EDWINA MOUNTBATTEN HOUSE, ROMSEY

TRANSPORT STATEMENT

June 2023

Churchill Retirement Ltd

RETIREMENT LIVING DEVELOPMENT
EDWINA MOUNTBATTEN HOUSE
ROMSEY

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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3	20.06.23	EG	Revised Layout	HC

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RETIREMENT LIVING DEVELOPMENT
EDWINA MOUNTBATTEN HOUSE
ROMSEY

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 a Retirement Living development comprising of 47 Retirements flats at Edwina Mountbatten House, Romsey.

1.2 The proposed development site is located c.300m from Romsey High Street. The proposed site is currently vacant, and was formerly occupied by 23 assisted living apartments and associated parking. The site location is shown in **Figure 1**.

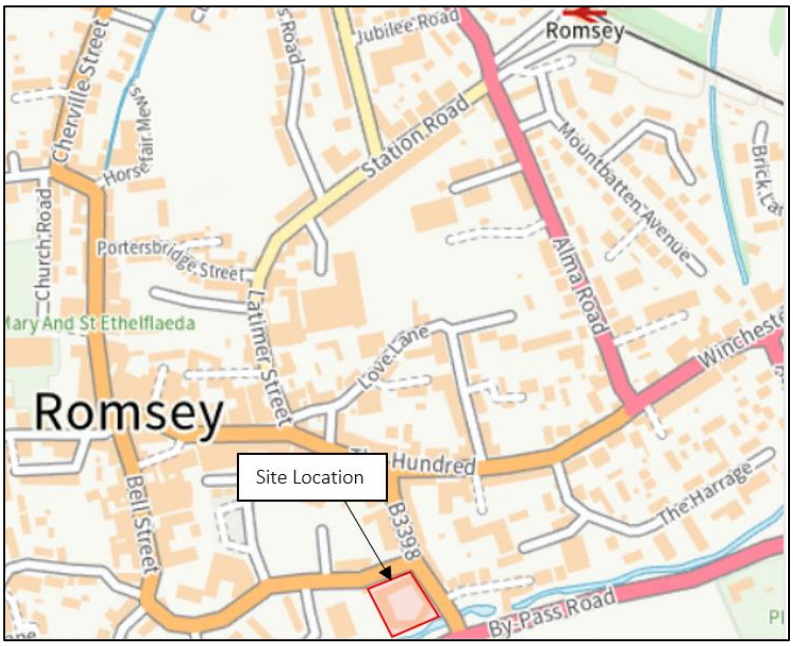

Figure 1: Site Location

1.3 The scope of this TS will therefore consider the existing conditions, local road network and site accessibility including a review of Personal Injury Accident (PIA) data, along with reviewing the proposed development in regard to access arrangement and parking, along with trip generation and servicing, before drawing conclusions from the assessment.

1.4 The site has no relevant planning applications relating to the proposed development.

2. EXISTING SITE CONDITIONS AND SITE ACCESSIBILITY

2.1 The proposed development site is located c.300m from Romsey High Street and c.800m south of Romsey Train Station. The site is currently occupied by 23 assisted living apartments and associated parking. The building is set back c.13m from the carriageway of Broadwater Road where the site is accessed. The site is bound by Broadwater Road to the north, Crosfield Hall to the west, Palmerston Street to the east and A27 to the south. The existing conditions are shown below.

2.2 The site is currently accessed via two existing accesses, one located to the centre of the site providing access to the car park within the centre of the site, and another service access located to the west of the site frontage providing access to two garages and a LGV parking/refuse collection area. The existing access to the car park is sub-standard, measuring 2.5m in width, with the access to the western side of the site measuring 4.3m. The existing site access conditions are shown in **Photograph 1** & **2**.

Photograph 1: Existing main site access

Photograph 2: Western service access

Local Road Network

2.3 Broadwater Road borders the site to the north that measures approximately 6.5m wide and is subject to a 30mph speed limit. Approximately 115m west of the existing main site access, Broadwater Road meets a 3-arm roundabout (as demonstrated in **Photograph 3**), providing access further along Broadwater Road to the west and to Romsey Bus Station and associated car park to the north. Parking restrictions are in place in the form of single yellow line road markings. Approximately 20m east of the existing site access, Broadwater Road meets a priority junction with Palmerston Street. At this same point, Broadwater Road becomes Palmerston Street.

Photograph 3: Roundabout to the west of the site

2.4 Palmerston Street is a single carriageway road that measures approximately 6.5m wide and is subject to a 30mph speed limit. Palmerston Street runs along the eastern boundary of the site and is equipped with faded single yellow lines, however, there is no signage present suggesting restrictions to on-street parking. Approximately 90m to the south east of the existing access point, Palmerston Street meets a 4-arm roundabout with Bypass Road/A27 to the east and west, with the fourth arm providing access to the Broadlands Estate to the south. Approximately 95m north of the priority junction with Broadwater Road, Palmerston Street meets a priority junction with The Hundred, continuing round to the north east of the site. The carriageway is presented in **Photograph 4**

Photograph 4: Palmerston Street carriageway

2.5 Bypass Road (A27) runs along the south of the site and is subject to a 40mph speed limit, which changes to a 30mph speed limit when approaching the roundabout. Bypass Road provides connections to other key strategic route including the A3090, M271 and M27, for routes to Ringwood, Winchester, Bournemouth, and Southampton City Centre. The roundabout which connects the A27 to Palmerston Street is shown in **Photograph 5**.

Photograph 5: Roundabout to the south of the site on A27

Pedestrian Network

2.6 There are a number of footways provided along the local road network in close proximity to the site, as well as several Public Rights of Way located within the wider Romsey area (Route Numbers 197/504/1, 197/7/1, 197/2/2 and 197/3/3 in particular).

2.7 Continuously lit footways flank both sides of Broadwater Road measuring c.2.5m in width. Dropped kerbs are provided at the necessary locations including at junctions and crossings to allow the safe movements of pedestrians. A signalised crossing is provided approximately 50m west of the site access providing a crossing to Romsey Bus Station, accompanied by dropped kerbs and tactile paving. Pedestrian infrastructure in the vicinity of the site are shown in **Photographs 6** & **7**.

Photograph 6: Footways on Broadwater heading west to signalised crossing

Photograph 7: Signalised pedestrian crossing on Broadwater Road to the west of the site

2.8 Palmerston Street provides continuous footways approximately 2m along both sides of the carriageway, with dropped kerbs provided across Broadwater Road. A refuge island is also presented at the junction with the A27. This is shown in **Photograph 8-11**.

Photograph 8: Footways on Palmerston Street heading north

Photograph 9: Footways on Palmerston Street heading south

Photograph 10: Informal crossing accompanied by dropped kerbs across Broadwater Road

Photograph 11: Refuge Island crossing on Palmerston Street at junction with A27

2.9 Footways are also provided with the centre of Romsey along The Hundred/Market Place measuring approximately 2m and from the bus station providing access to The Hundred/Market Place measuring approximately 6m. These are shown in **Photograph 12-13**.

Photograph 12: Footway providing access to High Street from Romsey Bus Station

Photograph 13: Footways along The Hundred

Cycle Network

2.10 There are no designated cycle lanes within the immediate vicinity of the site and while the future residents of the site are unlikely to cycle, the local road network is seen to be sufficient to accommodate for cyclists given the low speed and topography.

2.11 National Cycle Route (NCR) 24 is located c.300m north from the site and can be joined on The Hundred/A3057) which leads onto Winchester Road. It connects Bath to Salisbury and join onto NCR 23 in Eastleigh to provide connections to Reading, Southampton, Basingstoke, Alresford and Winchester.

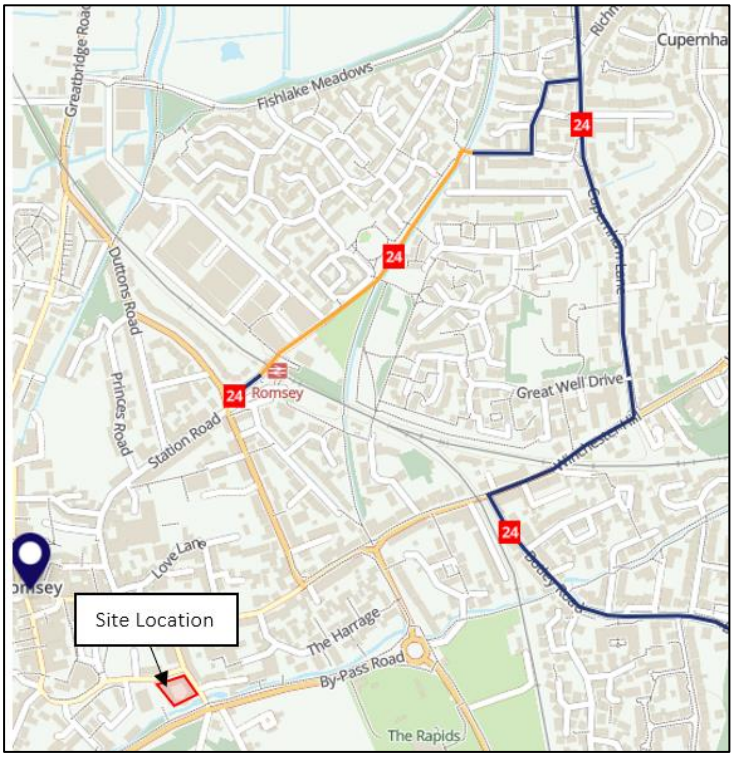

Figure 2: National Cycle Route 24

Bus Services

2.12 Romsey Bus Station is located c.200m north west from the site. The bus station provides access to a number of services with key destinations including Winchester, Southampton and Salisbury. The bus stops are sheltered and provide seating as shown in **Photograph 14-15**.

Photograph 14: Bus Stop D in the bus station

Photograph 15: Bus Stop E in the bus station

2.13 It provides services from Bluestar, Stagecoach and Salisbury Reds. A table with the key services is shown below in **Table 1**.

Bus Services	Route	Frequency
4	Romsey- Southampton	Monday to Friday (06:00-22:45- Every hour) Saturday (07:00-22:45- Every 30 minutes- 1 hour) Sunday (08:35- 18:20- Every hour)
5	Boyatt Wood- Eastleigh- North Baddesley- Romsey	Monday to Friday (07:45-20:10-Every hour) Saturday (09:25-20:10-Every 2 hours) Sunday (00:10)
35	Romsey- Braishfield	Monday to Friday (10:05-14:05- Every 2 hours)
634	West Wellow- Romsey	Monday to Friday (8:31)
66	Winchester- Romsey	Monday to Friday (06:08- 22:53- Every hour) Saturday- (07:53-22:53- Every hour) Sunday- 08:55-18:53 (Every hour)
662	Winchester- Ower.Shootash	Monday to Friday (08:00 & 17:37)
X7R	Salisbury-Paultons Park- Southampton	Monday to Friday (10:47- 14:47-Every 2 hours) Saturday (10:45- 16:47- Every 2 hours)
54	Wherwell- Chibolton- Longstock- Stockbridge- Kings Somborne- Houghton- Romsey	Tuesday, Wednesday & Friday (12:30)

Table 1: Bus services

Rail Services

2.14 Romsey Railway Station is c.800m north from the site and provides services by South Western Railway and Great Western Railway. The station provides key services including Salisbury, Portsmouth, Chandlers Ford, Cardiff Central, Redbridge which are every hour. There are 14 sheltered bike stands, with 20 car parking spaces. There is also accessible access for the station including a train ramp. The closest bus station to the station is Romsey Bus Station, which is located near the site and around a 10-minute walk.

Facilities

2.15 The local area has a number of amenities and facilities nearby, with bus and rail services providing useful connections to amenities further afield. The local amenities are within walking and cycling distance of the site including Romsey Hospital and Romsey The Hundred/Market Place, which provides a range of amenities and facilities including restaurants, supermarkets, post office and banks. **Table 2** shows a summary of walking and cycle times of facilities within the proximity of the site location.

Amenity	Distance (Metres)	Walking (80m per minute)	Cycling (250m per minute)
Romsey Medical Practice	50m	<1	<1
Prezzo	50m	<1	<1
Romsey Methodist Church	180m	2	<1
Crosfield Hall	200m	2.5	<1
Aldi	230m	3	<1
Romsey Bus Station	270m	3.5	1
Romsey Pharmacy	350m	4.5	1.5
TSB Bank	400m	5	1.5
Elm Church, Romsey	400m	5	1.5
Waitrose & Partners	400m	5	1.5
Shell (Petrol Station)	450m	5.5	2
Post Office	550m	7	2
Romsey Train Station	800m	10	3
Romsey Hospital	1.3km	16	5

Table 2: Local facilities distances and times from the site

2.16 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). With all local amenities identified coming well within this threshold, it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

Personal Injury Accident (PIA) Data

2.17 Personal Injury Accident (PIA) Data has been obtained for the most recent 5-year period from Crashmap (2017-2021) to consider existing safety on the local highway network. A summary of the incidents are shown in **Figure 3**.

