



Hemdean House School, Hemdean Road, Caversham

Transport Statement

January 2026

Churchill Living



RESIDENTIAL DEVELOPMENT
HEMDEAN HOUSE SCHOOL
HEMDEAN ROAD, CAVERSHAM

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT HEMDEAN HOUSE SCHOOL HEMDEAN ROAD, CAVERSHAM

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Living to support a planning application for a retirement development comprising 51 units and the conversion of existing buildings to 11 open market residential units at Hemdean House School, Hemdean Road, Caversham.
- 1.2 The site is accessed via Hemdean Road and is bordered by residential properties. The site's location is displayed in **Figure 1** with the proposed site plan attached within **Appendix A**. A site visit was conducted in January 2026.



Figure 1: Site Location

- 1.3 The proposed site was formerly a primary (and secondary) school that closed in 2024, with an associated staff car park. A children's nursery still operates from the site. The site is just north of Caversham Village Centre, with a range of amenities and facilities including high quality public transport links. The site is therefore considered to be in a highly accessible location, enabling travel by sustainable modes and limiting the need to own a car.
- 1.4 This Transport Statement will cover the following elements:

- Existing Conditions and Site Accessibility:
 - A description of the existing site conditions, local network and surrounding area, as well as an overview of the accessibility of the local area through a review of existing pedestrian and public transport infrastructure and its proximity to nearby amenities.
- Proposed Development:
 - An outline of the development proposals with a detailed review of highway elements, including access arrangements, parking provision, fire tender access, and refuse access.
- Highway Impact:
 - Use of TRICS database to analyse the proposed developments' impact on local road network.
- Summary and Conclusion:
 - A synopsis of the Transport Statement (TS) and an overall conclusion.

2. EXISTING SITE CONDITIONS AND ACCESSIBILITY

- 2.1 The subsequent section provides an overview of the existing site, surrounding area and highway conditions, as well as an assessment of the accessibility of the local area in regard to pedestrian infrastructure, public transport connections and nearby amenities.

Local Road Network

- 2.2 Hemdean Road runs north-south adjacent to the eastern boundary of the site. Approximately 400m to the south Hemdean Road meets Church Street in Caversham village centre, with only bus and cycle movements permitted for the final 50m southbound. To the north Hemdean Road provides access to residential areas, meeting Oakley Road and Rotherfield Way at a mini roundabout.
- 2.3 There is an existing vehicle access from Hemdean Road that provides access to the on-site car parking. Most recently, this was the staff car park but historically was also used for pick up and drop off. School keep clear markings are in place across the access, with no stopping permitted Mon-Fri 0800-1700. The existing access is shown within **Photograph 1**.



Photograph 1: Existing Site Access

Hemdean Road

- 2.4 Hemdean Road is a single carriageway road, subject to a 30mph speed limit. On-street parking is present on both sides of the road, with no restrictions on the eastern side, and restricted parking on the western side. Adjacent to the site, this is limited to 2 hours, Monday-Saturday (08:00-19:00). Elsewhere on Hemdean Road the parking bays are restricted to 2 hours Mon-Fri 09:00-17:30 or for permit holders. The existing road conditions of Hemdean Road are showing in **Photograph 2** and **3**.



Photograph 2: Existing Hemdean Road Conditions looking north



Photograph 3: Existing Hemdean Road Conditions looking south

Pedestrian and Cycle Infrastructure

- 2.5 Formal footways measuring approximately 2m in width are present on either side of Hemdean Road. These connect to the wider pedestrian network in Caversham Centre along Church Street. Signalised pedestrian crossings with dropped kerbs and tactile paving are provided over Church Street, along with a pedestrian refuge between the crossings. One of the signalised crossings is shown in **Photograph 4**.



Photograph 4: Church Street Signalised Crossing

- 2.6 Pedestrian crossings are also present on some of the approaches to the Church Street/Archway Road/Gosbrook Road/South Street/Propsect Street double mini roundabouts as shown in **Photograph 5**.



Photograph 5: Double Mini-Roundabout Refuge Island

- 2.7 As the site is positioned close to the centre of Caversham, it benefits from being located in a highly accessible area with multiple key amenities within walking distance. As a result, walking is likely to be utilised by many of the residents at the development. **Figure 2** indicates the surrounding area that can be reached within a 5-minute (blue), 10-minute (orange) and 15-minute (red) walk.

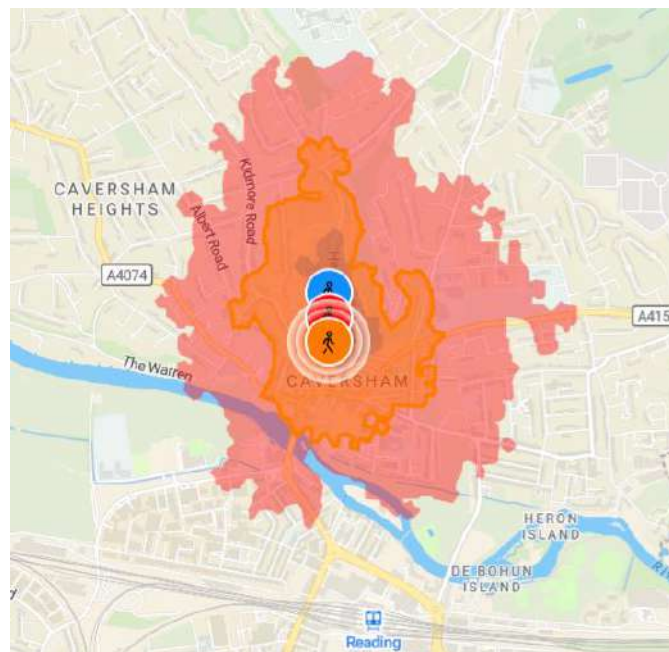


Figure 2: Walking Isochrone Map (Source: TravelTime.com)

- 2.8 Due to the age-restricted and specialist nature of the retirement aspect of proposed development, it is unlikely that there will be an uptake in cycling by the majority of the future residents, and this is borne out within research carried out at other Churchill developments. Residents of the open market residential units may cycle and to that end there are several easily accessible national Cycle Routes (NCR). As shown on **Figure 3**, Route 5 runs along Hemdean Road, which runs northbound to Didcot and southbound into Reading to connect to Route 4. Route 422 can also be accessed via route 4 within Reading. The layout of the roads within the local vicinity is low-speed and lightly trafficked and is conducive to cycle trips.

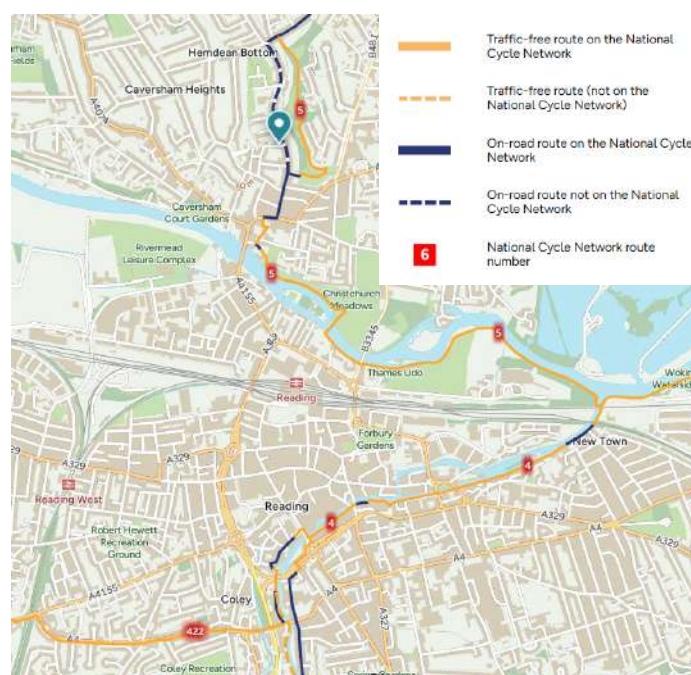


Figure 3: National Cycle Routes

Public Transport

Bus Travel

- 2.9 The closest bus stops to the site are Hemdean Hill on Hemdean Road, which are located approximately 65m south (northbound services) and approximately 140m south (southbound services) of the site, equating to a maximum 2-minute walk. The stop is serviced by bus routes 23/24 berry, 80 and 145C, which provide frequent connections to Caversham and Reading town centre. These stops feature a simple flag pole and timetable design. These are as displayed in **Photographs 6** and **7**.



Photograph 6: Hemdean Hill Southbound Bus Stop



Photograph 7: Hemdean Hill Northbound Bus Stop

2.10 Additionally, the Caversham Library Bus stops, 400m south of the site (approximately 5 minute walk), service a larger variety of buses including 22, 23, 80, 81, X40, NX40,145 and 145C. Both Caversham Library bus stops feature a flagpole, real time information, bus shelter and seats (**Photographs 8 and 9**). Further buses are available from Church Street bus stop, another 90m walk west (total 7-minute walk from the site), which has the additional services: 28, 28a, 82, 112 and 113.



Photograph 8: Caversham Library Northbound Bus Stop



Photograph 9: Caversham Library Northbound Digital Flag

2.11 **Table 1** presents a selection of the highest quality/frequency services from the northbound Hemdean Hill bus stop, Caversham Library bus Stop and Church Street bus stop.

Service	Bus Operator	Bus Stop Location	Bus Route	Frequency		
				Mon-Fri	Sat	Sun
22	Reading buses	Caversham Library	Central Reading - Caversham Heights via Caversham Bridge	Every 30 minutes (during peak)	Every Hour	n/a
23	Reading buses	Hemdean Hill	Central Reading - Caversham Park via Caversham Bridge, Henley Road	Every 30 minutes	Every 30 minutes	Every Hour
24	Reading buses	Hemdean Hill	Central Reading - Emmer Green via Caversham Bridge, Hemdean Road	Every 30 minutes	Every Hour	Every hour
X40	Oxford Buses	Caversham Library	Oxford City Centre, Westgate - Reading Town Centre, Station Road	Every 20 minutes	Every 30 minutes	Every 30 minutes
NX40	Oxford Buses	Caversham Library	Oxford City Centre, Westgate - Reading Town Centre, Station Road	Every Hour (00:00-03:30)	Every Hour (00:00-03:30)	n/a
28	Reading buses	Church Street	Reading - Thames via Dunsden Green, Binfield Heath	Every 30 minutes	Every 30 minutes	Every hour

Table 1: Bus Timetable

Train Travel

- 2.12 Reading train station is located approximately 1.3km south of the site within Reading town centre. This station is a major interchange and is served by Great Western Railway (GWR), CrossCountry, Southwestern Railway and the Elizabeth Line (TfL Rail).
- 2.13 GWR provides high-speed and intercity services on the Great Western Main Line between London Paddington and the West/South-West (e.g., Bristol, Bath, Swindon), as well as routes to South Wales (Cardiff, Swansea) and regional branches (Basingstoke, Newbury, Bedwyn). To reach London Paddington, journey times are approximately 23-minutes, with multiple trains every hour.
- 2.14 The station can be easily accessed via a 25-minute walk, 16-minute bus, 10-minute cycle or 8-minute drive. Therefore, this site is considered highly accessible with excellent connections to the wider transport network across the UK. Additionally, the station provides airport transfers by rail to Gatwick via GWR, and by bus to Heathrow Airport.

Accessibility to Local Amenities

- 2.15 The CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes.
- 2.16 CIHT 'Planning for Walking' (April 2015) further lists pedestrian catchments for how far people are willing to walk. For a bus stop in a residential area, 400m is regarded as the cut-off point, and in town centres, 200m is the cut-off. People will walk up to 800m to get to a railway station.

