



KEYMER ROAD, HASSOCKS

TRANSPORT STATEMENT

November 2023

Churchill Retirement Living

RETIREMENT LIVING DEVELOPMENT
KEYMER ROAD
HASSOCKS

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
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**RETIREMENT LIVING DEVELOPMENT
KEYMER ROAD
HASSOCKS**

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 41 apartment Retirement Living development at Keymer Road, Hassocks. The site location is demonstrated in **Figure 1**, with the proposed site layout attached within **Appendix A**.

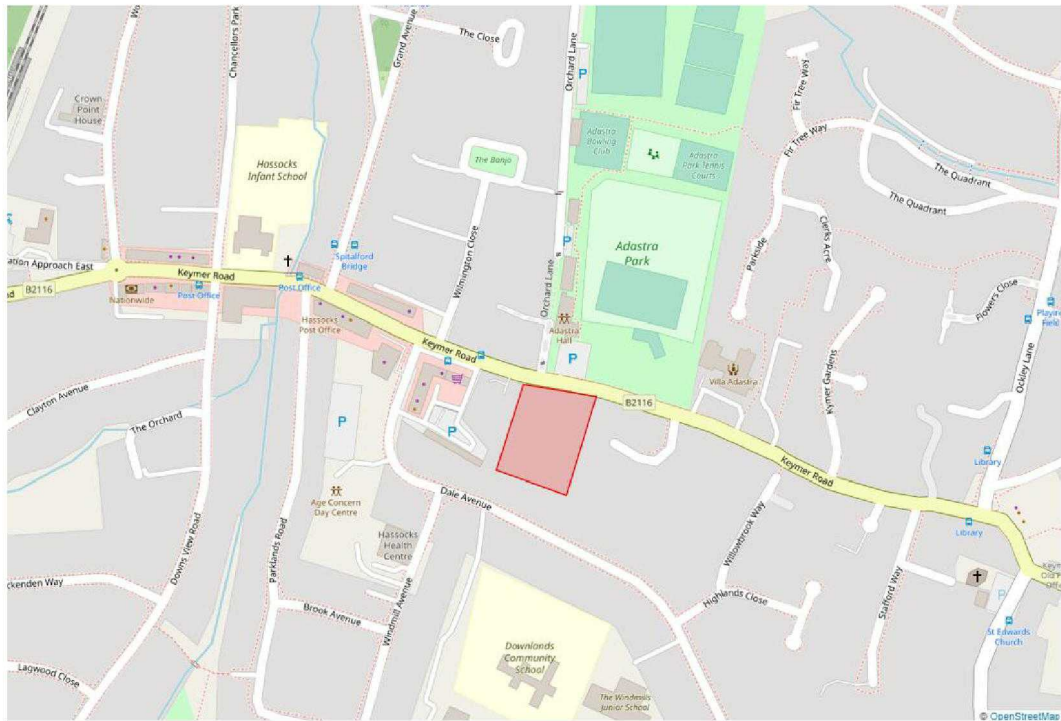


Figure 1: Site Location (approx.)

- 1.2 The site is currently occupied by two privately owned dwellings (68 & 70 Keymer Road). The site is bound to the south by residential dwellings and to the north by Keymer Road and community facilities. Directly to the east and west are further residential dwellings. The Orion Parade is located approximately 50m west of the site, with amenities including a convenience store within walking distance.
- 1.3 In support of this TS, a site visit was conducted in October 2023. This TS considers the accessibility of the site and the opportunity for sustainable travel at the site. It also assesses the proposed development in relation to access, servicing, parking provision and trip generation in order to determine the impact of the proposed development on highway safety and operation of the local road network.

2. EXISTING SITE CONDITIONS

Existing Site Conditions

- 2.1 The site is currently occupied by two detached dwellings accessed via two private driveways as shown in **Photographs 1 and 2**. These both take the form of vehicle crossovers onto Keymer Road.



Photograph 1: Existing driveway at 68 Keymer Road



Photograph 2: Existing driveway at 70 Keymer Road

Local Road Network

- 2.2 The proposed development site is situated to the south of Keymer Road/B2116 which is a single carriageway road subject to a 30mph speed limit measuring approximately 5.5m wide. Keymer Road is the main east-west route through Hassocks and meets a 3-arm roundabout approximately 380m west of the site, continuing for another 660m before meeting the A273 at a signalised crossroads. To the east, Keymer Road leads through Keymer and then Ditchling.
- 2.3 Parking restrictions are in place on either side of the carriageway along Keymer Road with single yellow lines directly adjacent to the site on the southern side restricting waiting Monday-Saturday 08:00-18:00. Double yellow lines begin on the northern side of Keymer Road opposite 70 Keymer Road and extend westwards.
- 2.4 In the vicinity of the site, Keymer Road meets a private residential road known as Orchard Lane, as demonstrated within **Photograph 3**. Access to Adastral Hall is located opposite the site, approximately 20m east and is demonstrated within **Photograph 4**.



Photograph 3: Orchard Lane junction with Keymer Road



Photograph 4: Access to Adastral Hall

Pedestrian & Cyclist Network

- 2.5 The pedestrian infrastructure within the vicinity of the site presents a good opportunity to encourage sustainable travel. There are pedestrian footways that measure between 1.5m-2.5m flanking both sides of the carriageway along Keymer Road towards amenities. There are also dropped kerbs and tactile paving present, as demonstrated within **Photographs 5 and 6**.



Photograph 5: Footway along Keymer Road



Photograph 6: Dropped kerbs and tactile paving towards amenities

2.6 In addition, there is a signalised pedestrian crossing point approximately 120m west of the site, with dropped kerbs and tactile paving as demonstrated within **Photograph 7** below.



Photograph 7: Pedestrian crossing along Keymer Road

2.7 There are a number of Public Rights of Way situated near to the site. The closest PROW to the site is 22K, running along Orchard Lane and connecting to other PROWs. **Figure 2** demonstrates the PROW routes near to the site.

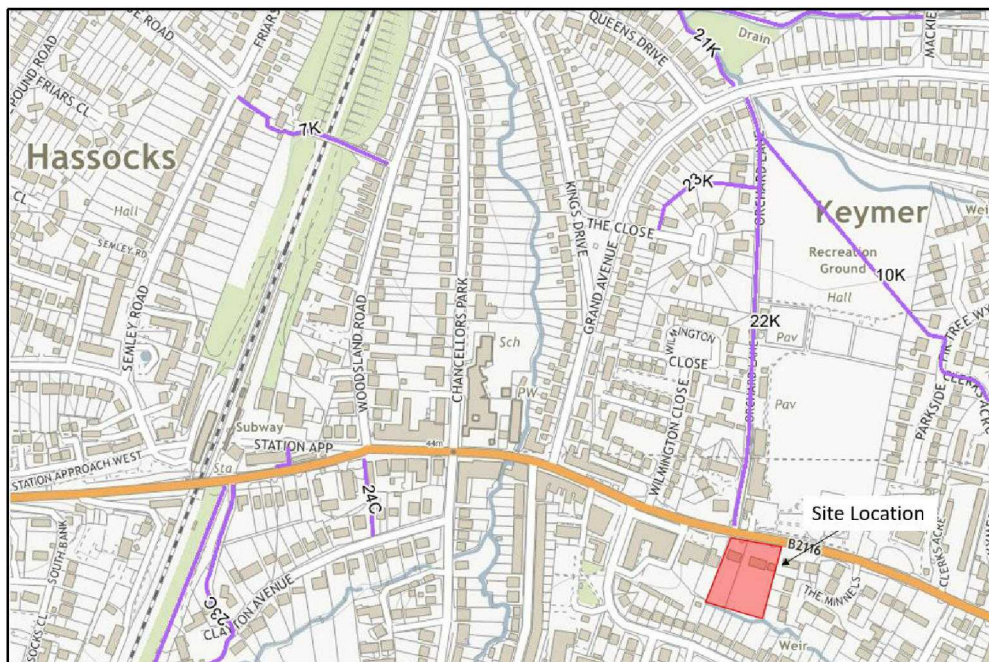


Figure 2: Public Rights of Way Map (West Sussex County Council)

2.8 Although the nature of the development means that residents are unlikely to cycle, Hassocks benefits from designated cycleways and shared cycle paths as shown within **Photographs 8** and **9**.



Photograph 8: Shared pedestrian/cycle path



Photograph 9: Cycle demarcations along Keymer Road

Local Facilities

- 2.9 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.
- 2.10 Furthermore, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles from 1985 to 2007' (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15 minutes to 17 minutes.
- 2.11 The location of the site in proximity to the local amenities offers an excellent opportunity to develop a sustainable site. A summary of some of the amenities relevant to the demographic of the proposed development within the locality of the site is presented in **Table 1** below, applying the average walking speed of 1.4m/s as classified in CIHT's 'Providing for journeys on foot' (2000, Table 3.2).
- 2.12 A summary of the approximate journey distance from the site to local amenities is provided below in **Table 1**.

Amenity	Approximate Distance (m)	Approximate Journey Time (minutes)	
		Walking	Cycling
Leisure (Keymer & Hassocks Sports & Social Club)	20	>1	>1
Community Centre (Adastra Hall)	40	>1	>1
Convenience Store (Budgens)	50	1	1
Bus Stop (Orion Parade)	50	1	1
Pharmacy	150	2	1
Café (The Corner Café)	150	2	1
GP Surgery (Mid Sussex Health Care)	320	4	2
Library (Hassocks Library)	480	6	2
Place of Worship (St Edward's RC Church)	640	8	2
Train Station (Hassocks Station)	640	8	2
Pub (The Greyhound)	650	8	2

Table 1: Summary of Journey Distance to Local Amenities

2.13 Given the wide range of amenities and facilities to meet daily needs within walking distance of the site, it is considered that the site is in a sustainable location.

Public Transport

2.14 The closest bus stops to the site are located west of the site along Keymer Road, approximately 50m from the site (1-minute walk), entitled 'Orion Parade'. The Village Rider 167 runs from Keymer to Lewes and Burgess Hill. The service runs three times a day Monday-Friday. The Village Rider 168 also runs from Keymer to Burgess via Plumpton with one service per day Monday-Friday. The 33-bus service runs from the bus stop at 'Orion Parade' to Burgess Hill and Haywards Heath with services running hourly Monday-Saturday.