Figure 3: Personal Injury Accident Data

2.18 Figure 3 shows three incidents occurred in the vicinity of the site over the most recent 5 year period. The accident closest to the site on Broadwater Road was a slight incident, which involved two vehicles in 2020. The remaining two incidents both occurred at the respective roundabouts in proximity to the site. The incident at Bypass Road occurred in 2017, with the incident by Broadwater Road occurring in 2020. Both of these were slight incidents. The frequency and distribution of these incidents are no cause for concern, especially considering the arterial nature of Bypass Road/A27.

2.19 This is especially apparent when considering the achievable visibility at the proposed site access (in line with visibility needed for a 30mph speed limit) and the fact that the there is anticipated to be in line with existing use, as well as the propised access being modified to accommodate two way traffic at the junction with the highway. All of the evidence therefore concludes that the proposed development is unlikely to negatively impact the local highway network, and will not exacerbate any existing safety issues. This will be further established within Sections 3 and 4.

Summary of Site Accessibility

2.20 The site is located in a sustainable and accessible location, located approximately 240m from the centre of Romsey. The bus and rail services provide good connections, with a number of bus services being provided from Romsey Bus Station every 30 minutes up to every 2 hours. Along with the rail services providing regular services to Salisbury, Portsmouth, Chandlers Ford, Cardiff Central, Redbridge every hour. The PIA data also does not present any concerns regarding the impact of the development on the local highway network.

3. PROPOSED DEVELOPMENT

3.1 The proposed development is for a Retirement Living development comprising of 47 Retirements flats at Edwina Mountbatten House, Romsey. The proposed accommodation schedule is shown in **Table 3**, with the development proposals provided in **Appendix A.**

Units	Total
1 Bed	31
2 Bed	16
Total	47

Table 3: Accommodation Schedule

Vehicular Access Arrangements

3.2 As part of the development proposals, the main existing access to the site will be stopped up, with the western access being retained and widened to provide an improvement compared to the existing. The proposed access will measure 6m in width with approximate radii of 2.25m to the east and 3.5m to the west. Approximately 7.5m south of the junction with Broadwater Road, the access narrows to 3.7m internally for 20m, with adequate forward visibility to allow cars to wait at either end clear of the highway before widening to 6m within the parking area. The proposed access location is shown in **Photograph 16**.

Photograph 16: Proposed Site Access

Pedestrian Access Arrangements

3.3 A 1.3m wide pedestrian access will provided to the west of the proposed vehicular access, tying in with the existing footway leading to the town centre to the west of the site. Internally, a zebra crossing point will also be provided within the site to enable pedestrians to safely cross the access and navigate between the site entrance. The car park area measures 6.2m in width, and so will operate as a shared surface.

Visibility

3.4 Visibility of the proposed access have been undertaken in line with Manual for Streets for 30mph (2.4m x 43m). It is achievable in both the primary and secondary direction. This is shown in **Appendix B**. The visibility from the proposed access is shown in **Photograph 17** & **18.**

Photograph 17: Proposed Secondary Direction Access Visibility

Photograph 18: Proposed Primary Direction Access Visibility

Car Parking Provision

3.5 In order to determine the proposed parking provision on the site, Test Valley Borough's (TVBC) Revised Local Plan DPD 2011-2029 (January 2016) has been consulted. The parking standards for 'Supported Accommodation' have been utilised as the closest use class to Retirement Living.

3.6 The standards indicate a requirement of 1 car parking space per unit, with visitor parking provided to 1 space per 5 units for 5+ units. For the proposed development, this would equate to 47 spaces for residents and 10 for visitors, totalling 57 spaces for the whole site.

3.7 However, as stated above, there are no directly comparable standards within TVBC's Local Plan and the document also states that 'Variations in parking standards will be considered by the Council where it is satisfied that there is likely to be allow demand for a private car e.g. there are genuine alternative modes of transport such as accessible public transport'. Therefore, independent parking research carried out by Churchill Retirement Living into the parking demand level at existing CRL sites has been consulted, as can be seen in **Appendix E**. The research found that there is an average parking demand of 0.28 spaces per unit at existing CRL sites, which would equate to a minimum requirement of 13 parking spaces for the proposed 47-unit Retirement Living development.

3.8 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 21st January 2020 and Wednesday 22nd January 2020) prior to COVID-19 at two Churchill developments located within similar locations. The results of these surveys demonstrated that the average provision is 0.35 spaces per unit, with an average demand of 0.29, so are useful to compare as a sense check to the previous research. The results are demonstrated in **Table 6** 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 6: Recent Parking Survey Results

3.9 It is proposed that 16 parking spaces will be provided for the 47 apartments, which equates to a ratio of 0.34 spaces per unit. Additionally, the site is located in a sustainable location with the nearest bus stops only 250m (3-minute walk) from the site providing a highly frequent bus service as well as the abundance of amenities within walking distance, which meets the aforementioned factors outlined in the local guidance that are taken into consideration when determining suitable parking levels at new developments. Therefore, the proposed 16 parking spaces is considered an acceptable provision for the 47 units.

3.10 Parking spaces measure a minimum of 2.5m x 5m, with the internal road widths widening to 6.2m following on from the narrower point at the access. Spaces at the end of aisles measure 2.75m x 5m to assist with manoeuvring, and one parallel space is provided which measures 2.5m x 12m with a taper. Vehicle tracking has been completed and is attached within Appendix C.

3.11 Four of the car parking spaces will be equipped with Electric Vehicle charging provision, with the remainder of the spaces being passive (i.e. potential to convert to fully operational bays in the future). This provision is in line with the guidance outlined in Building Regulations, and is in between the standard for full residential and non-residential (care home) uses which is thought to strike a reasonable balance considering the proposed end users of the site (i.e. Retirement Living).

Buggy & Cycle Provision

3.12 Test Valley Borough Revised Local Plan DPD 2011-2029 (January 2016) was utilised again for the cycle parking requirement. The standards indicate a requirement for mobility scooters and cycle parking as 1 space per 4 units. This equates to 12 spaces for buggies and 12 spaces for bicycles. 12 buggy spaces have been provided, which meets the proposed standard and it is anticipated that cycle demand can be accommodated within this store, considering the low cycle use experienced at other sites. Cycle parking demand is anticipated to be low given the age profile of residents and based on operational experience. This is based upon cycle surveys carried out at 58 developments which shows that demand is minimal at less than 1 per development (results attached in Appendix E).

Servicing Arrangements

3.13 Refuse vehicle collection will be carried out on-street and will be undertaken from Broadwater Road. The refuse store is within 10m of the street in accordance with Manual for Streets Guidance for Eurobin collection.

3.14 A fire tender will access the site from a dedicated entrance gate from Palmerston Street, where a dry riser inlet will be provided 18m from the street as indicated in **Appendix A**, within Stair 1 and Stair 2. This will allow for adequate coverage of the site as per Building Regulations guidance.

4. TRIP GENERATION

Existing Trip Generation

4.1 The TRICS database (v.7.10.1) has been consulted to understand the impact of the proposed scheme, with consideration to the previous use. The existing building accommodated for 23 assisted living apartments. Therefore, the proposed has been compared to this existing use using the following parameters:

- Sites in England and Wales (excluding Greater London)
- '0 – 40 units'
- 'Residential' 'Assisted living'
- Weekday surveys only; and
- 'Suburban' locations.

4.2 The outputs from the TRICS database are shown below in **Table 4**, with the full outputs in **Appendix D**.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rates (per unit)	0.113	0.025	0.138	0.075	0.075	0.15	1.864	1.776	3.64
Trip Generation (23 units)	2	1	3	2	2	4	43	41	84

Table 4: TRICS outputs For Existing Site

4.3 The existing site is likely to generate in the order of 3 trips in the AM peak, 4 in the PM peak and 84 trips over the 12-hour period.

Proposed Trip Generation

4.4 The proposed site comprises of 47 retirement flats. The TRICS database has been consulted for sites using the following parameters:

- Sites in England and Wales (excluding Greater London)
- '0 – 60 units'
- 'Residential' 'Retirement Flats'
- Weekday surveys only; and
- 'Suburban' locations.

4.5 The outputs from the TRICS database are shown below in **Table 5** with the full outputs in **Appendix D**.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rates (per unit)	0.076	0.067	0.143	0.057	0.076	0.133	1.22	1.228	2.448
Trip Generation (47 units)	4	3	7	3	3	6	57	58	115

Table 5: TRICS outputs For Proposed Site

4.6 As outlined in **Table 5**, the proposed development is anticipated to generate 7 trips in the AM peak, 6 in the PM peak and 115 over the 12-hour period. Therefore, it is unlikely that the proposed site will have a negative impact on the local highway network.

4.7 It is also prudent to consider independent research carried out by Churchill (with data attached within **Appendix E**) which shows the proposed development is anticipated to generate 35 arrivals and departures, with 70 total trips generated across a 12 hour period. This is demonstrated within **Table 6** below.

	Arrivals (12hr)	Departures (12hr)	Total (12hr)
CRL Trip Rate per Dwelling	0.74	0.75	1.49
Vehicle Trips (47 apartments)	35	35	70

Table 6: CRL Research

Net Impact Assessment

4.8 A net impact assessment has been undertaken between the proposed and existing site for both TRICS and CRL data assessments. This is shown below in **Table 7**.

	AM Peak	PM Peak	Daily Total
Existing Site (TRICS)	3	3	84
Proposed Retirement Development (TRICS)	7	6	115
Net Impact (TRICS)	**+4**	**+3**	**+31**
Existing Site (TRICS)	3	3	84
CRL Trip Rate	3 (based on average)	3 (based on average)	70
Net Impact (TRICS & CRL)	**+/-0**	**+/-0**	**-14**

Table 7: Net Impact Assessment

4.9 **Table 7** highlights that the proposed development is expected to result in an increase in 4 trips in the AM peak, 3 trips in the PM peak and 31 additional trips across a 12 hour period using the TRICS data. Although this is an increase when compared to the existing, it is considered a negligible amount of trips

as well as the increase only equating to an average of 4 trips per hour. Furthermore, when applying the CRL research instead, it is anticipated that there would be a decrease of 14 trips across a 12 hour period, resulting in a betterment to the operation of the local road network.

5. SUMMARY AND CONCLUSIONS

5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for a Retirement Living development comprising of 47 Retirements flats at Edwina Mountbatten House, Romsey.

5.2 The site is located in a sustainable and accessible location, situated 300m from the high street, 800m from the train station and 200m from the bus station. The bus and train station provide regular services, along with the site being in close proximity to local amenities and facilities. The PIA data also does not indicate any concern for the proposed site regarding any negative impact on the safety or operation of the local road network.

5.3 The main existing access to the site will be stopped up, with a newly proposed access relocated to the west of the site frontage in the location of the existing driveway for the garages/servicing yard. The existing access to the car park is sub-standard, measuring 2.5m in width, with the proposed access widening the existing service access from 4.2m to 6m. This will allow two cars to pass simultaneously, which is currently not achievable at the existing access. Pedestrian access will be provided from the newly proposed access along a footway on the western side providing safe access between the site and the existing footway infrastructure. Visibility splays at the proposed access point have been shown as achievable to 43m in both the primary and secondary direction in line with guidance from Manual for Streets.

5.4 It is proposed that 16 parking spaces will be provided at the proposed development for the 47-units, which equates to a provision of 0.34 spaces per unit. This is in excess of the minimum requirement in line with the CRL research (at 0.28 spaces per unit). Additionally, the site is located in a sustainable location with the nearest bus stops only 200m (3-minute walk) of the site providing a highly frequent bus service as well as the abundance of amenities within walking distance, which meets factors outlined in the local guidance to help determining suitable parking levels at new developments. Therefore, the proposed 16 parking spaces is considered a suitable provision for the 47-units. Four of these parking spaces will equipped with EV charging stations.

5.5 Refuse vehicle collection will be carried out on-street and will be accessed from Broadwater Road. A fire tender is able to get within 18m of both Stair 1 and Stair 2, via a dedicated entrance gate from Palmerston Street and Broadwater Road, where a dry rise inlet will be provided.

5.6 The proposed development is expected to result in an increase in 4 trips in the AM peak, 3 trips in the PM peak and 31 trips across a 12 hour period when assessing TRICS data. Although this is an increase

compared to the existing, it is considered a negligible amount as the increase in the two peak periods are minimal and the overall daily increase only equates to an average of 4 trips more per hour, Furthermore, when applying the CRL research instead, it is anticipated that there would be a decrease of 14 trips across a day.

5.7 Therefore, considering most trips will occur outside of the peak times and that the overall daily increase is considered negligible, plus the minimal accident history on the local road network with an improved access operation, it can be concluded that the proposed development will not result in any detriment to the safety and operation of the existing local road network.

5.8 Taking the above into account, we would therefore encourage the local highway authority at Hampshire County Council (HCC) to look favourably upon the proposed development.

Appendix A

REVISIONS

Rev.	Date	By

NORTH

0 5 10 15 20

scale bar - metres

Romsey Medical Practice

Broadwater Road

close off site entrance & raise kerb line

existing sub-station enclosure wall

modify site entrance

open lean-to bin store; retain ex. garage walls

sub-station

covered bin store

central amenity space

Palmerston Street

new gate required for fire access

trees to be removed as part of application works

16no. car parking spaces

Crosfield Hall

A27 Bypass Road

planning issues
TOWN PLANNING AND ARCHITECTURAL DESIGN
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Telephone: (01425) 462109
Fax : (01425) 462101
E-mail design@planningissues.co.uk

Client

Churchill Retirement Living

Project Title

Retirement Living Apartments
Edwina Mountbatten House - Broadwater Road
Romsey
SO51 8GH

Drawing Title

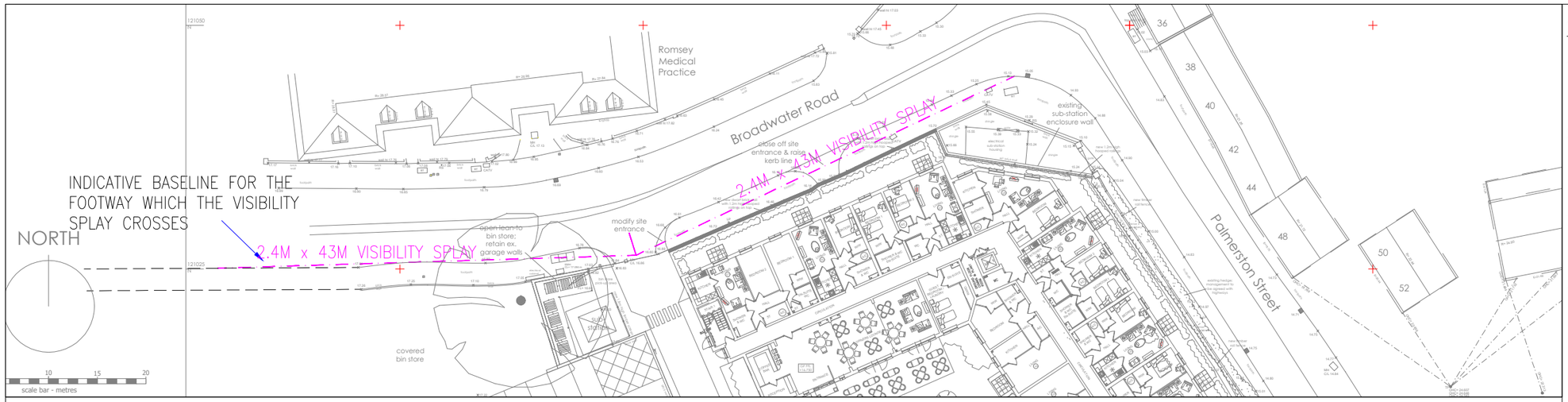
PROPOSED SITE PLAN
PLANNING APPLICATION

Scale	1:200 @ A1	Date	JUNE 2023
Drawn	KLS	Checked	RJ

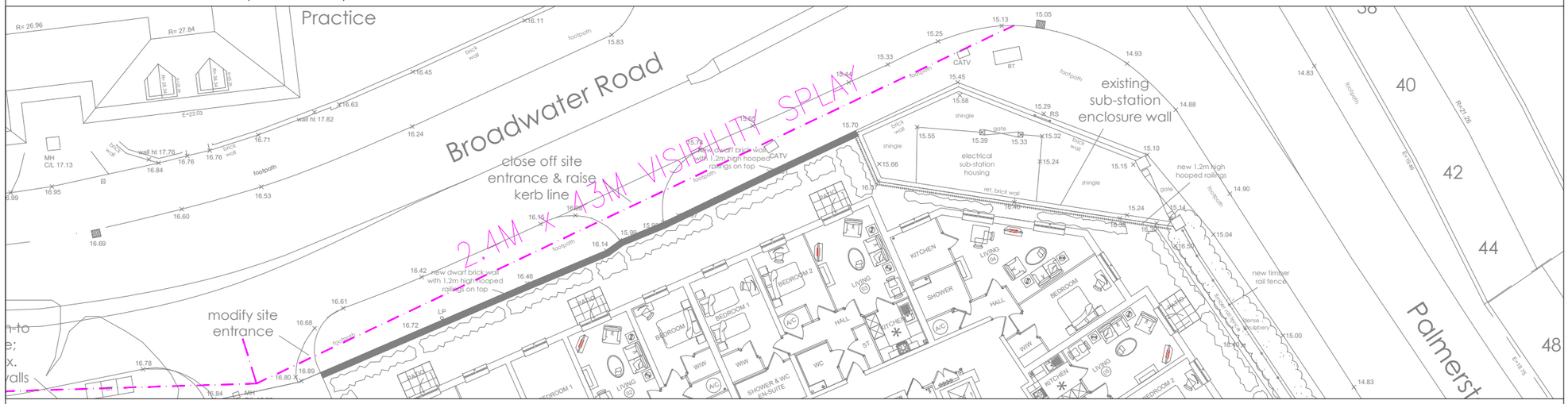
Drawing No. 10123RS - PA01

Rev. -

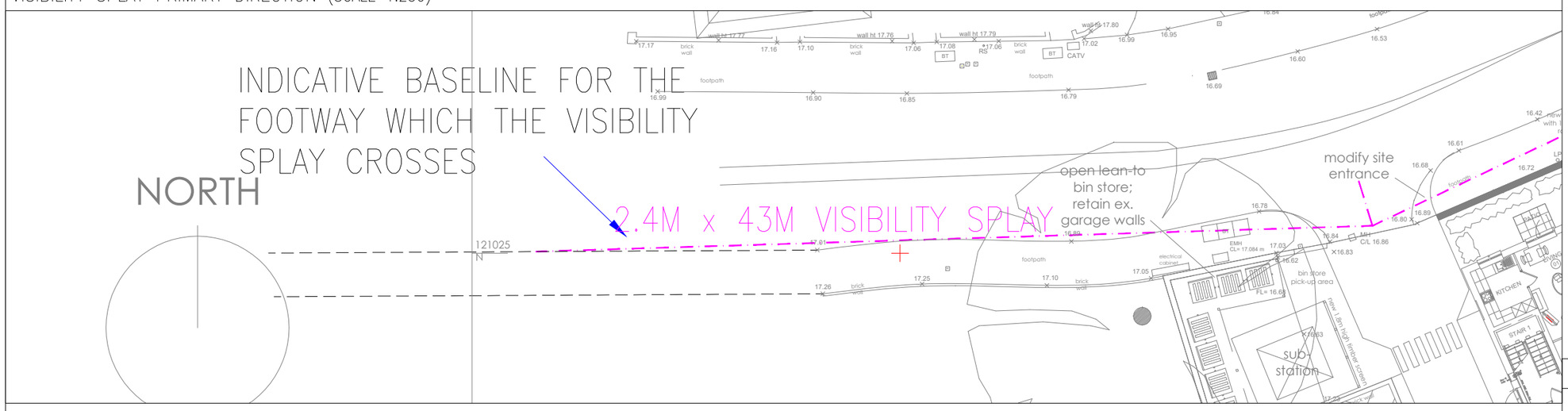
Appendix B



VISIBILITY SPLAY OVERVIEW (SCALE 1:500)



VISIBILITY SPLAY PRIMARY DIRECTION (SCALE 1:250)



VISIBILITY SPLAY SECONDARY DIRECTION (SCALE 1:250)

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NORTH

Rev	Description	Date	By	Chkd
B	REVISED LAYOUT	20.06.23	EG	HC
A	REVISED LAYOUT	05.05.23	EG	HC

Project Name: EDWINA MOUNTBATTEN HOUSE ROMSEY	Title: VISIBILITY SPLAY FOR SITE ACCESS	paulbasham associates	Client: Churchill Retirement Living	Checked By: HC	Checked Date: 25.10.22
Project Phase: PRELIMINARY				Drawn By: EG	Drawn Date: 24.10.22

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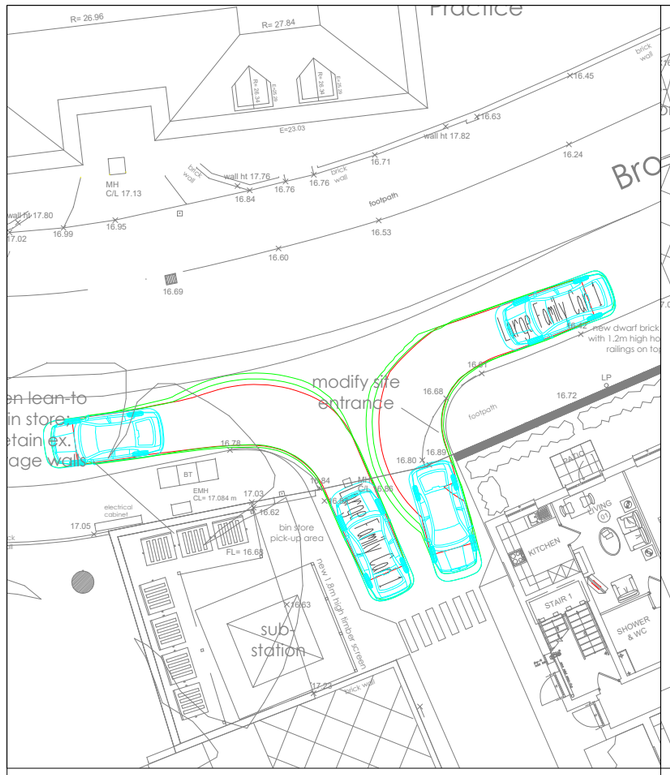
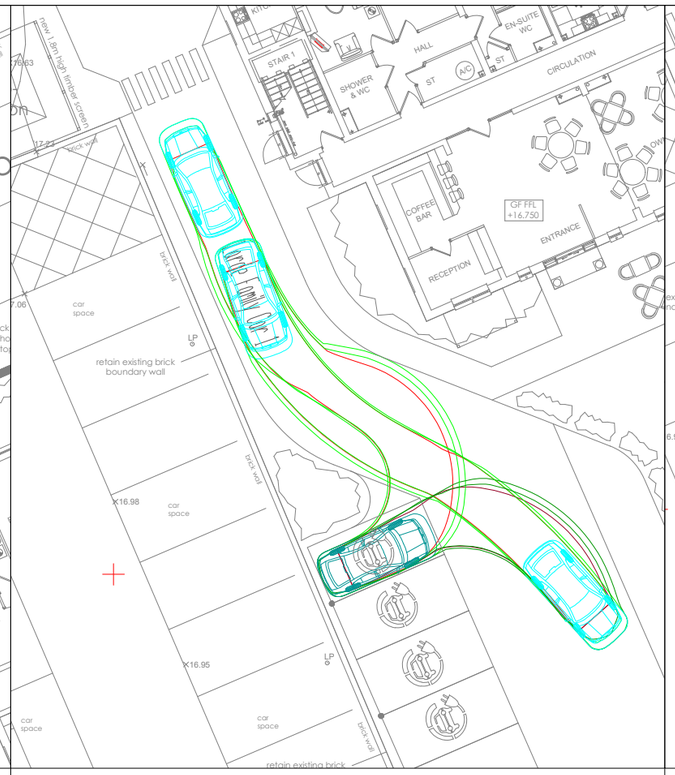
Scale		Client Drawing No.	PBA Drawing No.	Revision
AS SHOWN	(AT A3 SIZE)	-	563.0063.002	B

