**Selected regions and areas:

06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
10	WALES	
	PS POWYS	1 days

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

**Primary Filtering selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation

Parameter:	No of Dwellings
Actual Range	16 to 17 (units: )
Range Selected by User	3 to 20 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision

Selection by: Include all surveys

Date Range: 01/01/12 to 12/09/18

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
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
---------------------	---

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

Selected Location Sub-Categories:

Residential Zone	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:**

<u>Use Class:</u>	
C3	2 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 500m Range:

All Surveys Included



**Secondary Filtering selection (Cont.):**Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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 Plans:

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

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings

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

**TOTAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	17	0.121	2	17	0.152	2	17	0.273
08:00 - 09:00	2	17	0.212	2	17	0.242	2	17	0.454
09:00 - 10:00	2	17	0.121	2	17	0.091	2	17	0.212
10:00 - 11:00	2	17	0.091	2	17	0.152	2	17	0.243
11:00 - 12:00	2	17	0.121	2	17	0.212	2	17	0.333
12:00 - 13:00	2	17	0.242	2	17	0.273	2	17	0.515
13:00 - 14:00	2	17	0.242	2	17	0.242	2	17	0.484
14:00 - 15:00	2	17	0.152	2	17	0.182	2	17	0.334
15:00 - 16:00	2	17	0.242	2	17	0.212	2	17	0.454
16:00 - 17:00	2	17	0.212	2	17	0.091	2	17	0.303
17:00 - 18:00	2	17	<b>0.303</b>	2	17	0.242	2	17	<b>0.545</b>
18:00 - 19:00	2	17	0.242	2	17	<b>0.303</b>	2	17	0.545
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Tota Rates:</b>			<b>2.301</b>			<b>2.394</b>			<b>4.695</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

Trip rate parameter range selected:	16 - 17 (units: )
Survey date date range:	01/01/12 - 12/09/18
Number of weekdays (Monday-Friday):	2
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: PJDT-247601-201021-1020

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : N - RETIREMENT FLATS

**TOTAL VEHICLES**Selected regions and areas:

04	EAST ANGLIA	
	NE NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WW WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

**Primary Filtering selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation

Parameter:	No of Dwellings
Actual Range	25 to 38 (units: )
Range Selected by User	25 to 30 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision

Selection by: Include all surveys

Date Range: 01/01/12 to 20/11/19

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:

Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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:

Town Centre	1
Edge of Town Centre	3

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

Selected Location Sub-Categories:

Residential Zone	3
Built-Up Zone	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:

03 4 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 500m Radius:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.5 or Less 2 days

1.1 to 1.5 2 days

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

Travel Plan:

No 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.

FTAL Rating:

No FTAL Present 4 days

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



TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**TOTAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	33	0.000	4	33	0.015	4	33	0.015
08:00 - 09:00	4	33	0.061	4	33	0.061	4	33	0.122
09:00 - 10:00	<b>4</b>	<b>33</b>	<b>0.106</b>	<b>4</b>	<b>33</b>	<b>0.129</b>	<b>4</b>	<b>33</b>	<b>0.235</b>
10:00 - 11:00	4	33	0.045	4	33	0.068	4	33	0.113
11:00 - 12:00	4	33	0.076	4	33	0.068	4	33	0.144
12:00 - 13:00	4	33	0.045	4	33	0.045	4	33	0.090
13:00 - 14:00	4	33	0.076	4	33	0.053	4	33	0.129
14:00 - 15:00	4	33	0.045	4	33	0.076	4	33	0.121
15:00 - 16:00	4	33	0.038	4	33	0.023	4	33	0.061
16:00 - 17:00	4	33	0.068	4	33	0.015	4	33	0.083
17:00 - 18:00	4	33	0.045	4	33	0.045	4	33	0.090
18:00 - 19:00	4	33	0.033	4	33	0.061	4	33	0.114
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Tota Rates:</b>			<b>0.658</b>			<b>0.659</b>			<b>1.317</b>

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:	25 - 38 (units: )
Survey date date range:	01/01/12 - 20/11/19
Number of weekdays (Monday-Friday):	4
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.