2.15 In addition to bus services, Hassocks train station is located approximately 640m west of the site (8-minute walk). The station benefits from 154 cycle spaces, 152 car parking spaces, step free access, Wi-Fi and refreshment facilities. The station is served by National Rail providing direct services to London Victoria, Bedford, Brighton, and Littlehampton.

2.16 The multiple public transport options available to future site occupants are such that it is feasible to live in the area without requiring use of a car.

Personal Injury Accident (PIA) Data

2.17 Personal Injury Accident (PIA) data has been obtained for the most recent 5-year period (2018-2022), to consider the existing safety on the local road network. A summary of the incidents within the area are demonstrated in **Figure 3**.



Figure 3: PIA Data 2017-2021 (CrashMap)

2.18 The PIA data indicates that a total of 3 incidents occurred within the vicinity of the site within the most recent 5-year period. Of these incidents, 2 were classified as 'slight' in nature along Keymer Road, one of which occurred in 2022 and the other in 2018. The other incident was classified as 'serious' in nature and occurred in 2018. The 2022 'slight' incident occurred adjacent to the bus stop at Orion Parade approximately 50m west of the site. The 'slight' incident which occurred in 2018 occurred approximately 70m east of the site. The 'serious' incident occurred at the access to the Orion Parade, approximately 60m west of the proposed site. Two of the incidents including the 'serious' incident occurred between a cyclist and car whilst the other incident occurred with one car. Due to the nature of the development, it is not anticipated site users will cycle as a main mode of transport and therefore it is not anticipated that there are any existing safety concerns along the local road network that would be exacerbated by the proposed development.

Summary of Site Accessibility

2.19 The proposed development is located near to the Orion Parade where amenities lie including bus stops, a café and convenience store. There are also further amenities including a library, church and doctors' surgery within walking distance of the site. The surrounding areas benefit from excellent pedestrian infrastructure including dropped kerbs, tactile paving, wide footpaths, and signalised crossings. Hassocks Station is also located close to the site where services are frequent to London Victoria, Bedford, Littlehampton, and Brighton. It is therefore considered that the site presents a good opportunity to create a sustainable development.

3. PROPOSED DEVELOPMENT

3.1 The development proposals comprise 41 units accessed via Keymer Road, Hassocks. The accommodation schedule is summarised in **Table 2** and a copy of the site layout is attached within **Appendix A**.

Unit Type	Quantity
1 Bedroom Apartment	27
2 Bedroom Apartment	14
Total	41

Table 2: Accommodation Schedule

3.2 Churchill Retirement Living developments are designed to provide accommodation for elderly persons who require only a small level of support, allowing them to live an independent life. Developments consist of individual apartments, however, there are some communal facilities including resident lounges and guest suites where friends or visitors can stay when visiting. A lodge manager is employed with no additional staffing requirements. Entry to the development is restricted to those above the age of 60, but the average age of entry is 80. Therefore, whilst the site falls within use class C3 residential, it operates very differently to open market housing with different parking demands and trip generation patterns.

Access Arrangements

3.3 The site is currently accessed via two private driveways for the existing residential dwellings (68 & 70 Keymer Road). Both existing accesses will be stopped up as part of the development, with a new access to be created along Keymer Road towards the western end of the site frontage. The new access will be in the form of a crossover, measuring 4.8m in width.

3.4 Vehicle swept path analysis at the access has been undertaken that demonstrates the proposed access is suitable for two cars to pass simultaneously without conflict. The relevant drawing is attached within **Appendix B**.

3.5 Pedestrian access will be taken via a 1.5m footway adjacent to the vehicle access, connecting to the existing infrastructure on Keymer Road. Internal footways facilitate access through the parking court to the site entrance.

- 3.6 Keymer Road is subject to a 30mph speed limit, therefore visibility splays have been drawn to 2.4m x 43m in both directions in line with Manual for Streets guidance. These are shown to be achievable within **Appendix C**.
- 3.7 WSCC require Stage 1 Road Safety Audits (RSAs) to be completed at all residential developments of 20 units or greater that include the creation of a new access. An independent Stage 1 RSA complying with GG 119 was therefore commissioned and is attached in **Appendix D** along with a Designer's Response. The only issue identified was that any obstructions in the visibility splays should be kept below 600mm, which is accepted. On this basis it is concluded that safe and suitable access is achievable.
- 3.8 Refuse collection will be undertaken on-street via Keymer Road as per the existing arrangement for other properties on the road. A bin collection point is located within the north of the site adjacent to the access and a refuse vehicle can get within 10m of the store to facilitate expedient collection.
- 3.9 A fire tender can get within 18m of a dry riser to reach all parts of the building from utilising the turning head within the south of the parking court. **Appendix E** demonstrates a fire tender safely manoeuvring within the site.

Parking Provision

- 3.10 Car parking space dimensions will measure 2.5m x 5.0m with a 6m aisle width in accordance with Manual for Streets guidance. Vehicle tracking has been completed and is attached within **Appendix B** showing vehicles can safely manoeuvre into the spaces provided.
- 3.11 West Sussex County Council do not provide any parking standards for age restricted C3 use. In some respects, travel patterns are generally closer to C2 residential care use, and WSCC's standard (Parking at New Developments Sep 2020) for this suggests a site-specific assessment is required.
- 3.12 The proposed parking provision has been informed by research that Churchill Retirement Living (CRL) commissioned into their existing retirement living developments to better understand resident needs, operational requirements and inform the design of future developments.

- 3.13 Research identifies an average car parking demand of 0.28 spaces per apartment. The relevant research is attached within **Appendix F**. Applying this to the 41 units indicates that an average demand for 12 spaces could be expected. On this basis, 15 parking spaces are proposed for the development, equivalent to 0.37 spaces per apartment. This would therefore be sufficient to accommodate the anticipated demand, especially considering the highly sustainable nature of the site.
- 3.14 In the unlikely event this is insufficient, the Orion public car park provides 47 parking spaces. Furthermore, parking restrictions in the local area prevent unsafe parking from occurring on Keymer Road.

Cycle and Mobility Scooter Parking

- 3.15 A secure mobility scooter store is provided within the west of the parking court. Given the nature of the use, demand for cycle parking is anticipated to be negligible. Data has been collected on cycle usage at existing CRL developments which shows 0.017 cycles are owned per unit. This would equate to demand for less than 1 cycle across the development. Any demand can therefore be accommodated within the mobility scooter store. The data is attached in **Appendix F**.

4. HIGHWAY IMPACT

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

Existing Trip Generation

4.2 The existing site comprises 2 detached, private residential dwellings. The TRICS database has been consulted using the following parameters to calculate the likely trips generated by the existing site:

- Land-use class 'Residential', 'Houses Privately Owned'
- Sites in England and Wales
- '0-10 units'
- Weekday surveys only; and
- 'Suburban' and 'Edge of Town' locations

4.3 The results of the assessment are summarised in **Table 3** with a copy of the full TRICS outputs attached within **Appendix G**.

TRICS (V.7.10.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (Residential – 1 unit)	0.15	0.4	0.55	0.3	0.1	0.4	5.6
Trip Generation (2 residential dwellings)	0	1	1	0	0	1	11

Table 3: Existing Trip Generation

Proposed Trip Generation

4.4 The proposed development comprises 41 Retirement Living apartments. The TRICS database has been consulted using the following parameters:

- Land use class 'Residential', 'Retirement Flats'
- Sites in England and Wales (excluding Greater London)
- '17-88 units'
- Weekday surveys only; and
- 'Suburban' and 'Edge of Town' locations

4.5 The results of the assessment are summarised in **Table 4** with a copy of the full TRICS outputs attached within **Appendix G**.

TRICS (V.7.10.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (Retirement Flats – 1 unit)	0.049	0.068	0.117	0.057	0.042	0.099	1.728
Trip Generation (41 Apartments)	2	3	5	2	2	4	71

Table 4: Proposed Trip Generation

Net Impact Assessment

4.6 **Table 5** below demonstrates the net impact of the proposed development on the local highway network. It is concluded that the proposed development would have a negligible impact on the operation of the local road network.

	AM Peak	PM Peak	Total
Existing trip generation (TRICS)	1	1	11
Proposed trip generation (TRICS)	5	4	71
Net impact	+4	+3	+60

Table 5: Net Impact Assessment

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 41-unit Retirement Living development at Keymer Road, Hassocks.
- 5.2 The site currently comprises two detached private dwellings with associated landscaping and parking. The site is situated 50m east of Orion Parade where several amenities lie including a bus stop, café, pharmacy, and convenience store. The site has excellent pedestrian connections to amenities and to Hassocks train station which provides frequent services to London Victoria and Brighton amongst other destinations.
- 5.3 Personal Injury Accident (PIA) data has been obtained for the most recent 5-year period (2017-2021). The data does not suggest that the proposed development would exacerbate any safety concerns on the local road network.
- 5.4 The site will be accessed via a newly formed crossover, measuring 4.8m in width. Visibility splays measuring 2.4m x 43m have been shown to be achievable in both the primary and secondary directions. A pedestrian footpath has been located adjacent to the access, facilitating safe access into the site. A Stage 1 Road Safety Audit has been completed which raised no significant issues. It is concluded that safe and suitable access is achievable.
- 5.5 The proposed development will provide 15 spaces for the 41 units, at a ratio of 0.37 spaces per apartment. In the absence of relevant parking standards within local guidance, independent research conducted by Churchill Retirement Living has been consulted. This shows the typical demand would be 12 spaces and therefore, the proposed 15 spaces are anticipated to meet parking demand on site. Furthermore, the site is in walking distance of several amenities and public transport services as well as a nearby public car park to accommodate visitor parking. The proposed parking provision is therefore considered appropriate.
- 5.6 Refuse collection will occur on street via Keymer Road. A bin collection point is located within 10m of the street, within appropriate carry distances as outlined within Manual for Streets. A fire tender can safely manoeuvre within the site and reach within 18m of a dry riser to get within 45m of all parts of the building in line with Building Regulations.
- 5.7 A net impact assessment shows that the number of trips will increase by 60 trips over a 12-hour period with 4 additional trips in the AM peak and 3 in the PM peak. The impact on the operation of the local road network would be negligible.

5.8 This Transport Statement (TS) has demonstrated that the proposed development will not have a negative impact upon the local highway network, that the site location is sustainable and that safe and suitable access is achievable. We would therefore encourage the local authority to favourably consider this application with regard to highways.



3 The design of buildings and site layout is subject to planning consent.
 REVISIONS
 No. Description Date
 01 Approved 05/03/23 AS

PROPOSED PLAN MIX

1-BED	2-BED
0503	01
18	12
2104	04
27	14
TOTAL - 41 units (24 % 2-Bed)	

1-BED APARTMENTS
 2-BED APARTMENTS
 COMMON ROOMS

- BOUNDARY TREATMENT**
- A-1 1.2m Solid
 - A-2 1.2m Solid with 100mm air gap to adjacent
 - C-1 1.2m Solid with 100mm air gap to adjacent
 - C-2 1.2m Solid with 100mm air gap to adjacent
 - E-1 Open boundary along edge of stream
 - E-2 Open boundary along edge of stream
 - G-1 Being boundary wall inside pool

Churchill Retirement Living
 Specialising in Retirement Living and
 Assisted Living for the 55+ Market
 01243 810000 No. 10000 2020

planningissues
 Planning Consultants
 10000 2020

Project title
**PROPOSED RETIREMENT LIVING APARTMENTS
 68 & 70 Keymer Road
 HASSOCKS, WEST SUSSEX
 BN6 8QP**

Client
Churchill Retirement Living

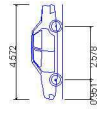
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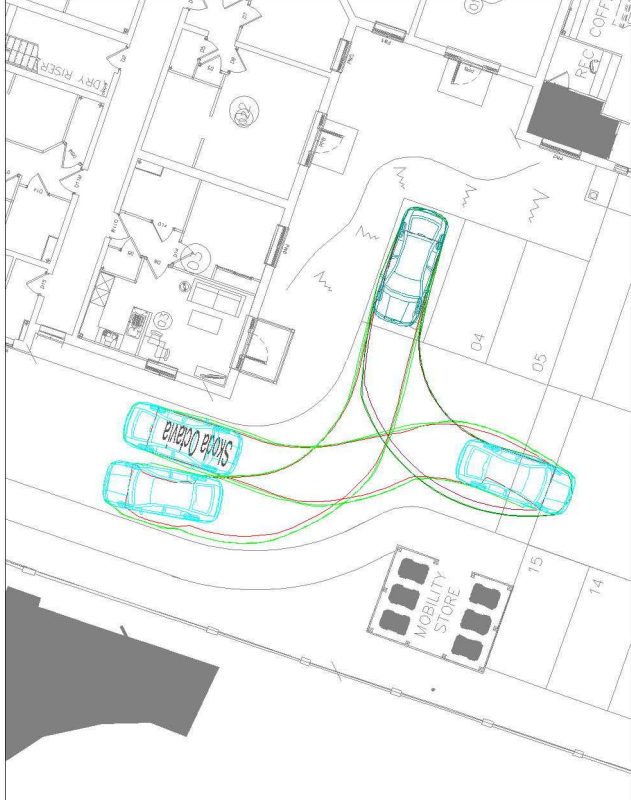
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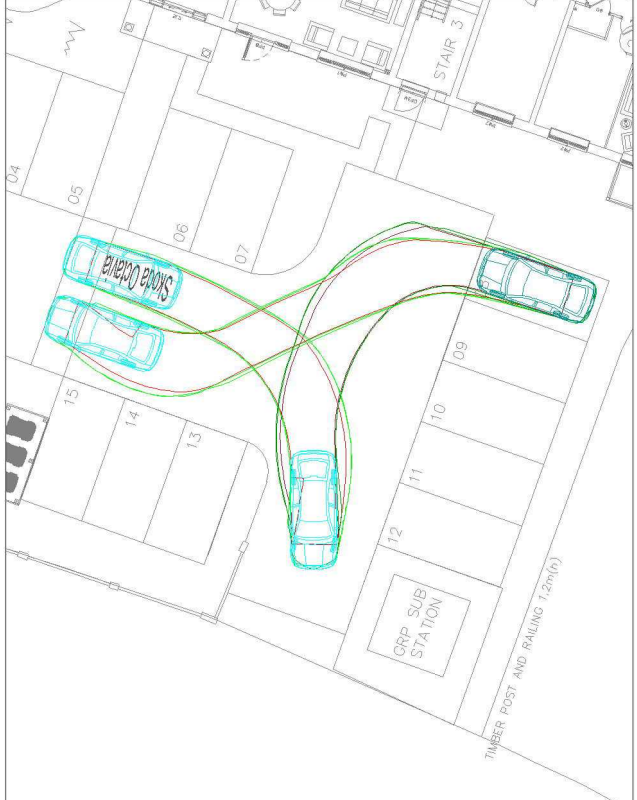
VEHICLE PROFILE



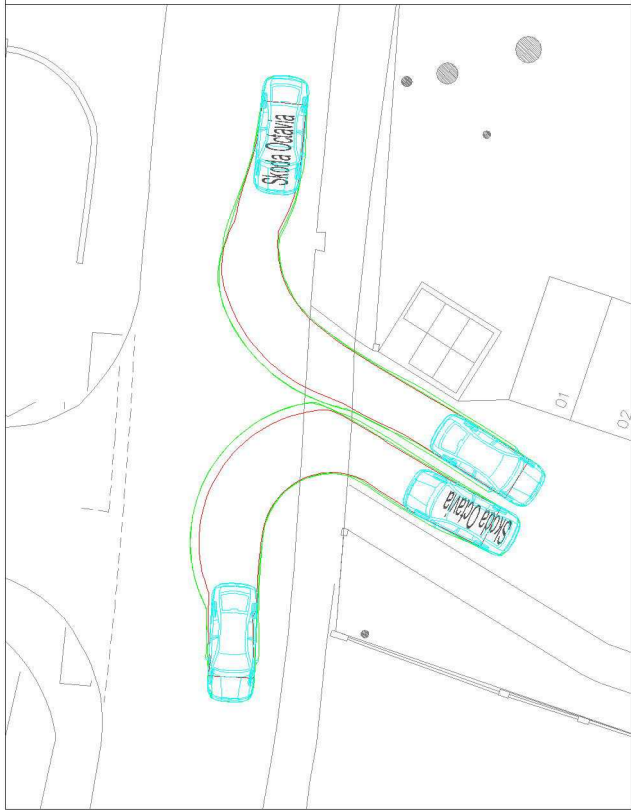
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 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Deck Height 1.743m
 Min Deck Width 1.743m
 Lock to lock time 4.005m
 Kerb to Kerb Turning Radius 5.100m



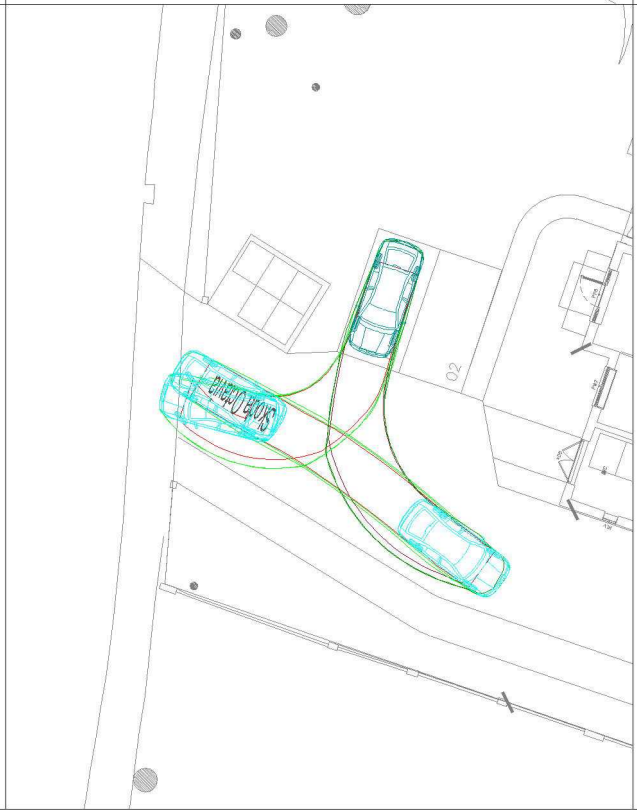
PARKING SPACE 1



PARKING SPACE 3



TWO-WAY MOVEMENT AT ACCESS - LEFT IN, LEFT OUT



PARKING SPACE 2

Rev	Description	Date	By	Apprd	Suitability Code
P05	REVISED LAYOUT	28.11.23	GLH	JNR	-
P04	REVISED LAYOUT	17.11.23	GLH	JNR	-
P03	REVISED LAYOUT	31.10.23	GLH	JNR	-
P02	REVISED LAYOUT	30.08.23	GLH	JNR	-
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Churchill
 Retirement Living


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PRIVATE VEHICLE TRACKING

Project Name
**KEYMER ROAD,
 HASSOCKS**

Project Phase
PRELIMINARY

Client
Churchill Retirement Living

Drawing No:
536.0080-0002

Revision
P05

Appendix C

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Rev	Description	Date	By	Appd	Suitability Code
P05	REVISED LAYOUT	28.11.23	GLH	JNR	
P04	REVISED LAYOUT	27.11.23	GLH	JNR	
P03	REVISED LAYOUT	31.10.23	GLH	JNR	
P02	REVISED LAYOUT	30.08.23	GLH	JNR	
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Title
VISIBILITY ASSESSMENT

Project Name
KEYMER ROAD, HAS SOCKS
PRELIMINARY

Appendix D



Road Safety Audit Stage 1

Proposed Site Accesses

Keymer Road

Hassocks

West Sussex

Date: 1st November 2023

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET



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Project Title Keymer Road, Hassocks

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
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Revision	Martin Morris	David Bond		1 st November 2023
Designers Response	Gemma Hull	James Rand		17 th November 2023
Authority Response				

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3 Items raised at the Stage 1 Audit	6
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Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

Appendix C..... Road Safety Audit Decision Log

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed drop kerb access to serve a retirement living development on Keymer Road in Hassocks.