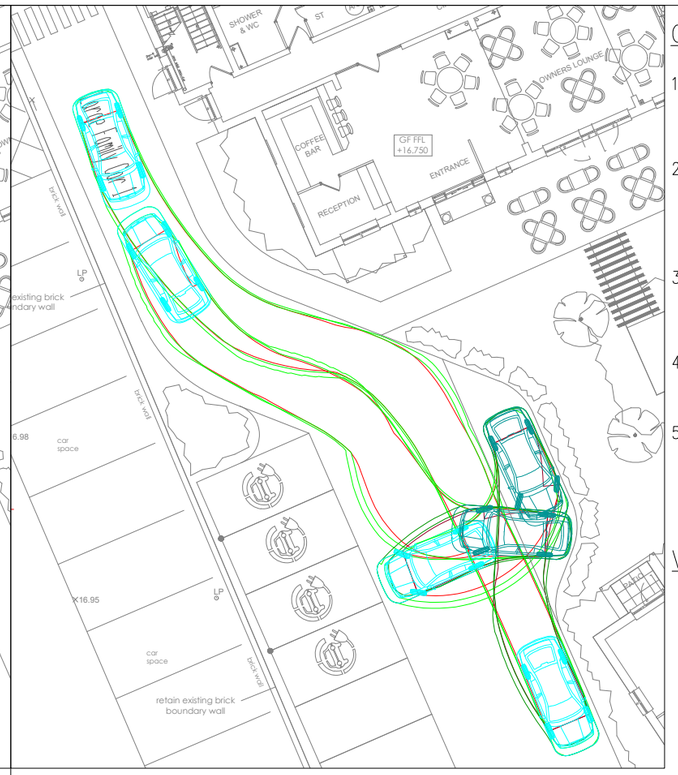
Appendix C



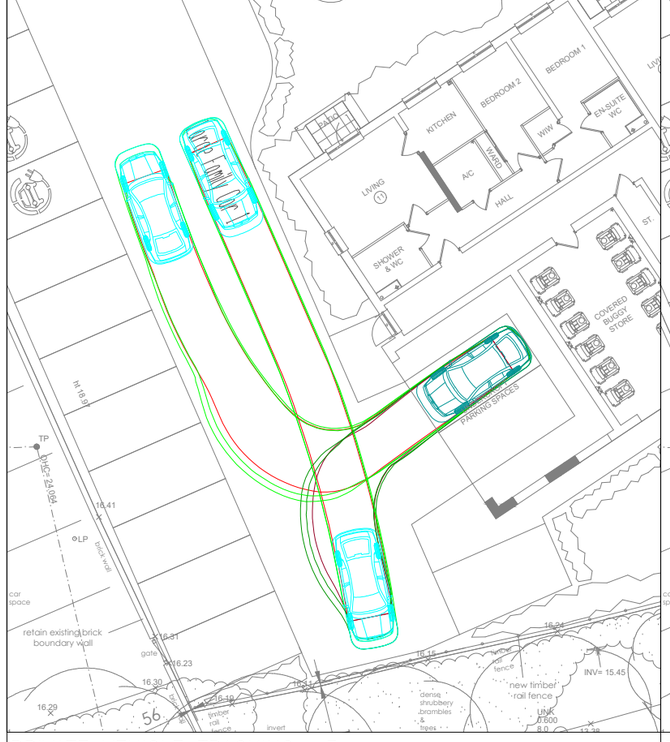
TWO WAY VEHICULAR MOVEMENT



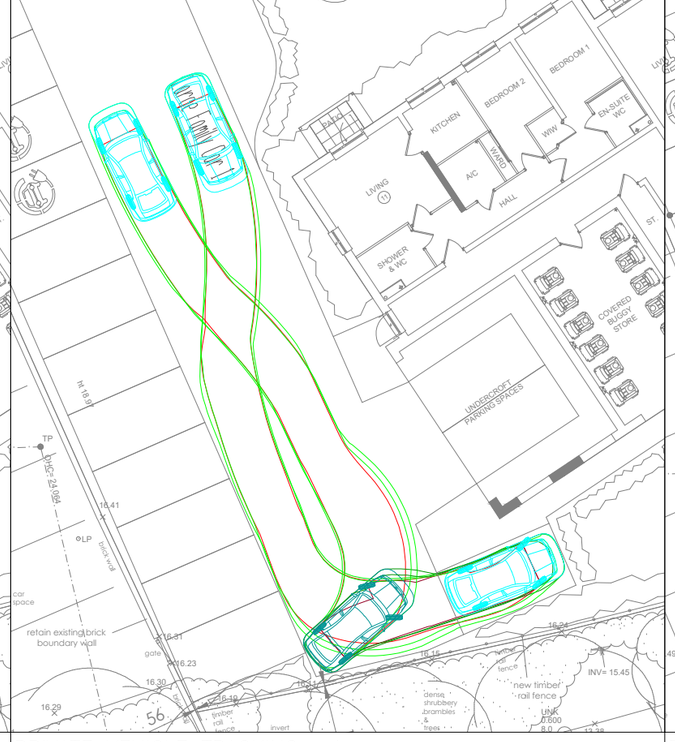
PRIVATE VEHICLE TRACKING– 1



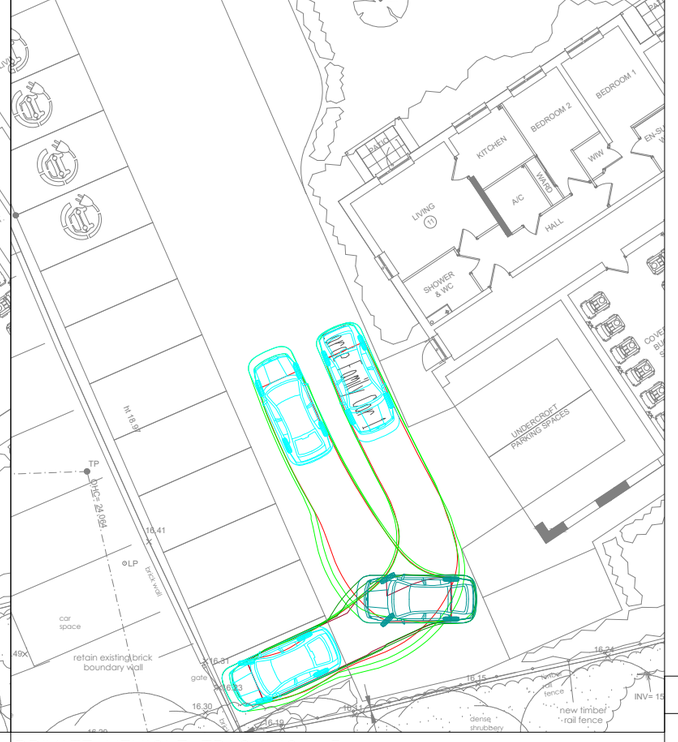
PRIVATE VEHICLE TRACKING–2



PRIVATE VEHICLE TRACKING– 3



PRIVATE VEHICLE TRACKING– 4

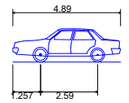


PRIVATE VEHICLE TRACKING– 5

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Large Family Car 1	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

Rev	Description	Date	By	Chkd
B	REVISED SITE LAYOUT	20.06.23	EG	HC
A	REVISED SITE LAYOUT	05.05.23	EG	HC

Project Name: EDWINA MOUNTBATTEN HOUSE ROMSEY	Title: SWEPT PATH ANALYSIS FOR CAR PARKING	paulbasham associates	Client: Churchill Retirement Living	Checked By: HC / Checked Date: 25.10.22 / Scale: 1:250 (AT A3 SIZE)
Project Phase: PRELIMINARY				Drawn By: EG / Drawn Date: 24.10.22 / Client Drawing No.: - / PBA Drawing No.: 563.0063.001 / Revision: B

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Appendix D

Calculation Reference: AUDIT-247601-230503-0538

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: 40 to 40 (units:)
Range Selected by User: 0 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 24/05/22

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

Selected survey days:

Tuesday	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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of 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	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	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
125,001 to 250,000	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	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	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.

LIST OF SITES relevant to selection parameters

1	NF-03-P-02 LAKENFIELDS NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: *Survey date: FRIDAY*	ASSISTED LIVING	40 *22/11/19*	NORFOLK *Survey Type: MANUAL*
2	NY-03-P-01 FENNELL GROVE RIPON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: *Survey date: TUESDAY*	ASSISTED LIVING	40 *24/05/22*	NORTH YORKSHIRE *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.100	2	40	0.075	2	40	0.175
08:00 - 09:00	2	40	0.113	2	40	0.025	2	40	0.138
09:00 - 10:00	2	40	0.275	2	40	0.237	2	40	0.512
10:00 - 11:00	2	40	0.313	2	40	0.250	2	40	0.562
11:00 - 12:00	2	40	0.150	2	40	0.175	2	40	0.325
12:00 - 13:00	2	40	0.175	2	40	0.275	2	40	0.450
13:00 - 14:00	2	40	0.188	2	40	0.175	2	40	0.363
14:00 - 15:00	2	40	0.163	2	40	0.163	2	40	0.326
15:00 - 16:00	2	40	0.113	2	40	0.125	2	40	0.238
16:00 - 17:00	2	40	0.150	2	40	0.188	2	40	0.338
17:00 - 18:00	2	40	0.075	2	40	0.075	2	40	0.150
18:00 - 19:00	2	40	0.050	2	40	0.013	2	40	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.864			1.776			3.640

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.*

Parameter summary

Trip rate parameter range selected:	40 - 40 (units:)
Survey date date range:	01/01/15 - 24/05/22
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.000	2	40	0.000	2	40	0.000
09:00 - 10:00	2	40	0.013	2	40	0.013	2	40	0.026
10:00 - 11:00	2	40	0.013	2	40	0.013	2	40	0.026
11:00 - 12:00	2	40	0.025	2	40	0.025	2	40	0.050
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.000	2	40	0.000
14:00 - 15:00	2	40	0.013	2	40	0.013	2	40	0.026
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.013	2	40	0.013	2	40	0.026
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.000	2	40	0.000	2	40	0.000
09:00 - 10:00	2	40	0.000	2	40	0.000	2	40	0.000
10:00 - 11:00	2	40	0.013	2	40	0.013	2	40	0.026
11:00 - 12:00	2	40	0.000	2	40	0.000	2	40	0.000
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.000	2	40	0.000
14:00 - 15:00	2	40	0.013	2	40	0.013	2	40	0.026
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.000	2	40	0.000
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.013	2	40	0.000	2	40	0.013
09:00 - 10:00	2	40	0.000	2	40	0.000	2	40	0.000
10:00 - 11:00	2	40	0.000	2	40	0.000	2	40	0.000
11:00 - 12:00	2	40	0.013	2	40	0.000	2	40	0.013
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.013	2	40	0.013
14:00 - 15:00	2	40	0.000	2	40	0.000	2	40	0.000
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.000	2	40	0.000
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.013			0.039

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.087	2	40	0.063	2	40	0.149
08:00 - 09:00	2	40	0.100	2	40	0.025	2	40	0.125
09:00 - 10:00	2	40	0.237	2	40	0.200	2	40	0.437
10:00 - 11:00	2	40	0.275	2	40	0.212	2	40	0.487
11:00 - 12:00	2	40	0.113	2	40	0.150	2	40	0.263
12:00 - 13:00	2	40	0.163	2	40	0.250	2	40	0.413
13:00 - 14:00	2	40	0.150	2	40	0.163	2	40	0.313
14:00 - 15:00	2	40	0.125	2	40	0.113	2	40	0.238
15:00 - 16:00	2	40	0.113	2	40	0.125	2	40	0.238
16:00 - 17:00	2	40	0.138	2	40	0.163	2	40	0.301
17:00 - 18:00	2	40	0.075	2	40	0.075	2	40	0.150
18:00 - 19:00	2	40	0.050	2	40	0.013	2	40	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.626			1.551			3.177

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.013	2	40	0.000	2	40	0.013
09:00 - 10:00	2	40	0.025	2	40	0.025	2	40	0.050
10:00 - 11:00	2	40	0.013	2	40	0.013	2	40	0.026
11:00 - 12:00	2	40	0.013	2	40	0.000	2	40	0.013
12:00 - 13:00	2	40	0.013	2	40	0.025	2	40	0.038
13:00 - 14:00	2	40	0.037	2	40	0.013	2	40	0.050
14:00 - 15:00	2	40	0.013	2	40	0.025	2	40	0.038
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.013	2	40	0.013
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.127			0.114			0.241

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.013	2	40	0.013	2	40	0.026
08:00 - 09:00	2	40	0.000	2	40	0.000	2	40	0.000
09:00 - 10:00	2	40	0.000	2	40	0.000	2	40	0.000
10:00 - 11:00	2	40	0.000	2	40	0.000	2	40	0.000
11:00 - 12:00	2	40	0.000	2	40	0.000	2	40	0.000
12:00 - 13:00	2	40	0.000	2	40	0.000	2	40	0.000
13:00 - 14:00	2	40	0.000	2	40	0.000	2	40	0.000
14:00 - 15:00	2	40	0.000	2	40	0.000	2	40	0.000
15:00 - 16:00	2	40	0.000	2	40	0.000	2	40	0.000
16:00 - 17:00	2	40	0.000	2	40	0.000	2	40	0.000
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.000	2	40	0.000	2	40	0.000
08:00 - 09:00	2	40	0.013	2	40	0.000	2	40	0.013
09:00 - 10:00	2	40	0.025	2	40	0.025	2	40	0.050
10:00 - 11:00	2	40	0.000	2	40	0.000	2	40	0.000
11:00 - 12:00	2	40	0.013	2	40	0.000	2	40	0.013
12:00 - 13:00	2	40	0.013	2	40	0.025	2	40	0.038
13:00 - 14:00	2	40	0.013	2	40	0.000	2	40	0.013
14:00 - 15:00	2	40	0.013	2	40	0.025	2	40	0.038
15:00 - 16:00	2	40	0.013	2	40	0.013	2	40	0.026
16:00 - 17:00	2	40	0.000	2	40	0.013	2	40	0.013
17:00 - 18:00	2	40	0.000	2	40	0.000	2	40	0.000
18:00 - 19:00	2	40	0.000	2	40	0.000	2	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.101			0.204