2.17 A list of amenities has been summarised in **Table 2**.

Amenity	Approximate Distance (m)	Approximate Walking Journey Time (minutes)	Approximate Cycle Journey Time (minutes)
Hemdean Hill Bus Stop (northbound)	>100	>1:00	>1:00
Queen Street Bus Stop (southbound)	>200	>3:00	>1:00
Baltimore Park Surgery / Caversham Pharmacy	>200	>3:00	>1:00
Caversham Post Office	>250	>4:00	>1:00
Caversham Primary School	>250	>4:00	>1:00
Chester Street Car Park	>400	>5:00	>1:30
Caversham Library	>400	>5:00	>1:30
Oxfam (Charity shop)	>450	>6:00	>2:00
Quattro (restaurant)	>450	>6:00	>2:00
Furniture/Accessory/Clothing/Book Shops	>450	>6:00	>2:00
Selection of Restaurants	>450	>6:00	>2:00
Costa Coffee	>500	>7:00	>2:00
Spill Bar (Café/bar)	>500	>7:00	>2:00
Auto Lounge (restaurant)	>500	>7:00	>2:00
Tesco Esso Express (service station)	>500	>7:00	>2:00
Alternate Hair Salon	>500	>7:00	>2:00
Waitrose (Supermarket)	>500	>7:00	>2:00
Iceland (Supermarket)	>500	>7:00	>2:00
Robin James Opticians	>550	>7:00	>2:00
Riverside Dental Centre	>700	>8:00	>3:00
Reading Train Station	>1200	>15:00	>5:00

Table 2: Travel Time to Local Amenities

2.18 As displayed in **Table 2**, there are numerous amenities located within walking distance of the proposed development that would be key for daily use, notably bus stops, pharmacy/surgery and supermarkets.

2.19 Overall, the location of the proposed development site offers an excellent opportunity to create a sustainable development when taking into account the pedestrian network and public transport connections.

Existing Traffic Conditions

2.20 Automatic Traffic Counts (ATC) were undertaken on Hemdean Road between Saturday 14th June – Friday 20th June 2025, with the results from the ATCs summarised in **Table 3**.

ATC Location	Direction	Daily Flow (5-day Average)	85 th Percentile Speeds (mph)
Hemdean Road	Northbound	1778	26.4
	Southbound	2232	26.3

Table 3 - ATC Survey Results

Personal Injury Accident (PIA) Data

- 2.21 Personal Injury Accident (PIA) data has been obtained from Department for Transport's (DfT) 'Mapping Application for Visualising Road Injury Casualties' (MAVRIC) for the most recent five-year period between 2020-2024 in order to analyse the existing safety conditions of the local road network. **Figure 4** below indicates all recorded incidents that have occurred within the vicinity of the proposed site.

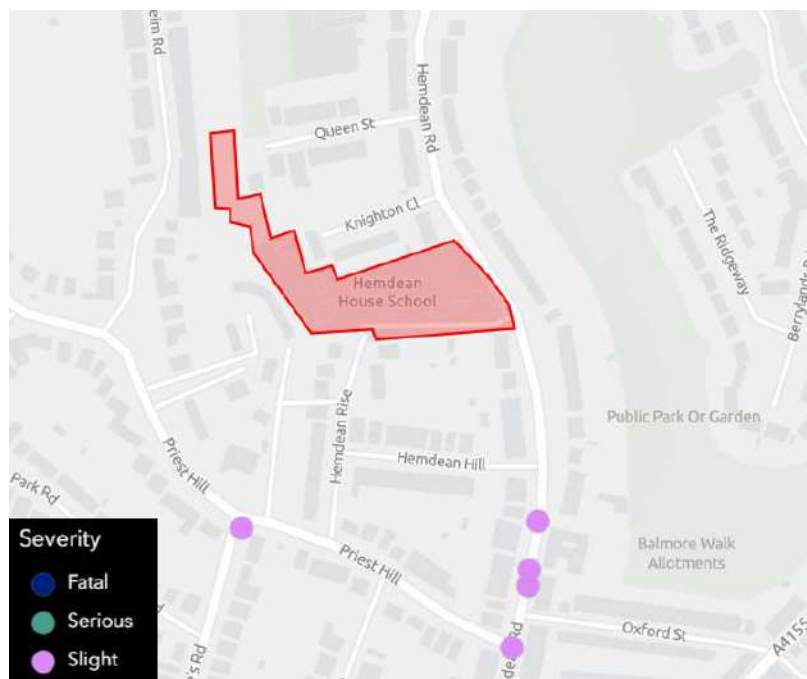


Figure 4: PIA data (Source: DfT)

- 2.22 **Figure 4** above demonstrates that 5 incidents classified as 'slight' and no 'serious' or 'fatal' incidents have occurred within 300m of the site access along Hemdean Road. Five accidents within a 5-year period equate to one accident per year, and as such, there is not considered to be an inherent safety issue that would pose a threat to, or be exacerbated by the proposed development, with no accidents having occurred within the vicinity of the site access.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed scheme consists of 51 Retirement Living (RL) flats (34 x no.1 beds and 17 x no.2 beds), the conversion of the existing nursery building to an open market residential cottage, and the conversion of an existing building to 10 open market flats at the rear of the site. The retirement and residential elements of the site would be provided with separate access points from Hemdean Road.

Nature of Retirement Developments

- 3.2 'Retirement Living' developments are designed to accommodate elderly persons who require limited support to allow them to live a relatively independent life. It consists of individual apartments for the residents with communal facilities such as homeowners' lounge, landscaped gardens and guest suites where friends or relatives can stay when visiting a resident. The scheme is minimally staffed, with only a house manager on duty during office hours. An alarm call system is in place for residents to call for help in emergencies outside of office hours.
- 3.3 Churchill Living developments are age restricted by planning condition or S106 agreement to those over 60, with a partner if they are over 55. The decision to move into a Churchill development is typically driven by individual circumstances and downsizing, with the average entry age into a Churchill Living development being 79. The homes are designed to support independent living and are not residential institutions or care homes.

Access Arrangements

- 3.4 The existing access that previously served the school parking area will be retained as existing to serve the 11 residential units (**Appendix B**), including the pedestrian access on the northern side.
- 3.5 Within the site the access road will be widened to better enable vehicle access. The road will be widened to 4.5m to enable two way vehicle movement. There is a pinch point that is below this due to retained trees, however, this will be lightly used and is a short distance with sufficient forward visibility. Fire and refuse vehicles will also use this access road to reach the proposed residential properties at the rear of the site.
- 3.6 A new vehicle access measuring 17.2m wide with a corner radii of 6.13m and a new pedestrian access are proposed from Hemdean Road to serve the retirement flats, independent of the general residential properties. This is proposed c. 50m north of the existing access. This will necessitate the removal of on-street parking bays which are likely to have been used for pick-up and drop-off activities associated with the former school, as well as for general parking. The loss of on street bays could be supplemented with additional parking to the south, given the 'School Keep Clear' markings will need to be removed.

Visibility

- 3.7 In order to confirm that the proposed access is positioned in a suitable location, a visibility splay assessment has been completed. The proposed access assessment has been undertaken in line with Manual for Streets (MfS) guidelines for a road subject to a 30mph speed limit, with 2.4m x 43m visibility splays drawn in both directions from the proposed access, which is also in excess of the recorded 85th percentile speeds. As displayed in **Appendix C**, sufficient visibility is achievable in both directions from the proposed access in line with MfS guidelines. The visibility splays cross through some on street parking, but this is not considered to represent an issue given the paragraph in Manual for Streets that this does not create significant problems in practice, and the fact that this is common place for access points along Hemdean Road which operate without any existing safety issues.
- 3.8 For the existing access, the proposed development is likely to generate fewer trips than the existing/historic use. Therefore this will represent an improvement to highway safety, regardless of the available visibility.

Car Parking Provision

- 3.9 Car parking spaces with dimensions of 2.5m x 5m are proposed with 6m aisle widths, in accordance with Reading Borough Council's 'Parking Standards' document (October 2011). A private car has been tracked throughout the site and various parking spaces as shown within **Appendix D**.

Retirement Living

- 3.10 The latest adopted local parking standards are provided in the SPD. The car parking standards are outlined as 1 per unit + 1 space for staff for C3 Retirements homes within Zone 2. The SPD notes that it would need to be demonstrated that a lower level of provision would not result in detriment to highway safety.
- 3.11 Independent research into car parking demand at existing Churchill Living sites has been consulted in order to inform the level of provision at the development. This data (attached as **Appendix E**) demonstrates an average demand of 0.28 spaces per unit, equating to a requirement for 14 spaces for a 51-unit development.
- 3.12 The current site plan shows that 16 spaces have been provided for the 51 apartments at a ratio of 0.31 spaces per apartment. An additional 3 spaces are shown for visitors to the retirement living units. Based on the demand data and sustainable location of the site, the level of provision should be sufficient to accommodate the forecast demand.

Residential Development

- 3.13 The aforementioned SPD sets out a residential car parking standard of 1 space per 1/2 bed flat in zone 2, plus 1 space per 10 dwellings for visitors to flats. The site layout shows 10 parking spaces and one visitor space adjacent to the School House at the rear of the site, which would have 10 flats – therefore complying with the parking standards. Additional parking spaces are proposed adjacent to the conversion of the nursery to one cottage.

Mobility Scooter and Cycle Parking

- 3.14 The CRL research states there is an average of 0.007 bicycles owned per unit, which equates to less than 1 bicycle owned across the proposed 51 units. The proposed layout includes a dedicated buggy/cycle store, with space up to 8 buggies, which is located to the north of the apartment complex. Independent research suggests that there would be a demand for 2-3 buggies on average per development and therefore this could be used as flexible storage should there be any unexpected uptake in cycle ownership. This accords with the SPD which requires 1 space per 3 staff (i.e 0.3 spaces) or a minimum of 1 cycle parking space for C3 retirement.
- 3.15 The parking SPD also sets out a requirement for 0.5 cycle parking spaces per 1 / 2 bed flat, equating to 5 spaces for the School House conversion. 3 Sheffield stands are shown on the layout, providing 6 spaces and therefore meeting the standards. The proposed cottage has its own curtilage and therefore cycle storage is achievable on plot, within the garden if necessary.

Fire and Refuse Servicing

- 3.16 In line with the Building Regulations (Document B), and Manual for Streets (MfS) guidance, the current proposals include fire access on site to be within 18m of the dry riser. As shown in **Appendix F**, suitable fire access is achievable.
- 3.17 Refuse collection is also proposed to be undertaken on-site via the existing access in order to get within 10m of the refuse stores in line with the maximum drag distance for a Eurobin for refuse operatives as per MfS. As demonstrated in **Appendix F**, the Reading Borough Council sized refuse vehicle (8.750m length) is able to enter, turn and exit the site via the internal turning head in the west of the site.

4. HIGHWAY IMPACT

Existing Site Use

- 4.1 In order to accurately determine the traffic impact of the previously operational prep school, a TRICS assessment has been undertaken using an approximation of the previous number of students at the school, which, at its peak when it was previously run for 5–16-year-old students, had capacity for 140 students. The secondary school closed prior to the primary school and therefore a figure of 70 students has been used for the purpose of this calculation.

School	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per unit	0.398	0.329	0.727	0.016	0.051	0.067	2.048
Trip Generation (70 pupils)	28	23	51	1	4	5	143

Table 4: Previous use Trip Generation

- 4.2 As presented in **Table 4**, TRICS suggests that the school with a total of 70 pupils would generate 51 two-way vehicular trips in the AM peak, 5 two-way vehicular trips in the PM peak periods, and a total of 143 two-way vehicular trips across a 12-hour daily period (0700 – 1900). This equates to one vehicle trip every 5 minutes during the peak periods and an average of 12 vehicle trips per hour across a single day (0700 – 1900).
- 4.3 Given that only staff were permitted to park on site, not all of these would have used the existing access. However, there is room for at least 27 cars to park on site. Even assuming that each space is only used once per day, this would have equated to 54 vehicle trips using the site access per day.

Proposed Residential Use

- 4.4 To estimate the number of two-way vehicular trips that the proposed development would generate, a TRICS assessment has been undertaken using both 'Residential Flats,' and 'Retirement Flats' categories. The TRICS outputs are attached in **Appendix G**. For the residential units, the calculations are shown in **Table 5**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per flat	0.01	0.115	0.125	0.117	0.094	0.271	1.802
11 residential flats	0	1	1	1	1	3	20

Table 5: Residential Trip Generation

4.5 The TRICS analysis shows that the proposed residential flats would generate fewer trips than the former school use, even accounting for the fact that not all school trips would have entered the site. On this basis the existing access is considered suitable to accommodate the forecast level of traffic.

4.6 The TRICS analysis for the proposed retirement flats, served by the new access, is shown in **Table 6**.

Retirement Living Development	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Trip Rate per 1 Unit (TRICS)	0.054	0.064	0.118	0.062	0.051	0.113	1.944
Trip Generation (51 Units)	3	3	6	3	3	6	99

Table 6: Retirement Flats Trip Generation

4.7 As presented in **Table 5**, the research suggests that a proposed 51 retirement living units would generate 6 two-way vehicular trips in each peak, and a total of 99 two-way vehicular trips across a 12-hour daily period (0700 – 1900).

4.8 Adding the proposed elements together as per **Table 7**, it is clear that the development would still generate fewer daily vehicle movements than the historic school use. On this basis it is concluded that the impact of the development on the operation of the local road network would be positive.

Net Impact	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Totals	
Existing Trip Generation (Prep School)	28	23	51	1	4	5	143
Proposed Trip Generation (RL and flats)	3	4	7	4	4	9	119
Net Impact (TRICS)	-25	-19	-44	+3	0	+4	-24

Table 6: Net Trip Generation Assessment

4.9 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 that ‘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, following mitigation, would be severe, taking into account all reasonable future scenarios’

4.10 Therefore, based on the above trip generation assessment, the proposed development should not be prevented or refused on highways grounds.

5. SUMMARY AND CONCLUSIONS

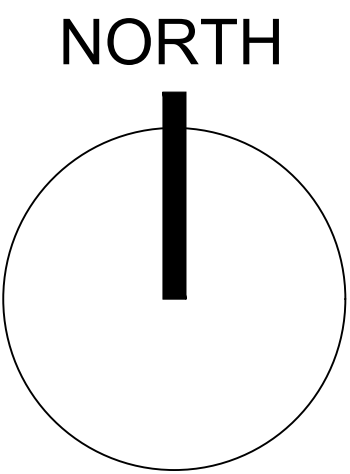
- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Living to support a planning application for a retirement development comprising 51 units and the conversion of existing buildings to 11 open market residential units at Hemdean House School, Hemdean Road, Caversham.
- 5.2 The location of the proposed development site presents an excellent opportunity to produce a sustainable development when considering the pedestrian infrastructure in place throughout the local neighbourhood in the form of wide footways and convenient and clearly marked crossings. This provides a continuous path to public transport networks such as bus stops and train stations, which also have excellent links to more facilities and the wider transport network.
- 5.3 Personal Injury Accident (PIA) data acquired from MAVRIC covering a 300m radius from the site for the most recently recorded 5-year period (2020-2024) has identified that there has been a total of 5 incidents, which were classified as 'slight'. No 'serious' or 'fatal' incidents have occurred. No incidents have occurred in the direct vicinity of the proposed access to the site.
- 5.4 The existing access that previously served the school parking area will be retained as existing to serve the 11 residential units, including the pedestrian access on the northern side. A new vehicle access is proposed from Hemdean Road to serve the retirement flats, independent of the general residential properties. This is proposed c. 50m north of the existing access. This will necessitate the removal of on-street parking bays which are likely to have been used for pick-up and drop-off activities associated with the former school, as well as for general parking. The loss of on street bays could be supplemented with additional parking to the south, given the 'School Keep Clear' markings will need to be removed.
- 5.5 Suitable visibility is achievable from the newly proposed access whilst the existing access will see a reduction in activity such that there will be an improvement to safety regardless of the visibility available at the existing access.
- 5.6 The latest adopted local parking standards are provided in the Reading Borough Parking SPD. The SPD notes that it would need to be demonstrated that a lower level of provision would not result in detriment to highway safety. Data on demand at existing developments shows that the level of provision for the retirement flats should be sufficient to accommodate the forecast demand, and not result in any overspill parking. The parking standards for residential use are complied with. The standards for cycle parking are also met for both elements of the scheme.

- 5.7 In line with the Manual for Streets (MfS) guidance, suitable fire and refuse strategies will be implemented. A fire tender able to get within 18m of the dry riser, in both accesses. A refuse vehicle is also able to manoeuvre in and out of the site to gain access to the Eurobins via the existing access.
- 5.8 Analysis of the net trip generation shows that movements through the existing access would reduce, and that overall, the proposed development will result in a net benefit in the operation of the network once the removal of school traffic (which was not all permitted to enter the site) is taken into account.
- 5.9 The National Planning Policy Framework (NPPF) (December 2024) states in Paragraph 116 that '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, following mitigation, would be severe, taking into account all reasonable future scenarios'.
- 5.10 Paul Basham Associates would therefore encourage the local highway authority to look favourably upon this development in relation to highways & transportation.

Appendix E



REVISIONS		
Rev.	Date	By



- * Proposed Lodge conversion to 1no. cottage
- ** Proposed School House conversion to 10no. open market flats
- *** Existing Music building to be retained
- Existing mature trees, some indicated with TPOs
- Mature trees to be removed
- Proposed retaining wall with banking
- +40.5m Assumed site level
- Existing & proposed levels based on Topographical Survey by cube surveys

Client

Churchill Living
Your lifestyle • Your choice

PROPOSED RETIREMENT APARTMENTS
FORMER HEMDEAN HOUSE SCHOOL
HEMDEAN ROAD, CAVERSHAM
RG4 7SD

PROPOSED SITE PLAN

RED FILE

Scale	1:400 @ A1	Date	DEC 2025
Drawn	KLS	Checked	RJ
Drawing No.	Rev.		

10137CS RF01

planningissues
TOWN PLANNING AND ARCHITECTURE

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Tel: (01429) 442375 Email: design@planningissues.co.uk

Former Hemdean House School, Hemdean Road - Proposed Retirement Housing - Proposed Site Plan

Scale 1:400

Appendix A

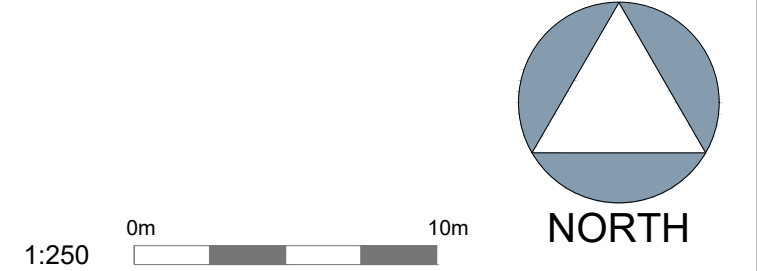
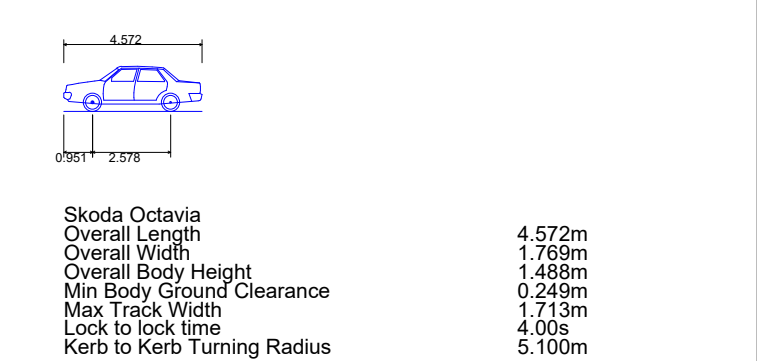


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VEHICLE PROFILE



ACCESS TRACKING 1:250		ACCESS TRACKING 1:250		P01 FIRST ISSUE		21.05.25		HML		JNR			
Project Name		Title		Rev		Description		Date		By		App'd	
HEMDEAN HOUSE SCHOOL, CAVERSHAM		RETAINED ACCESS VEHICLE TRACKING						Date Created		Drawn By		Approved By	
								21.05.25		HML		JNR	
Project Phase								PBA Project Number		Scale		Suitability Code	
PRELIMINARY								536.0100		AS SHOWN		-	
								PBA Drawing No:		Revision			
								536.0100-0001		P02			

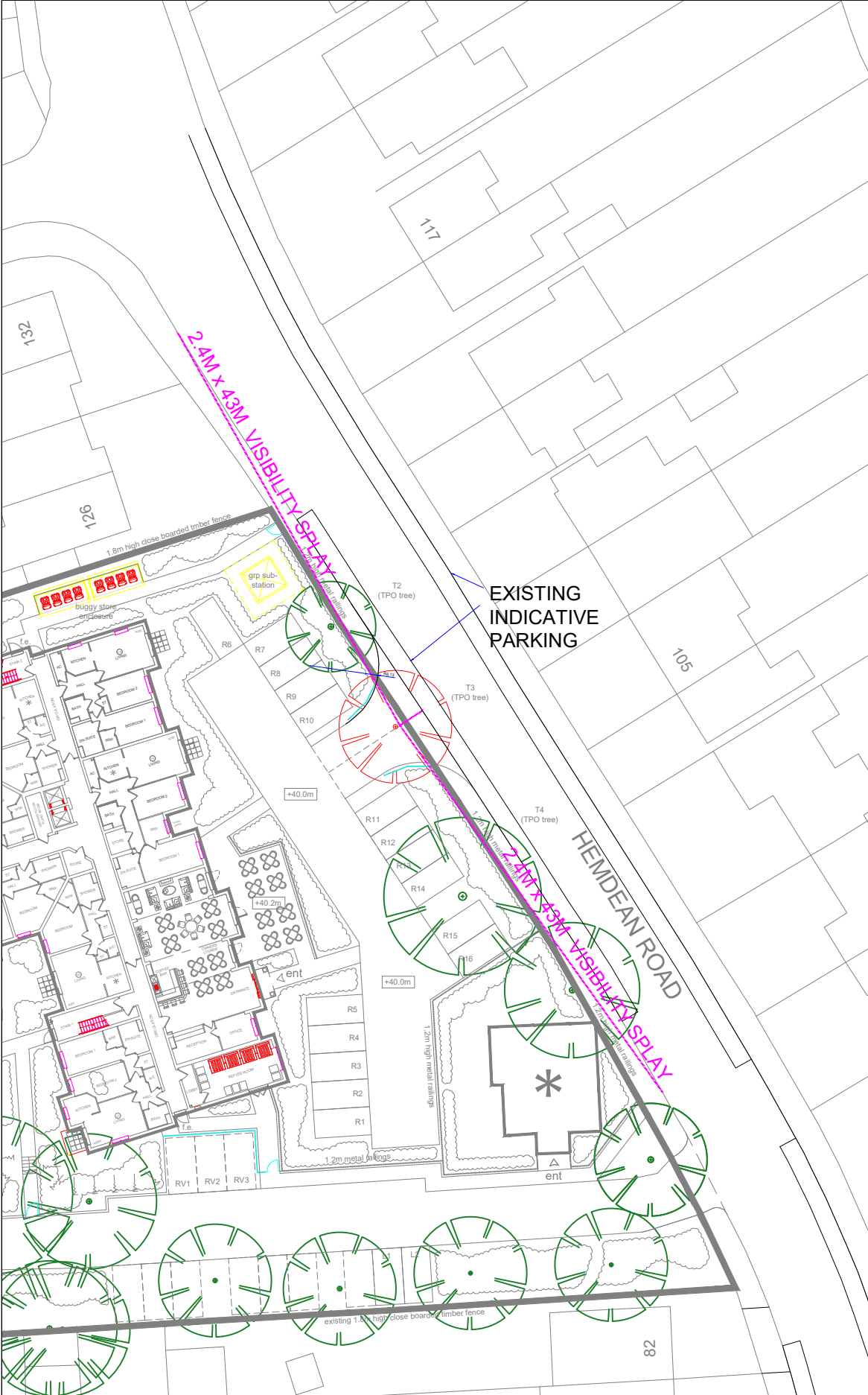
paulbasham
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Paul Basham Associates Ltd
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01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

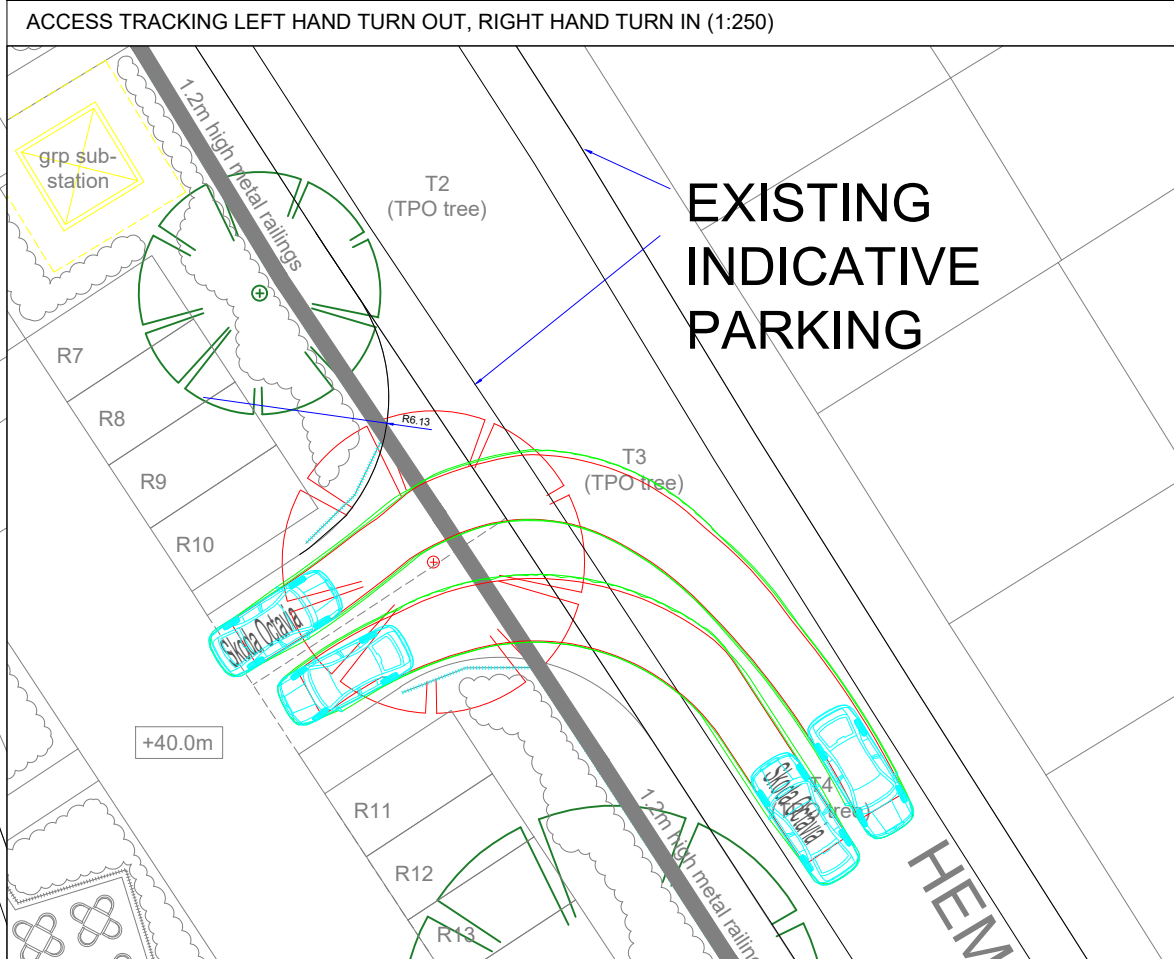
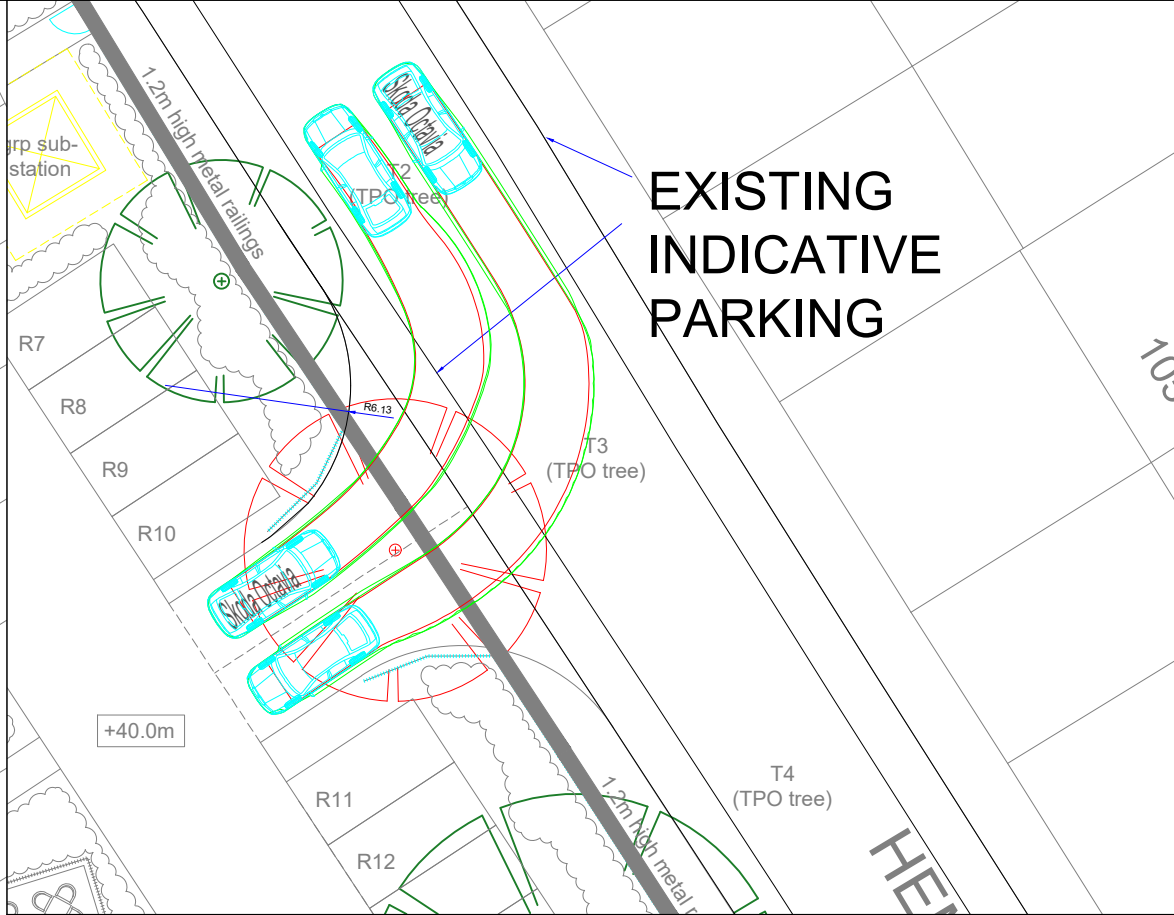
Churchill
Living

Your lifestyle • Your choice

Appendix B



Project Name	HEMDEAN HOUSE SCHOOL, CAVERSHAM
Project Phase	PRELIMINARY
Title	VISIBILITY SPLAYS AND ACCESS TRACKING



Client	Churchill Living Your lifestyle • Your choice
Paul Basham Associates Ltd	The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com

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VEHICLE PROFILE

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

NORTH

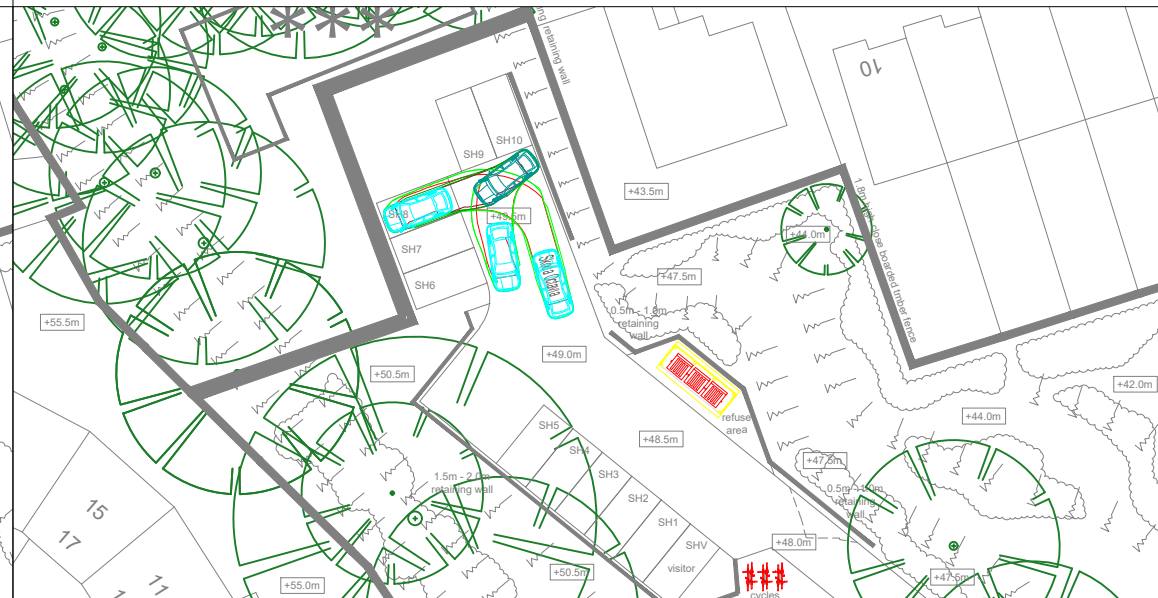
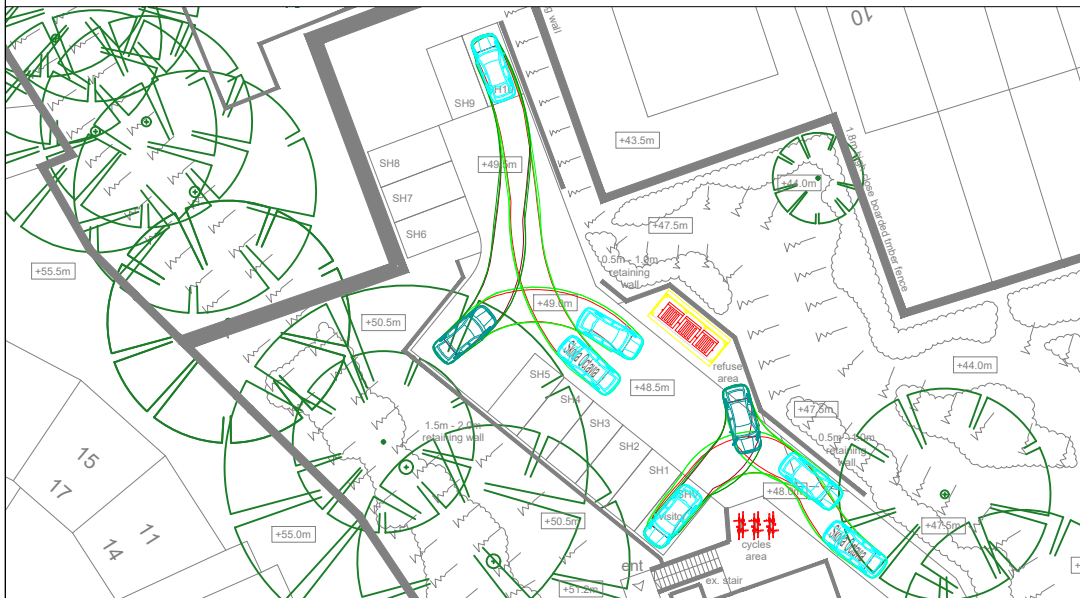
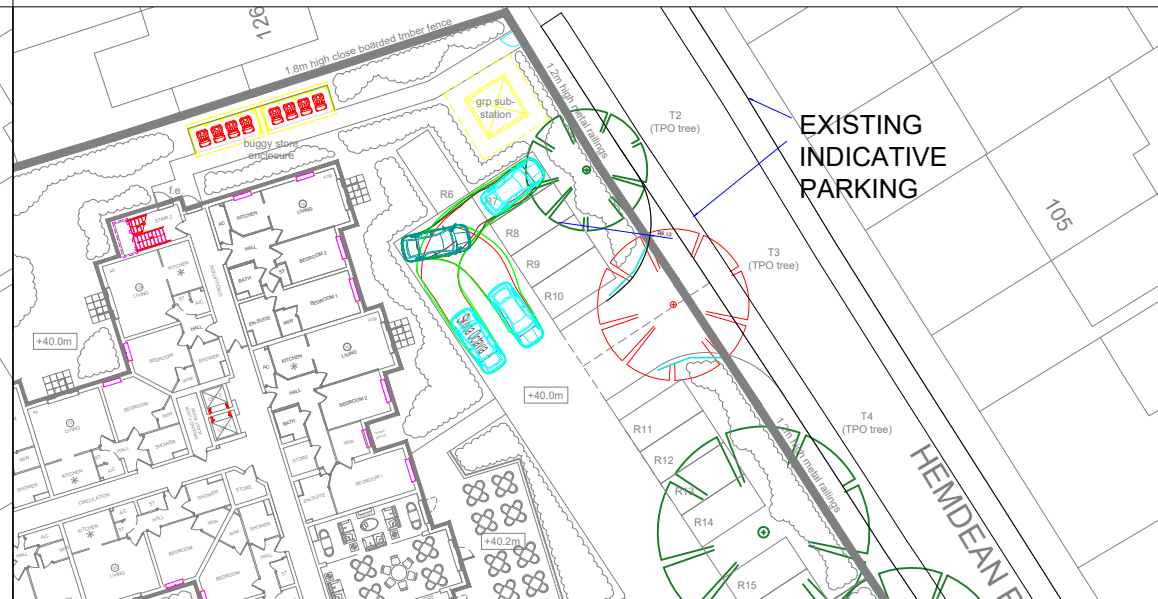
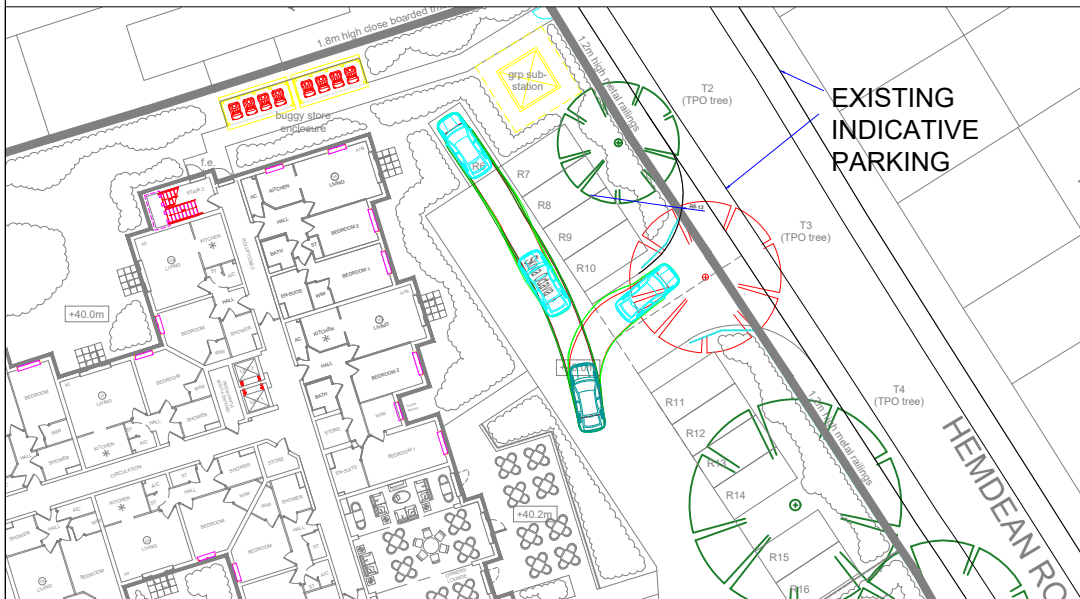
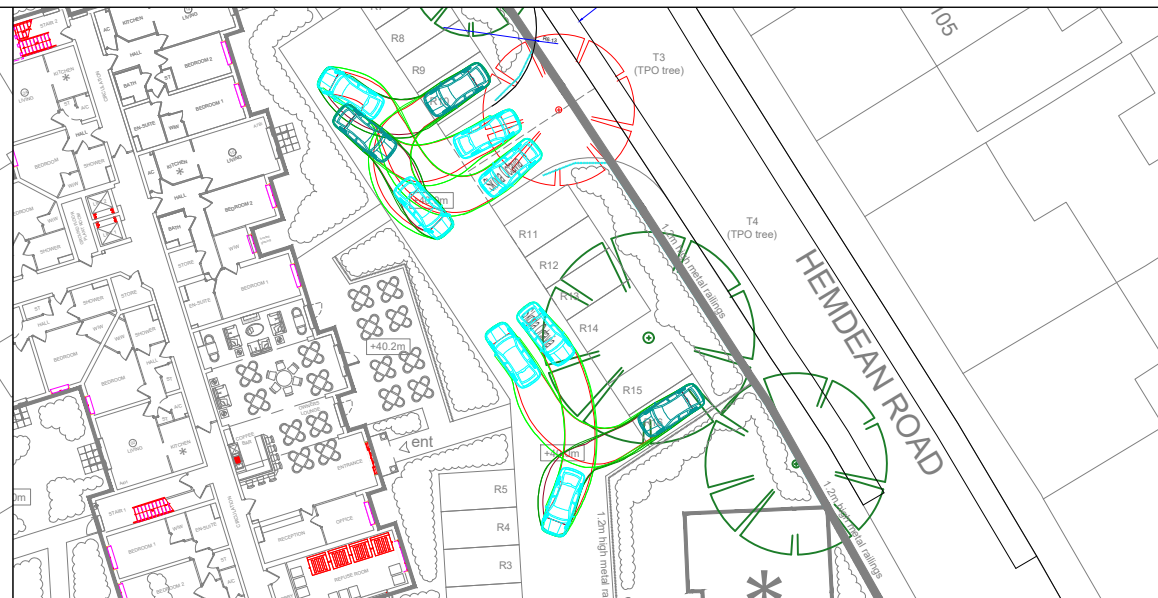
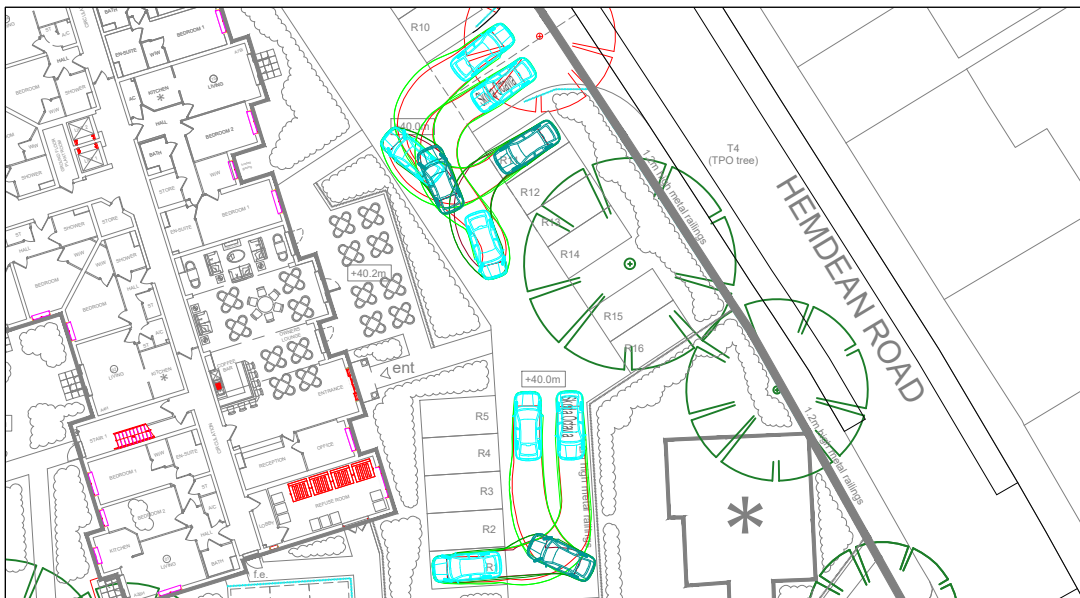
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P03	UPDATED ACCESS	22.01.26	EMW	JNR
P02	UPDATED ACCESS	30.06.25	LMR	JNR
P01	FIRST ISSUE	21.05.25	HML	JNR
Rev	Description	Date	By	App'd
	Date Created	21.05.25	Drawn By	HML
	Approved By	JNR	Suitability Code	-
	PBA Project Number	536.0100	Scale	AS SHOWN (AT A3)
	PBA Drawing No:	536.0100-0004	Revision	P03

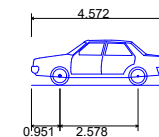
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Appendix C



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Skoda Octavia
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.572m
1.769m
1.488m
0.249m
1.713m
4.00s
5.100m



P02	SECOND ISSUE		22.01.26	EMW	JNR
P01	FIRST ISSUE		21.05.25	HML	JNR
Rev	Description		Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code	
	21.05.25	HML	JNR	-	
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PBA Drawing No:				Revision	
536.0100-0002				P02	

Appendix D



PARKING DEMAND AND TRIP GENERATION

RESEARCH REPORT

January 2024

Churchill Retirement Living

PARKING DEMAND AND TRIP GENERATION

RESEARCH REPORT

CONTROLLED DOCUMENT

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<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
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PARKING DEMAND AND TRIP GENERATION

RESEARCH REPORT

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1. INTRODUCTION

- 1.1 This report has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living Ltd (CRL) in relation to typical travel behaviour at existing CRL schemes across the country, with a focus on parking demand and trip generation.
- 1.2 The purpose of this research is to help inform the design of future developments and provide a factual basis to assess the likely impact of any given CRL development upon the local road network. Data was collected at a range of existing CRL schemes (known as lodges) in respect of vehicle parking demand, vehicle movements, and pedestrian & cyclist movements.
- 1.3 Surveys were undertaken in June 2023 and follow pilot surveys at two lodges that were undertaken in early 2020. The pilot surveys were undertaken to ensure that the extent of data to be collected was appropriate, and the full surveys would have followed shortly were it not for travel patterns being significantly altered by travel restrictions as a result of COVID-19. Sufficient time has now passed since COVID-19 that travel behaviours are generally settled.
- 1.4 A similar previous exercise using surveys of 8 sites was undertaken in 2016 by Mott McDonald and comparisons are made in this report where relevant. The present research is designed to build upon the previous analysis and includes surveys of 20 lodges spread across the country.

Retirement Living

- 1.5 The concept of Retirement Living is not generally well understood. A typical CRL lodge consists of approximately 40 privately owned 1 or 2 bedroom apartments, with communal facilities provided within the building. Ownership and occupancy are age-restricted by planning condition / S106 agreement to those over 60, with a partner able to cohabit provided they are over 55.
- 1.6 The decision to move to a Retirement Living development is typically driven by individual circumstances. The average age of entry to a CRL lodge is 79, and the typical customer is a widow looking to downsize. CRL lodges are designed for independent living and are not residential institutions or care homes. No routine care is provided on-site, but some communal services are offered to help sustain independence and mitigate loneliness.
- 1.7 The communal facilities provided at a CRL lodge include:
 - Concierge reception (staffed by a Lodge Manager)
 - Owners' Lounge (communal), coffee bar and accessible toilet
 - Guest suite (for use by friends and family)
 - Intruder alarm and CCTV entry system

- A central lift serving all floors
- 24-hour care and support system (through Careline)
- Landscaped gardens (with raised planters and potting sheds)
- Free parking (including electric vehicles, cycles and mobility scooters)
- Internal refuse store

1.8 The developments fall within planning land use class 'C3 Residential' but residents exhibit different travel patterns to general C3 housing – for example because they do not commute to work or take children to school.

1.9 Location is critical to enable sustainable development and important to CRL customers, who typically seek accommodation on the basis of being able to walk or get public transport to local facilities and amenities. This informs CRL's site selection, and the typical Lodge is therefore within a short distance of local shops, public transport and/or community facilities.

2. METHODOLOGY

2.1 The surveys covered 20 CRL lodges, chosen to ensure a good geographical spread across the country. The lodges vary in terms of year of opening, but all were 100% occupied at the time of the survey. The names and locations of the survey sites are identified within **Table 1** and **Figure 1**.

Name and Location of CRL Lodge	Region	Year Opened
Mottisfont Lodge, Romsey	South West	2001
Churchill Lodge, Lilliput		2006
Mulberry Lodge, Emsworth		2010
Mitchell Lodge, Bitterne		2010
Hamlet Lodge, Gloucester		2010
Cavendish Lodge, Glastonbury		2006
St Mary's Lodge, Birchington	South East	2008
Park View Lodge, Faversham		2007
Atkins Lodge, Orpington		2015
Abbots Lodge, Canterbury		2013
Bramble Lodge, Wallington		2011
Tudor Lodge, Solihull		2011
Steeple Lodge, Boldmere	Midlands	2008
Elgar Lodge, Malvern		2013
Maxwell Lodge, Market Harborough		2011
St Johns Lodge, Timperley		2014
Tatterton Lodge, Wetherby	North	2015
Nicholls Lodge, Bishops Stortford	East	2017
Chelmer Lodge, Chelmsford		2015
King Henry Lodge, Chingford		2014

Table 1: Survey Sites & Region

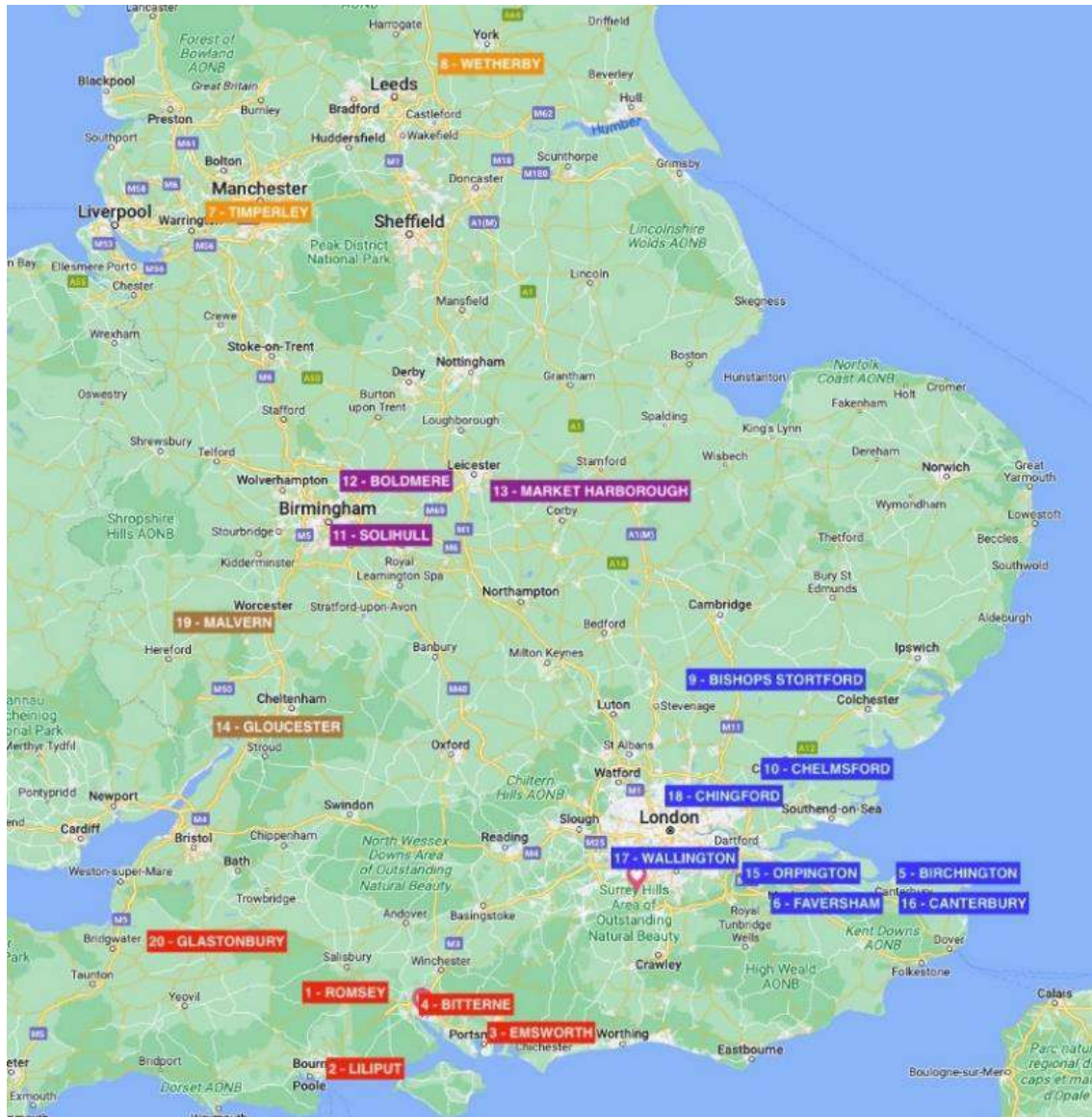


Figure 1: Survey Site Locations

Site Characteristics

- 2.2 As outlined above, the typical CRL Lodge is sustainably located, within a short distance of local shops, public transport and/or community facilities. To that end, relevant transport characteristics of each survey site is set out in **Table 2**.
- 2.3 The specifics vary from site to site, but the information demonstrates that all the sites are in sustainable locations, within short distance of amenities, public transport and/or public car parking. All but one of the sites are within a short distance of on-street parking. Typically, parking restrictions are present on the road immediately adjacent to the lodge. It is considered that there are no significant differences in locational characteristics that would substantially affect travel patterns.

CRL Development	Distance to Town Centre	Distance to Public Transport	Public Car Parking	On Street Parking Restrictions Directly Adjacent to Site	Availability of On Street Parking
Mottisfont Lodge, Romsey	500m/ 7 minutes	240m/ 3 minutes	300m/ 4 minutes	Double Yellow Lines	N/A
Churchill Lodge, Lilliput	190m/ 3 minutes	120m/ 2 minutes	900m/ 12 minutes	Double Yellow Lines	100m/ 2 minutes
Mulberry Lodge, Emsworth	700m/ 10 minutes	25m/ 1 minute	400m/ 6 minutes	Double Yellow Lines	100m/ 2 minutes
Mitchell Lodge, Bitterne	350m/ 5 minutes	150m/ 2 minutes	300m/ 4 minutes	Double Yellow Lines	170m/ 2 minutes
Hamlet Lodge, Gloucester	650m/ 9 minutes	300m/ 5 minutes	850m/ 12 minutes	No parking restrictions	25m/ 1 minute
Cavendish Lodge, Glastonbury	270m/ 4 minutes	190m/ 3 minutes	140m/ 2 minutes	No parking restrictions	50m/ 1 minute
St Mary's Lodge, Birchington	270m/ 4 minutes	Train 75m/ 1 minute Bus 550m/ 8 minutes	75m/ 1 minute	Some Double Yellow Lines, Some on Street Spaces	25m/ 1 minute
Park View Lodge, Faversham	300m/ 5 minutes	70m/ 1 minute	240m/ 3 minutes	Double Yellow Lines, Some On Street Spaces	180m/ 2 minutes
Atkins Lodge, Orpington	110m/ 2 minutes	140m/ 2 minutes	650m/ 9 minutes	Double Yellows, Single Yellows & On Street Parking (4 hours)	30m/ 1 minute
Abbots Lodge, Canterbury	300m/ 5 minutes	120m/ 2 minutes	150m/ 2 minutes	Double Yellows & On Street Parking (20 mins/2 hours & permit holders)	25m/ 1 minute
Bramble Lodge, Wallington	550m/ 7 minutes	110m/ 2 minutes	450m/ 6 minutes	No parking restrictions	25m/ 1 minute
Tudor Lodge, Solihull	25m/ 1 minute	130m/ 2 minutes	1800m/ 24 minutes	Double Yellows & On Street Parking (60 minutes)	25m/ 1 minute
Steeple Lodge, Boldmere	700m/ 9 minutes	170m/ 2 minutes	1500m/ 20 minutes	Single Yellow Lines	25m/ 1 minute
Elgar Lodge, Malvern	160m/ 2 minutes	25m/ 1 minute	160m/ 2 minutes	Double Yellow Lines	25m/ 1 minute
Maxwell Lodge, Market Harborough	200m/ 3 minutes	110m/ 2 minutes	110m/ 2 minutes	Double Yellows & On Street Parking (40 minutes)	110m/ 2 minutes
St Johns Lodge, Timperley	450m/ 6 minutes	100m/ 1 minute	400m/ 6 minutes	No	25m/ 1 minute
Tatterton Lodge, Wetherby	400m/ 5 minutes	25m/ 1 minutes	300m/ 4 minutes	No	100m/ 1 minute
Nicholls Lodge, Bishops Stortford	70m/ 1 minute	400m/ 5 minutes	300m/ 4 minutes	Double Yellow Lines	160m/ 2 minutes
Chelmer Lodge, Chelmsford	180m/ 3 minutes	30m/ 1 minute	120m/ 2 minutes	Double Yellow Lines	60m/ 1 minute
King Henry Lodge, Chingford	200m/ 3 minutes	200m/ 3 minutes	130m/ 2 minutes	Double Yellow Lines	25m/ 1 minute
Average	329m 5 minutes	152m 2 minutes	472m 7 minutes	-	66m 1 minute

Table 2: Proximity of Survey Sites to Facilities & Parking Infrastructure

Transport Surveys

- 2.4 The data was collected for the 20 sites in June 2023, taken on a neutral weekday (Tuesday, Wednesday or Thursday) to ensure a robust dataset in line with standard transport planning surveying practices.
- 2.5 The surveyors collected the data using cameras and enumerators on site, and collected the following data:
- Between the hours of 0800-2000 (12 hours)
 - Registration Plate DoS Matching to register length of stay data
 - Car Park Accumulation (15 Minute Intervals)
 - Multi-Modal Entry/Exit Counts

3. PARKING DATA

- 3.1 The parking survey results are presented in **Table 3** and the full results are contained within **Appendix A**. For each lodge, **Table 3** sets out the number of units and the number of parking spaces, and the number of parking spaces per unit.

CRL Lodge	Units	Parking Spaces	Parking Spaces per Unit	Average Car Parking Occupancy	Mean Average Parking Demand
Atkins Lodge, Orpington	49	13	0.265	3	0.05
Bramble Lodge, Wallington	42	14	0.333	5	0.12
Tudor Lodge, Solihull	30	7	0.233	4	0.14
King Henry Lodge, Chingford	32	14	0.438	4	0.13
Abbots Lodge, Canterbury	49	15	0.306	8	0.16
Cavendish Lodge, Glastonbury	38	11	0.289	9	0.22
St Marys Lodge, Birchington	31	11	0.355	9	0.28
Mitchell Lodge, Bitterne	36	12	0.333	9	0.26
Park View Lodge, Faversham	36	18	0.500	10	0.27
Elgar Lodge, Malvern	33	12	0.364	8	0.25
Nicholls Lodge, Bishops Stortford	52	18	0.346	17	0.32
Mulberry Lodge, Emsworth	30	14	0.467	8	0.28
Maxwell Lodge, Market Harborough	51	19	0.373	15	0.3
Hamlet Lodge, Gloucester	48	21	0.438	17	0.35
Chelmer Lodge, Chelmsford	55	27	0.491	19	0.35
Tatterton Lodge, Wetherby	56	32	0.571	22	0.39
Mottisfont Lodge, Romsey	31	16	0.516	12	0.39
Churchill Lodge, Lilliput	51	26	0.510	21	0.42
St Johns Lodge, Timperley	44	29	0.659	18	0.4
Steeple Lodge, Boldmere	48	32	0.667	23	0.47
Average	42	18	0.42	12	0.28

Table 3: Surveyed Sites Parking Overview

- 3.2 Using the data contained within each column heading, this shows that an average Churchill Retirement Living site would comprise of 42 units, with a parking provision of 18 spaces (a ratio of 0.42 spaces per unit). The data shows that the average parking demand at a typical development would be 0.28 spaces per unit, the equivalent of 12 spaces for 42 units.

Average Parking Accumulation vs Average Parking Provision

- 3.3 Averaging the demand across the 20 sites for each 15 minute period shows that the average level of demand is relatively constant, at around 12 vehicles for 42 units. This is shown graphically to the average provision of 18 spaces in **Figure 2**.

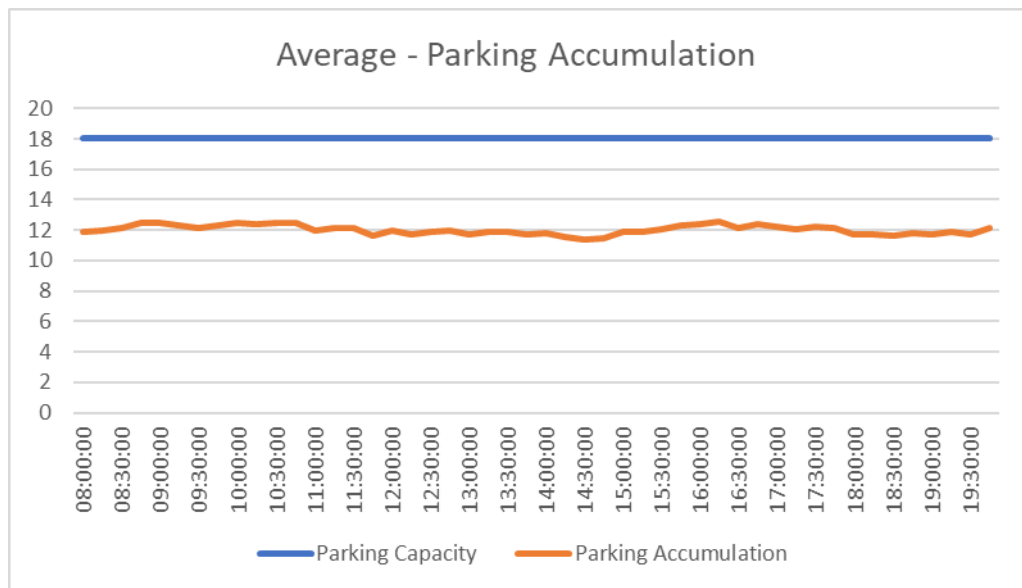


Figure 2: Average Parking Accumulation

- 3.4 **Figure 2** shows that the average parking demand never exceeds the average provision (18 spaces), with a maximum average occupancy across the day of 12.55 out of 18 spaces occupied, with maximum average occupancy occurring at 16:15.

Relationship between Provision & Demand

- 3.5 The provision and average demand data in **Table 3** is shown in a scatterplot within **Figure 3**. There is a clear positive relationship between provision and demand – the more parking that is provided, the higher the demand is. The R^2 value suggests that 64% of the of the variation in average demand is attributable to the amount of parking provided for the average demand.

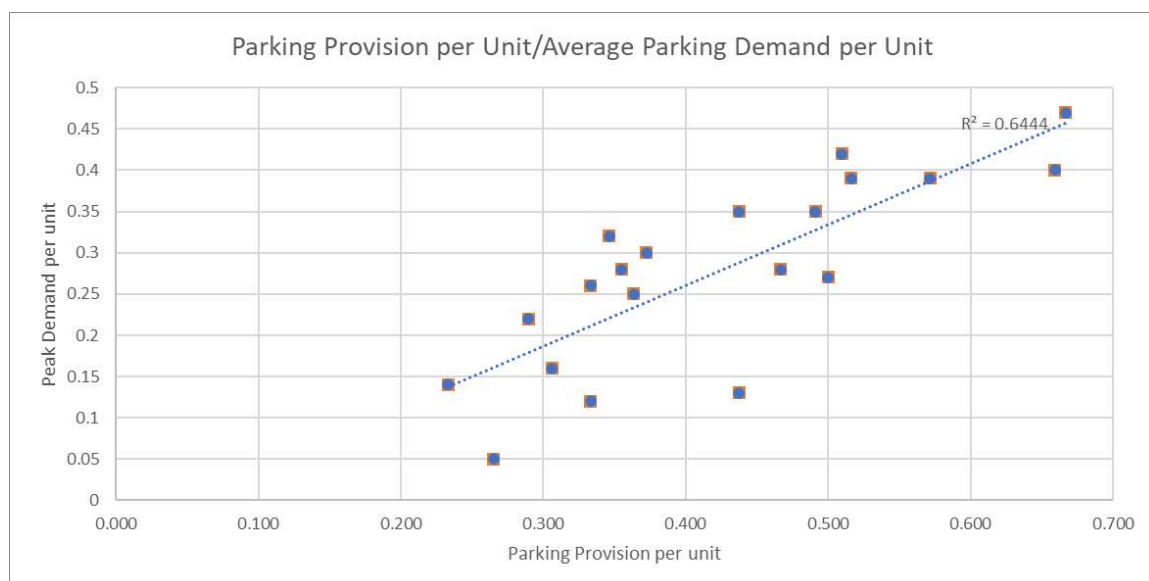


Figure 3: Parking Provision per Unit vs Mean Average Parking Demand per Unit

Average Length of Stay

- 3.6 Data was also collected to determine the average length of stay at each of the 20 surveyed sites. When reviewing the average daily length of stay across the 20 sites (with overnight residents excluded, i.e. cars that were parked at the start of the survey period), the average length of stay across the day is 3 hours and 9 minutes.
- 3.7 Of these inbound trips across the day, 60% stay at the site for 2 hours or less, and it is therefore reasonable to assume that a large proportion of these trips would be visitors, tradesmen or deliveries and that the parking accumulation does factor in a number of non-resident trips across the day, and the average parking demand figure of 0.28 therefore represents a robust figure to apply to future developments.

4. VEHICLE MOVEMENTS

- 4.1 Data on vehicle movements was also collected as part of the surveys. These are expressed per unit in **Table 4** and the raw data is contained within **Appendix A**.

CRL Site/Location	Number of Units	Weekday 12 hour Arrivals (0800-2000)	Weekday 12 hour Departures (0800-2000)	Weekday 12 Hour Two Way Movements (0800-2000)
Atkins Lodge, Orpington	49	28	25	53
Bramble Lodge, Wallington	42	27	20	47
Tudor Lodge, Solihull	30	17	12	29
King Henry Lodge, Chingford	32	18	12	30
Abbots Lodge, Canterbury	49	29	22	51
Cavendish Lodge, Glastonbury	38	18	9	27
St Marys Lodge, Birchington	31	14	5	19
Mitchell Lodge, Bitterne	36	21	13	34
Park View Lodge, Faversham	36	44	35	79
Elgar Lodge, Malvern	33	29	23	52
Nicholls Lodge, Bishops Stortford	52	40	25	65
Mulberry Lodge, Emsworth	30	22	14	36
Maxwell Lodge, Market Harborough	51	60	39	99
Hamlet Lodge, Gloucester	48	56	39	95
Chelmer Lodge, Chelmsford	55	54	33	87
Tatterton Lodge, Wetherby	56	71	47	118
Mottisfont Lodge, Romsey	31	47	37	84
Churchill Lodge, Lilliput	51	78	58	136
St Johns Lodge, Timperley	44	69	53	122
Steeple Lodge, Boldmere	48	63	39	102
Total	842	805	560	1365
Average Trip Rate per Unit		0.956	0.665	1.621

Table 4: Mean Average Daily Vehicle Trip Rate Per Unit

- 4.2 This shows that the average unit generates 0.956 arrivals and 0.665 arrivals across the day, with a total daily vehicle trip rate per unit of 1.621. A similar exercise for the network peak periods (0800-0900 and 1700-1800) is shown in **Table 5**.

CRL Site/Location	Number of Units	AM Peak Arrivals	AM Peak Departures	AM Peak Total	PM Peak Arrivals	PM Peak Departures	PM Peak Total
Atkins Lodge, Orpington	49	2	1	3	1	2	3
Bramble Lodge, Wallington	42	1	2	3	0	1	1
Tudor Lodge, Solihull	30	0	0	0	0	1	1
King Henry Lodge, Chingford	32	1	0	1	0	0	0
Abbots Lodge, Canterbury	49	2	0	2	1	0	1
Cavendish Lodge, Glastonbury	38	0	0	0	0	1	1
St Marys Lodge, Birchington	31	0	0	0	0	1	1
Mitchell Lodge, Bitterne	36	0	0	0	0	1	1
Park View Lodge, Faversham	36	3	3	6	1	1	2
Elgar Lodge, Malvern	33	1	0	1	1	1	2
Nicholls Lodge, Bishops Stortford	52	3	0	3	2	2	4
Mulberry Lodge, Emsworth	30	1	0	1	0	0	0
Maxwell Lodge, Market Harborough	51	2	2	4	4	3	7
Hamlet Lodge, Gloucester	48	2	0	2	3	4	7
Chelmer Lodge, Chelmsford	55	4	2	6	1	1	2
Tatterton Lodge, Wetherby	56	0	2	2	3	2	5
Mottisfont Lodge, Romsey	31	0	3	3	0	1	1
Churchill Lodge, Lilliput	51	6	3	9	3	4	7
St Johns Lodge, Timperley	44	1	1	2	3	4	7
Steeple Lodge, Boldmere	48	3	3	6	2	4	6
Total	842	32	22	54	25	34	59
Average Trip Rate Per Unit Across 20 Sites		0.038	0.026	0.064	0.030	0.040	0.070

Table 5: Mean Average Peak Hour Vehicle Trip Rate Per Unit

- 4.3 **Table 5** confirms that the average two-way trip rate per unit for the AM peak is 0.064 movements, and 0.070 for the PM peak.

5. 2023 PEDESTRIAN AND CYCLIST MOVEMENTS

- 5.1 In addition to reviewing the vehicular demand and use, data was also collected on movements by non-motorised modes to and from the 20 survey sites, specifically pedestrians, mobility buggies and cyclists. This data can be used in order to better inform the level of pedestrian trips, as well as cycle and mobility buggy use at CRL developments, which can in turn inform likely demand for cycle/buggy parking at future developments. The data shown in **Table 6** shows the average movements across the day for the 20 sites, split across the survey period, with raw data for each site contained within **Appendix A**.

	Non-Motorised User Movements In (average across 20 sites)				Non-Motorised User Movements Out (average across 20 sites)			
Time	Ped	Cycle	Buggies	Total	Ped	Cycle	Buggies	Total
08:00-09:00	0.95	0	0	0.95	1.1	0	0	1.1
09:00-10:00	1.9	0.05	0.1	2.05	2.35	0	0.2	2.55
10:00-11:00	2.35	0.1	0.2	2.55	3.35	0	0.45	3.8
11:00-12:00	2.75	0	0.5	3.25	1.7	0.05	0.2	1.95
12:00-13:00	2.7	0	0.15	2.85	2.7	0	0.25	2.95
13:00-14:00	2.2	0	0.2	2.3	3.05	0	0.4	3.45
14:00-15:00	1.85	0	0.2	2.05	1.85	0	0.35	2.2
15:00-16:00	2	0	0.35	2.35	1.6	0	0.2	1.8
16:00-17:00	1.25	0	0.3	1.55	1.05	0	0.1	1.15
17:00-18:00	1.05	0.05	0.3	1.4	0.75	0.05	0	0.8
18:00-19:00	0.95	0	0	0.95	0.55	0	0	0.55
19:00-20:00	0.7	0	0	0.7	0.5	0	0	0.5
	In				Out			
Totals per Scheme	Ped	Cycle	Buggies	Total	Ped	Cycle	Buggies	Total
	20.65	0.2	2.3	23.15	20.55	0.1	2.15	22.8
Average Trip Rate Per Unit	Ped	Cycle	Buggies	Total	Ped	Cycle	Buggies	Total
	0.492	0.005	0.05	0.547	0.489	0.002	0.05	0.541

Table 6: 20 Site Average Daily Pedestrian/Cycle/Buggy Trips

- 5.2 **Table 6** shows that on average, CRL developments generate 0.492 pedestrian arrivals per unit and 0.489 pedestrian departures per unit, resulting in 0.981 total pedestrian trips per unit per day. This is approximately 1 daily pedestrian trip per unit.

- 5.3 On average there are 0.005 cycle arrivals, and 0.002 cycle departures per unit, resulting in a trip rate of 0.007 cycle movements per unit per day. This is equivalent to one cycle trip per 142 unit and suggests minimal usage.
- 5.4 These findings are in keeping with a previously collected snapshot dataset on cycle ownership carried out in 2020 (attached in **Appendix B**) which has been collected across 128 lodges and shows an average cycle ownership of 0.71 per development, 0.02 per unit and that 4% of lodge managers cycle to work.
- 5.5 On average there are 0.05 buggy arrivals, and 0.05 buggy departures per unit, resulting in a trip rate of 0.1 buggy movements per unit per day. This is equivalent to one buggy trip per 10 unit and suggests modest usage. If this were to inform parking demand, assuming every resident with a buggy leaves and arrives once in a single day, there are likely to be 2-3 buggies per development on average.

6. SIMILARITY TO PREVIOUS SURVEY RESULTS

- 6.1 It is useful to compare the results of the 2023 surveys with previously recorded data, to determine whether there is any changes or trends that can be determined over time. As such, the overall results of the 2023 surveys have been compared to the previous surveys carried out, namely the Mott Macdonald research from 2016 and the preliminary research carried out by Paul Basham Associates in 2020. This is demonstrated in **Table 7**.

CRL Dataset	Average Parking Demand per Unit	Average Parking Provision per Unit	Daily Vehicle Trip Rate per Unit
Mott Macdonald Research (2016)	0.28	0.42	1.49
PBA Preliminary Research (2020)	0.29	0.35	1.7
PBA Updated Research (2023)	0.28	0.42	1.58

Table 7: Comparison of Previous and Current Survey Data

- 6.2 **Table 7** shows that the results of the data across the 3 survey periods are broadly similar and consistent over time. The 2020 results are based on a sample size of 2 and limited conclusions can be drawn from that data. However, they are broadly consistent with 2016 and 2023 data.

7. EXECUTIVE SUMMARY

7.1 The data obtained is summarised in the below **Table 8**.

	Average Parking Provision (42 Units)	Average Parking Provision Per Unit	Average Parking Accumulation (42 Units)	Average Parking Demand Per Unit
On Site Parking	18	0.42	12	0.28
	AM Peak Hour Trip Rate Per Unit (0800-0900)	PM Peak Hour Trip Rate Per Unit (1700-1800)	12 Hour Trip Rate Per Unit (0800-2000)	
Vehicle Trip Generation	0.064	0.070	1.621	
	12 Hour Arrivals per Unit (0800-2000)	12 Hour Departures per Unit (0800-2000)	12 Hour Trip Rate Per Unit (0800-2000)	
Pedestrian Trip Generation	0.492	0.489	0.981	
Cycle Trip Generation	0.005	0.002	0.007	
Buggy Trip Generation	0.05	0.05	0.1	

Table 8: Site Parking & Trip Rate Summary

7.2 The data suggests the following in relation to car parking:

- The average Churchill development provides 18 parking spaces for 42 units (at a ratio of 0.42 spaces per unit).
- The average parking demand across the day across the 20 surveyed sites is 0.28 spaces per unit, equivalent to 12 spaces when reviewed against an average 42 unit development;
- 60% of stays are less than 2 hours and therefore it is likely that the data includes a high proportion of visitor/staff/tradespeople trips;
- There is a strong correlation between parking provision and average parking demand, with 64% of the variation in the latter attributable to the former. Essentially, if the provision is higher, then demand is higher, and if provision is lower, then demand is lower.

7.3 The data suggests the following in relation to vehicle trip generation:

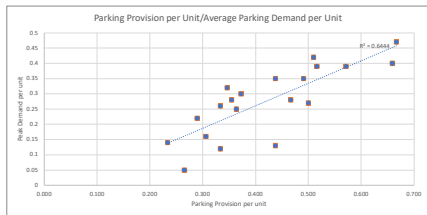
- The average two-way vehicular trip rate for the AM peak is 0.064 movements per unit, and the average for the PM peak is 0.070 trips per unit with a daily trip generation per unit of 1.621.

7.4 The data suggests the following in relation to pedestrian/cycle/buggy trip generation:

- The average pedestrian arrivals per unit is 0.497 movements per unit, and the average departures is 0.491 with a daily trip generation per unit of 0.988.
- There are very few cycle movements at 0.007 movements per unit per day, with the majority of non motorised user movements being pedestrian movements.
- On average there are 0.05 buggy arrivals, and 0.05 buggy departures per unit, resulting in a trip rate of 0.1 buggy movements per unit per day.



CTL Lodge	No of Units	Car Parking Provision	Parking Ratio	Average Parking Demand	Year Built
Atkins Lodge, Orington	49	13	0.265	0.05	2015
Bramble Lodge, Wallington	42	14	0.333	0.12	2011
Tudor Lodge, Seihull	30	7	0.233	0.14	2008
King Henry Lodge, Chingford	32	14	0.438	0.13	2014
Abbotts Lodge, Canterbury	49	15	0.306	0.16	2013
Cavanish Lodge, Glastonbury	38	11	0.289	0.22	2006
St Marys Lodge, Birchington	31	11	0.355	0.28	2008
Mitchell Lodge, Bitterne	36	12	0.333	0.26	2010
Park View Lodge, Faversham	39	18	0.461	0.27	2007
Elgar Lodge, Malvern	33	12	0.364	0.25	2011
Nicholls Lodge, Bishops Stortford	52	18	0.346	0.32	2015
Mulberry Lodge, Emsworth	30	14	0.467	0.28	2010
Maxwell Lodge, Market Harborough	51	19	0.373	0.3	2014
Hamlet Lodge, Gloucester	48	21	0.438	0.35	2010
Chelmer Lodge, Chelmsford	55	27	0.491	0.42	2006
Tatterton Lodge, Wetherby	56	32	0.571	0.39	2017
Mottisfont Lodge, Romsey	31	16	0.516	0.39	2001
Churchill Lodge, Lilliput	51	26	0.510	0.42	2015
St Johns Lodge, Timperley	44	29	0.659	0.4	2015
Steeple Lodge, Boldmere	48	32	0.667	0.47	2013
Average	42	18	0.42	0.28	



Vehicles

CTL Site/Location	Weekday 12hr Arrivals	Weekday 12 Departures	Weekday 12 Hour Two Way
Atkins Lodge, Orington	28	25	53
Bramble Lodge, Wallington	27	20	47
Tudor Lodge, Seihull	17	12	29
King Henry Lodge, Chingford	18	12	30
Abbotts Lodge, Canterbury	29	22	51
Cavanish Lodge, Glastonbury	18	9	27
St Marys Lodge, Birchington	14	5	19
Mitchell Lodge, Bitterne	21	13	34
Park View Lodge, Faversham	44	35	79
Elgar Lodge, Malvern	29	23	52
Nicholls Lodge, Bishops Stortford	40	25	65
Mulberry Lodge, Emsworth	22	14	36
Maxwell Lodge, Market Harborough	60	39	99
Hamlet Lodge, Gloucester	56	39	95
Chelmer Lodge, Chelmsford	54	33	87
Tatterton Lodge, Wetherby	71	47	118
Mottisfont Lodge, Romsey	47	37	84
Churchill Lodge, Lilliput	78	58	136
St Johns Lodge, Timperley	69	53	122
Steeple Lodge, Boldmere	63	39	102
Average	40.25	28	68.25

CTL Site/Location	Weekday 12hr Arrivals	Weekday 12 Departures	Weekday 12 Hour Two Way
Atkins Lodge, Orington	0.571	0.510	1.082
Bramble Lodge, Wallington	0.643	0.476	1.119
Tudor Lodge, Seihull	0.567	0.400	0.967
King Henry Lodge, Chingford	0.563	0.375	0.938
Abbotts Lodge, Canterbury	0.592	0.449	1.041
Cavanish Lodge, Glastonbury	0.474	0.237	0.711
St Marys Lodge, Birchington	0.452	0.161	0.613
Mitchell Lodge, Bitterne	0.583	0.361	0.944
Park View Lodge, Faversham	1.222	0.972	2.194
Elgar Lodge, Malvern	0.879	0.697	1.576
Nicholls Lodge, Bishops Stortford	0.769	0.481	1.250
Mulberry Lodge, Emsworth	0.753	0.467	1.220
Maxwell Lodge, Market Harborough	1.176	0.765	1.941
Hamlet Lodge, Gloucester	1.167	0.813	1.979
Chelmer Lodge, Chelmsford	0.962	0.582	1.544
Tatterton Lodge, