

# South Street, Bridport

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Churchill Retirement Living

## Transport Statement



## South Street, Bridport

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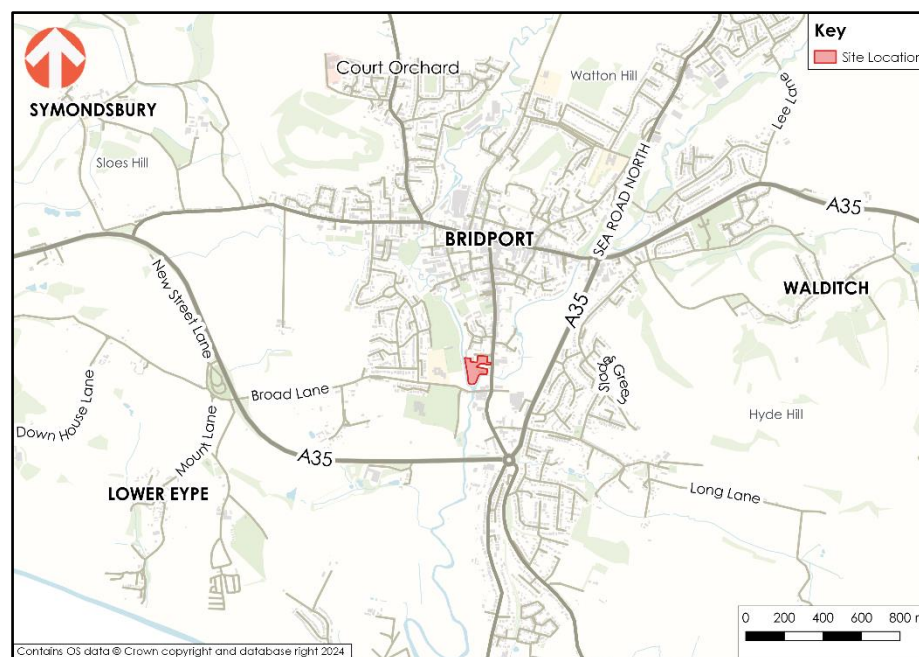
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# 1 Introduction

- 1.1 Awcock Ward Partnership (AWP) has been commissioned by Churchill Retirement Living (CRL) to prepare a Transport Statement (TS) in support of a full planning application for the redevelopment of the existing Hanson Concrete and JC Phillips & Sons Builders' Merchants at 162a South Street, Bridport, Dorset. The proposed brownfield development will provide 48 retirement flats and 25 2-bed cottages (also for retirement living) with associated parking and amenities.
- 1.2 The site is to the south of Bridport town centre, located directly west of South Street. The location of the proposed development is shown on Figure 1.1.

**Figure 1.1 - Site Location – Wider Area**



- 1.3 This report has been prepared with reference to the DfT/DCLG 'Guidance for Transport Assessments' (March 2007) and Planning Practice Guidance published in connection with the National Planning Policy Framework.
- 1.4 A detailed pre-application process has been undertaken with Dorset Council (DC) Highways, which included agreeing the access strategy in principle and undertaking a Stage 1 Road

Safety Audit, which was accepted by DC Highways along with the access proposals for both motorised and non-motorised users.

- 1.5 The structure and content of the report comprises the following:
- Summary of relevant transport policy (local and national), including any relevant planning history;
  - Review of existing transport infrastructure and services;
  - Review of the accessibility of the site to local facilities and public transport opportunities;
  - Summary of the development proposals and access arrangements;
  - Anticipated vehicular trip generation for the proposed development; and,
  - A qualitative assessment of potential traffic impact on the local road network.
- 1.6 The final chapter of the Transport Statement sets out a summary of the key issues and conclusions on the highways impact of the proposed development, highlighting the development's accordance with the relevant NPPF policies.

## 2 Background & Policy

### National Policy

#### *National Planning Policy Framework*

2.1 A revised National Planning Policy Framework (NPPF) was published in December 2023. It sets out Central Government's planning policies for England and how they are expected to be applied. Amongst others, the revised Framework replaces the original NPPF that superseded PPG13 Transport and provides the single national transport planning policy.

2.2 Paragraph 10 states that “at the heart of the Framework is a **“presumption in favour of sustainable development”**”. Paragraph 11 of the NPPF expands on this point and declares that “*plans and decisions should apply a presumption in favour of sustainable development*”, in relation to decision making the Framework states that this means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
  - *The application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or*
  - *Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

2.3 Paragraph 96 states that planning policies, and decisions should “*aim to achieve healthy, inclusive and safe places*”. The Framework provides a guidance and examples on the creation of places which:

- *Promote social interaction, including opportunities for meeting between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- *Are safe and accessible, so that crime and disorder, and fear of crime, do not undermine that quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and*
- *Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sport facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

2.4 Section 9 of the document specifically focuses on promoting sustainable transport. The Framework acknowledges that “Transport issues should be considered from the earliest stages of plan-making and development proposals”.

2.5 It is stated within Paragraph 114 that plans and decisions should take account of:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code<sup>1</sup>, and;*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

<sup>1</sup> Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007.

2.6 The Framework states in Paragraph 115 that a ‘Development should only be prevented or refused on highways grounds if there

would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.7 In relation to design and layout, Paragraph 116 of the NPPF requires that developments should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.8 Paragraph 117 requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, and a Travel Plan.

2.9 The NPPF states in Paragraph 111 that in setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra- low emission vehicles.

2.10 Paragraph 112 of the Framework states that “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that

*they are necessary for managing the local network, or for optimising the density of development in city and town centres and other location that are well served by public transport”.*

- 2.11 Further to this, Paragraph 89 states that *“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.”*

**National Planning Practice Guidance**

- 2.12 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a suite of planning practice guidance to bring together relevant material for England in an accessible and usable way. As well as other planning matters, the new resource contains specific guidance on *“Travel Plans, Transport Assessments and statements in decision-making.”*

- 2.13 The guidance states that these documents should:

*“primarily focus on evaluating the potential transport impacts of a development proposal” and that they “can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”*

- 2.14 The guidance also states that:

*“The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”*

- 2.15 The key principles that should be taken into account when preparing a Travel Plan, Transport Assessment or Statement are also defined in the guidance. This states that Travel Plans, Transport Assessments and Statements should be:

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

## **Regional Policy**

### **Bournemouth, Poole and Dorset Local Transport Plan (2011-2026)**

- 2.16 The Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 (LTP3) sets out the overarching vision for the Dorset area as follows:

*“For a safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area’s unique environmental assets.”*

- 2.17 LTP3 outlines 7 key approaches to achieving the vision as follows:

1. *Reducing the need to travel*
2. *Managing and maintaining the existing network more efficiently*
3. *Active travel and “greener” travel choices*
4. *Public transport alternatives to the car*
5. *Car parking measures*
6. *Travel Safety Measures*
7. *Strategic Infrastructure Improvements*

- 2.18 Implementation Plans have been introduced to set out three year programmes of actions and schemes that link Local Transport Plan priorities with available financial resources for delivery.
- 2.19 Additionally, a number of technical documents have been prepared in order to assist with the implementation of the Local Transport Plan.

### **Residential Car Parking Provision (May 2011) – Local Guidance for Dorset**

- 2.20 The Dorset Residential Car Parking policy document, adopted in May 2011, sets out the standards for car parking provision in new residential developments. A similar document exists for non-residential (commercial) developments.
- 2.21 The Residential Car Parking policy document specifically applies to C3 residential developments. Whilst the proposed development comprises residential development, the development is specifically for retirement/over 60s development, which is not covered by the Residential policy document, nor by the non-residential document.
- 2.22 Given there is no specific guidance on retirement development parking in either of the Dorset policy documents, reference has instead been made to the parking survey report undertaken by CRL at their existing developments. This report uses parking survey evidence to provide guidance on average parking requirements for future CRL developments.

### **Local Policy**

- 2.23 On the 1<sup>st</sup> April 2019 Dorset County Council and the regional councils merged to form a unitary authority called Dorset Council. Preparation of a Local Plan for the new Council is currently underway, with the draft publication planned for May 2022, and adoption expected in winter 2023. At the time of writing, neither the draft nor the adopted Local Plan has been published, therefore planning policy for each specific area will relate to the previous local plans prepared by the extinct District Councils.

**Bridport Neighbourhood Plan**

2.24 The Bridport Neighbourhood Plan 2020-2036 was adopted in May 2020 and sets out the vision for development in the town.

2.25 The plan aims to contribute to the achievement of sustainable development and will sit alongside the West Dorset, Weymouth and Portland Local Plan 2015. Each stage of the plan aims to increase the relationships between residents, business groups and stakeholders. The Neighbourhood Plan consist of five parish boundaries: Allington, Bothenhampton and Walditch, Bradpole, Bridport and Symondsburry.

2.26 Three key themes were identified for the Neighbourhood Plan:

- *A Resilient Neighbourhood*
- *A Thriving Society*
- *A Unique Place*

2.27 In relation to transport, the Neighbourhood Plan states that:

*"The preferred policy response is to define a long-term ambition for a more sustainable transport future for the town centre whilst responding in the short to medium term to the current challenges of a primarily car-based transport system. The long-term aspiration is to make it easier to walk, cycle and use public transport in and around the neighbourhood plan area, with the aim of reducing reliance on the car."*

2.28 Policies include the promotion of active travel modes (AM1); managing vehicular traffic (AM2); developing the footpath and cyclepath network (AM3); the redevelopment of public car park sites (AM4) and the bus station (AM6); and connections to sustainable transport (AM5).

2.29 Of particular relevance to this application are policies AM1, AM2 and AM3:

**POLICY AM1 Promotion of Active Travel Modes**

*Proposals for new development which are likely to generate increased pedestrian and/or vehicular traffic movement should:*

- a) Provide for pedestrian movement as a priority.*
- b) Make appropriate connections to existing footpaths, cycle paths, rights of way and bridleways to improve connectivity in and between settlements.*
- c) Enable safe and convenient access to be provided for all people including the disabled.*
- d) Make possible, or not hinder, the provision of improvements to public transport and of facilities for car sharing and electric vehicles.*

- 2.30 The proposed development will provide for pedestrian movement as a priority, with connections made to existing footpaths utilised to access the site, with safe and suitable access provided for all users of the development.

**POLICY AM2 Managing Vehicular Traffic**

*Proposals for new development which are likely to generate increased vehicular movement should:*

- a) Provide convenient and safe access onto the adjacent roads and this should not adversely affect existing pedestrian movement.*
- b) Make the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve pedestrian access and connectivity to surrounding areas.*
- c) Ensure residential and environmental amenity is not adversely affected by traffic.*

*Development proposals that cannot meet the above requirements will not be supported.*

- 2.31 The proposed development will be accessed through a new junction onto Dr Roberts Close, in combination with improvements to the junction of Dr Roberts Close and South Street, which have been through a Road Safety Audit process with Dorset Council. The proposals include providing for safe and suitable pedestrian access, including maintaining access to nearby public transport facilities.

**POLICY AM3 Footpath & Cyclepath Network**

*Support will be given to proposals that improve and extend the existing footpath and cyclepath network, allowing greater access to new housing, the town and village centres, green spaces and the open countryside. The loss of existing footpaths and cyclepaths will be resisted.*

2.32 The proposed development includes a number of improvements to the local footway network adjacent to the site, including widening footways and providing safer crossing facilities through the narrowing of South Street.

**Additional Guidance**

**Manual for Streets**

2.33 Manual for Streets (MfS) was published by the Department for Transport in 2007 with the purpose of being a “common reference point for all those involved in the design of residential neighbourhoods” and represents “a strong Government commitment to the creation of sustainable and inclusive public spaces”.

2.34 This latest design guidance demonstrates “benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community”.

2.35 Manual for Streets sets out the following key objectives for the design of new residential neighbourhoods:

- *Encouragement of low vehicle speeds;*
- *Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;*
- *Make it easier for people to move around;*
- *Promote social interaction.*

**Manual for Streets 2**

2.36 Manual for Streets 2 – “Wider Application of the Principles, a companion guide to Manual for Streets”, was published by the Chartered Institution of Highways and Transportation in



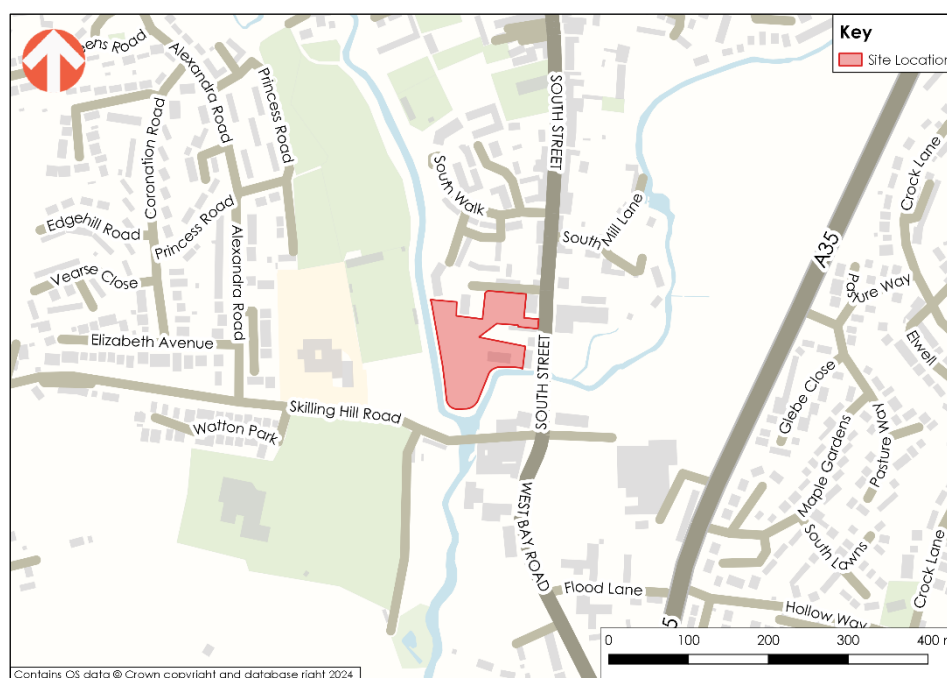
September 2010. Manual for Streets 2 builds on the philosophies originally set out in Manual for Streets, and aims to fill the perceived gap in design advice that lies between Manual for Streets and the Design Manual for Roads and Bridges. The document sets out additional guidance and case studies showing how the Manual for Streets principles can be extended beyond residential streets to encompass both urban and rural situations.

### 3 Existing Conditions

#### Context

- 3.1 The proposed brownfield development site is located west of South Street, Bridport (B3157), at the existing Hanson building merchants. The site is bound by the rivers Brit and Asker to the west and south(east), by Dr Roberts Close and existing residential properties to the north, and South Street to the east.
- 3.2 The proposed site location is shown on Figure 1.1 below.

**Figure 3:1 - Site Location – Local Area**



#### Existing Access Arrangements

- 3.3 The site is currently accessed from South Street through a private access leading on to the site between 158 and 156a South Street. It serves both vehicular and pedestrian access. It is understood that the occupants of 156-152 South Street have a right of way over approximately the first 17m of the site access in order to access a small car park to the rear of 156a.
- 3.4 A narrower secondary access point is currently available between 160 and 164 South Street, which provides both vehicle and pedestrian access at present. The access track is a single

vehicle width with very limited visibility onto South Street and no passing areas for the first 20m into the site, requiring vehicles to reverse onto South Street if any conflicts occur on the access track.

### **Local Highway Network**

- 3.5 South Street provides the main north-south route into Bridport from the A35(T) which runs east and west of the town, bypassing to the south. Approximately 7-8 minutes' walk (600m) to the north, South Street connects with the B3162 which forms the main high street and east-west route through the town centre.
- 3.6 South Street is subject to a 30mph speed limit, and has a road width varying between 8.0m and 6.8m in the vicinity of the site accesses. The road widens between 158 South Street and Dr Roberts Close, creating a partial layby which has a single yellow line and no parking TRO between 9am and 6pm.
- 3.7 South Street forms a signalised junction with the B3162 approximately 600m north of the site. The B3162 forms the main shopping street through Bridport, with wide footways on either side and various controlled and uncontrolled crossing points.
- 3.8 Approximately 110m south of the site, South Street forms a signalised crossroads with Skilling Hill Road and West Bay Road. A Morrisons supermarket is accessed from the fourth arm of the junction, in addition to a petrol filling station and builders' merchants.
- 3.9 West Bay Road provides access to the A35(T) at the Crown Roundabout, whilst Skilling Hill Road provides access to Eype and the A35(T) to the west.
- 3.10 The A35(T) provides access to Dorchester to the east continuing on towards Bournemouth, and towards Axminster/Honiton to the west, joining the A30(T) at Honiton.

### **Pedestrian Links**

- 3.11 An existing footway is present to the north and south of the main site access between 156a and 158 South Street. To the north this is 2m wide and it provides access to an uncontrolled crossing immediately north of the main site access, with a dropped kerb

and tactile paving. The footway continues north to cross Dr Roberts Close and on into Bridport town centre, creating a continuous pedestrian link between the site and the town centre facilities. The entire route is lit.

- 3.12 To the south of the site access a small area of footway is provided adjacent to the site access and 158 South Street, but no onward connection is provided on the western side of the street.
- 3.13 A continuous footway runs along the eastern side of South Street, accessed via the uncontrolled crossing north of the main site access. This footway provides access to the Morrisons supermarket to the south (approximately 300m / 5 minutes' walk), and the town centre to the north (7-8 minutes' walk (600m)). Again, this route is lit continuously between the site and both Morrisons and the town centre.
- 3.14 A Public Right of Way (PROW) footpath runs along South Mill Lane, to the east of South Street, providing a link to Askers Meadow and the long-distance Monarch's Way route. The footpath also provides an alternative route through Askers Meadow to Morrisons and the A35(T). This also links to the Bridport Green Route walk, a circular route around Bridport linking the various green spaces in the town.

### **Cycle Links**

- 3.15 National Cycle Network (NCN) route 267 running from Bradpole to West Bay runs along the A35(T) and is accessed via the Crown roundabout south of the site. To the north, route 267 runs from East Street and links to NCN route 2, a long-distance cycle route linking Dover with St Austell.

### **Existing Traffic**

- 3.16 An Automatic Traffic Counter (ATC) was installed for a seven consecutive day period in August 2022 on South Street, to the north of Dr Roberts Close, to provide existing volumetric and speed data. A summary of the results is set out in Table 3.1 below, and the full survey results are attached in Appendix C.

**Table 3.1 – South Street ATC Data – August 2022**

	Weekday AM Peak (0800-0900)	Weekday PM Peak (1700-1800)	85%ile Speed	Mean Speed
<b>Northbound</b>	219	322	25mph	20mph
<b>Southbound</b>	174	257	25mph	21mph
<b>Two Way</b>	<b>393</b>	<b>579</b>	25mph	20mph

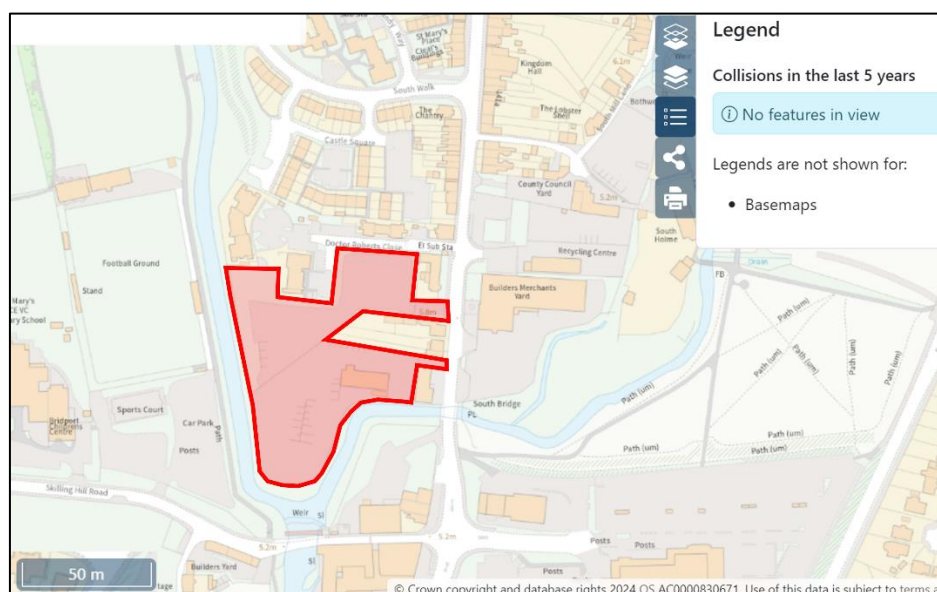
3.17 Table 3.1 demonstrates that the existing traffic flow along South Street is on average six to seven movements per minute during the AM peak period, and between nine and ten movements per minute during the PM peak hour.

3.18 The recorded 85<sup>th</sup> percentile speed of 25mph was found to be below the 30mph speed limit. The mean speeds were even lower, with an average speed of 20mph north and southbound.

**Accident History**

3.19 A review has been completed of online Personal Injury Accident (PIA) data for the most recent available five-year period (01/01/2019 - 31/12/2023), using the Dorset Council collision map. An extract of the map is shown in Figure 3.2 below.

**Figure 3.2: Extract from Dorset Council Collision Map**



- 3.20 The review confirms that there have been no incidents reported in the vicinity of either access onto South Street, or the walking routes to Morrisons to the south and towards the town centre to the north. It is therefore considered that there are no inherent highways safety concerns which may be impacted by the proposed development.

### **Summary**

- 3.21 The proposed brownfield site is located on South Street, approximately a 7-8 minutes' walk (600m) walk south of Bridport town centre. There are currently two access points onto the site; one situated between 158 and 156a South Street which provides the existing primary vehicle access, and a second, narrower access between 162 and 160 South Street slightly further to the south.
- 3.22 South Street forms one of the main north/south links through Bridport, linking the B3162 (main shopping / high street) with the A35(T) at the Crown roundabout in the south. The A35(T) bypasses Bridport to the south, and provides a primary link to Axminster / Honiton in the west and Dorchester / Bournemouth in the east.
- 3.23 Pedestrian facilities from the site provide access to Bridport town centre, via a continuous footway to the north. Uncontrolled crossing(s) provide access to the eastern footway and the nearby Morrisons supermarket to the south. Both routes north and south are lit.
- 3.24 National Cycle Network Group 267 runs along the A35(T) and links nearby West Bay with Bradpole, where it connects to NCN route 2.
- 3.25 Analysis of the online collision records shows there are no recorded collisions within the latest five-year period. It has therefore been concluded that there are no patterns in recorded incidents that might suggest any highway safety concerns or be exacerbated by the proposed development.

## 4 Accessibility

### Local Services and Facilities

4.1 The Institution of Highways and Transportation document “Guidelines for Providing for Journeys on Foot” contains suggested acceptable walking distances for pedestrians for some common facilities. This document is intended to advise on planning for, and providing for, pedestrians; maintaining pedestrian infrastructure and promoting walking. As a result, the distances stated in the document may be used for planning and evaluation purposes. Table 4.1 shows the distances as stated in Guidelines for Providing for Journeys on Foot (GPJF).

**Table 4:1 – Suggested Acceptable Walking Distance (as per GPJF)**

	<b>Town Centres (m)</b>	<b>Commuting/School/ Sight-seeing (m)</b>	<b>Elsewhere (m)</b>
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1000	800
<b>Preferred</b>	800	2000	1200

4.2 Section 4.4 of Manual for Streets also describes the characteristics of a walkable neighbourhood as follows:

*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.*

4.3 Whilst a figure of 800m/10 minutes’ walk is mentioned in relation to walking distances to local facilities, Manual for Streets is clear that this is not an upper limit and that walking offers the greatest potential for journeys up to 2km. This equates to 25 minutes’ walk time.

4.4 Figure 4.1 contained in Appendix A of this report highlights the location of local facilities with respect to the development site. To

provide context, boundaries indicating distances from the site boundary in 400m (or 5 minute walk) increments are also shown.

4.5 As highlighted in Figure 4.1, residents of the development will be able to access a range of local facilities on foot within a 5 and 10-minute walk of the development. Table 4.2 sets out the approximate walking distance to each amenity from the site using the local highway and footpath facilities.

**Table 4:2 – Accessibility to Local Facilities**

Facility	Approximate Walking Distance (m/mins)									
	0-400m	0-5 mins	400-800m	5-10 mins	800-1200m	10-15 mins	1200-1600m	15-20 mins	1600-2000m	20-25 mins
South St Bus Stops	✓									
Bridport Library	✓									
Bridport Town Hall	✓									
Morrisons Supermarket	✓									
High Street Shops / Town Centre			✓							
Bridport Bus Station			✓							
Well Pharmacy			✓							
Waitrose Supermarket			✓							
Bridport Recreation Ground			✓							
Bridport Leisure Centre			✓							
Bridport Medical Centre							✓			
Bridport Community Hospital									✓	

4.6 Table 4.2 demonstrates that there are a wide range of everyday facilities within 800m of the site, including health, retail and leisure amenities.

4.7 Bridport town centre is situated within 7-8 minute walk from the site (600m), where there is a range of everyday high street facilities and services. These include supermarkets, banks, a post office, taxi and bus services, leisure and retail opportunities and Bridport bus station.

- 4.8 The vast majority of facilities can be accessed on foot in 5-10 minutes (400m-800m) from the site on South Street, including Morrisons supermarket, bus stops and the library. It is therefore considered that the site is located within a "Walkable Neighbourhood" as defined by Manual for Streets.
- 4.9 All the facilities summarised in Table 4.2 are located within the 2km walking distance that MfS suggests offers the greatest potential to replace car trips.

#### **Public Transport – Bus**

- 4.10 The closest bus stops are located on South Street at Dr Roberts Close, less than 50m from the site access. The stops are served by the CR6, 7 and X53 services. The CR6 runs approximately every two hours between Bridport and Beaminster, with three services per day continuing on to Yeovil.
- 4.11 The X53 runs once per day from the Dr Roberts Close stop, but runs every two hours from the town centre towards both Axminster (providing access to Axminster station) and Weymouth.
- 4.12 The 7 service is the Bridport Town Service, providing a circular route around the town on Wednesdays and Saturdays only (market days). The service runs four times per day on market days.
- 4.13 Bridport bus station is located approximately 800m north of the site (10 minutes' walk), and is served by the additional X51 and X52 service which runs every two hours between Weymouth and Axminster. Together with the X53, these form the Jurassic Coaster service which provides an hourly link between Bridport and Axminster station Monday to Sunday. Eastbound, the Jurassic Coaster provides an hourly service towards Weymouth Monday to Sunday, with every other service running via Dorchester.

#### **Public Transport – Train**

- 4.14 Axminster station is between 45-60 minutes on the X53/X51 service hourly from Bridport town centre. From Axminster there are onward railway connections to Exeter with journey times of approximately 40 minutes.
- 4.15 Dorchester South station is also served by the X51 service which runs every two hours from Bridport town centre with a journey time

of just under an hour. On weekdays and Saturdays from Dorchester South there are two trains per hour to Weymouth, and two trains per hour towards Bournemouth, Southampton and London Waterloo. On Sundays there are hourly services in both directions.

- 4.16 Dorchester West station is approximately a 7 minute walk from the bus stop at Dorchester South, and provides additional services on the Heart of Wessex Line towards both Weymouth and Bristol, with up to eight trains per day Mon-Sat, and five services on Sundays.

**Summary**

- 4.17 There are a wide range of everyday facilities within 800m / 10 minutes' walking distance of the site, constituting a "walkable neighbourhood" as defined by Manual for Streets.
- 4.18 Local public transport facilities provide opportunities for travel to destinations further afield by sustainable transport modes.
- 4.19 It is therefore considered that the site is in an accessible location, with a range of key services within close proximity. The site is therefore considered to provide the opportunity for sustainable development in transport terms as required by the NPPF.

## 5 Development Proposals

### Introduction

- 5.1 It is proposed that the existing buildings associated with the Hansons Builders' Yard/Depot will be demolished to make way for the proposed development. The development will comprise a main block of 48 1-and 2-bed retirement flats, and 25 2-bed cottages with associated parking and amenities.

### Access

- 5.2 It is proposed that a new main site access is created to serve the proposed development from Dr Roberts Close. This would comprise an all-movements access (entry and exit) at a new simple priority junction.
- 5.3 Speed surveys undertaken on Dr Roberts Close indicate that average two-way speeds are just 15mph, and so it is proposed to provide visibility splays of 2.4m x 18m at the access onto Dr Roberts Close, as shown on drawing 1348-PHL-101 in Appendix A.
- 5.4 In conjunction with the new access onto Dr Roberts Close, it is proposed to widen the existing footway / vehicle crossover on South Street at its junction with Dr Roberts Close, bringing the give-way line forward and enabling visibility splays of 2.4m x 33m to be achieved, in line with the recorded 85<sup>th</sup> percentile speeds on South Street of 25mph.
- 5.5 It is also proposed to remove the existing layby to the south of Dr Roberts Close, to create a continuous horizontal carriageway alignment on South Street and to widen this area of footway for pedestrians.
- 5.6 A Stage 1 Road Safety Audit has been undertaken for the proposed design of the access onto Dr Roberts Close and proposed changes on South Street. In addition, swept path analyses of two buses passing on South Street and an HGV accessing the Jewson's site opposite have been provided to Dorset Highways, to demonstrate that the narrowing of South Street would not have a detrimental impact on the existing traffic flows.

- 5.7 Following a review of the Road Safety Audit and Designer's Response, DC Highways has confirmed that it has *"no objection to the principle of the suggested improvement works. Consequently, I would suggest that the project can be moved forward."* A copy of the Stage 1 RSA and Designers' Response are included in Appendix D of this report together with the correspondence with the Highway Authority.
- 5.8 In addition to the Dr Roberts Close arrangements, it is also now proposed that the existing access which serves the site, between 158 and 156a South Street, will be retained as a secondary entrance only vehicle crossover into the site. This will also allow for retaining access to the rear of 156a South Street. This access will also be used by Environment Agency maintenance vehicles if maintenance work on the river defences adjacent to the site is required.
- 5.9 The South Street access will be 7m wide, tapering to 4m after 12m, with a footway on the southern side of the access road, which will allow users to access the vehicle crossover and provide pedestrian access to the existing uncontrolled crossing outside 156a South Street.
- 5.10 "No entry" and wayfinding signs will be located internally within the site to direct drivers egressing the site to do so via Dr Roberts Close.
- 5.11 Pedestrian, cycle and mobility scooter access to the site will be available via both the Dr Roberts Close access, and the access between 158 and 156a South Street. The existing uncontrolled crossing point outside 156a South Street will be retained, with the tactile paving relocated to accommodate the widened footway.
- 5.12 It is understood that improvements to the footway on the eastern side of South Street between Morrisons and Jewson's are in the process of being designed and delivered by Dorset Council, which would further enhance the pedestrian connectivity for residents on both sides of South Street.

### **Parking**

- 5.13 The proposed masterplan includes 17 parking spaces for the 48 retirement flats and 18 spaces for the 25 cottages. This equates to

an average of around 0.48 spaces per unit/cottage. Dorset Council does not set out specific requirements for retirement accommodation parking standards, however as set out in Section 4 of this report, the site is highly accessible to all of the local retail and leisure facilities within the town centre within a 5-10 minute walk. Given this, and the demographic of the population of the development, this level of provision is considered appropriate for the type and scale of development.

- 5.14 The parking provision at existing CRL sites where parking surveys have been undertaken has established that the average demand for on-site parking is 0.27 spaces per unit, with an existing average provision of 0.32 spaces per residential unit across other CRL sites. Assuming a ratio of 0.32 spaces per dwelling, this would equate to 24 spaces for the entire site at Bridport. Therefore the 35 spaces is considered to be sufficient to serve the development whilst mitigating the risk of any overspill onto the public highway.
- 5.15 Further information regarding the parking surveys are attached in Appendix E.

### **Servicing and Deliveries**

- 5.16 The proposed layout is sufficient for a refuse vehicle, and 10m tipper truck for EA maintenance, to enter the site, turn and leave in a forward gear. Swept Path Analysis plans showing these movements are included in Appendix A as drawing 1348-ATR-301 and 1348-ATR-102.
- 5.17 The main retirement development is proposed to be serviced via the internal road network and car parks. A swept path analysis drawing is included in Appendix A, drawing reference 1348-ATR-101. This demonstrates a refuse lorry accessing all areas of the site and communal/individual bin stores within the required carry distances for residents and workers.

### **Summary**

- 5.18 The proposed development comprises a main block of 48 1-and 2-bed retirement flats, and 25 2-bed cottages with associated parking and amenities at the existing Hansons Site on South Street, Bridport.

- 5.19 A new main vehicular and pedestrian access is proposed to be created from Dr Roberts Close to serve the proposed development. This would comprise an all-movements access (entry and exit) at a new simple priority junction. A secondary, entry-only access will be taken from the existing access between 158 and 156a South Street.
- 5.20 It is proposed to widen the existing footway on South Street between 156a and Dr Roberts Close, to provide a continuous carriageway width along this stretch of road, whilst simultaneously providing a widened footway and shorter uncontrolled crossing point.
- 5.21 The access proposals for Dr Roberts Close and proposed widening scheme on South Street have been through a Stage 1 Road Safety Audit, and have been accepted in principle by Dorset Highways on the basis of the outcome of the RSA.
- 5.22 Access for pedestrians, cyclists and mobility scooters will be at the same locations as the vehicle accesses with vehicle crossovers provided to aid level access to the existing pedestrian infrastructure on South Street and Dr Roberts Close.
- 5.23 The parking proposals are considered to be appropriate given the location of the site, and are in line with the demand from the parking surveys undertaken at existing CRL sites.
- 5.24 The site will be serviced from within the site itself, apart from four plots which will have a communal bin store serviced from South Street, replicating the existing regime for this area of the site.
- 5.25 In conclusion it is therefore considered that safe and suitable access into the site can be achieved for all users of the proposed development, in accordance with paragraph 114 of the NPPF.

## 6 Trip Generation & Traffic Impact

### Introduction

6.1 This section of the Transport Statement considers the trip generation that might be expected to arise as a result of the proposed development, together with the potential impact on the local road network.

### Existing Trip Generation

6.2 At present the site is used as a builder's merchant and concrete plant, the trip generation for which would include a significant proportion of HGV movements. There is also some existing car parking associated with the site for staff and visitors.

6.3 TRICS category 01/L (Retail – Builder's Merchant) has been used to estimate the potential trips generated by the existing site. The JC Phillips & Sons Builders' Merchant was open to both trade and the public, and so it is considered that the TRICS category accurately reflects the use of the site. The trip rates and trip generation for both cars and HGVs are shown in Table 6.1, with full outputs in Appendix F.

**Table 6.1 – Existing Vehicle and HGV Trip Rates and Trip Generation – Peak Hours**

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<b>Vehicle Trip Rates (per 100 sqm)</b>	0.392	0.3	0.692	0.029	0.124	0.153
<b>HGV Trips Rates (per 100sqm)</b>	0.07	0.057	0.127	0.003	0.006	0.009
<b>Vehicle Trip Generation (6,370 sqm)</b>	25	19	44	2	8	10
<b>HGV Trip Generation (6,370 sqm)</b>	4	4	8	0	0	1

6.4 Table 6.1 shows that the existing site might be expected to generate 44 trips in the AM peak and 10 trips in the PM peak. This would equate to approximately one vehicle movement every minute in the busier AM peak hour.

6.5 The existing site attracts HGV movements associated with the builders' merchants and aggregate supplies. These include grab

cranes, large loading vehicles and dumpy trucks. These would no longer take place following the proposed redevelopment of the site.

**Proposed Vehicular Trip Generation – Retirement Units**

6.6 TRICS category 03/P (Residential – Assisted Living) has been used to estimate the trips generated by the proposed development. The selection criteria includes sites located in edge of town centre and suburban areas. The resulting trip generation is shown below in Table 6.2.

**Table 6.2 - Proposed Development Vehicle Trip Rates and Trip Generation – Peak Hours**

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<b>Trip Rates (per unit)</b>	0.062	0.041	0.103	0.076	0.062	0.138
<b>Trip Generation (73 flats/cottages)</b>	5	3	8	6	5	10

6.7 Table 6.2 shows that the proposed development would be expected to generate just 8 vehicle trips during the AM peak, and 10 trips during the PM peak. This equates to approximately 1 trip every 8-9 minutes in the AM peak, and one trip every 6 minutes in the PM peak. This is significantly fewer in the AM peak than the existing development is expected to generate, and approximately equivalent to those generated in the PM peak by the existing development.

**Trip Comparison**

6.8 Table 6.3 compares the estimated trips generated between the existing site and the proposed site during peak times.

**Table 6.3 - Trip Comparison – Peak Hours**

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<b>Existing Site Trips</b>	25	19	44	2	8	10
<b>Proposed Site Trips</b>	5	3	8	6	5	10
<b>Difference</b>	-20	-16	-36	+4	-3	-

- 6.9 Table 6.3 shows that the proposed development could be expected to generate around 36 fewer trips in the AM peak and that trip generation would remain the same the PM peak. This represents a significant reduction in traffic during the AM peak hour. In addition, the HGV movements associated with the existing development will cease to exist following the redevelopment of the site, which has additional capacity and safety benefits on the local highway network.

### **Summary and Conclusions**

- 6.10 The trip generation analysis has shown that the proposed development is expected to produce fewer trips, and a significant reduction in HGV and outside vehicle movements currently associated with the builders' merchant use on site. The proposed redevelopment is therefore considered to represent a betterment in traffic impacts terms on the wider highway network.
- 6.11 It is considered that the traffic generated by the development would not have a severe impact on the local highway network, and therefore the proposed development should be considered to be in accordance with paragraph 115 of the NPPF.

## 7 Summary and Conclusions

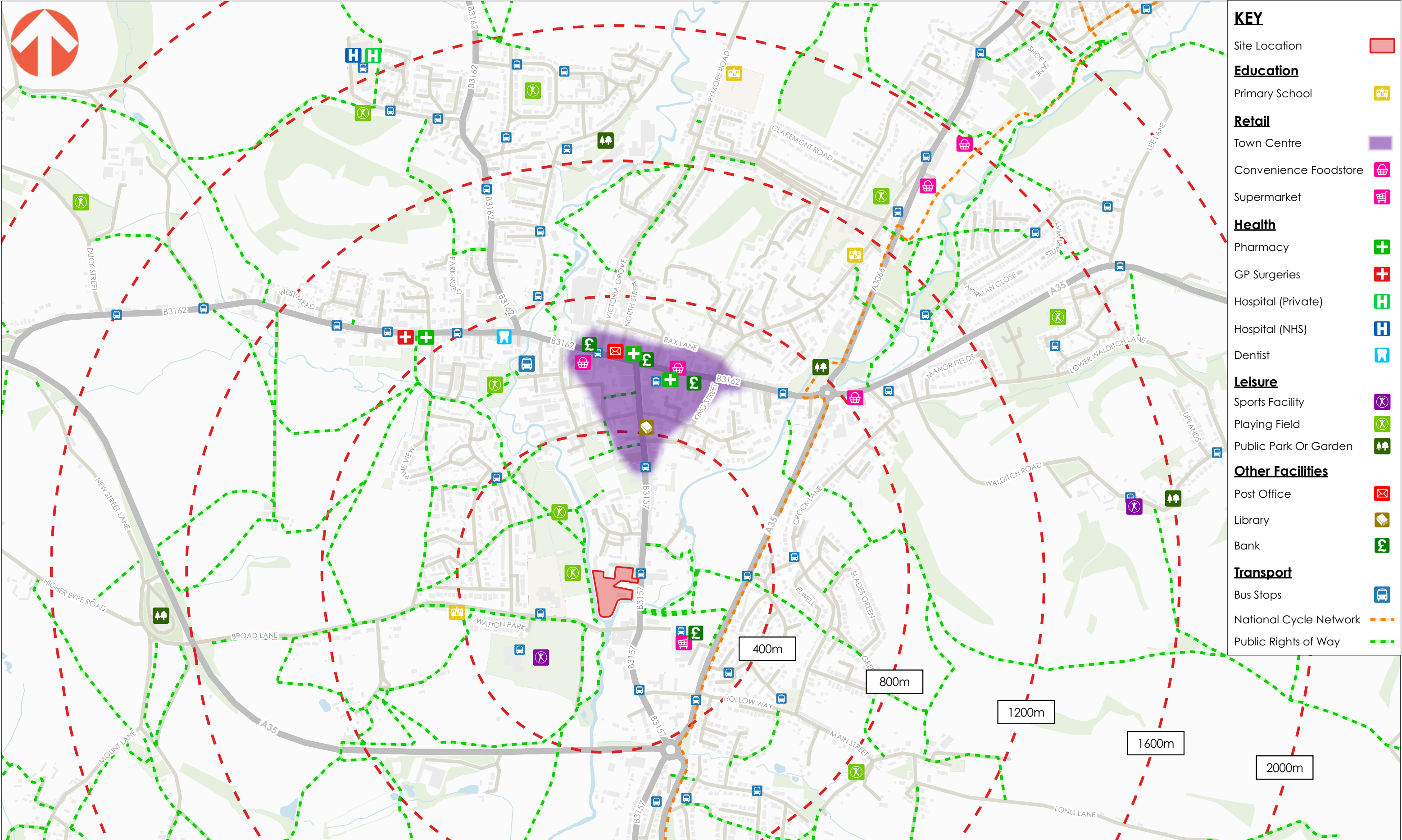
- 7.1 Awcock Ward Partnership (AWP) has been commissioned by Churchill Retirement Living (CRL) to prepare a Transport Statement (TS) in support of a full planning application for the redevelopment of the existing Hansons Site at South Street, Bridport. The proposed brownfield development will comprise 48 1- and 2-bed apartments, 25 2-bed cottages and associated parking and amenities.
- 7.2 The site is located to the south of Bridport town centre, to the west of South Street. There are two existing accesses into the site from South Street, both of which are used by the existing builders' depot.
- 7.3 A series of well-lit footways provide pedestrian access to the town centre from the site, with an uncontrolled crossing on South Street providing access to a nearby supermarket.
- 7.4 Analysis of the online collision records confirms that there are no patterns in recorded incidents that might suggest any highway safety concerns.
- 7.5 There are a wide range of everyday facilities within 800m / 10 minutes' walking distance of the site, constituting a "walkable neighbourhood" as defined by Manual for Streets.
- 7.6 Local public transport facilities provide opportunities for travel to destinations further afield by sustainable transport modes, including bus and rail trips.
- 7.7 A new main vehicular and pedestrian access is proposed to be created from Dr Roberts Close to serve the proposed development. This would comprise an all-movements access (entry and exit) at a new simple priority junction. A secondary, entry-only access will be taken from the existing access between 158 and 156a South Street.
- 7.8 It is proposed to widen the existing footway on South Street between 156a and Dr Roberts Close, to provide a continuous carriageway width along this stretch of road, whilst simultaneously providing a widened footway and shorter uncontrolled crossing point.

- 7.9 The access proposals for Dr Roberts Close and proposed widening scheme on South Street have been through a Stage 1 Road Safety Audit, and have been accepted in principle by Dorset Highways on the basis of the outcome of the RSA.
- 7.10 The parking proposals are considered to be appropriate given the location of the site, and are in line with the demand from the parking surveys undertaken at existing CRL sites.
- 7.11 The site will be serviced from within the site itself, apart from four plots which will have a communal bin store serviced from South Street.
- 7.12 In conclusion it is therefore considered that safe and suitable access into the site can be achieved for all users of the proposed development, in accordance with paragraph 114 of the NPPF.
- 7.13 The trip generation analysis has shown that the proposed development is expected to produce fewer trips, and a significant reduction in HGV and outsize vehicle movements currently associated with the builders' merchant use on site. The proposed redevelopment is therefore considered to represent a betterment in traffic impacts terms on the wider highway network.
- 7.14 It is considered that the very low levels of traffic generated by the development would not have the potential for any severe impacts on the local highway network, and therefore the proposed development should be considered to be in accordance with paragraph 115 of the NPPF.
- 7.15 In conclusion, the proposed brownfield site is considered to be in a highly accessible and sustainable location for the type of development proposed, safe and suitable access can be provided and the scheme would not result in any severe traffic impacts. It is therefore considered that there are no highways reasons to prevent planning permission being granted.



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## **Appendix A** Drawings & Figures



<b>KEY</b>	
Site Location	
<b>Education</b>	
Primary School	
<b>Retail</b>	
Town Centre	
Convenience Foodstore	
Supermarket	
<b>Health</b>	
Pharmacy	
GP Surgeries	
Hospital (Private)	
Hospital (NHS)	
Dentist	
<b>Leisure</b>	
Sports Facility	
Playing Field	
Public Park Or Garden	
<b>Other Facilities</b>	
Post Office	
Library	
Bank	
<b>Transport</b>	
Bus Stops	
National Cycle Network	
Public Rights of Way	

400m = 5 mins walk = 1-2 mins cycle  
 800m = 10 mins walk = 2-3 mins cycle  
 1200m = 15 mins walk = 3-4 mins cycle  
 1600m = 20 mins walk = 5-6 mins cycle  
 2000m = 25 mins walk = 6-7 mins cycle

A	26.03.2024	INITIAL ISSUE	AC	CAM	AJW
REV	DATE	DESCRIPTION	BY	CHK	APD

PROJECT: SOUTH STREET, BRIDPORT		
TITLE: SITE ACCESSIBILITY PLAN		
PROJECT No: 1348	DRAWING No: FIGURE 4.1	REV: A

CLIENT:  
CHURCHILL RETIREMENT LIVING



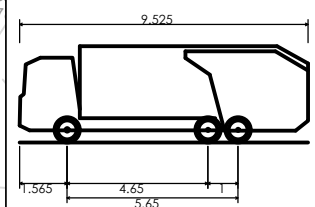


s33  
346561.216mE  
92373.892mN  
6.509m

s32  
346561.831mE  
92357.252mN  
6.616m

s7  
346560.797mE  
92343.292mN  
6.503m

s6  
346571.249mE  
92298.735mN  
5.820m



Olympus 12 6x2RS Wide  
Overall Length 9.525m  
Overall Width 2.550m  
Overall Body Height 3.188m  
Min Body Ground Clearance 0.393m  
Track Width 2.400m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.550m

REV	DATE	DESCRIPTION	BY	CHK	APD
C	06.06.2024	UPDATED MASTERPLAN	TMR	DOPA	CPY
B	01.02.2023	UPDATED TO SUIT RSA COMMENTS	MR	DOPA	DOPA
A	16.09.2022	INITIAL ISSUE	MR	AJW	AJW

CLIENT:  
**CHURCHILL RETIREMENT LIVING**

DRAWING STATUS:  
**FOR INFORMATION ONLY**

PROJECT:	SOUTH STREET, BRIDPORT		
TITLE:	REFUSE VEHICULAR SWEEP PATH ANALYSIS		
PROJECT No:	1348	DRAWING No:	03-ATR-101
REV:	C	SCALE @ 1:500	25 metres



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU  
Tel: 01392 409007 Web: [www.awpexeter.com](http://www.awpexeter.com)



REV	DATE	DESCRIPTION	BY	CHK	APD
C	06.06.2024	UPDATED MASTERPLAN	TMR	DOPA	CPY
B	20.02.2023	UPDATED MASTERPLAN	CAM	DOPA	CPY
A	16.09.2022	INITIAL ISSUE	MR	AJW	AJW

CLIENT: CHURCHILL RETIREMENT LIVING

DRAWING STATUS: FOR INFORMATION ONLY

PROJECT: SOUTH STREET, BRIDPORT

TITLE: TIPPER LORRY VEHICULAR SWEEP PATH ANALYSIS

PROJECT No:	DRAWING No:	REV:
1348	03-ATR-102	C

SCALE: 1:500

25 metres



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU  
Tel: 01392 409007 Web: [www.awpexeter.com](http://www.awpexeter.com)



REV	DATE	DESCRIPTION	BY	CHK	APD
C	06.06.2024	UPDATED HIGHWAY LAYOUT	TMR	DOPA	DOPA
B	01.02.2023	UPDATED TO SUIT RSA COMMENTS	MR	DOPA	DOPA
A	24.11.2022	INITIAL ISSUE	MR	DOPA	DOPA

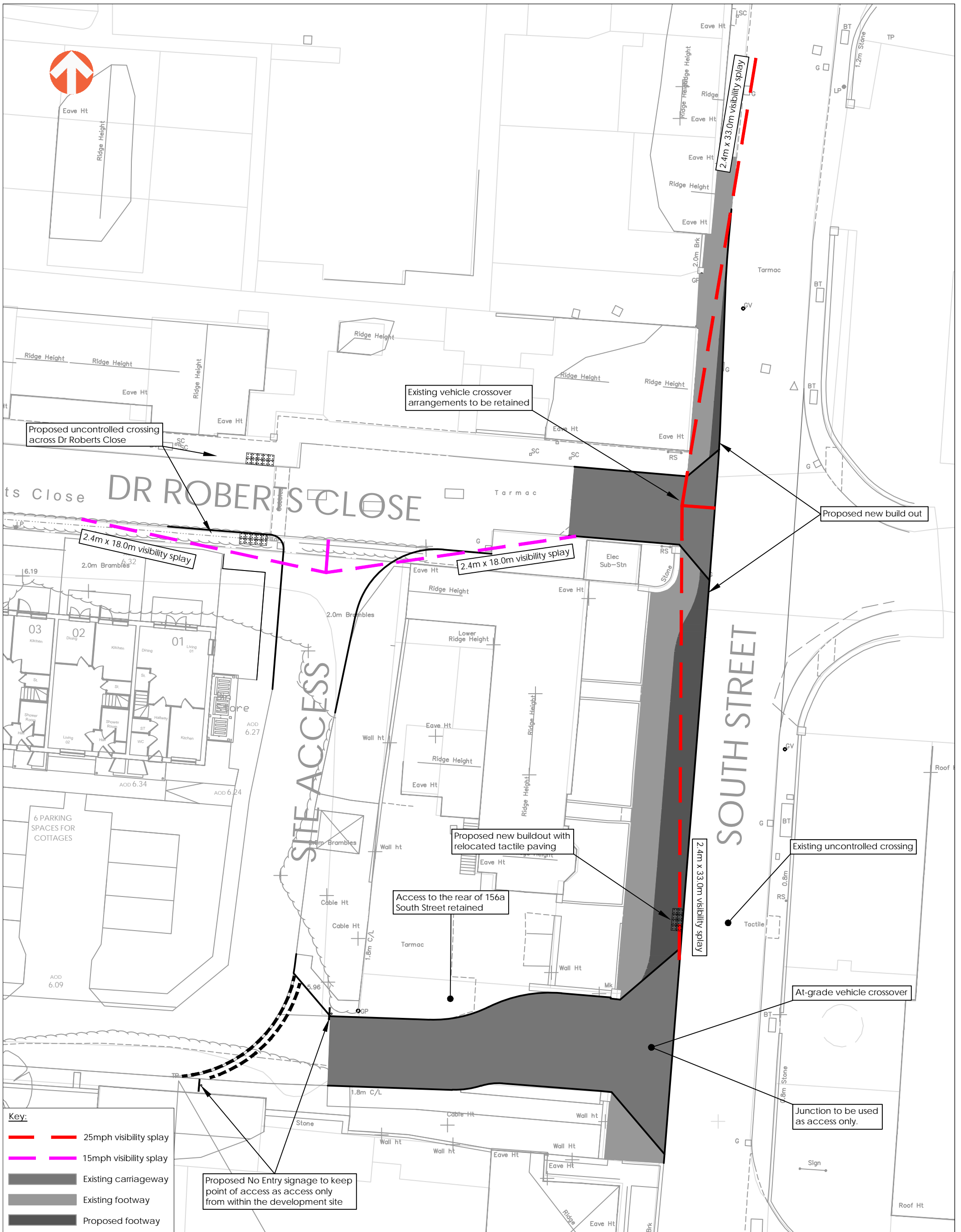
CLIENT: CHURCHILL RETIREMENT LIVING

DRAWING STATUS: FOR INFORMATION ONLY

PROJECT: SOUTH STREET, BRIDPORT		
TITLE: SOUTH STREET HGV AND BUS TRACKING		
PROJECT No: 1348	DRAWING No: 01-ATR-201	REV: C
SCALE @ A0: 1:500 25 metres		



Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU  
Tel: 01392 409007 Web: [www.awpexeter.com](http://www.awpexeter.com)



**Key:**

- 25mph visibility splay
- 15mph visibility splay
- Existing carriageway
- Existing footway
- Proposed footway

C	06.06.2024	UPDATED TO SUIT LATEST LAYOUT	AC	DOPA	DOPA
B	01.02.2023	UPDATED TO SUIT RSA COMMENTS	MR	DOPA	DOPA
A	24.11.2022	INITIAL ISSUE	MR	DOPA	DOPA
REV	DATE	DESCRIPTION	BY	CHK	APD
CLIENT: <b>CHURCHILL RETIREMENT LIVING</b>					
DRAWING STATUS: <b>FOR INFORMATION ONLY</b>					

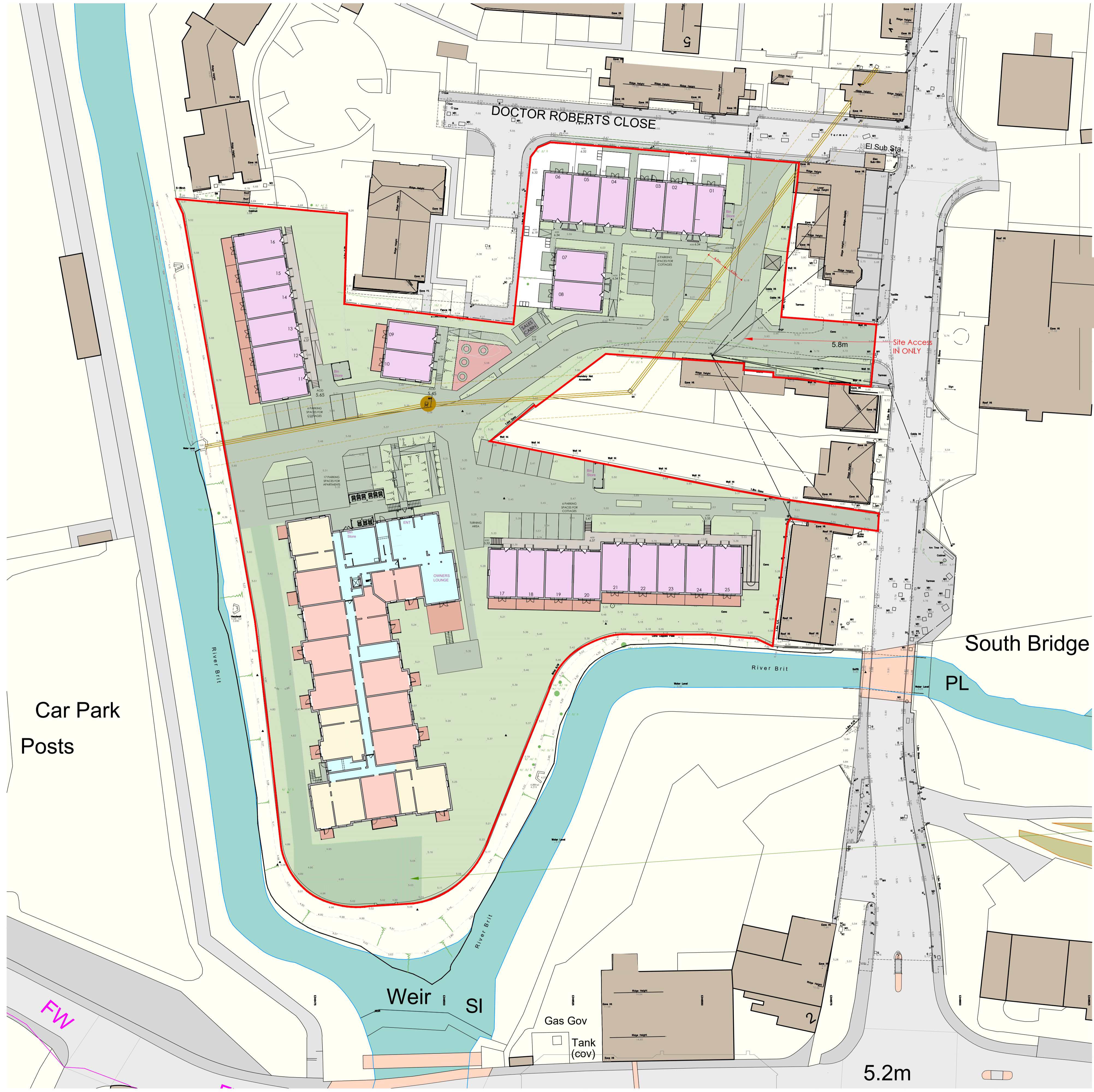
PROJECT: <b>SOUTH STREET, BRIDPORT</b>		
TITLE: <b>INDICATIVE SITE ACCESS ARRANGEMENTS</b>		
PROJECT No: <b>1348</b>	DRAWING No: <b>01-PHL-101</b>	REV: <b>C</b>
SCALE @ A0 <b>1:250</b> <span style="float: right;"><b>12.5</b> metres</span>		

Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU  
Tel: 01392 409007 Web: [www.awpexeter.com](http://www.awpexeter.com)



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## Appendix B Masterplan



REVISIONS		
Rev.	Date	By
A xxx	xxxx	xx

APARTMENTS	
1 bed	32
2 bed	16
<b>TOTAL</b>	<b>48</b>
(33.3% 2B )	
<b>COTTAGES</b>	<b>25</b>
<b>TOTAL UNITS</b>	<b>73</b>

SITE AREA	DENSITY
10,587 m <sup>2</sup>	69 units/hectare

PARKING	
Apartments (unallocated)	17 (0.35)
Cottages (unallocated)	18 (0.72)
<b>TOTAL</b>	<b>35</b>

- Soft landscape
- Hard landscape
- Balconies/terraces
- Ramps, steps and raised access areas

©CHURCHILL RETIREMENT LIVING

**planning issues**  
TOWN PLANNING AND ARCHITECTURAL DESIGN

Rob Jackson RIBA  
Design Director - South West  
Churchill House \* Parkside  
Ringwood \* Hampshire BH24 3SG  
Telephone: (01423) 462372  
Fax: (01423) 462191  
E-mail: design@planningissues.co.uk

Client

**Churchill Retirement Living**

Project Title

Retirement Housing  
Hanson and Phillips Depot  
Bridport  
DT6 3NP

Drawing Title

SITE PLAN  
RED FILE

Scale 1:400 © A1 Date May 2024

Drawn KR Checked RJ

Drawing No. Rev.

10070BP- RF 01

Bridport - Hanson and Phillips Depot, - Proposed Retirement Housing - Site Plan



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## Appendix C ATC Data



# South Street, Bridport - ATC 2

Site No. 5926

Site Ref. 592602

Vehicle Count Report

Week Begin: 04 August 2022

Channel: Southbound

	Thu Aug 04	Fri Aug 05	Sat Aug 06	Sun Aug 07	Mon Aug 08	Tue Aug 09	Wed Aug 10	5-Day Ave.	7-Day Ave.
00:00	6	6	9	14	6	4	4	5	7
01:00	4	4	9	6	0	2	1	2	4
02:00	1	0	2	5	0	3	2	1	2
03:00	3	6	10	3	5	4	3	4	5
04:00	8	6	6	2	4	5	5	6	5
05:00	13	18	11	7	15	16	17	16	14
06:00	59	60	37	33	71	67	73	66	57
07:00	119	139	97	76	129	127	117	126	115
08:00	192	149	176	117	185	166	180	174	166
09:00	202	235	214	191	264	231	199	226	219
10:00	263	272	252	309	271	255	264	265	269
11:00	258	241	252	303	284	284	270	267	270
12:00	278	290	303	282	299	281	279	285	287
13:00	235	278	277	243	249	308	261	266	264
14:00	241	237	273	219	260	273	255	253	251
15:00	266	254	259	201	241	263	241	253	246
16:00	239	250	260	147	268	274	306	267	249
17:00	250	234	198	137	254	286	263	257	232
18:00	202	192	186	128	182	217	207	200	188
19:00	173	183	160	120	147	164	173	168	160
20:00	119	113	111	99	102	125	116	115	112
21:00	87	68	82	99	94	84	66	80	83
22:00	41	43	47	40	35	47	33	40	41
23:00	9	31	25	12	11	13	12	15	16
<b>Total</b>									
12H(7-19)	2745	2771	2747	2353	2886	2965	2842	2842	2758
16H(6-22)	3183	3195	3137	2704	3300	3405	3270	3271	3171
18H(6-24)	3233	3269	3209	2756	3346	3465	3315	3326	3228
24H(0-24)	3268	3309	3256	2793	3376	3499	3347	3360	3264
<b>AM Peak</b>	10:00	10:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00
	263	272	252	309	284	284	270	267	270
<b>PM Peak</b>	12:00	12:00	12:00	12:00	12:00	13:00	16:00	12:00	12:00
	278	290	303	282	299	308	306	285	287

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592602

	Thu Aug 04	Fri Aug 05	Sat Aug 06	Sun Aug 07	Mon Aug 08	Tue Aug 09	Wed Aug 10	5-Day Ave.	7-Day Ave.
00:00	7	7	18	23	11	4	6	7	11
01:00	3	0	5	7	2	2	4	2	3
02:00	4	1	3	7	3	0	1	2	3
03:00	3	3	8	1	1	1	1	2	3
04:00	0	1	2	0	3	3	2	2	2
05:00	6	9	7	2	5	6	7	7	6
06:00	38	38	25	9	47	44	54	44	36
07:00	118	91	81	36	117	106	110	108	94
08:00	224	207	201	72	213	205	246	219	195
09:00	263	285	302	166	274	260	312	279	266
10:00	294	352	301	284	335	319	359	332	321
11:00	281	390	316	313	333	329	359	338	332
12:00	287	367	275	262	291	335	308	318	304
13:00	308	342	252	264	292	281	273	299	287
14:00	327	333	255	266	293	301	307	312	297
15:00	296	321	265	267	283	313	297	302	292
16:00	301	337	279	237	340	285	309	314	298
17:00	317	363	291	195	293	352	284	322	299
18:00	263	271	253	200	271	316	263	277	262
19:00	230	236	210	209	226	301	228	244	234
20:00	176	148	168	154	200	190	232	189	181
21:00	126	130	145	95	135	203	178	154	145
22:00	62	66	93	146	51	57	75	62	79
23:00	11	23	27	30	14	24	21	19	21
Total									
12H(7-19)	3279	3659	3071	2562	3335	3402	3427	3420	3248
16H(6-22)	3849	4211	3619	3029	3943	4140	4119	4052	3844
18H(6-24)	3922	4300	3739	3205	4008	4221	4215	4133	3944
24H(0-24)	3945	4321	3782	3245	4033	4237	4236	4154	3971
AM Peak	10:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00
	294	390	316	313	335	329	359	338	332
PM Peak	14:00	12:00	17:00	15:00	16:00	17:00	16:00	17:00	12:00
	327	367	291	267	340	352	309	322	304

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592602

	Thu Aug 04	Fri Aug 05	Sat Aug 06	Sun Aug 07	Mon Aug 08	Tue Aug 09	Wed Aug 10	5-Day Ave.	7-Day Ave.
00:00	13	13	27	37	17	8	10	12	18
01:00	7	4	14	13	2	4	5	4	7
02:00	5	1	5	12	3	3	3	3	5
03:00	6	9	18	4	6	5	4	6	7
04:00	8	7	8	2	7	8	7	7	7
05:00	19	27	18	9	20	22	24	22	20
06:00	97	98	62	42	118	111	127	110	94
07:00	237	230	178	112	246	233	227	235	209
08:00	416	356	377	189	398	371	426	393	362
09:00	465	520	516	357	538	491	511	505	485
10:00	557	624	553	593	606	574	623	597	590
11:00	539	631	568	616	617	613	629	606	602
12:00	565	657	578	544	590	616	587	603	591
13:00	543	620	529	507	541	589	534	565	552
14:00	568	570	528	485	553	574	562	565	549
15:00	562	575	524	468	524	576	538	555	538
16:00	540	587	539	384	608	559	615	582	547
17:00	567	597	489	332	547	638	547	579	531
18:00	465	463	439	328	453	533	470	477	450
19:00	403	419	370	329	373	465	401	412	394
20:00	295	261	279	253	302	315	348	304	293
21:00	213	198	227	194	229	287	244	234	227
22:00	103	109	140	186	86	104	108	102	119
23:00	20	54	52	42	25	37	33	34	38
Total									
12H(7-19)	6024	6430	5818	4915	6221	6367	6269	6262	6006
16H(6-22)	7032	7406	6756	5733	7243	7545	7389	7323	7015
18H(6-24)	7155	7569	6948	5961	7354	7686	7530	7459	7172
24H(0-24)	7213	7630	7038	6038	7409	7736	7583	7514	7235
AM Peak	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
	557	631	568	616	617	613	629	606	602
PM Peak	14:00	12:00	12:00	12:00	16:00	17:00	16:00	12:00	12:00
	568	657	578	544	608	638	615	603	591



# South Street, Bridport - ATC 2

Site No. 5926

Site Ref. 592602

Classification Report

Week Begin: 04 August 2022

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 BUS
Thu 4 Aug	3268	26	3176	45	19	2
Fri 5 Aug	3309	30	3217	43	16	3
Sat 6 Aug	3256	25	3182	33	16	0
Sun 7 Aug	2793	34	2727	22	10	0
Mon 8 Aug	3376	38	3268	48	21	1
Tue 9 Aug	3499	27	3406	50	14	2
Wed 10 Aug	3347	31	3247	47	21	1
5 Day Ave.	3360	30	3263	47	18	2
7 Day Ave.	3264	30	3175	41	17	1

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592602

Classification Report

Week Begin: 04 August 2022

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 BUS
Thu 4 Aug	3945	29	3848	44	24	0
Fri 5 Aug	4321	29	4221	51	20	0
Sat 6 Aug	3782	33	3707	27	15	0
Sun 7 Aug	3245	34	3183	16	12	0
Mon 8 Aug	4033	29	3956	38	9	1
Tue 9 Aug	4237	31	4133	51	21	1
Wed 10 Aug	4236	48	4121	51	16	0
5 Day Ave.	4154	33	4056	47	18	0
7 Day Ave.	3971	33	3881	40	17	0

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592602

Classification Report

Week Begin: 04 August 2022

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 4 Aug	7213	55	7024	89	43	2
Fri 5 Aug	7630	59	7438	94	36	3
Sat 6 Aug	7038	58	6889	60	31	0
Sun 7 Aug	6038	68	5910	38	22	0
Mon 8 Aug	7409	67	7224	86	30	2
Tue 9 Aug	7736	58	7539	101	35	3
Wed 10 Aug	7583	79	7368	98	37	1
5 Day Ave.	7514	64	7319	94	36	2
7 Day Ave.	7235	63	7056	81	33	2

PCC Traffic Information Consultancy Ltd.



# South Street, Bridport - ATC 2

Site No. 5926

Site Ref. 592602

Speed Report (Speed Limit 30 Mph)

Week Begin: 04 August 2022

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 4 Aug	3268	26	21	5	103	199	889	1490	507	63	15	2	0	0	0	0	0
Fri 5 Aug	3309	26	21	6	162	242	920	1349	549	69	14	3	1	0	0	0	0
Sat 6 Aug	3256	26	21	5	127	252	994	1351	439	75	11	7	0	0	0	0	0
Sun 7 Aug	2793	27	21	5	102	186	650	1248	505	89	11	2	0	0	0	0	0
Mon 8 Aug	3376	25	21	5	135	282	974	1449	453	64	17	1	1	0	0	0	0
Tue 9 Aug	3499	25	20	5	152	279	1038	1469	494	57	7	3	0	0	0	0	0
Wed 10 Aug	3347	25	21	5	139	260	995	1439	428	74	10	2	0	0	0	0	0
5 Day Ave.	3360	25	21	5	138	252	963	1439	486	65	13	2	0	0	0	0	0
7 Day Ave.	3264	26	21	5	131	243	923	1399	482	70	12	3	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592602

Speed Report (Speed Limit 30 Mph)

Week Begin: 04 August 2022

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 4 Aug	3945	25	20	4	79	262	1402	1793	360	40	6	1	1	1	0	0	0
Fri 5 Aug	4321	25	20	4	101	308	1482	1894	463	62	6	0	3	1	1	0	0
Sat 6 Aug	3782	25	21	4	70	219	1324	1694	413	48	11	3	0	0	0	0	0
Sun 7 Aug	3245	25	21	4	45	166	1006	1550	398	64	11	0	3	1	0	0	1
Mon 8 Aug	4033	25	20	4	79	269	1479	1741	408	42	13	0	1	0	1	0	0
Tue 9 Aug	4237	25	20	4	110	302	1487	1899	380	47	9	1	1	0	1	0	0
Wed 10 Aug	4236	25	20	4	83	310	1588	1778	406	58	6	7	0	0	0	0	0
5 Day Ave.	4154	25	20	4	90	290	1488	1821	403	50	8	2	1	0	1	0	0
7 Day Ave.	3971	25	20	4	81	262	1395	1764	404	52	9	2	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592602

Speed Report (Speed Limit 30 Mph)

Week Begin: 04 August 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 4 Aug	7213	25	21	4	182	461	2291	3283	867	103	21	3	1	1	0	0	0
Fri 5 Aug	7630	25	21	5	263	550	2402	3243	1012	131	20	3	4	1	1	0	0
Sat 6 Aug	7038	25	21	4	197	471	2318	3045	852	123	22	10	0	0	0	0	0
Sun 7 Aug	6038	26	21	5	147	352	1656	2798	903	153	22	2	3	1	0	0	1
Mon 8 Aug	7409	25	20	4	214	551	2453	3190	861	106	30	1	2	0	1	0	0
Tue 9 Aug	7736	25	20	4	262	581	2525	3368	874	104	16	4	1	0	1	0	0
Wed 10 Aug	7583	25	20	4	222	570	2583	3217	834	132	16	9	0	0	0	0	0
5 Day Ave.	7514	25	20	4	229	543	2451	3260	890	115	21	4	2	0	1	0	0
7 Day Ave.	7235	25	21	4	212	505	2318	3163	886	122	21	5	2	0	0	0	0

PCC Traffic Information Consultancy Ltd.



# Dr Roberts Close, Bridport - ATC 1

Site No. 5926

Site Ref. 592601

Vehicle Count Report

Week Begin: 04 August 2022

Channel: Westbound

	Thu Aug 04	Fri Aug 05	Sat Aug 06	Sun Aug 07	Mon Aug 08	Tue Aug 09	Wed Aug 10	5-Day Ave.	7-Day Ave.
00:00	0	0	1	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	2	1	1	1	5	2	3	3	2
07:00	2	3	1	1	4	3	5	3	3
08:00	2	3	1	1	1	4	2	2	2
09:00	2	2	4	2	4	4	1	3	3
10:00	2	4	3	3	5	1	0	2	3
11:00	4	5	1	2	6	3	1	4	3
12:00	4	3	4	6	6	4	3	4	4
13:00	6	1	7	4	3	5	7	4	5
14:00	4	5	9	5	4	3	8	5	5
15:00	4	8	3	4	3	6	1	4	4
16:00	7	5	3	1	2	3	3	4	3
17:00	4	4	5	3	4	4	4	4	4
18:00	4	4	4	3	6	10	3	5	5
19:00	1	5	6	7	3	3	4	3	4
20:00	1	3	4	3	2	2	1	2	2
21:00	1	2	1	5	2	5	2	2	3
22:00	2	1	0	2	0	3	1	1	1
23:00	1	2	1	0	0	2	1	1	1
<b>Total</b>									
12H(7-19)	45	47	45	35	48	50	38	46	44
16H(6-22)	50	58	57	51	60	62	48	56	55
18H(6-24)	53	61	58	53	60	67	50	58	57
24H(0-24)	53	61	61	53	60	67	50	58	58
<b>AM Peak</b>	11:00	11:00	09:00	10:00	11:00	09:00	07:00	11:00	11:00
	4	5	4	3	6	4	5	4	3
<b>PM Peak</b>	16:00	15:00	14:00	19:00	18:00	18:00	14:00	18:00	14:00
	7	8	9	7	6	10	8	5	5

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592601

	Thu Aug 04	Fri Aug 05	Sat Aug 06	Sun Aug 07	Mon Aug 08	Tue Aug 09	Wed Aug 10	5-Day Ave.	7-Day Ave.
00:00	0	0	1	1	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	1	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	1	0	0
08:00	2	1	0	0	1	3	1	2	1
09:00	1	1	1	2	4	1	0	1	1
10:00	5	5	1	4	2	2	1	3	3
11:00	2	3	2	0	8	5	4	4	3
12:00	3	3	2	4	5	2	5	4	3
13:00	4	1	1	7	4	1	6	3	3
14:00	1	9	9	4	6	3	3	4	5
15:00	4	5	2	2	3	6	2	4	3
16:00	6	4	0	3	2	7	2	4	3
17:00	4	6	10	4	7	3	6	5	6
18:00	7	4	2	4	3	4	3	4	4
19:00	2	4	4	5	3	2	2	3	3
20:00	1	5	8	5	4	6	3	4	5
21:00	3	1	0	2	3	9	5	4	3
22:00	1	1	2	2	2	2	2	2	2
23:00	1	3	1	0	0	1	3	2	1
Total									
12H(7-19)	39	43	30	34	45	37	34	40	37
16H(6-22)	45	53	42	46	55	54	44	50	48
18H(6-24)	47	57	45	48	57	57	49	53	51
24H(0-24)	47	58	47	49	58	57	50	54	52
AM Peak	10:00 5	10:00 5	11:00 2	10:00 4	11:00 8	11:00 5	11:00 4	11:00 4	11:00 3
PM Peak	18:00 7	14:00 9	17:00 10	13:00 7	17:00 7	21:00 9	17:00 6	17:00 5	17:00 6

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592601

	Thu Aug 04	Fri Aug 05	Sat Aug 06	Sun Aug 07	Mon Aug 08	Tue Aug 09	Wed Aug 10	5-Day Ave.	7-Day Ave.
00:00	0	0	2	1	0	0	0	0	0
01:00	0	0	1	0	1	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	1	2	0	0	0	1	0	1
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	2	1	1	1	5	2	3	3	2
07:00	2	4	1	1	4	3	6	4	3
08:00	4	4	1	1	2	7	3	4	3
09:00	3	3	5	4	8	5	1	4	4
10:00	7	9	4	7	7	3	1	5	5
11:00	6	8	3	2	14	8	5	8	7
12:00	7	6	6	10	11	6	8	8	8
13:00	10	2	8	11	7	6	13	8	8
14:00	5	14	18	9	10	6	11	9	10
15:00	8	13	5	6	6	12	3	8	8
16:00	13	9	3	4	4	10	5	8	7
17:00	8	10	15	7	11	7	10	9	10
18:00	11	8	6	7	9	14	6	10	9
19:00	3	9	10	12	6	5	6	6	7
20:00	2	8	12	8	6	8	4	6	7
21:00	4	3	1	7	5	14	7	7	6
22:00	3	2	2	4	2	5	3	3	3
23:00	2	5	2	0	0	3	4	3	2
Total									
12H(7-19)	84	90	75	69	93	87	72	85	81
16H(6-22)	95	111	99	97	115	116	92	106	104
18H(6-24)	100	118	103	101	117	124	99	112	109
24H(0-24)	100	119	108	102	118	124	100	112	110
AM Peak	10:00 7	10:00 9	09:00 5	10:00 7	11:00 14	11:00 8	07:00 6	11:00 8	11:00 7
PM Peak	16:00 13	14:00 14	14:00 18	19:00 12	17:00 11	21:00 14	13:00 13	18:00 10	14:00 10



# Dr Roberts Close, Bridport - ATC 1

Site No. 5926

Site Ref. 592601

Classification Report

Week Begin: 04 August 2022

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 4 Aug	53	0	49	4	0	0
Fri 5 Aug	61	0	56	3	2	0
Sat 6 Aug	61	1	56	4	0	0
Sun 7 Aug	53	0	48	3	2	0
Mon 8 Aug	60	1	55	3	1	0
Tue 9 Aug	67	2	61	2	2	0
Wed 10 Aug	50	1	47	1	1	0
5 Day Ave.	58	1	54	3	1	0
7 Day Ave.	58	1	53	3	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592601

Classification Report

Week Begin: 04 August 2022

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 4 Aug	47	0	43	4	0	0
Fri 5 Aug	58	1	53	3	1	0
Sat 6 Aug	47	0	45	2	0	0
Sun 7 Aug	49	1	45	2	1	0
Mon 8 Aug	58	1	54	2	1	0
Tue 9 Aug	57	1	52	2	2	0
Wed 10 Aug	50	2	47	1	0	0
5 Day Ave.	54	1	50	2	1	0
7 Day Ave.	52	1	48	2	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592601

Classification | Site No.

Week Begin: 04 August 2022

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Thu 4 Aug	100	0	92	8	0	0
Fri 5 Aug	119	1	109	6	3	0
Sat 6 Aug	108	1	101	6	0	0
Sun 7 Aug	102	1	93	5	3	0
Mon 8 Aug	118	2	109	5	2	0
Tue 9 Aug	124	3	113	4	4	0
Wed 10 Aug	100	3	94	2	1	0
5 Day Ave.	112	2	103	5	2	0
7 Day Ave.	110	2	102	5	2	0

PCC Traffic Information Consultancy Ltd.



# Dr Roberts Close, Bridport - ATC 1

Site No. 5926

Site Ref. 592601

Speed Report (Speed Limit 30 Mph)

Week Begin: 04 August 2022

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 4 Aug	53	14	10	3	25	25	3	0	0	0	0	0	0	0	0	0	0
Fri 5 Aug	61	14	10	4	33	24	3	1	0	0	0	0	0	0	0	0	0
Sat 6 Aug	61	13	9	4	40	19	2	0	0	0	0	0	0	0	0	0	0
Sun 7 Aug	53	13	10	4	32	19	2	0	0	0	0	0	0	0	0	0	0
Mon 8 Aug	60	14	10	4	40	14	5	1	0	0	0	0	0	0	0	0	0
Tue 9 Aug	67	15	11	4	31	28	7	1	0	0	0	0	0	0	0	0	0
Wed 10 Aug	50	14	11	4	26	18	6	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	58	14	10	4	31	22	5	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	58	14	10	4	32	21	4	0	0	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592601

Speed Report (Speed Limit 30 Mph)

Week Begin: 04 August 2022

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 4 Aug	47	14	10	4	25	18	4	0	0	0	0	0	0	0	0	0	0
Fri 5 Aug	58	14	10	4	35	17	6	0	0	0	0	0	0	0	0	0	0
Sat 6 Aug	47	14	10	4	26	18	3	0	0	0	0	0	0	0	0	0	0
Sun 7 Aug	49	14	10	4	31	14	4	0	0	0	0	0	0	0	0	0	0
Mon 8 Aug	58	14	11	4	29	23	6	0	0	0	0	0	0	0	0	0	0
Tue 9 Aug	57	14	11	4	25	26	6	0	0	0	0	0	0	0	0	0	0
Wed 10 Aug	50	14	10	3	23	25	2	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	54	14	10	4	27	22	5	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	52	14	10	4	28	20	4	0	0	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 5926

Site Ref. 592601

Speed Report (Speed Limit 30 Mph)

Week Begin: 04 August 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 4 Aug	100	14	10	4	50	43	7	0	0	0	0	0	0	0	0	0	0
Fri 5 Aug	119	14	10	4	68	41	9	1	0	0	0	0	0	0	0	0	0
Sat 6 Aug	108	13	10	4	66	37	5	0	0	0	0	0	0	0	0	0	0
Sun 7 Aug	102	14	10	4	63	33	6	0	0	0	0	0	0	0	0	0	0
Mon 8 Aug	118	14	10	4	69	37	11	1	0	0	0	0	0	0	0	0	0
Tue 9 Aug	124	15	11	4	56	54	13	1	0	0	0	0	0	0	0	0	0
Wed 10 Aug	100	14	10	4	49	43	8	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	112	14	10	4	58	44	10	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	110	14	10	4	60	41	8	0	0	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.



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## Appendix D RSA Response

## Alex Wozniczko

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**From:** Daisy Atkin  
**Sent:** 22 February 2023 10:24  
**To:** Alex Wozniczko  
**Subject:** FW: 1348 - DRC/South Street, Bridport

### Daisy Atkin

Senior Transport Planner

She/they – [why is this here?](#)

MCIHT, MTPS, STEM Ambassador



Ada House, Pynes Hill, Exeter EX2 5TU

**office:** 01392 409007  
**direct dial:** 01392 304799  
**email:** [daisy.atkin@awpexeter.com](mailto:daisy.atkin@awpexeter.com)  
**web:** [www.awpexeter.com](http://www.awpexeter.com)

AWP is a regional engineering consultancy providing development planning and infrastructure services to developers and house builders across the south west.

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Registered Office: Ada House, Pynes Hill, Exeter, EX5 2TU  
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**From:** Steve Savage <[steve.savage@dorsetcouncil.gov.uk](mailto:steve.savage@dorsetcouncil.gov.uk)>  
**Sent:** Wednesday, February 22, 2023 9:42 AM  
**To:** Daisy Atkin <[daisy.atkin@awpexeter.com](mailto:daisy.atkin@awpexeter.com)>  
**Subject:** RE: 1348 - DRC/South Street, Bridport

Hi Daisy

Thanks for sending the information through for my consideration.

The Stage 1 RSA has highlighted the areas of concern which you have subsequently addressed in your revised proposal, shown on Dwg No 01-PHL-101 Rev B.

My Development team previously indicated that they had no objection to the principle of the suggested improvement works. Consequently, I would suggest that the project can be moved forward.

For your information, I've just come out of a meeting with our Improvements team who have plans to improve the pedestrian link along the east side of South Street, from Morrisons northwards to the Jewson access. They've confirmed that your widening proposals aren't prejudicial to their draft scheme.

I presume that the next stage is that we will need to agree the TA scoping, proposed internal estate road layout, parking allocation, etc?

All the best

Steve

**Steve Savage**  
Transport Development Manager  
Economic Growth and Infrastructure  
Dorset Council

[01305 224157](tel:01305224157)  
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---

**From:** Daisy Atkin <[daisy.atkin@awpexeter.com](mailto:daisy.atkin@awpexeter.com)>  
**Sent:** 07 February 2023 12:19  
**To:** Steve Savage <[steve.savage@dorsetcouncil.gov.uk](mailto:steve.savage@dorsetcouncil.gov.uk)>  
**Cc:** Alex Wozniczko <[Alex.Wozniczko@awpexeter.com](mailto:Alex.Wozniczko@awpexeter.com)>; Laura Coombes-Baker <[Laura.Coombes-Baker@planningissues.co.uk](mailto:Laura.Coombes-Baker@planningissues.co.uk)>  
**Subject:** RE: 1348 - DRC/South Street, Bridport

Hi Steve

Please see attached for the Stage 1 RSA, our Designers' Response and updated drawings.

Happy to chat through if required,

Kind Regards  
Daisy

**Daisy Atkin**  
Senior Transport Planner  
*She/they* – [why is this here?](#)  
MCIHT, MTPS, STEM Ambassador



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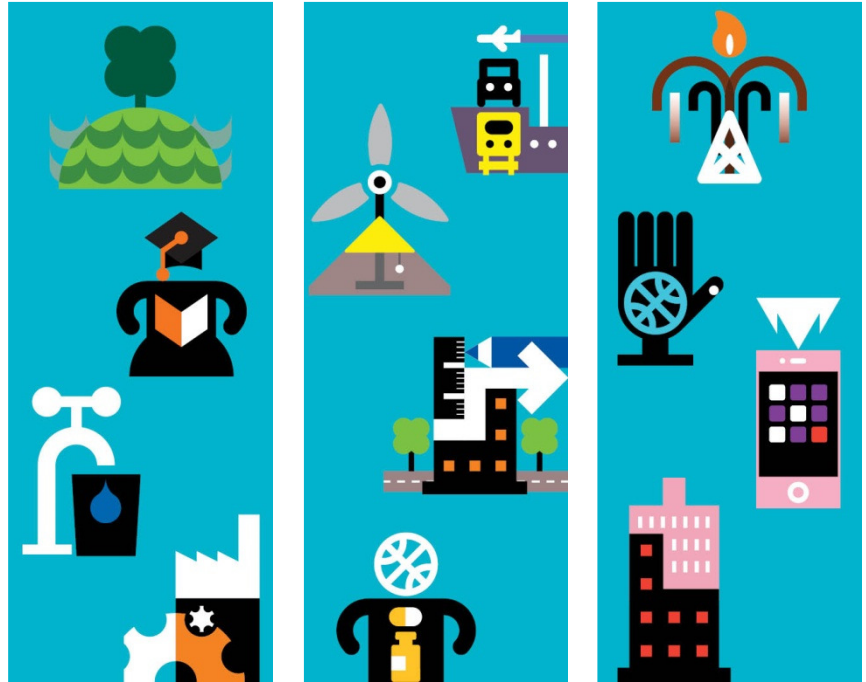
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## **Appendix E** CRL Parking Survey Data





# Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living



# Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

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



## Issue and revision record

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

**Information class: Standard**

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# 1 Introduction

## 1.1 Background

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

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

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

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

## 2 Parking Survey Results

### 2.1 Introduction

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

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

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

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

### 2.2 Results summary

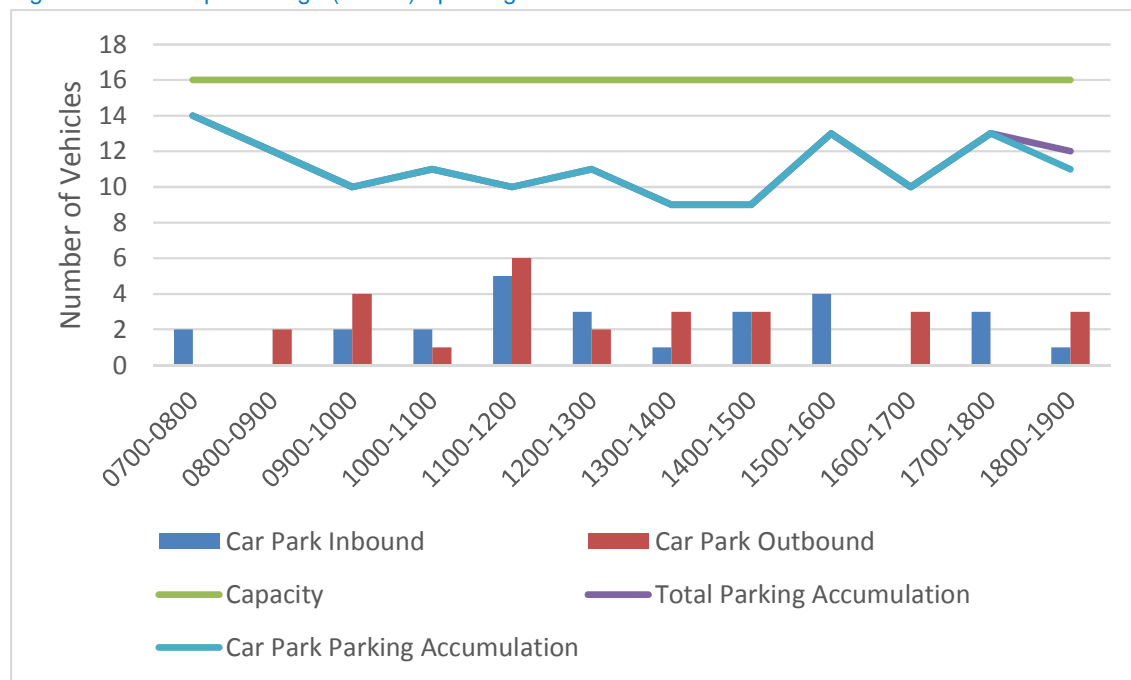
Within the graphs presented in the following sections, the blue bars denote inbound vehicles to the car park, the red bars denote outbound vehicles to the car park, the blue line denotes car parking accumulation (this is the on-site car park) and the purple line denotes total parking accumulation which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

#### 2.2.1 Hampton Lodge, Sutton

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

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

Figure 2.1: Hampton Lodge (Sutton) - parking



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

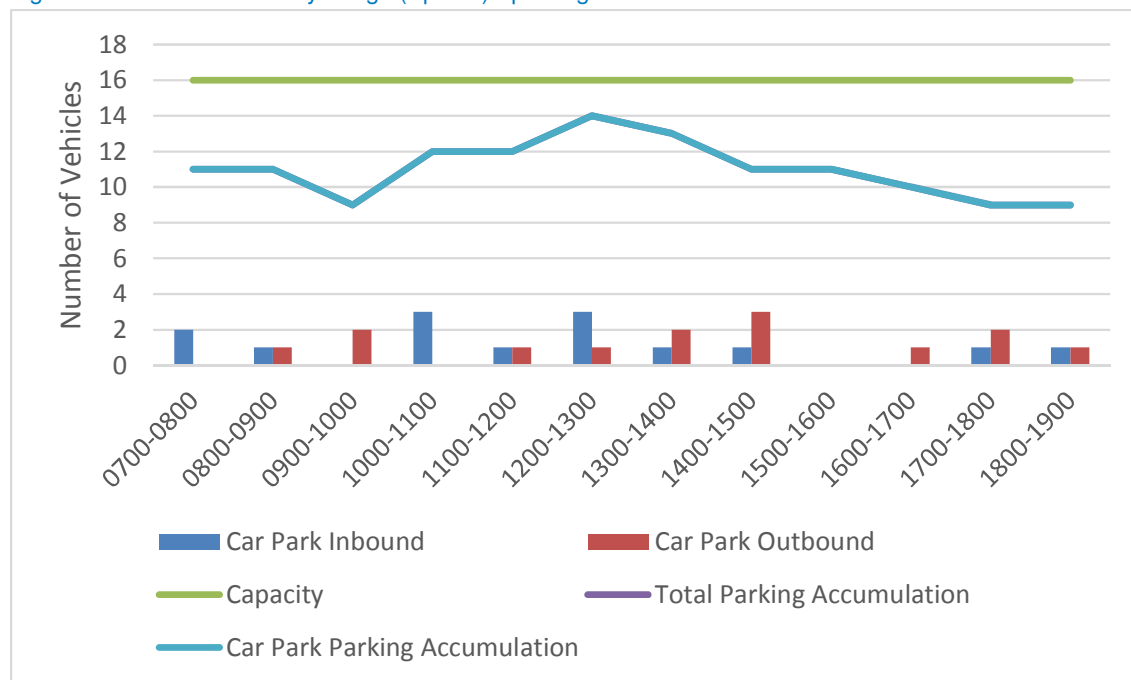
Peak outbound activity took place between 11:00 and 12:00 (six vehicles) with peak inbound movement also being between 11:00 and 12:00 (five vehicles). One light goods vehicles used the site during the survey period, between 14:00 and 15:00.

### 2.2.2 Lord Roseberry Lodge, Epsom

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

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

Figure 2.2: Lord Roseberry Lodge (Epsom) - parking



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

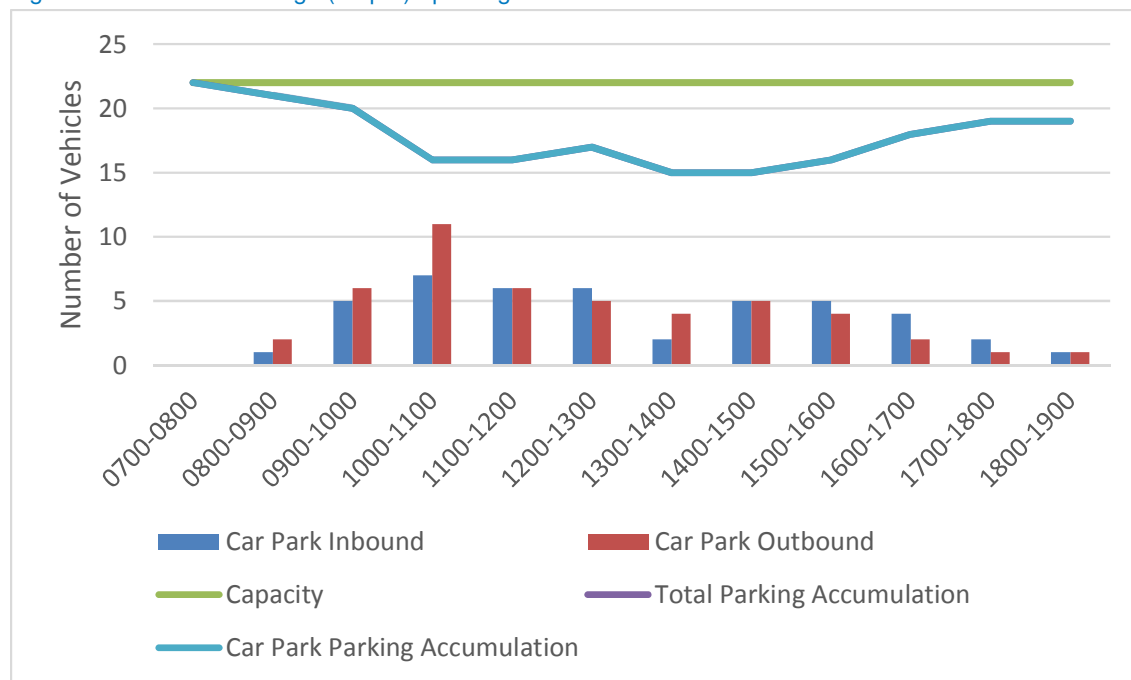
Peak outbound activity took place between 14:00 and 15:00 (three vehicles) with peak inbound movement being between 10:00 and 11:00 and 12:00 and 13:00 (three vehicles). No light goods vehicles used the site during the survey period.

### 2.2.3 Churchill Lodge, Lilliput

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

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

Figure 2.3: Churchill Lodge (Lilliput) - parking



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

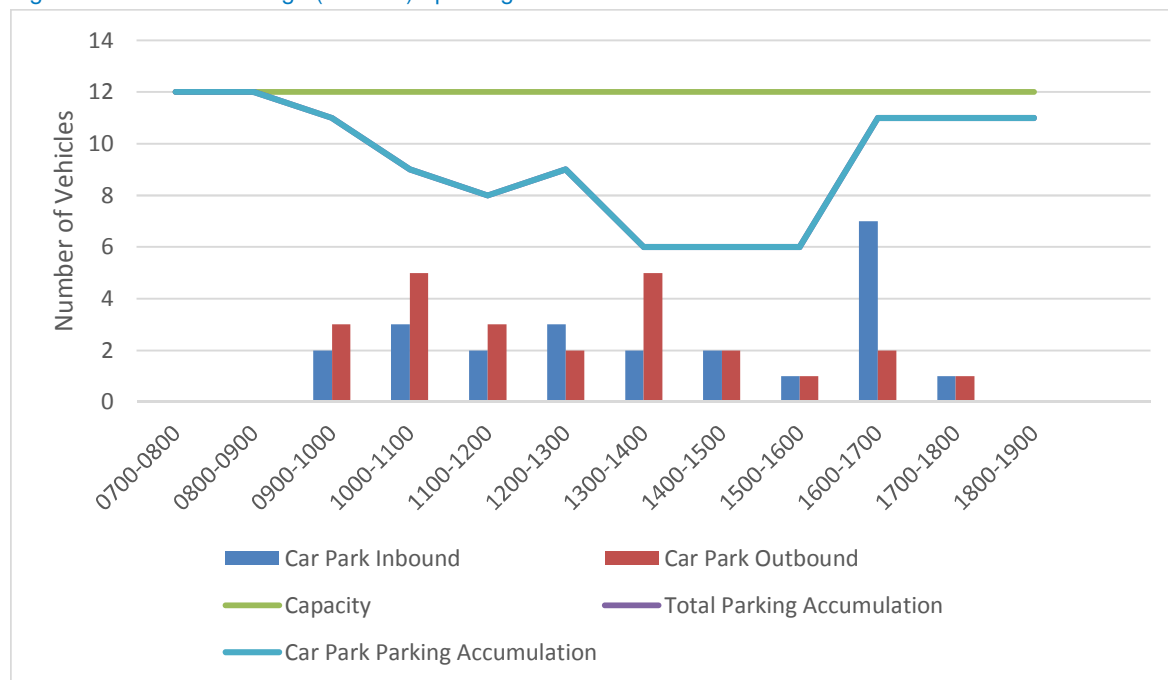
Peak outbound activity took place between 10:00 and 11:00 (11 vehicles) with peak inbound movement also being between 10:00 and 11:00 (seven vehicles). During the survey, three light good vehicles entered and exited the site.

### 2.2.4 Mitchell Lodge, Bitterne

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

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

Figure 2.4: Mitchell Lodge (Bitterne) - parking



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

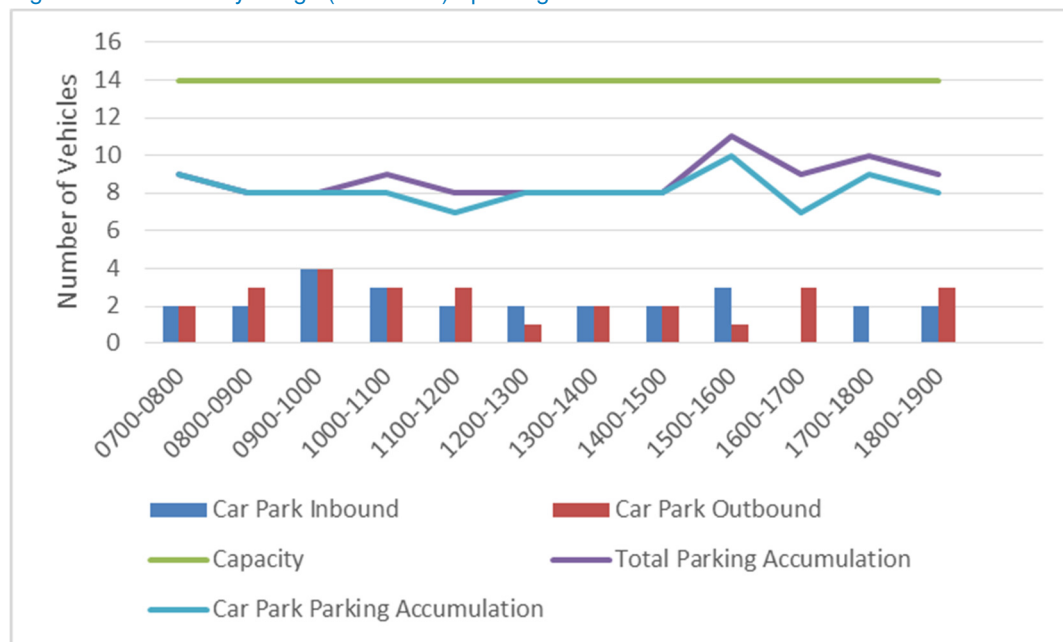
Peak outbound activity took place between 10:00 and 11:00 in addition to 13:00 and 14:00 (five vehicles) with peak inbound movement also being between 16:00 and 17:00 (seven vehicles). During the survey, two light good vehicles entered and exited the site.

### 2.2.5 Mulberry Lodge, Emsworth

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

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

Figure 2.5: Mulberry Lodge (Emsworth) - parking



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

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

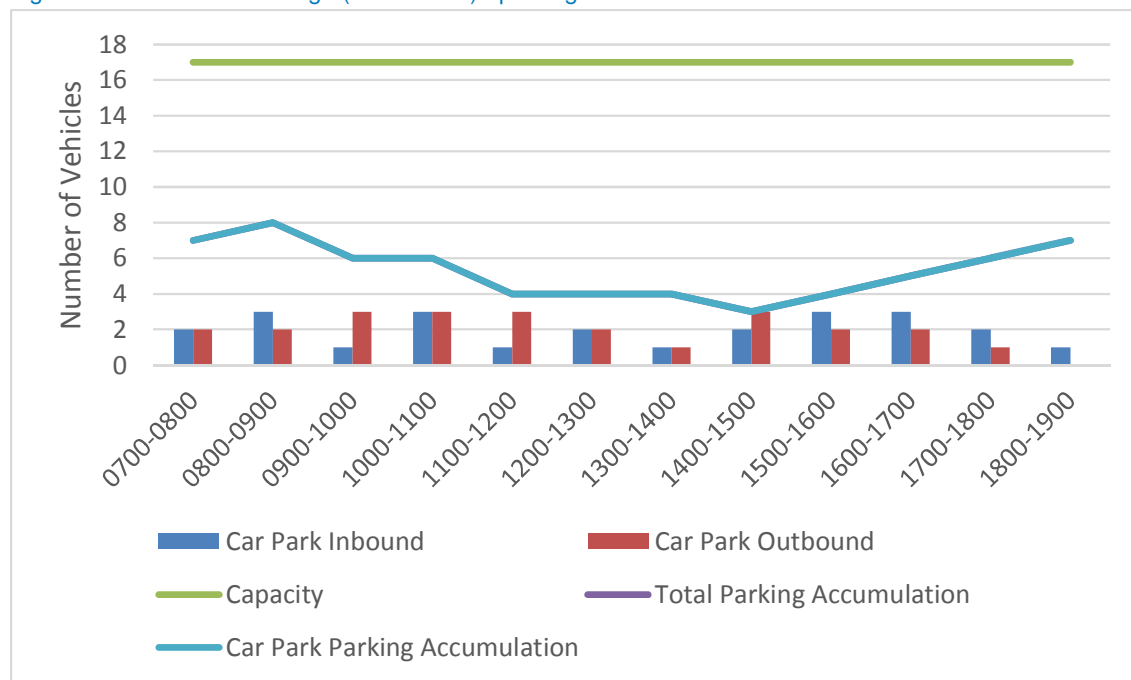
Peak outbound activity took place between 09:00 and 10:00 (four vehicles) with peak inbound movement also being between 09:00 and 10:00 (four vehicles). During the survey, three light good vehicles entered and exited the site.

### 2.2.6 Park View Lodge, Faversham

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

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

Figure 2.6: Park View Lodge (Faversham) - parking



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

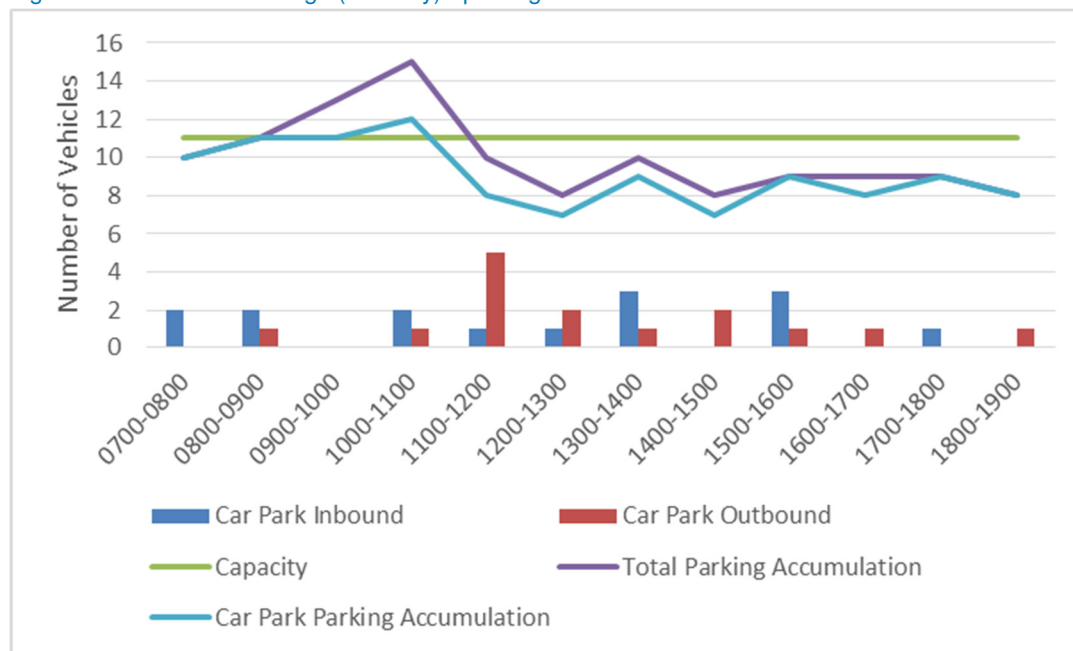
Peak outbound and inbound activity was spread across the day, with the highest inbound and outbound movement being three vehicles. During the survey, four light good vehicles entered and exited the site.

### 2.2.7 Mottisfont Lodge, Romsey

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

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

Figure 2.7: Mottisfont Lodge (Romsey) - parking



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

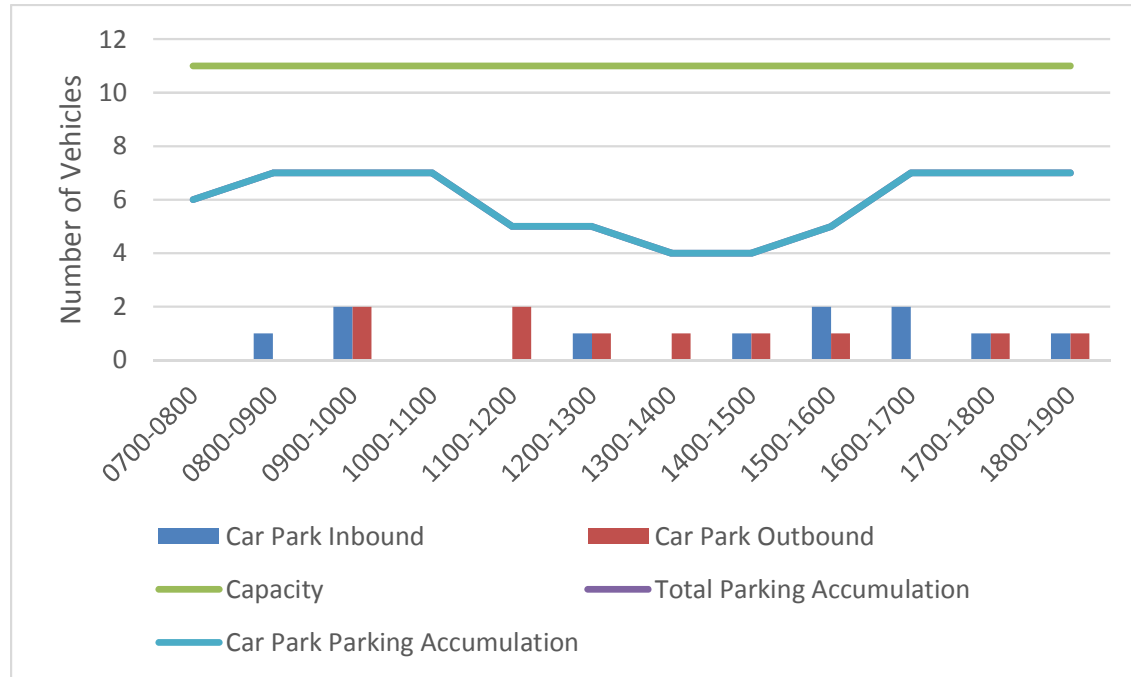
Peak outbound activity took place between 11:00 and 12:00 (five vehicles) with peak inbound movement also being between 13:00 and 14:00 in addition to 15:00 and 16:00 (three vehicles). During the survey, three light good vehicles entered and exited the site.

### 2.2.8 St Mary’s Lodge, Birchington

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

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

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



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

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

## 3 Parking trip rates

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

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

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

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

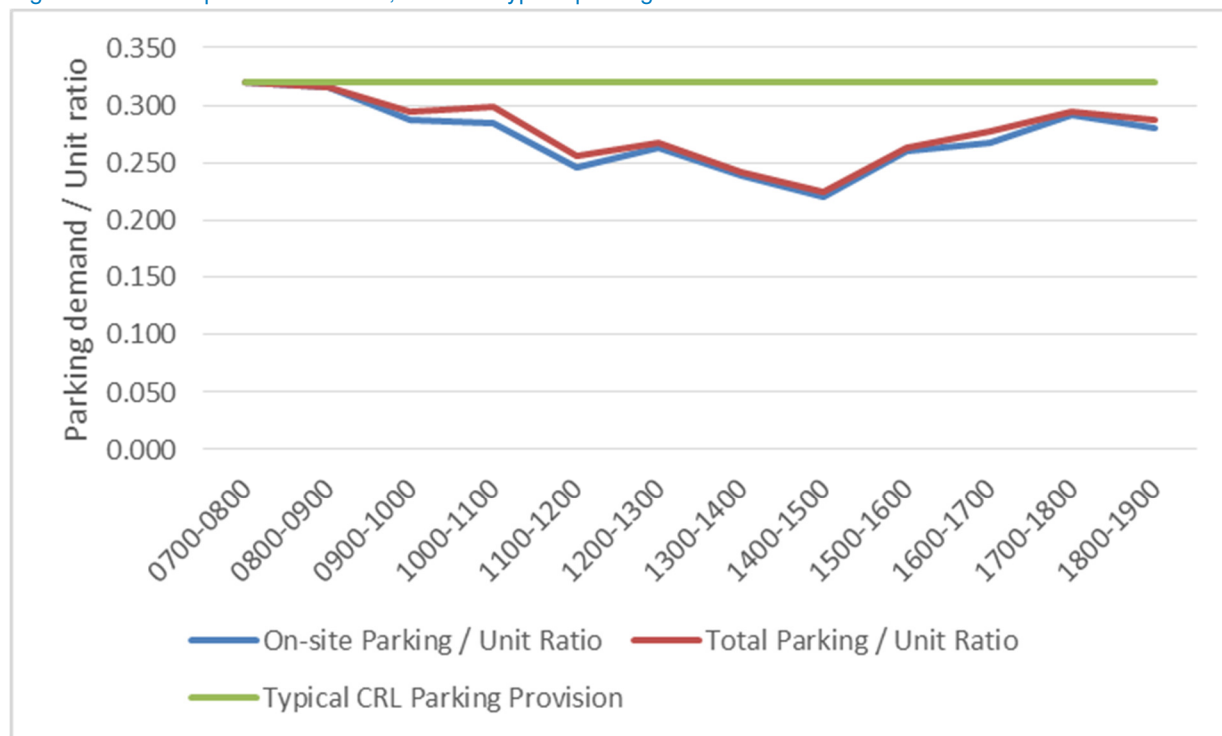
**Table 3.2: Total car parking trip rates (per unit)**

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

### 3.1 Parking trip rates

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

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



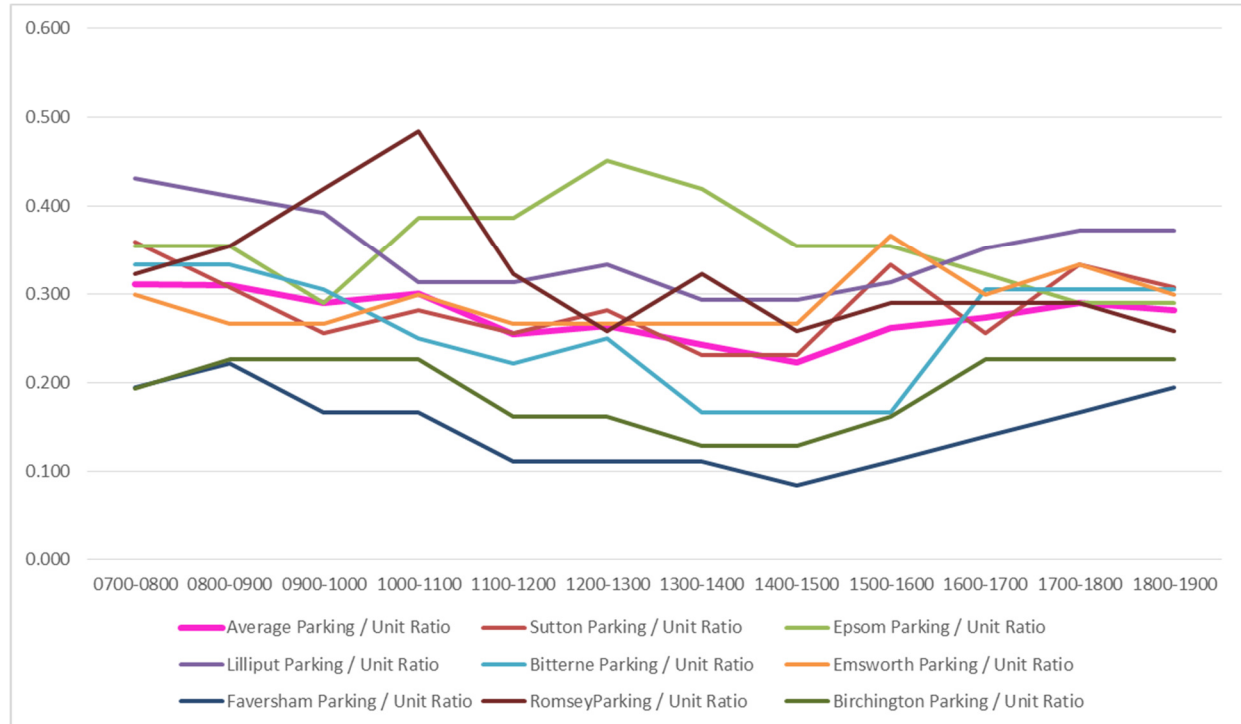
It can be seen that the on-site parking is nearly in line with the total parking, indicating that on-street parking for the eight sites, is not a particular issue. This would suggest that the parking provision at each of the eight sites surveys is adequate for the size of development.

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

### 3.2 Comparison of 2014 with 2016

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

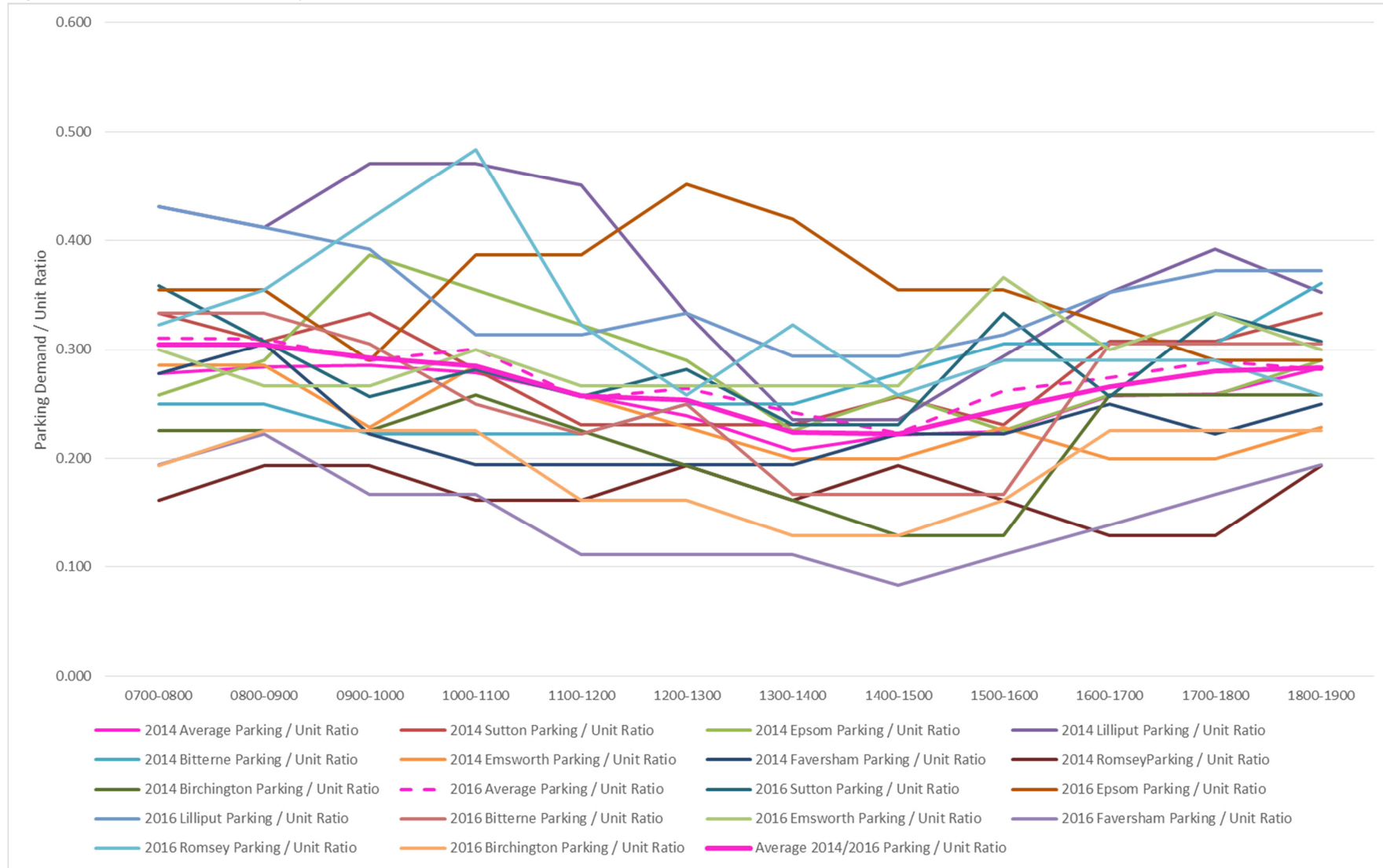
Figure 3.2: 2016 survey data



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

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

Figure 3.3: 2014 and 2016 survey data





## 4 Summary

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

A summary of the results is provided in **Table 4.1**.

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

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

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

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

# Appendices

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

# Appendix A. Survey results sheet

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



**METHOD:** MANUAL & CAMERA

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

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



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

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

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

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



METHOD: MANUAL & CAMERA

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

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



METHOD: MANUAL & CAMERA

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

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

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

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



METHOD: MANUAL & CAMERA

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

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



**METHOD:** MANUAL & CAMERA

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

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

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

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



**METHOD:** MANUAL & CAMERA

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

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



**METHOD:** MANUAL & CAMERA

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

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

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

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



METHOD: MANUAL & CAMERA

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

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



**METHOD:** MANUAL & CAMERA

		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	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
<b>TOTAL</b>		<b>3</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>
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
<b>TOTAL</b>		<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>
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
<b>TOTAL</b>		<b>2</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>
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
<b>TOTAL</b>		<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>2</b>
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
<b>TOTAL</b>		<b>26</b>	<b>27</b>			<b>4</b>	<b>3</b>	<b>7</b>

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

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

**SITE:** PARK VIEW LODGE, FAVERSHAM

**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY

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

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

**WEATHER:** DRY

**INCIDENTS:** NONE

**METHOD:** MANUAL & CAMERA



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

**SITE:** PARK VIEW LODGE, FAVERSHAM

**SURVEY TYPE:** CLASSIFIED VEHICLE OCCUPANCY SURVEY

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

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

**WEATHER:** DRY

**INCIDENTS:** NONE

**METHOD:** MANUAL & CAMERA



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

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

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

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



METHOD: MANUAL & CAMERA

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

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



**METHOD:** MANUAL & CAMERA

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

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

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

ALL ON STREET PARKING OBSERVED ON ACCESS ROAD

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



**METHOD:** MANUAL & CAMERA

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

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



**METHOD:** MANUAL & CAMERA

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

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

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



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## Appendix F TRICS Trip Rates

Calculation Reference: AUDIT-753701-240321-0338

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : L - BUILDER'S MERCHANTS  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	2 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: Gross floor area  
 Actual Range: 1000 to 13051 (units: sqm)  
 Range Selected by User: 600 to 13051 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 01/03/24

*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 3 days  
 Tuesday 1 days  
 Friday 1 days

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

Selected survey types:

Manual count 5 days  
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2  
 Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 2  
 Commercial Zone 1  
 Built-Up Zone 1  
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 5 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:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 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	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 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.*

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

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

LIST OF SITES relevant to selection parameters

1	KC-01-L-01 ENTERPRISE WAY MARGATE WESTWOOD Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: MONDAY</i>	TRAVIS PERKINS      6275 sqm 07/12/09	KENT       <i>Survey Type: MANUAL</i>
2	LN-01-L-01 WHARF ROAD GRANTHAM  Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: MONDAY</i>	JEWSON      6020 sqm 15/11/10	LINCOLNSHIRE       <i>Survey Type: MANUAL</i>
3	LN-01-L-02 SOUTH PARADE GRANTHAM  Edge of Town Centre Commercial Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	JACKSON BUILDING CENTRE      13051 sqm 11/06/13	LINCOLNSHIRE       <i>Survey Type: MANUAL</i>
4	WO-01-L-01 WORCESTER ROAD BROMSGROVE  Edge of Town No Sub Category Total Gross floor area: <i>Survey date: FRIDAY</i>	JEWSON      1000 sqm 25/04/03	WORCESTERSHIRE       <i>Survey Type: MANUAL</i>
5	WO-01-L-02 NAVIGATION ROAD WORCESTER  Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: MONDAY</i>	JEWSON      5000 sqm 15/06/09	WORCESTERSHIRE       <i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS  
 TOTAL VEHICLES  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	9536	0.047	2	9536	0.000	2	9536	0.047
07:00 - 08:00	5	6269	0.258	5	6269	0.163	5	6269	0.421
08:00 - 09:00	5	<b>6269</b>	0.392	5	6269	0.300	5	<b>6269</b>	0.692
09:00 - 10:00	5	6269	0.290	5	6269	0.313	5	6269	0.603
10:00 - 11:00	5	6269	0.332	5	6269	0.293	5	6269	0.625
11:00 - 12:00	5	6269	0.332	5	6269	0.313	5	6269	0.645
12:00 - 13:00	5	6269	0.297	5	6269	0.345	5	6269	0.642
13:00 - 14:00	5	6269	0.268	5	6269	0.297	5	6269	0.565
14:00 - 15:00	5	6269	0.255	5	6269	0.262	5	6269	0.517
15:00 - 16:00	5	6269	0.236	5	6269	0.242	5	6269	0.478
16:00 - 17:00	5	6269	0.201	5	6269	0.265	5	6269	0.466
17:00 - 18:00	5	6269	0.029	5	6269	0.124	5	6269	0.153
18:00 - 19:00	1	5000	0.000	1	5000	0.000	1	5000	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.937			2.917			5.854

*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: 1000 - 13051 (units: sqm)  
 Survey date date range: 01/01/01 - 01/03/24  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : L - BUILDER'S MERCHANTS  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	2 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: Gross floor area  
 Actual Range: 1000 to 13051 (units: sqm)  
 Range Selected by User: 600 to 13051 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 01/03/24

*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 3 days  
 Tuesday 1 days  
 Friday 1 days

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

Selected survey types:

Manual count 5 days  
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2  
 Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 2  
 Commercial Zone 1  
 Built-Up Zone 1  
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 5 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:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 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	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 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.*

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KC-01-L-01 ENTERPRISE WAY MARGATE WESTWOOD Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: MONDAY</i>	TRAVIS PERKINS      6275 sqm 07/12/09	KENT       <i>Survey Type: MANUAL</i>
2	LN-01-L-01 WHARF ROAD GRANTHAM  Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: MONDAY</i>	JEWSON      6020 sqm 15/11/10	LINCOLNSHIRE       <i>Survey Type: MANUAL</i>
3	LN-01-L-02 SOUTH PARADE GRANTHAM  Edge of Town Centre Commercial Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	JACKSON BUILDING CENTRE      13051 sqm 11/06/13	LINCOLNSHIRE       <i>Survey Type: MANUAL</i>
4	WO-01-L-01 WORCESTER ROAD BROMSGROVE  Edge of Town No Sub Category Total Gross floor area: <i>Survey date: FRIDAY</i>	JEWSON      1000 sqm 25/04/03	WORCESTERSHIRE       <i>Survey Type: MANUAL</i>
5	WO-01-L-02 NAVIGATION ROAD WORCESTER  Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: MONDAY</i>	JEWSON      5000 sqm 15/06/09	WORCESTERSHIRE       <i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	9536	0.047	2	9536	0.000	2	9536	0.047
07:00 - 08:00	5	6269	0.258	5	6269	0.163	5	6269	0.421
08:00 - 09:00	5	<b>6269</b>	<b>0.392</b>	5	6269	0.300	5	<b>6269</b>	<b>0.692</b>
09:00 - 10:00	5	6269	0.290	5	6269	0.313	5	6269	0.603
10:00 - 11:00	5	6269	0.332	5	6269	0.293	5	6269	0.625
11:00 - 12:00	5	6269	0.332	5	6269	0.313	5	6269	0.645
12:00 - 13:00	5	6269	0.297	5	6269	0.345	5	6269	0.642
13:00 - 14:00	5	6269	0.268	5	6269	0.297	5	6269	0.565
14:00 - 15:00	5	6269	0.255	5	6269	0.262	5	6269	0.517
15:00 - 16:00	5	6269	0.236	5	6269	0.242	5	6269	0.478
16:00 - 17:00	5	6269	0.201	5	6269	0.265	5	6269	0.466
17:00 - 18:00	5	6269	0.029	5	6269	0.124	5	6269	0.153
18:00 - 19:00	1	5000	0.000	1	5000	0.000	1	5000	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.937			2.917			5.854

*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: 1000 - 13051 (units: sqm)  
 Survey date date range: 01/01/01 - 01/03/24  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	6020	0.000	1	6020	0.000	1	6020	0.000
06:00 - 07:00	2	9536	0.016	2	9536	0.010	2	9536	0.026
07:00 - 08:00	5	6269	0.035	5	6269	0.054	5	6269	0.089
08:00 - 09:00	5	<b>6269</b>	0.070	5	<b>6269</b>	0.057	5	<b>6269</b>	0.127
09:00 - 10:00	5	6269	0.045	5	6269	0.061	5	6269	0.106
10:00 - 11:00	5	6269	0.045	5	6269	0.035	5	6269	0.080
11:00 - 12:00	5	6269	0.061	5	6269	0.035	5	6269	0.096
12:00 - 13:00	5	6269	0.038	5	6269	0.054	5	6269	0.092
13:00 - 14:00	5	6269	0.032	5	6269	0.035	5	6269	0.067
14:00 - 15:00	5	6269	0.041	5	6269	0.038	5	6269	0.079
15:00 - 16:00	5	6269	0.032	5	6269	0.029	5	6269	0.061
16:00 - 17:00	5	6269	0.019	5	6269	0.010	5	6269	0.029
17:00 - 18:00	5	6269	0.003	5	6269	0.006	5	6269	0.009
18:00 - 19:00	1	5000	0.000	1	5000	0.000	1	5000	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.437			0.424			0.861

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

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

Calculation Reference: AUDIT-753701-240321-0331

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 40 to 58 (units: )  
Range Selected by User: 11 to 79 (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 27/09/22

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

Selected survey days:

Tuesday 1 days  
Wednesday 1 days  
Friday 1 days

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

Selected survey types:

Manual count 3 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2  
Suburban Area (PPS6 Out of Centre) 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 1  
Built-Up Zone 1  
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected  
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-03-P-01 CHESTER WAY NORTHWICH	ASSISTED LIVING	CHESHIRE WEST & CHESTER
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 58 <i>Survey date: FRIDAY 14/06/19</i>		<i>Survey Type: MANUAL</i>
2	LE-03-P-01 NOTTINGHAM ROAD LOUGHBOROUGH	ASSISTED LIVING	LEICESTERSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings: 47 <i>Survey date: WEDNESDAY 20/10/21</i>		<i>Survey Type: MANUAL</i>
3	NY-03-P-01 FENNELL GROVE RIPON	ASSISTED LIVING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 24/05/22</i>		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING  
 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	3	48	0.076	3	48	0.028	3	48	0.104
08:00 - 09:00	3	48	0.062	3	48	0.041	3	48	0.103
09:00 - 10:00	3	48	0.103	3	48	0.145	3	48	0.248
10:00 - 11:00	3	48	0.166	3	48	0.152	3	48	0.318
11:00 - 12:00	3	48	0.103	3	48	0.097	3	48	0.200
12:00 - 13:00	3	48	0.124	3	48	0.138	3	48	0.262
13:00 - 14:00	3	48	0.110	3	48	0.103	3	48	0.213
14:00 - 15:00	3	48	0.110	3	48	0.110	3	48	0.220
15:00 - 16:00	3	48	0.048	3	48	0.103	3	48	0.151
16:00 - 17:00	3	48	0.103	3	48	0.083	3	48	0.186
17:00 - 18:00	3	48	0.076	3	48	0.062	3	48	0.138
18:00 - 19:00	3	48	0.028	3	48	0.048	3	48	0.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.109			1.110			2.219

*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: 40 - 58 (units: )  
 Survey date date range: 01/01/15 - 27/09/22  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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