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.*

Calculation Reference: AUDIT-247601-230503-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	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: 32 to 39 (units:)
Range Selected by User: 0 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 21/11/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of 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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 LN-03-N-01 RETIREMENT FLATS LINCOLNSHIRE
NEWPORT ROAD
LINCOLN
ERMINE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

2 PB-03-N-02 RETIREMENT FLATS PETERBOROUGH
DOGSTHORPE ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 32
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

3 WY-03-N-01 RETIREMENT BUNGALOWS WEST YORKSHIRE
GROVE AVENUE
HALIFAX
WHEATLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *23/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	35	0.048	3	35	0.038	3	35	0.086
08:00 - 09:00	3	35	0.076	3	35	0.067	3	35	0.143
09:00 - 10:00	3	35	0.114	3	35	0.162	3	35	0.276
10:00 - 11:00	3	35	0.143	3	35	0.181	3	35	0.324
11:00 - 12:00	3	35	0.143	3	35	0.095	3	35	0.238
12:00 - 13:00	3	35	0.152	3	35	0.114	3	35	0.266
13:00 - 14:00	3	35	0.086	3	35	0.152	3	35	0.238
14:00 - 15:00	3	35	0.143	3	35	0.105	3	35	0.248
15:00 - 16:00	3	35	0.086	3	35	0.133	3	35	0.219
16:00 - 17:00	3	35	0.105	3	35	0.067	3	35	0.172
17:00 - 18:00	3	35	0.057	3	35	0.076	3	35	0.133
18:00 - 19:00	3	35	0.067	3	35	0.038	3	35	0.105
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.220			1.228			2.448

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.*

Parameter summary

Trip rate parameter range selected:	32 - 39 (units:)
Survey date date range:	01/01/15 - 21/11/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.000	3	35	0.000	3	35	0.000
09:00 - 10:00	3	35	0.010	3	35	0.010	3	35	0.020
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.010	3	35	0.010	3	35	0.020
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.010	3	35	0.010	3	35	0.020
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.010	3	35	0.010	3	35	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.000	3	35	0.000	3	35	0.000
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.019	3	35	0.019	3	35	0.038
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.010	3	35	0.010	3	35	0.020
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.000	3	35	0.000	3	35	0.000
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.010	3	35	0.010	3	35	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	35	0.038	3	35	0.029	3	35	0.067
08:00 - 09:00	3	35	0.067	3	35	0.057	3	35	0.124
09:00 - 10:00	3	35	0.095	3	35	0.143	3	35	0.238
10:00 - 11:00	3	35	0.124	3	35	0.162	3	35	0.286
11:00 - 12:00	3	35	0.114	3	35	0.076	3	35	0.190
12:00 - 13:00	3	35	0.133	3	35	0.095	3	35	0.228
13:00 - 14:00	3	35	0.076	3	35	0.143	3	35	0.219
14:00 - 15:00	3	35	0.133	3	35	0.095	3	35	0.228
15:00 - 16:00	3	35	0.057	3	35	0.105	3	35	0.162
16:00 - 17:00	3	35	0.095	3	35	0.067	3	35	0.162
17:00 - 18:00	3	35	0.048	3	35	0.057	3	35	0.105
18:00 - 19:00	3	35	0.048	3	35	0.029	3	35	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.028			1.058			2.086

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	35	0.010	3	35	0.010	3	35	0.020
08:00 - 09:00	3	35	0.010	3	35	0.010	3	35	0.020
09:00 - 10:00	3	35	0.010	3	35	0.010	3	35	0.020
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.010	3	35	0.010	3	35	0.020
12:00 - 13:00	3	35	0.010	3	35	0.010	3	35	0.020
13:00 - 14:00	3	35	0.010	3	35	0.010	3	35	0.020
14:00 - 15:00	3	35	0.010	3	35	0.010	3	35	0.020
15:00 - 16:00	3	35	0.019	3	35	0.019	3	35	0.038
16:00 - 17:00	3	35	0.010	3	35	0.000	3	35	0.010
17:00 - 18:00	3	35	0.010	3	35	0.019	3	35	0.029
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.108			0.217

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.*

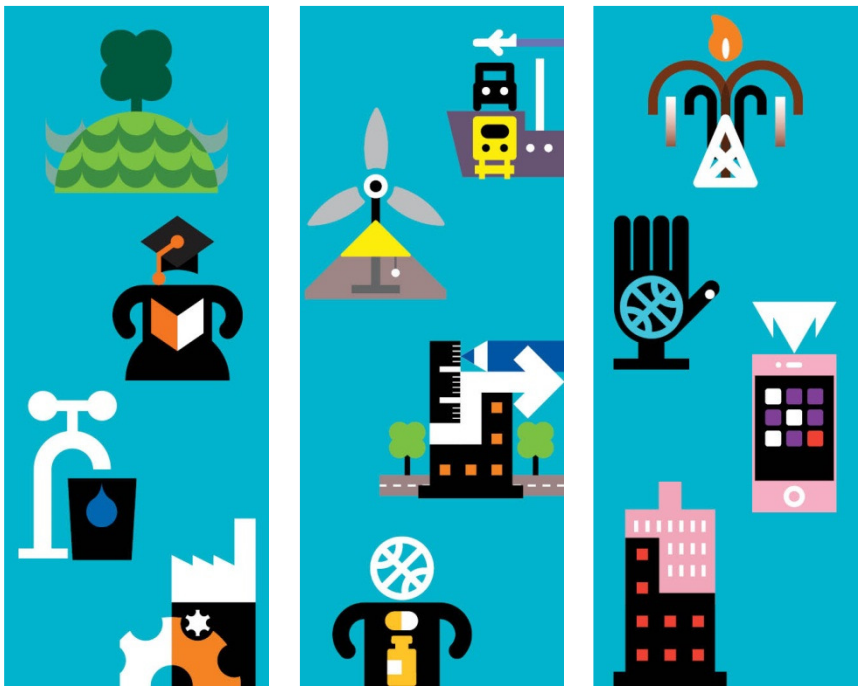
TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.000	3	35	0.000	3	35	0.000
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.010	3	35	0.000	3	35	0.010
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.010	3	35	0.000	3	35	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.000			0.020

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.*

Appendix E



Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

Mott MacDonald

Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

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Issue and revision record

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

Information class: Standard

Contents

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

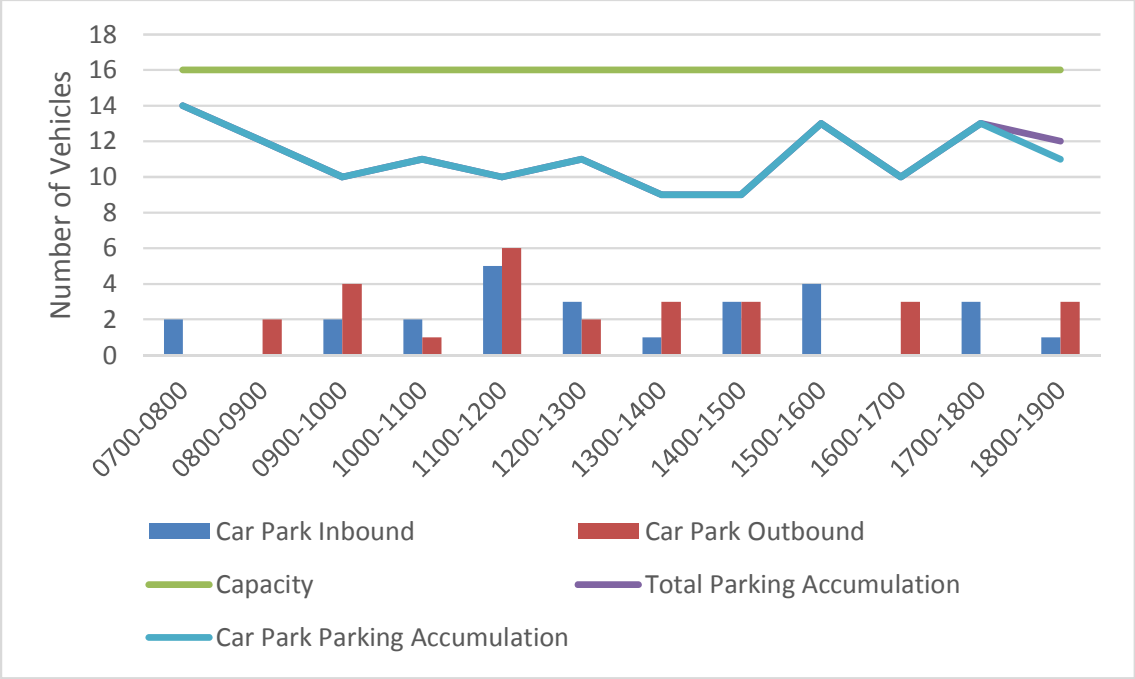
Within the graphs presented in the following sections, the blue bars denote inbound vehicles to the car park, the red bars denote outbound vehicles to the car park, the blue line denotes car parking accumulation (this is the on-site car park) and the purple line denotes total parking accumulation which 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 11th 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.

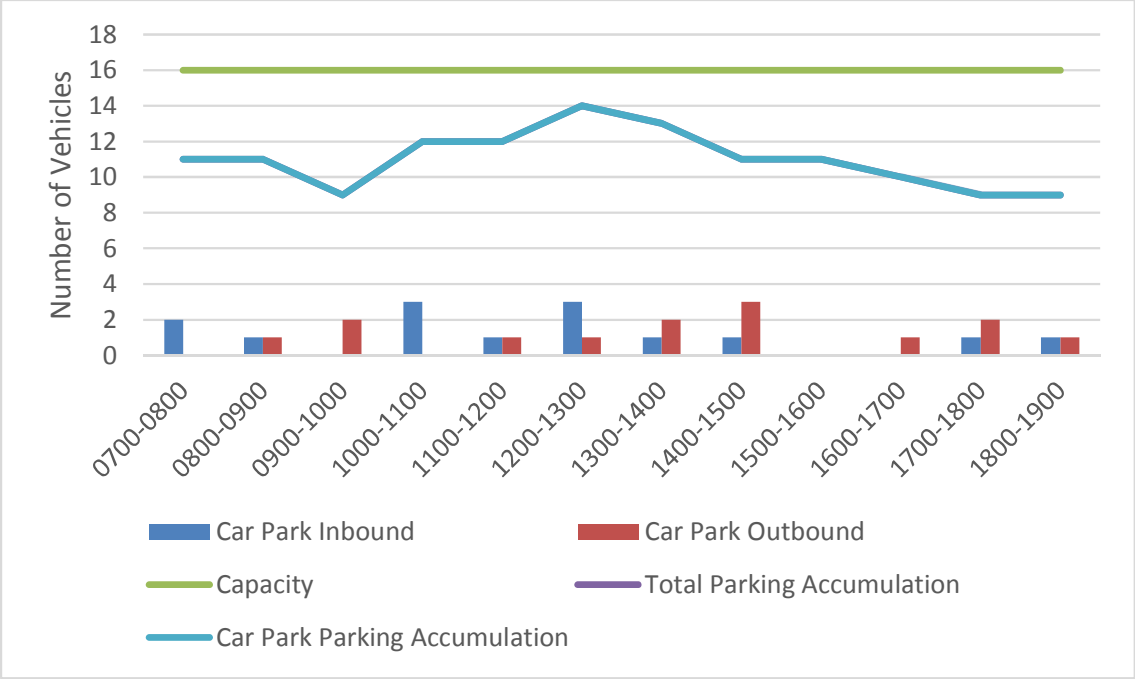
Peak outbound activity took place between 11:00 and 12:00 (six vehicles) with peak inbound movement also being between 11:00 and 12:00 (five vehicles). One light goods vehicles used the site during the survey period, between 14:00 and 15:00.

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 11th 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.

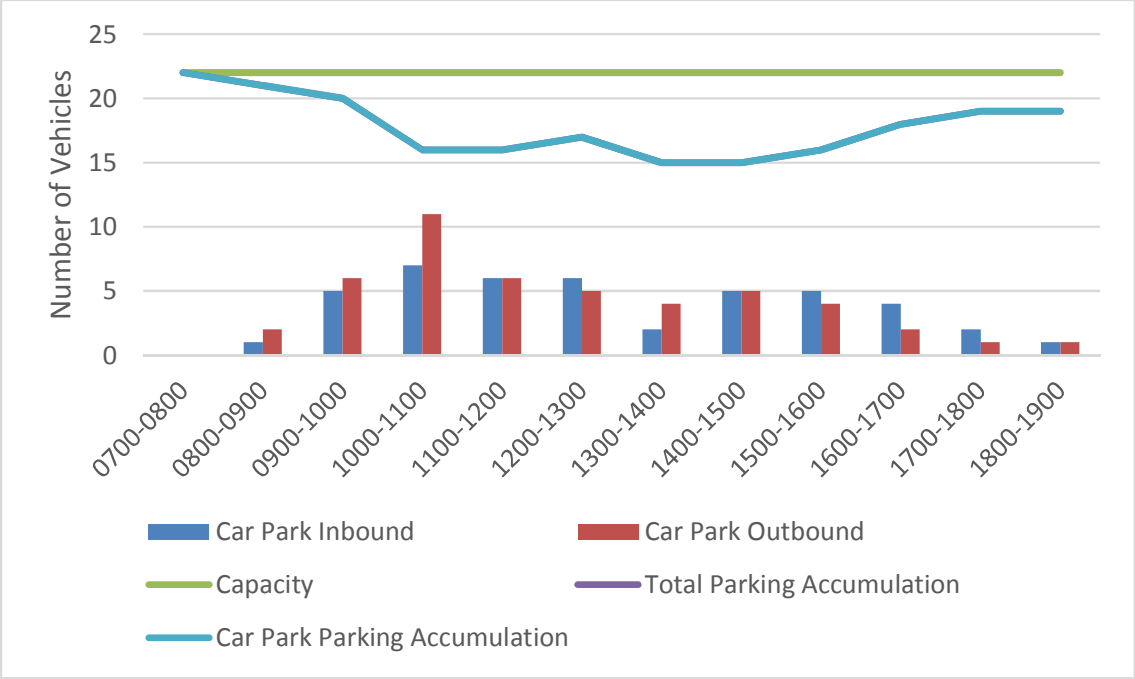
Peak outbound activity took place between 14:00 and 15:00 (three vehicles) with peak inbound movement being between 10:00 and 11:00 and 12:00 and 13:00 (three vehicles). No light goods vehicles used the site during the survey period.

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 spaced providing a ratio of 0.43 on-site spaces per residential unit.

The surveys were carried out on Thursday 12th 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.

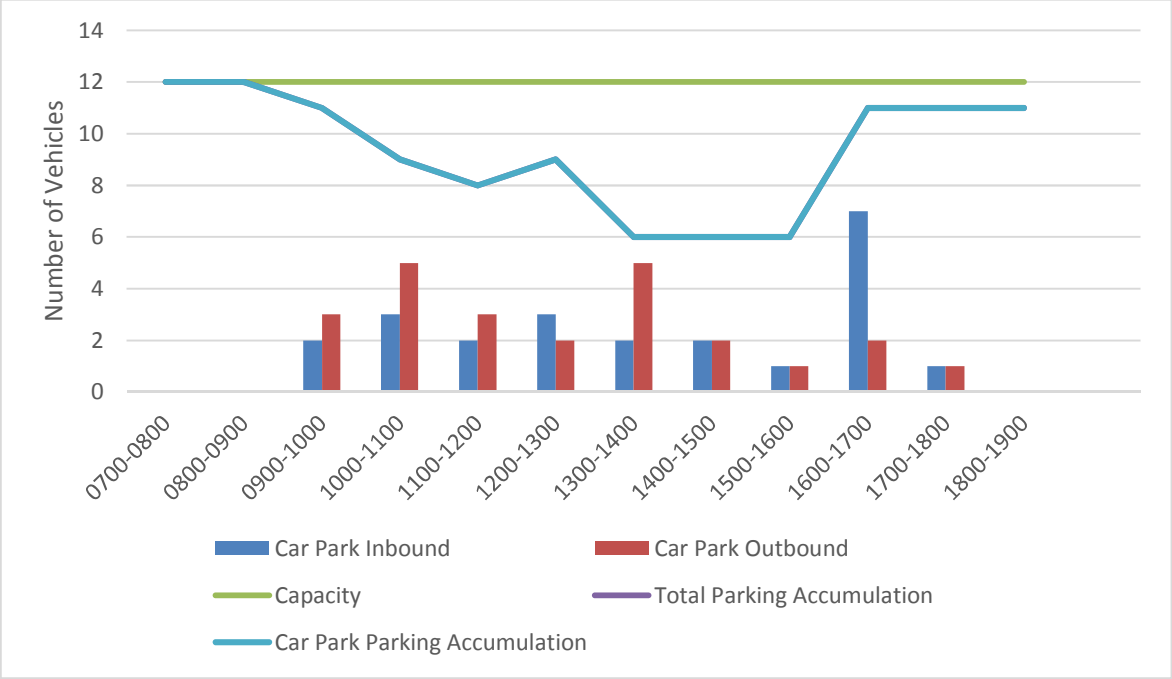
Peak outbound activity took place between 10:00 and 11:00 (11 vehicles) with peak inbound movement also being between 10:00 and 11:00 (seven vehicles). During the survey, three light good vehicles entered and exited the site.

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 18th 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.

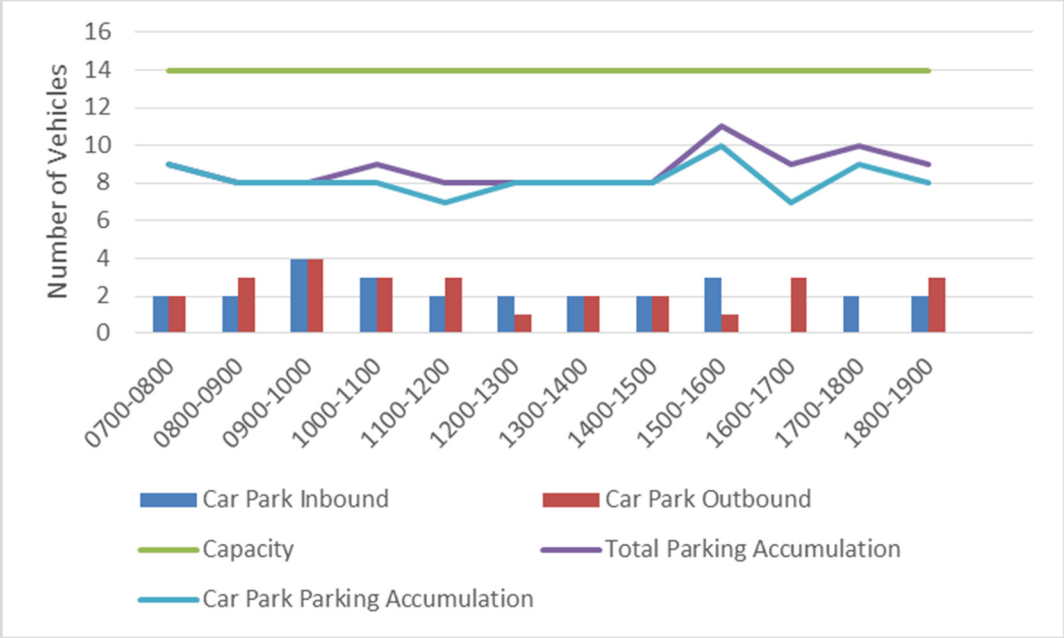
Peak outbound activity took place between 10:00 and 11:00 in addition to 13:00 and 14:00 (five vehicles) with peak inbound movement also being between 16:00 and 17:00 (seven vehicles). During the survey, two light good vehicles entered and exited the site.

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 18th 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.

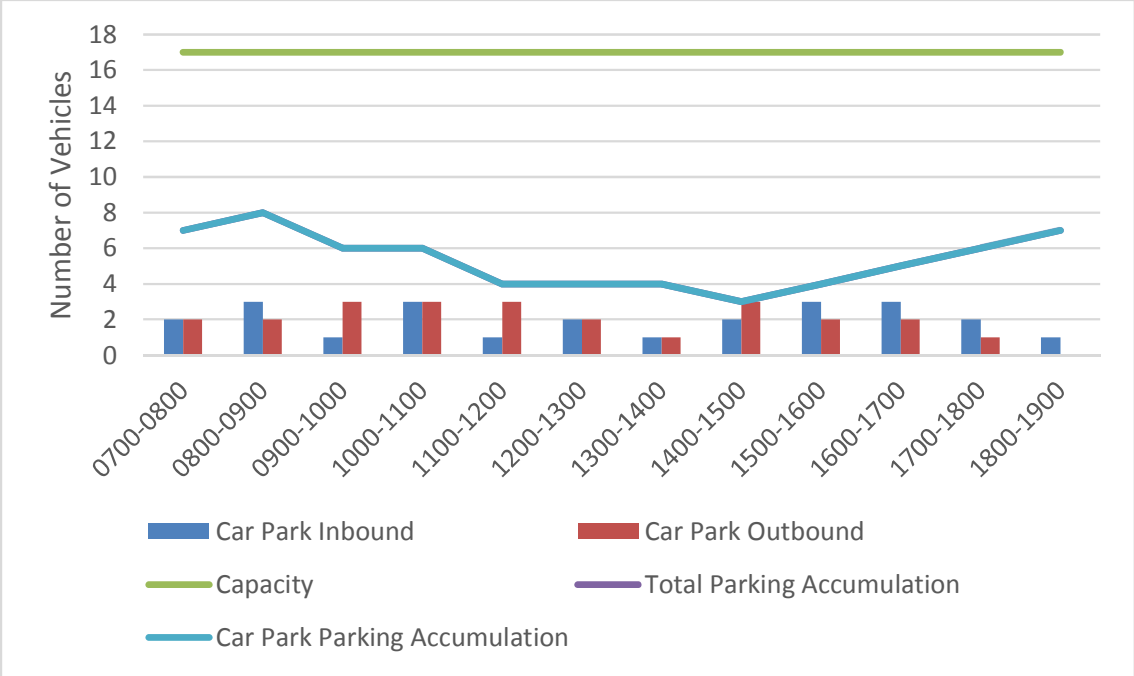
Peak outbound activity took place between 09:00 and 10:00 (four vehicles) with peak inbound movement also being between 09:00 and 10:00 (four vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.6 Park View Lodge, Faversham

Located at East Street, Favesham, 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 17th 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.

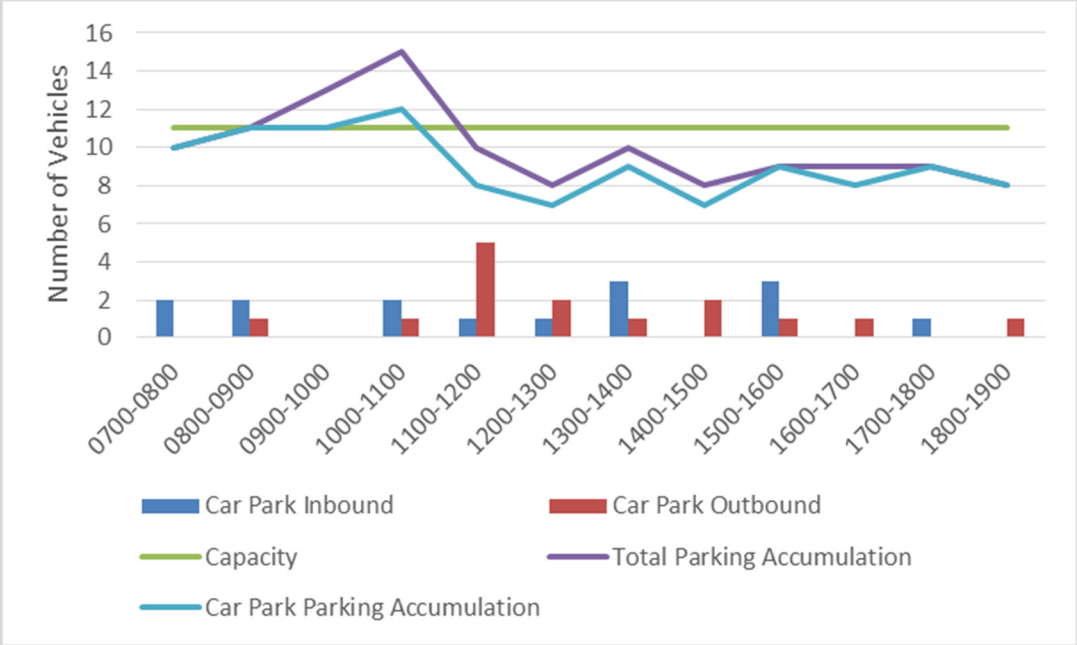
Peak outbound and inbound activity was spread across the day, with the highest inbound and outbound movement being three vehicles. During the survey, four light good vehicles entered and exited the site.

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 21st 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.

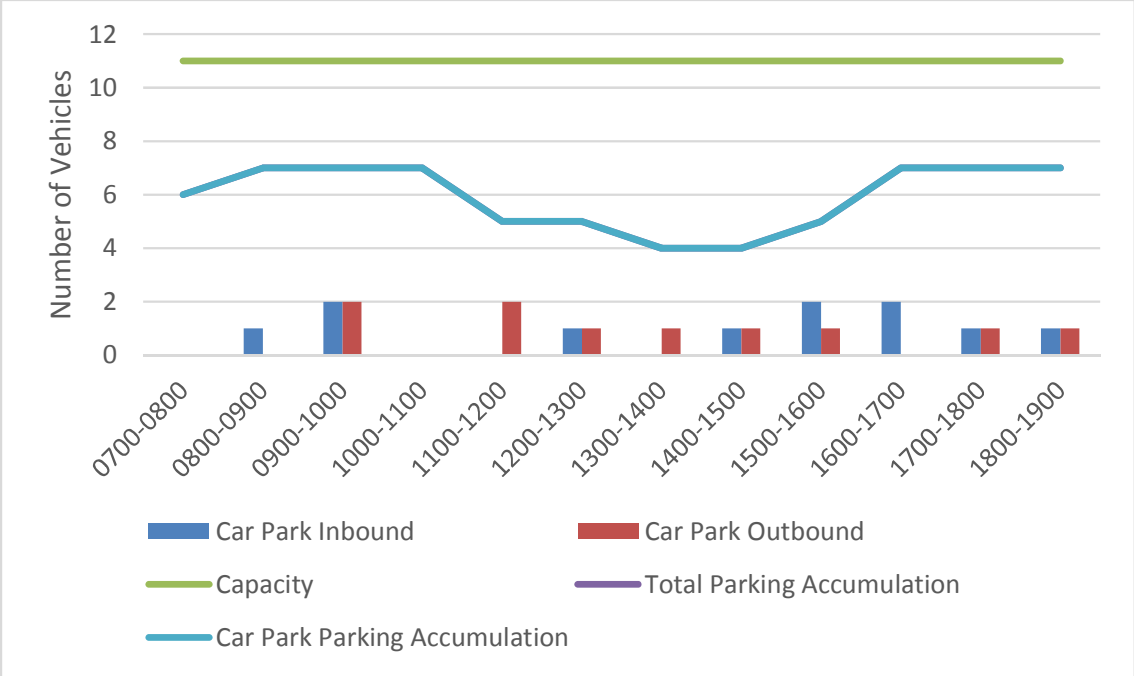
Peak outbound activity took place between 11:00 and 12:00 (five vehicles) with peak inbound movement also being between 13:00 and 14:00 in addition to 15:00 and 16:00 (three vehicles). During the survey, three light good vehicles entered and exited the site.

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 17th 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 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.**

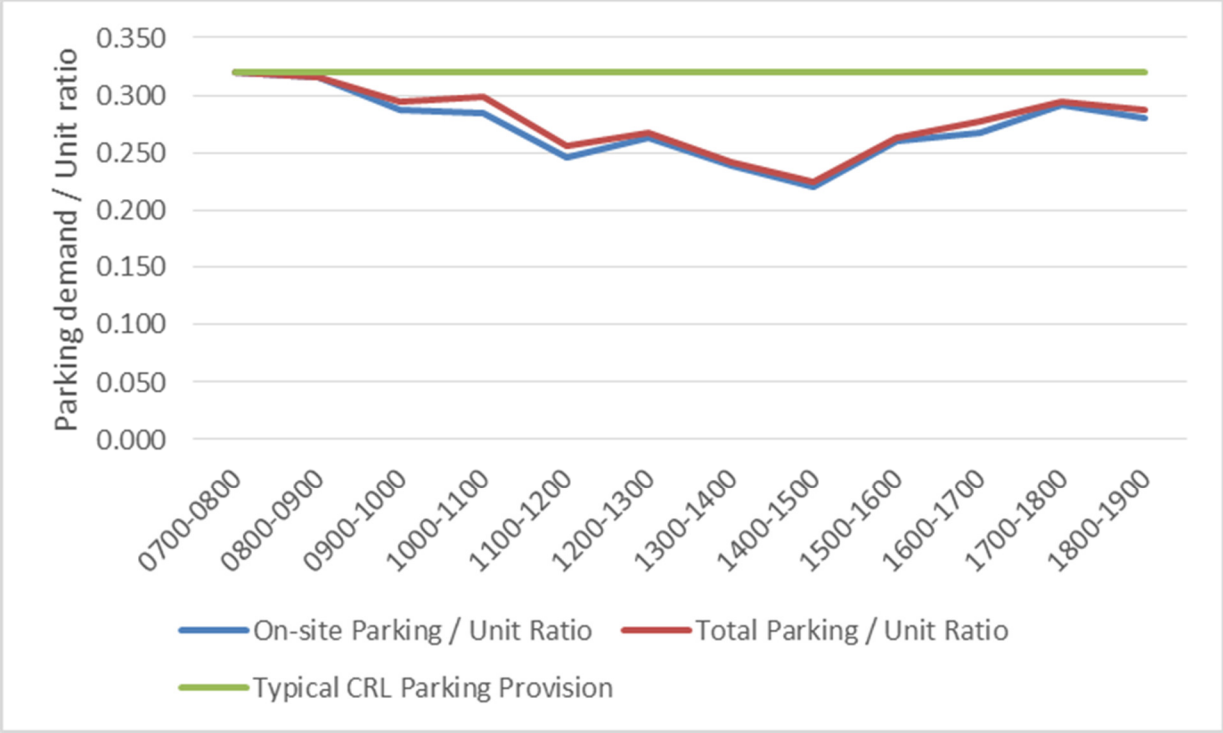
Table 3.2: Total car parking trip rates (per unit)

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
CRL Site Average	**0.74**	**0.75**	**1.49**

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



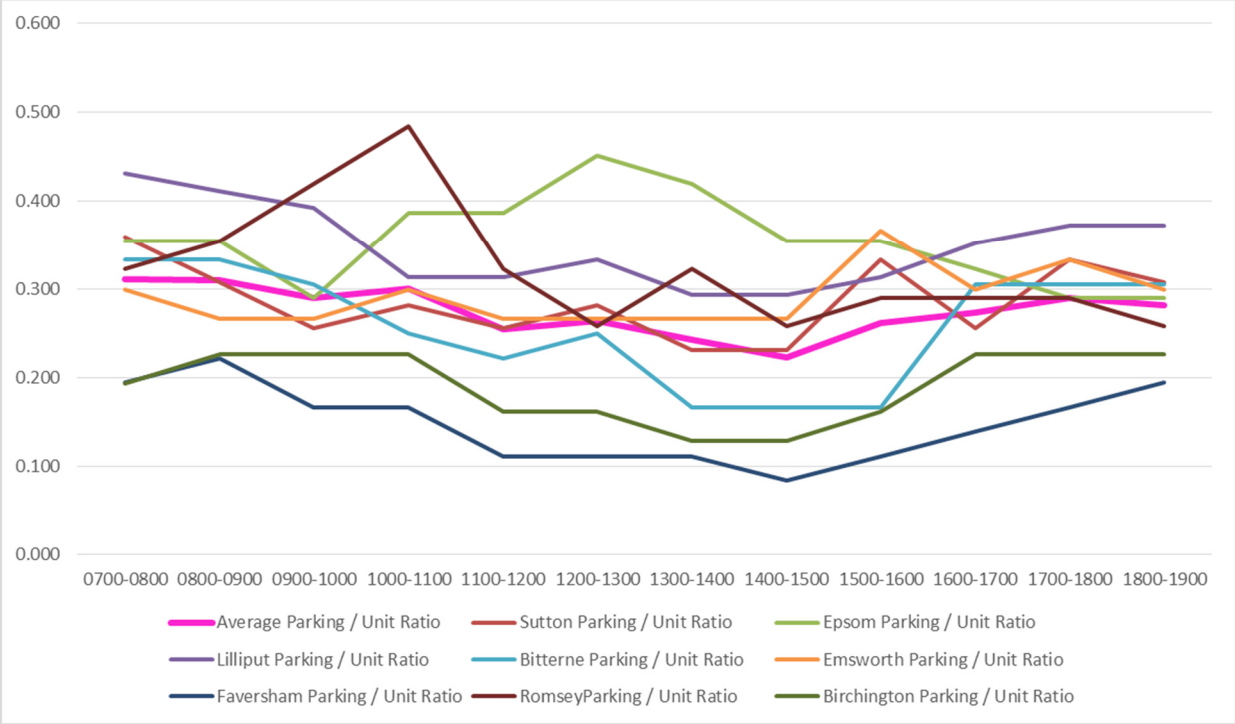
It can be seen that the on-site parking is nearly in line with the total parking, indicating that on-street parking for the eight sites, is not a particular issue. This would suggest that the parking provision at each of the eight sites surveys is adequate for the size of development.

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.

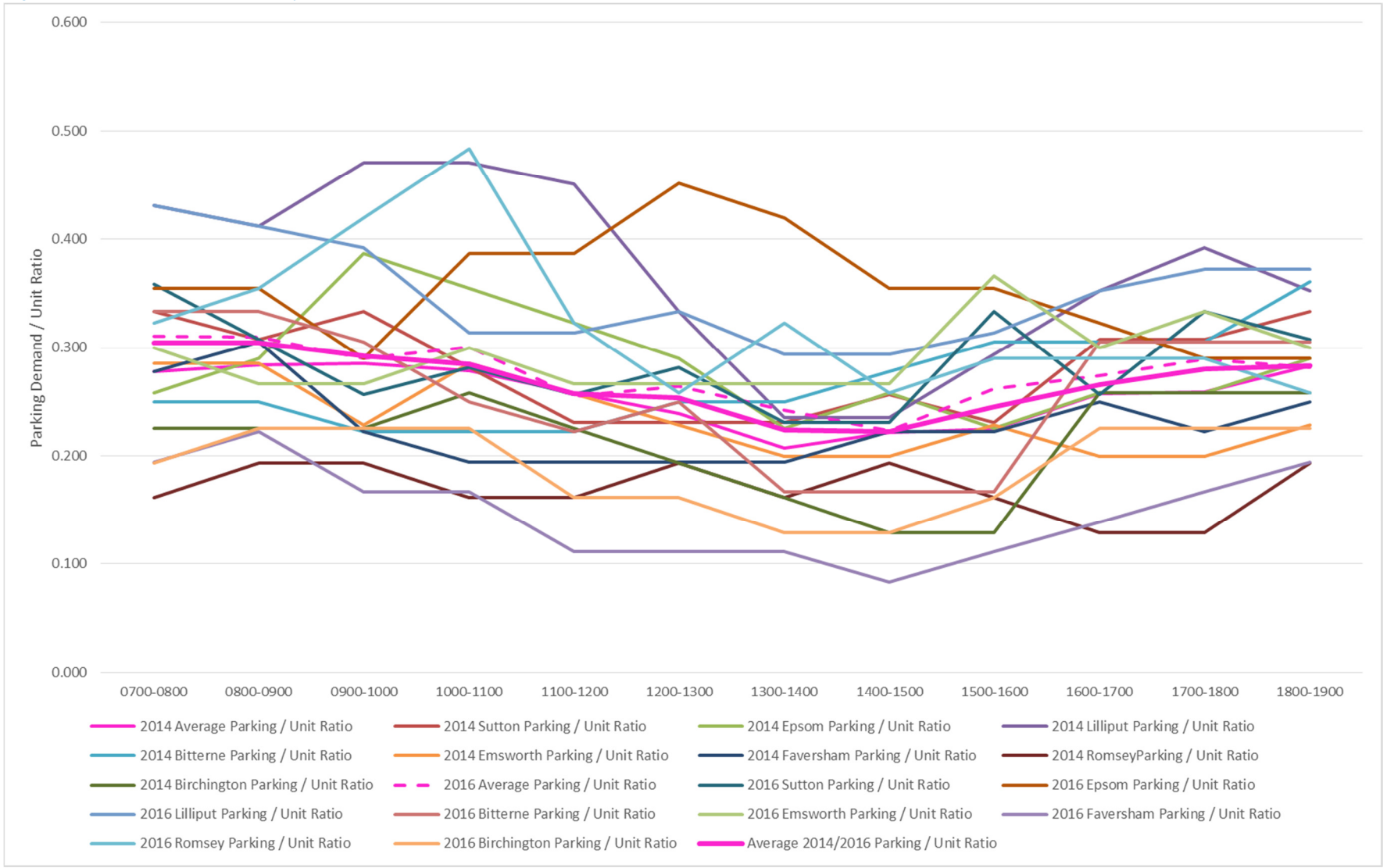
Figure 3.2: 2016 survey data



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 think 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 11th May and Thursday 19th May 2016 (in addition to the resurvey of the Romsey site on the Tuesday 22nd 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

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**

BENCHMARK DATA COLLECTION

		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
	TOTAL	2	0	2	14	0	0	0
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
	TOTAL	0	2	0	12	0	0	0
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
	TOTAL	2	4	2	10	0	0	0
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
	TOTAL	2	1	2	11	0	0	0
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
	TOTAL	5	6	5	10	0	0	0
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
	TOTAL	3	2	3	11	0	0	0
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
	TOTAL	1	3	1	9	0	0	0
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
	TOTAL	3	3	3	9	1	1	2

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**

BENCHMARK DATA COLLECTION

		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	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	4	0	**4**	**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**
	TOTAL	**4**	**0**	**4**	**13**	**0**	**0**	**0**
16:00 - 17:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	0	3	**0**	**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**
	TOTAL	**0**	**3**	**0**	**10**	**0**	**0**	**0**
17:00 - 18:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	3	0	**3**	**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**
	TOTAL	**3**	**0**	**3**	**13**	**0**	**0**	**0**
18:00 - 19:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	1	3	**1**	**11**	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**
	TOTAL	**1**	**3**	**1**	**11**	**1**	**0**	**1**
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**
	TOTAL	**26**	**27**			**2**	**1**	**3**

	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
TOTAL	**12**	**11**

	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
TOTAL	**0**	**1**

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**

BENCHMARK DATA COLLECTION

		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
	TOTAL	2	0	2	11	0	0	0
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
	TOTAL	1	1	1	11	0	0	0
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
	TOTAL	0	2	0	9	0	0	0
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
	TOTAL	3	0	3	12	0	0	0
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
	TOTAL	1	1	1	12	0	0	0
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
	TOTAL	3	1	3	14	0	0	0
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
	TOTAL	1	2	1	13	0	0	0
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
	TOTAL	1	3	1	11	0	0	0

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**

BENCHMARK DATA COLLECTION

		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	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	0	0	**0**	**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**
	TOTAL	**0**	**0**	**0**	**11**	**0**	**0**	**0**
16:00 - 17:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	0	1	**0**	**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**
	TOTAL	**0**	**1**	**0**	**10**	**0**	**0**	**0**
17:00 - 18:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	1	2	**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**
	TOTAL	**1**	**2**	**1**	**9**	**0**	**0**	**0**
18:00 - 19:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	1	1	**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**
	TOTAL	**1**	**1**	**1**	**9**	**0**	**0**	**0**
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**
	TOTAL	**14**	**14**			**0**	**0**	**0**

	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
TOTAL	**9**	**9**

	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
TOTAL	**0**	**0**

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
	TOTAL	0	0	0	22	0	0	0
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
	TOTAL	1	2	1	21	0	0	0
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
	TOTAL	5	6	5	20	0	0	0
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
	TOTAL	7	11	7	16	0	0	0
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
	TOTAL	6	6	6	16	0	0	0
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
	TOTAL	6	5	6	17	0	0	0
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
	TOTAL	2	4	2	15	0	0	0
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
	TOTAL	5	5	5	15	0	0	0

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**

BENCHMARK DATA COLLECTION

		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	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	5	3	**5**	**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**
	TOTAL	**5**	**4**	**5**	**16**	**0**	**0**	**0**
16:00 - 17:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	4	2	**4**	**18**	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**
	TOTAL	**4**	**2**	**4**	**18**	**0**	**0**	**0**
17:00 - 18:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	2	1	**2**	**19**	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**
	TOTAL	**2**	**1**	**2**	**19**	**0**	**0**	**0**
18:00 - 19:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	1	1	**1**	**19**	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**
	TOTAL	**1**	**1**	**1**	**19**	**0**	**0**	**0**
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**
	TOTAL	**44**	**47**			**0**	**0**	**0**

	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
TOTAL	**22**	**19**

	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
TOTAL	**0**	**0**

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**

BENCHMARK DATA COLLECTION

		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
	TOTAL	0	0	0	12	0	0	0
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
	TOTAL	0	0	0	12	0	0	0
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
	TOTAL	2	3	2	11	0	0	0
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
	TOTAL	3	5	3	9	0	0	0
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
	TOTAL	2	3	2	8	0	0	0
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
	TOTAL	3	2	3	9	0	0	0
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
	TOTAL	2	5	2	6	0	0	0
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
	TOTAL	2	2	2	6	0	0	0

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**

BENCHMARK DATA COLLECTION

		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	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	1	1	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
	TOTAL	1	1	1	6	0	0	0
16:00 - 17:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	7	2	7	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
	TOTAL	7	2	7	11	0	0	0
17:00 - 18:00	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
	TOTAL	1	1	1	11	0	0	0
18:00 - 19:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	0	0	0	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
	TOTAL	0	0	0	11	0	0	0
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
	TOTAL	23	24			0	0	0

	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
TOTAL	12	11

	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
TOTAL	0	0

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**

BENCHMARK DATA COLLECTION

		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
	TOTAL	2	2	2	9	0	0	0
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
	TOTAL	2	3	2	8	0	0	0
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
	TOTAL	4	4	4	8	0	0	0
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
	TOTAL	3	3	3	8	1	0	1
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
	TOTAL	2	3	2	7	0	0	0
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
	TOTAL	2	1	2	8	0	1	1
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
	TOTAL	2	2	2	8	0	0	0
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
	TOTAL	2	2	2	8	0	0	0

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**

BENCHMARK DATA COLLECTION

		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	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	3	1	**3**	**10**	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**
	TOTAL	**3**	**1**	**3**	**10**	**1**	**0**	**1**
16:00 - 17:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	0	3	**0**	**7**	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**
	TOTAL	**0**	**3**	**0**	**7**	**1**	**0**	**1**
17:00 - 18:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	2	0	**2**	**9**	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**
	TOTAL	**2**	**0**	**2**	**9**	**0**	**1**	**1**
18:00 - 19:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	2	3	**2**	**8**	1	1	**2**
	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**
	TOTAL	**2**	**3**	**2**	**8**	**1**	**1**	**2**
07:00 - 19:00	PEDAL CYCLE	1	1			0	0	**0**
	MOTOR CYCLE	0	0			0	0	**0**
	CAR	22	23			4	3	**7**
	LIGHT GOODS	3	3			0	0	**0**
	MEDIUM GOODS	0	0			0	0	**0**
	HEAVY GOODS	0	0			0	0	**0**
	TOTAL	**26**	**27**			**4**	**3**	**7**

	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
TOTAL	**9**	**8**

	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
TOTAL	**0**	**1**

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**

BENCHMARK DATA COLLECTION

		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
	TOTAL	2	2	2	7	0	0	0
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
	TOTAL	3	2	3	8	0	0	0
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
	TOTAL	1	3	1	6	0	0	0
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
	TOTAL	3	3	3	6	0	0	0
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
	TOTAL	1	3	1	4	0	0	0
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
	TOTAL	2	2	2	4	0	0	0
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
	TOTAL	1	1	1	4	0	0	0
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
	TOTAL	2	3	2	3	0	0	0

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**

BENCHMARK DATA COLLECTION

		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	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	3	2	**3**	**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**
	TOTAL	**3**	**2**	**3**	**4**	**0**	**0**	**0**
16:00 - 17:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	3	2	**3**	**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**
	TOTAL	**3**	**2**	**3**	**5**	**0**	**0**	**0**
17:00 - 18:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	2	1	**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**
	TOTAL	**2**	**1**	**2**	**6**	**0**	**0**	**0**
18:00 - 19:00	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**
	TOTAL	**1**	**0**	**1**	**7**	**0**	**0**	**0**
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**
	TOTAL	**24**	**24**			**0**	**0**	**0**

	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
TOTAL	**7**	**7**

	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
TOTAL	**0**	**0**

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**

BENCHMARK DATA COLLECTION

		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
	TOTAL	2	0	2	10	0	0	0
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
	TOTAL	2	1	2	11	0	0	0
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
	TOTAL	0	0	0	11	3	1	4
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
	TOTAL	2	1	2	12	5	4	9
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
	TOTAL	1	5	1	8	6	7	13
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
	TOTAL	1	2	1	7	1	2	3
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
	TOTAL	3	1	3	9	3	3	6
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
	TOTAL	0	2	0	7	3	3	6

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**

BENCHMARK DATA COLLECTION

		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	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	2	0	**2**	**9**	0	1	**1**
	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**
	TOTAL	**3**	**1**	**3**	**9**	**0**	**1**	**1**
16:00 - 17:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	0	1	**0**	**8**	2	1	**3**
	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**
	TOTAL	**0**	**1**	**0**	**8**	**2**	**1**	**3**
17:00 - 18:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	1	0	**1**	**9**	0	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**
	TOTAL	**1**	**0**	**1**	**9**	**0**	**1**	**1**
18:00 - 19:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	0	1	**0**	**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**
	TOTAL	**0**	**1**	**0**	**8**	**0**	**0**	**0**
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**
	TOTAL	**15**	**15**			**23**	**23**	**46**

	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
TOTAL	**8**	**8**

	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
TOTAL	**0**	**0**

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**

BENCHMARK DATA COLLECTION

		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
	TOTAL	0	0	0	6	0	0	0
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
	TOTAL	1	0	1	7	0	0	0
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
	TOTAL	2	2	2	7	0	0	0
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
	TOTAL	0	0	0	7	0	0	0
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
	TOTAL	0	2	0	5	0	0	0
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
	TOTAL	1	1	1	5	0	0	0
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
	TOTAL	0	1	0	4	0	0	0
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
	TOTAL	1	1	1	4	0	0	0

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**

BENCHMARK DATA COLLECTION

		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	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	2	1	**2**	**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**
	TOTAL	**2**	**1**	**2**	**5**	**0**	**0**	**0**
16:00 - 17:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	2	0	**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**
	TOTAL	**2**	**0**	**2**	**7**	**0**	**0**	**0**
17:00 - 18:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	1	1	**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**
	TOTAL	**1**	**1**	**1**	**7**	**0**	**0**	**0**
18:00 - 19:00	PEDAL CYCLE	0	0	**0**	**0**	0	0	**0**
	MOTOR CYCLE	0	0	**0**	**0**	0	0	**0**
	CAR	1	1	**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**
	TOTAL	**1**	**1**	**1**	**7**	**0**	**0**	**0**
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**
	TOTAL	**11**	**10**			**0**	**0**	**0**

	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
TOTAL	**6**	**7**

	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
TOTAL	**0**	**0**

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	10	11	13	14	11	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

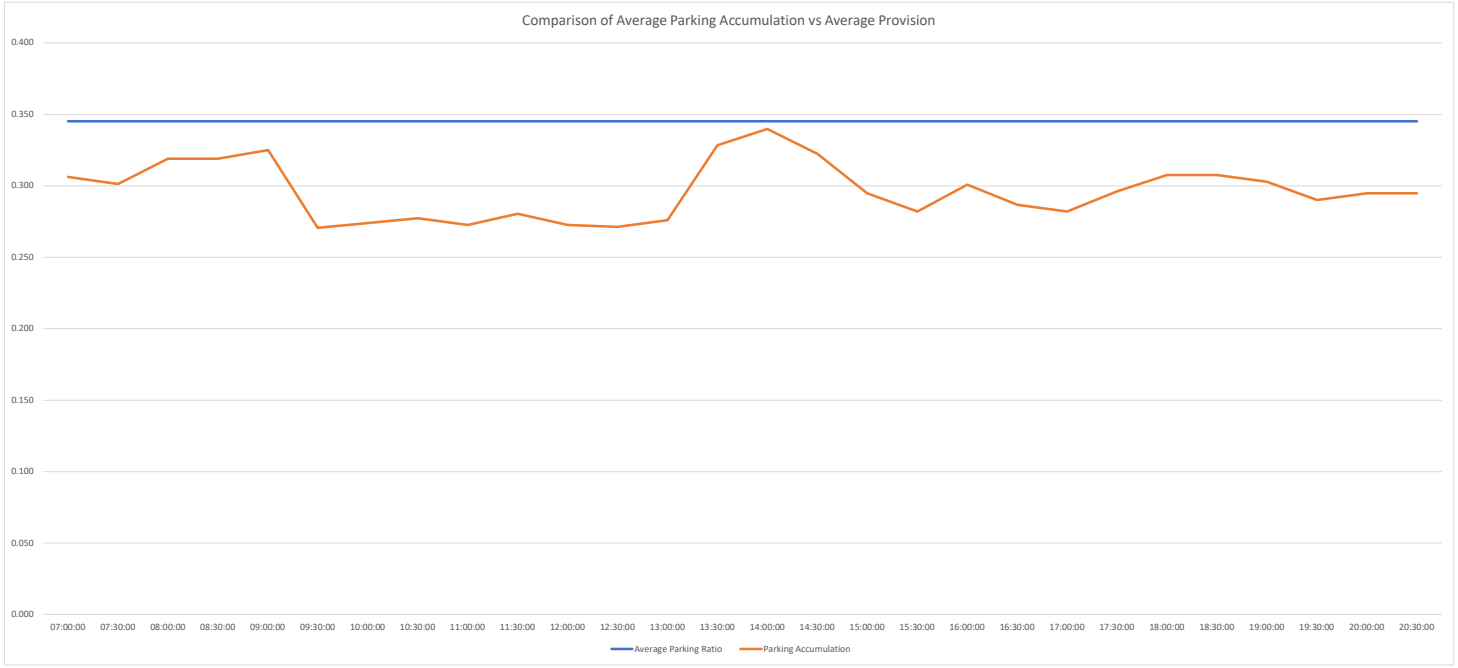
Nicholls Lodge Parking Ratios

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



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 Caroll 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 Harborou	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 Risboroug	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	0.755555556	0.017717561