The Audit was requested by the design organisation, Paul Basham Associates, The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Audit Team Leader

Martin Morris, PGD, MCIHT, MSoRSA

Highways England Approved RSA Certificate of Competency

Audit Team Member

David Bond, BA (Hons), MCIT, MILT, Audit Team Member

RoSPA Cert. of Professional Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in October 2023 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme on the 12th of October 2023 between 10:30 and 11:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows were moderate and free flow speeds were moderate. No pedestrian or cyclist movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location. Proposed access with Keymer Road.

Summary: Restricted visibility could lead to side impact or rear end shunt collisions.

Visibility splays are proposed, where the adjacent walls and vegetation could restrict visibility. Restricted visibility could lead to side impact or rear end shunt collisions.

RECOMMENDATION

It is recommended that there should be no obstructions to visibility in the visibility splays above 600mm, further that visibility splays should be maintained to be unobstructed.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE


- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader


Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 01/11/2023

Audit Team Member

Audit Team Member

David Bond
BA (Hons) MCIT, MILT
RoSPA Cert. of Professional Competency

Signed:  Date: 01/11/2023

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
536.0080-0001 P03	VISIBILITY ASSESSMENT
536.0080-0002 P03	PRIVATE VEHICLE TRACKING
536.0080-0003 P03	FIRE TENDER TRACKING

Supporting Documentation:

- Road Safety Audit Brief October 2023

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and David Bond (Team Member).

Scheme: Keymer Road, Hassocks

Date Audit Completed: 1st November 2023

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
<p>3.3.1 PROBLEM</p> <p>Location. Proposed access with Keymer Road.</p> <p>Summary: Restricted visibility could lead to side impact or rear end shunt collisions.</p> <p>Visibility splays are proposed, where the adjacent walls and vegetation could restrict visibility. Restricted visibility could lead to side impact or rear end shunt collisions.</p>	<p>It is recommended that there should be no obstructions to visibility in the visibility splays above 600mm, further that visibility splays should be maintained to be unobstructed.</p>	<p>Obstructions will be maintained to below 600mm within the visibility envelope.</p>		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Road Safety Audit Keymer Road, Hassocks	
On behalf of the Design Organisation, I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	James Rand
Signed	<i>James Rand</i>
Position	Associate
Organisation	Paul Basham Associates Ltd
Date	17.11.23

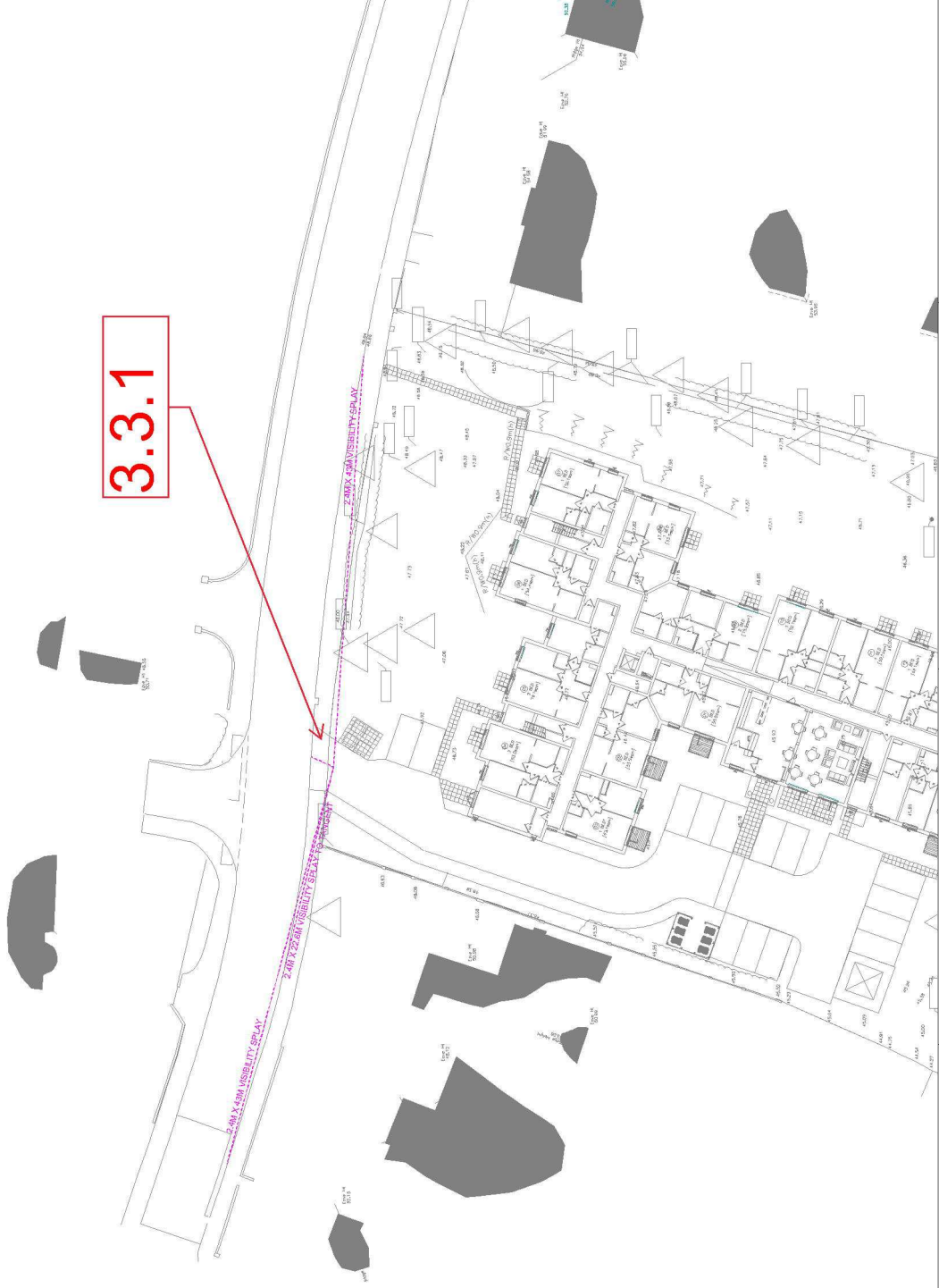
APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Road Safety Audit Keymer Road, Hassocks	
On behalf of the Overseeing Organisation, I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and	
2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

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P03	REVISED LAYOUT	31.10.23	GLH	JNR
P02	REVISED LAYOUT	30.08.23	GLH	JNR
P01	FIRST ISSUE	21.08.23	GLH	JNR
Rev / Description	Drawn By	Date	By	App'd
	GLH		JNR	
21.08.23	JNR			
PBA Project Number		Scale		
536.0080		1:500		
PBA Drawing No.		Revision		
536.0080-0001		P03		
		(AT A3)		

Client

Churchill Retirement Living

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 info@paulbashamassociates.com www.paulbashamassociates.com

Title

VISIBILITY ASSESSMENT

Project Name

KEYMER ROAD, HASSOCKS

Project Phase

PRELIMINARY

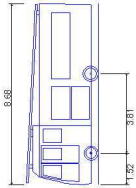
Appendix E

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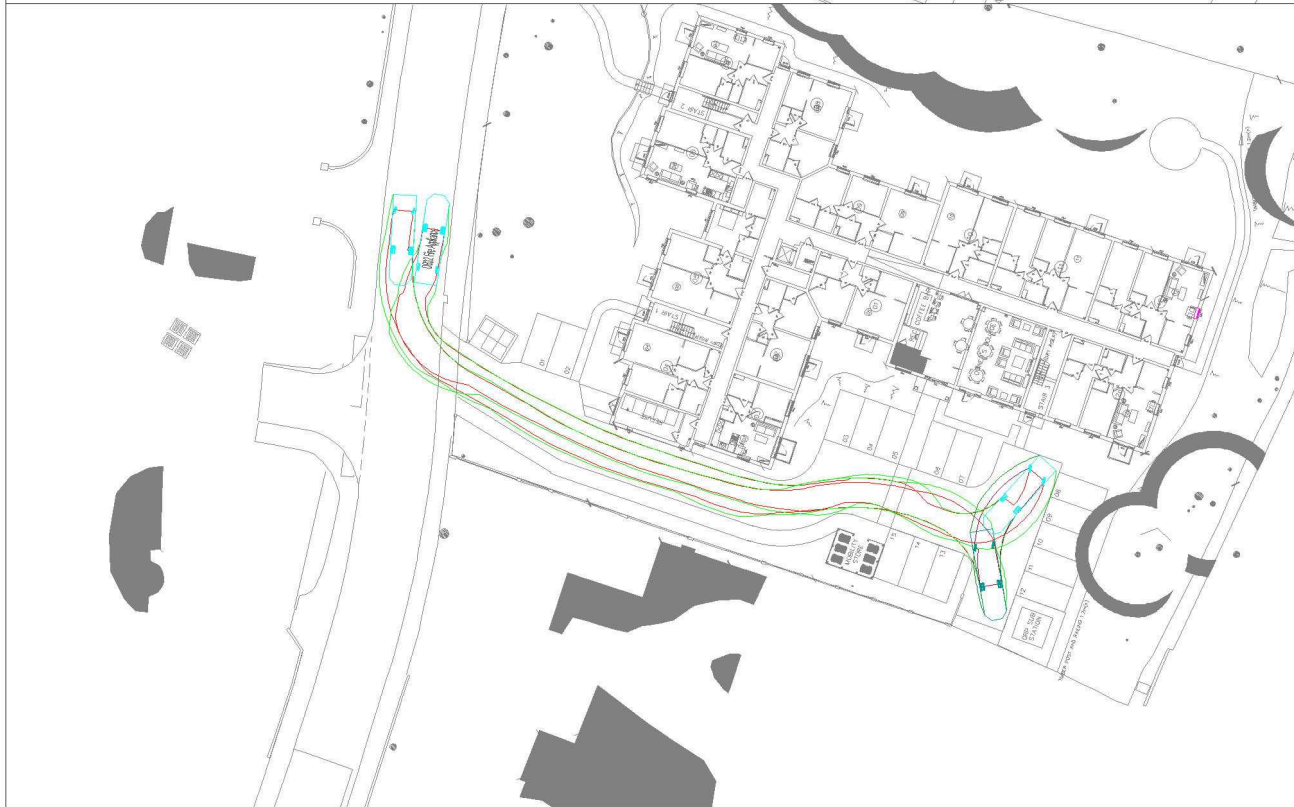
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VEHICLE PROFILE



D832 Fire Appliance
 Overall Width 8.68m
 Overall Height 3.91m
 Overall Body Height 3.452m
 Min. Body Ground Clearance 0.337m
 Max. Track Width 2.121m
 Lock to lock time 9.00s
 Kerb to Kerb Turning Radius 7.916m



Rev	Description	Date	By	Apprd	Suitability Code
P05	REVISED LAYOUT	29.11.23	GLH	JNR	-
P04	REVISED LAYOUT	27.11.23	GLH	JNR	-
P03	REVISED LAYOUT	31.10.23	GLH	JNR	-
P02	REVISED LAYOUT	30.08.23	GLH	JNR	-
P01	FIRST ISSUE	21.08.23	GLH	JNR	-

Date Created	21.08.23	Drawn By	GLH	Approved By	JNR
PBA Project Number	536.0080	Scale	AS SHOWN	(AT A3)	

PBA Drawing No.	536.0080-0003	Revision	P05
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FIRE TENDER TRACKING - TURNING HEAD (1:200)

FIRE TENDER TRACKING - OVERVIEW (1:500)

Client	Churchill Retirement Living
Project Name	KEYMER ROAD, HAS SOCKS
Title	FIRE TENDER TRACKING
Project Phase	PRELIMINARY
Client Logo	paulbasham associates Paul Basham Associates Ltd The Lansdown, Wyckhe Farming, Abingdon, Oxfordshire, OX14 1UU 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com

Appendix F



Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

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

Issue and revision record

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

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1 Introduction

1.1 Background

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

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

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

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

2 Parking Survey Results

2.1 Introduction

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

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

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

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

2.2 Results summary

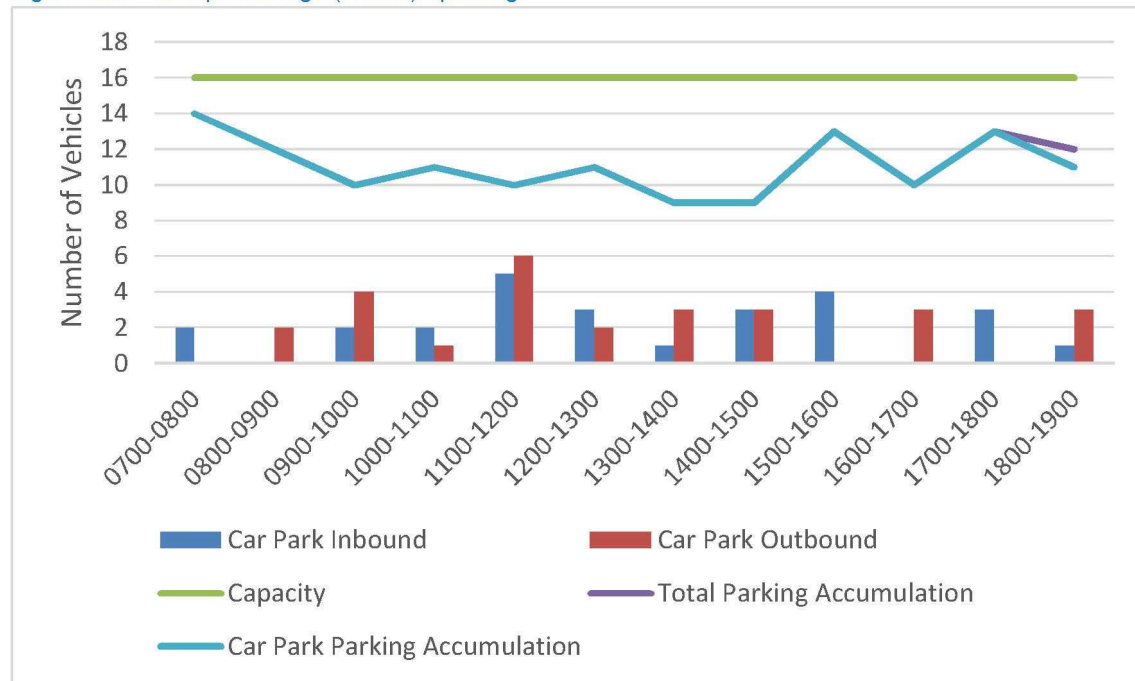
Within the graphs presented in the following sections, the blue bars denote inbound vehicles to the car park, the red bars denote outbound vehicles to the car park, the blue line denotes car parking accumulation (this is the on-site car park) and the purple line denotes total parking accumulation which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

2.2.1 Hampton Lodge, Sutton

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

The surveys were carried out on Tuesday 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.

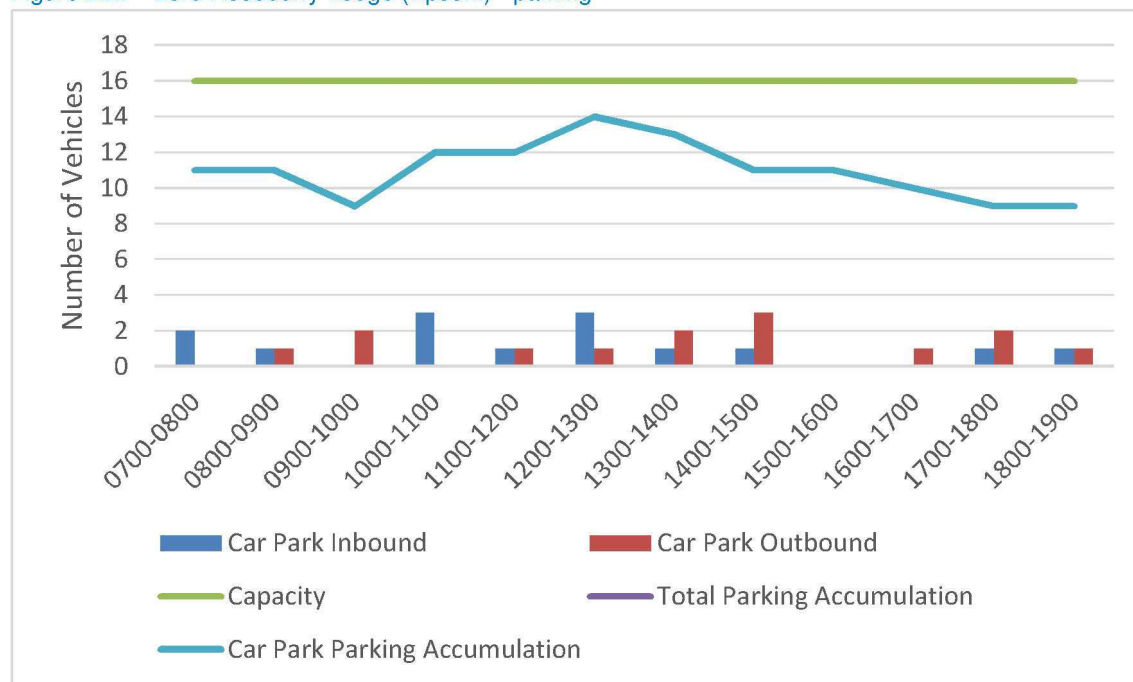
Peak outbound activity took place between 11:00 and 12:00 (six vehicles) with peak inbound movement also being between 11:00 and 12:00 (five vehicles). One light goods vehicles used the site during the survey period, between 14:00 and 15:00.

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.

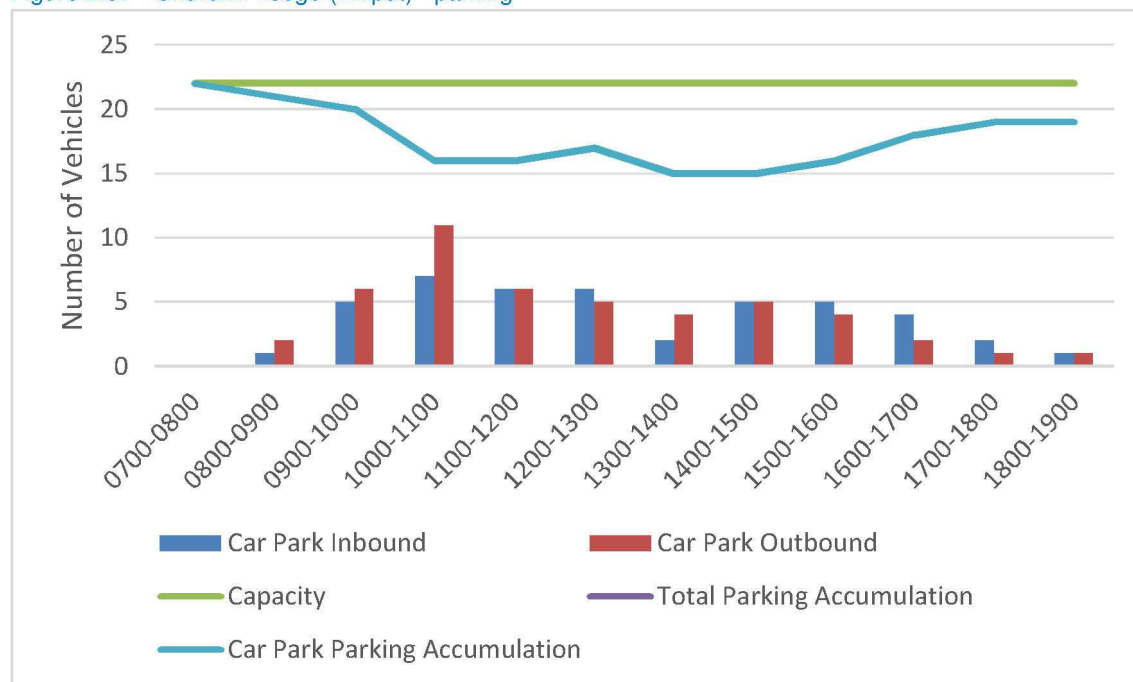
Peak outbound activity took place between 14:00 and 15:00 (three vehicles) with peak inbound movement being between 10:00 and 11:00 and 12:00 and 13:00 (three vehicles). No light goods vehicles used the site during the survey period.

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 spaces 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.

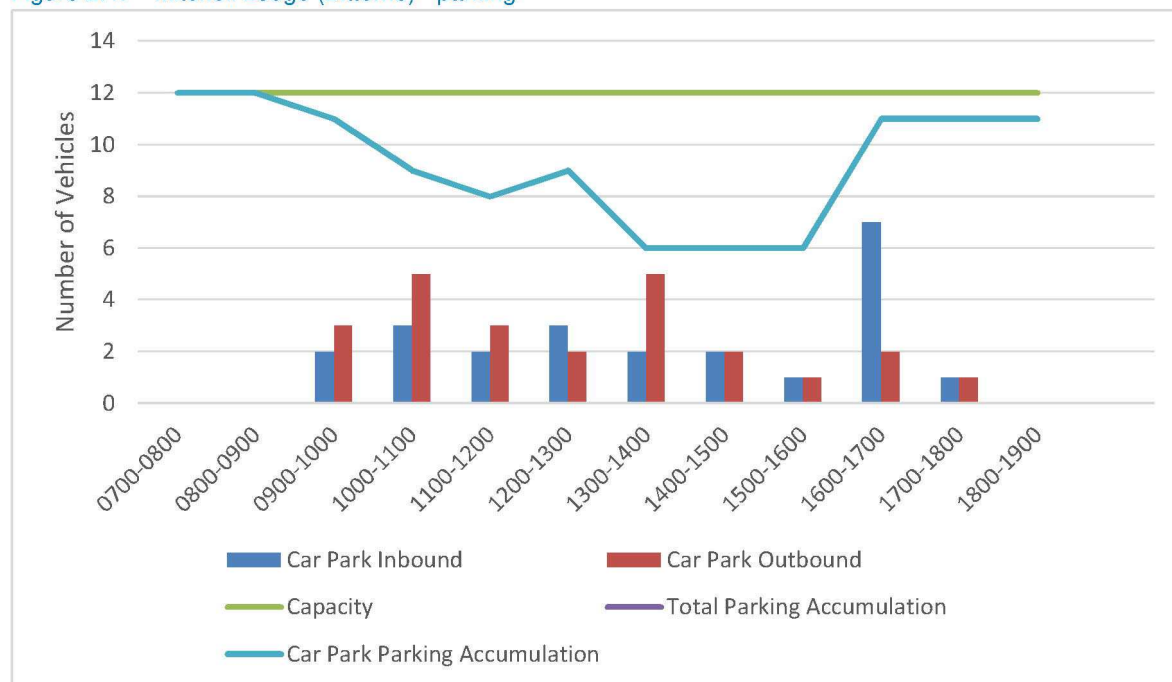
Peak outbound activity took place between 10:00 and 11:00 (11 vehicles) with peak inbound movement also being between 10:00 and 11:00 (seven vehicles). During the survey, three light good vehicles entered and exited the site.

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.

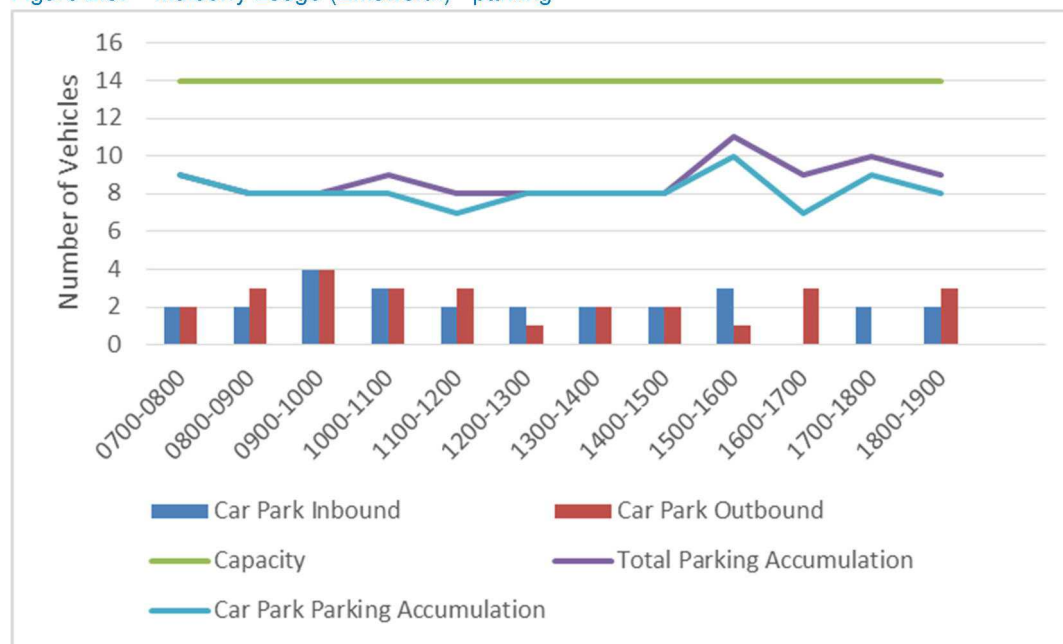
Peak outbound activity took place between 10:00 and 11:00 in addition to 13:00 and 14:00 (five vehicles) with peak inbound movement also being between 16:00 and 17:00 (seven vehicles). During the survey, two light good vehicles entered and exited the site.

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.

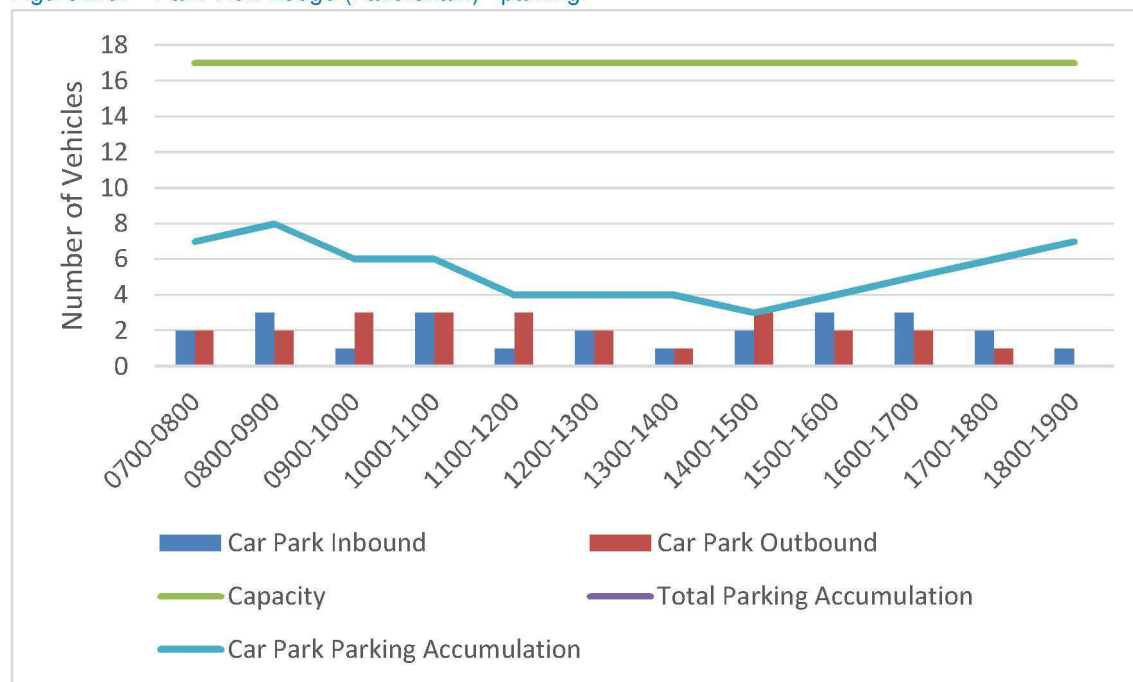
Peak outbound activity took place between 09:00 and 10:00 (four vehicles) with peak inbound movement also being between 09:00 and 10:00 (four vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.6 Park View Lodge, Faversham

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

The surveys were carried out on Tuesday 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.

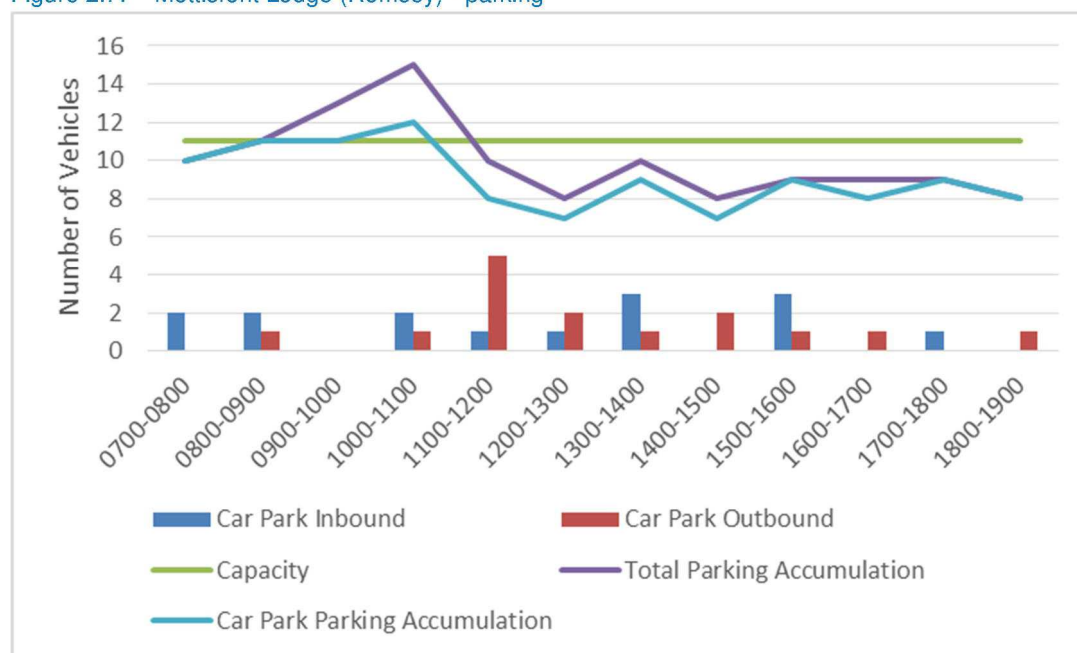
Peak outbound and inbound activity was spread across the day, with the highest inbound and outbound movement being three vehicles. During the survey, four light good vehicles entered and exited the site.

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.

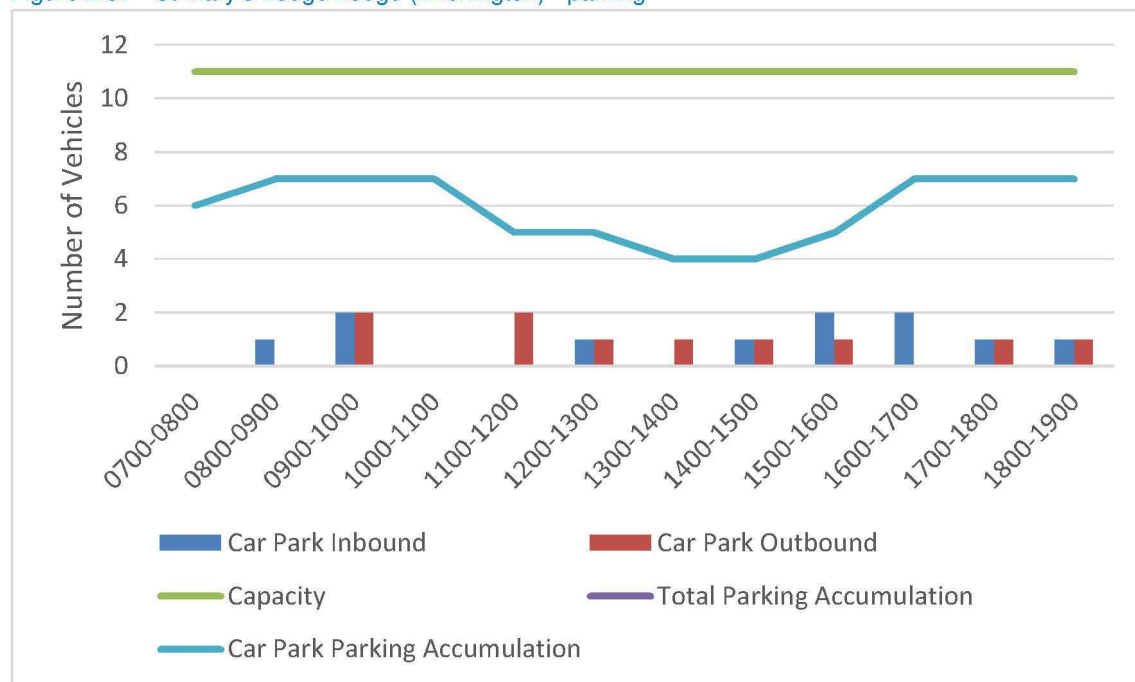
Peak outbound activity took place between 11:00 and 12:00 (five vehicles) with peak inbound movement also being between 13:00 and 14:00 in addition to 15:00 and 16:00 (three vehicles). During the survey, three light good vehicles entered and exited the site.

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**.

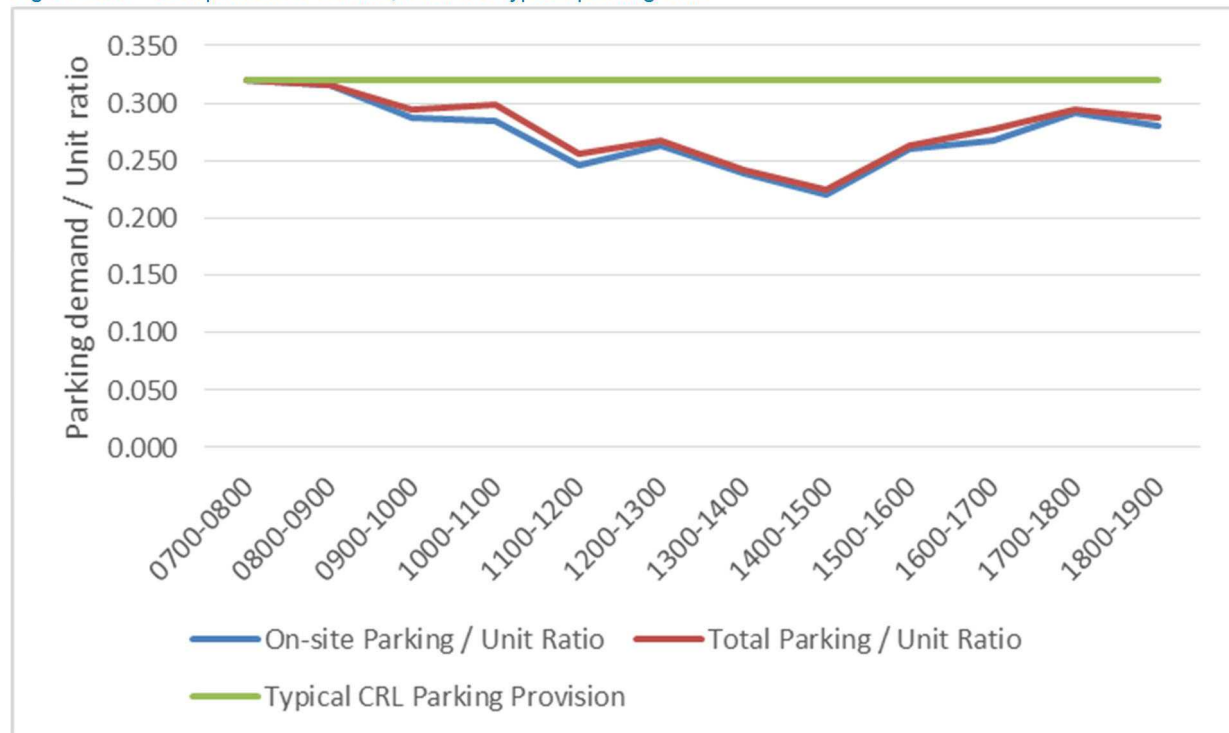
Table 3.2: Total car parking trip rates (per unit)

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



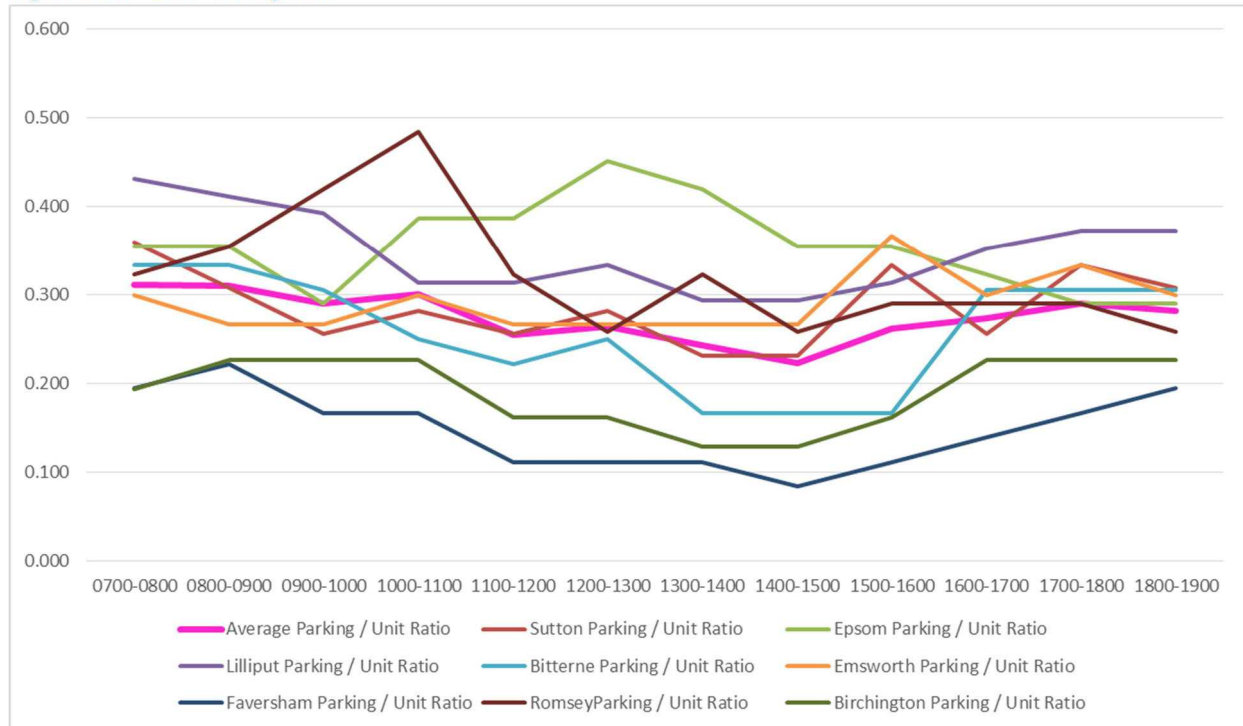
It can be seen that the on-site parking is nearly in line with the total parking, indicating that on-street parking for the eight sites, is not a particular issue. This would suggest that the parking provision at each of the eight sites surveys is adequate for the size of development.

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.

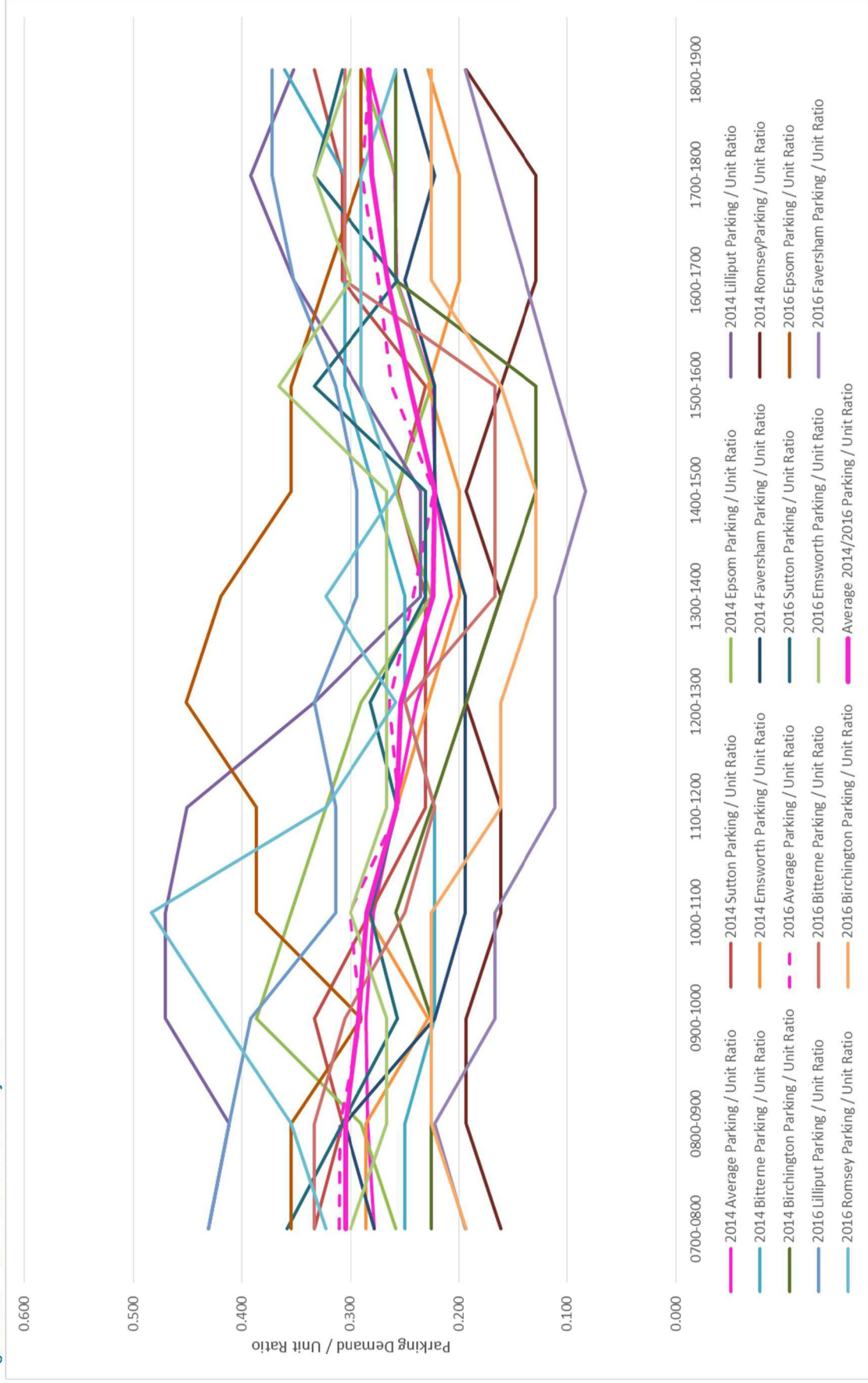
Figure 3.2: 2016 survey data



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 thick pink line is the average 2014/2016 parking demand.

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

Figure 3.3: 2014 and 2016 survey data



4 Summary

Between Wednesday 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 _____ 18

Appendix A. Survey results sheet

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



		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



		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



		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

		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

		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

		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

		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

		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

		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



		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



		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

		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

		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

		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

		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

Churchill Retirement Living: Bicycle and Motor Buggy Parking Demand

Surveys of bicycle and motor buggy parking demand was undertaken on Thursday 2nd August and Friday 3rd August 2018 across three Churchill Retirement Living developments, namely Farnborough, Camberley and Fleet. The results of the surveys are presented in **Tables 1 to 3** with the resultant averages included in **Tables 4 and 5**.

Fernhill Lodge, Farnborough	Thursday		Friday	
	Buggies	Bikes	Buggies	Bikes
08:00	2	0	2	0
12:00	2	0	2	0
17:00	2	0	2	0

Table 1 – Fernhill Lodge, Farnborough survey results

Stokes Lodge, Camberley	Thursday		Friday	
	Buggies	Bikes	Buggies	Bikes
08:00	5	2	5	2
12:00	2	1	5	1
17:00	5	1	4	1

Table 2 – Stokes Lodge, Camberley survey results

Russel Lodge, Fleet	Thursday		Friday	
	Buggies	Bikes	Buggies	Bikes
08:00	3	0	3	0
12:00	3	1	2	1
17:00	3	0	3	0

Table 3 – Russel Lodge, Fleet survey results

CRL site/ location	Units	Average Mobility Buggy Parking Demand (spaces)	Buggy demand per unit (spaces)
Fernhill Lodge, Farnborough	37	2	0.054
Stokes Lodge, Camberley	61	4.33	0.071
Russel Lodge, Fleet	41	2.83	0.069
CRL Site Average			0.06 spaces per unit

Table 4 – Average Buggy Parking Demand

CRL site/ location	Units	Average Cycle Parking Demand (spaces)	Cycle demand per unit (spaces)
Fernhill Lodge, Farnborough	37	0.000	0.000
Stokes Lodge, Camberley	61	1.333	0.022
Russel Lodge, Fleet	41	0.333	0.008
CRL Site Average			0.01 spaces per unit

Table 5 – Average Cycle Parking Demand

Tables 4 and 5 demonstrate that the average parking demand for cycle parking at Churchill Retirement sites is 0.01 spaces per unit, and 0.06 spaces per unit for motor buggies.

Calculation Reference: AUDIT-247601-231023-1011

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

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: 10 to 10 (units:)
Range Selected by User: 0 to 10 (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 08/06/21

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:

Wednesday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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 1 days - Selected
Servicing vehicles Excluded 2 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

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

10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	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
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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

<p>1</p> <p>NF-03-A-03</p> <p>HALING WAY</p> <p>THETFORD</p> <p>Edge of Town</p> <p>Residential Zone</p> <p>Total No of Dwellings: 10</p> <p>Survey date: WEDNESDAY 16/09/15</p>	<p>DETACHED HOUSES</p>	<p>NORFOLK</p>
<p>2</p> <p>NY-03-A-13</p> <p>CATTERICK ROAD</p> <p>CATTERICK GARRISON</p> <p>OLD HOSPITAL COMPOUND</p> <p>Suburban Area (PPS6 Out of Centre)</p> <p>Residential Zone</p> <p>Total No of Dwellings: 10</p> <p>Survey date: WEDNESDAY 10/05/17</p>	<p>TERRACED HOUSES</p>	<p>NORTH YORKSHIRE</p>

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-04	Covid

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	10	0.200	2	10	0.450	2	10	0.650
08:00 - 09:00	2	10	0.150	2	10	0.400	2	10	0.550
09:00 - 10:00	2	10	0.100	2	10	0.200	2	10	0.300
10:00 - 11:00	2	10	0.250	2	10	0.150	2	10	0.400
11:00 - 12:00	2	10	0.050	2	10	0.250	2	10	0.300
12:00 - 13:00	2	10	0.400	2	10	0.250	2	10	0.650
13:00 - 14:00	2	10	0.250	2	10	0.250	2	10	0.500
14:00 - 15:00	2	10	0.300	2	10	0.300	2	10	0.600
15:00 - 16:00	2	10	0.300	2	10	0.100	2	10	0.400
16:00 - 17:00	2	10	0.350	2	10	0.300	2	10	0.650
17:00 - 18:00	2	10	0.300	2	10	0.100	2	10	0.400
18:00 - 19:00	2	10	0.100	2	10	0.100	2	10	0.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.750			2.850			5.600

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

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

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Parameter summary

Trip rate parameter range selected: 10 - 10 (units:)
 Survey date date range: 01/01/15 - 08/06/21
 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: 1

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.

Calculation Reference: AUDIT-247601-231023-1033

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	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: 30 to 88 (units:)
Range Selected by User: 17 to 88 (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	2 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	6
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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	4 days - Selected

Secondary Filtering selection:Use Class:

C3	6 days
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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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
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:

0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AL-03-N-01	RETIREMENT BUNGALOWS	CALDERDALE
	GROVE AVENUE HALIFAX WHEATLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: <i>TUESDAY</i> 23/10/18		Survey Type: <i>MANUAL</i>
2	IW-03-N-01	RETIREMENT FLATS	ISLE OF WIGHT
	CHURCH ROAD BEMBRIDGE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: <i>THURSDAY</i> 27/06/19		Survey Type: <i>MANUAL</i>
3	KC-03-N-08	RETIREMENT FLATS	KENT
	CANTERBURY ROAD HERNE BAY EDDINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 88 Survey date: <i>TUESDAY</i> 26/09/17		Survey Type: <i>MANUAL</i>
4	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: <i>FRIDAY</i> 28/06/19		Survey Type: <i>MANUAL</i>
5	NY-03-N-01	RETIREMENT FLATS	NORTH YORKSHIRE
	EASTGATE PICKERING Edge of Town Residential Zone Total No of Dwellings: 30 Survey date: <i>MONDAY</i> 26/09/16		Survey Type: <i>MANUAL</i>
6	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: <i>MONDAY</i> 17/10/16		Survey Type: <i>MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	44	0.019	6	44	0.015	6	44	0.034
08:00 - 09:00	6	44	0.049	6	44	0.068	6	44	0.117
09:00 - 10:00	6	44	0.080	6	44	0.110	6	44	0.190
10:00 - 11:00	6	44	0.106	6	44	0.133	6	44	0.239
11:00 - 12:00	6	44	0.103	6	44	0.080	6	44	0.183
12:00 - 13:00	6	44	0.106	6	44	0.080	6	44	0.186
13:00 - 14:00	6	44	0.061	6	44	0.068	6	44	0.129
14:00 - 15:00	6	44	0.114	6	44	0.114	6	44	0.228
15:00 - 16:00	6	44	0.072	6	44	0.095	6	44	0.167
16:00 - 17:00	6	44	0.061	6	44	0.042	6	44	0.103
17:00 - 18:00	6	44	0.057	6	44	0.042	6	44	0.099
18:00 - 19:00	6	44	0.034	6	44	0.019	6	44	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.866			1.728

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

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

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Parameter summary

Trip rate parameter range selected: 30 - 88 (units:)
 Survey date date range: 01/01/15 - 21/11/22
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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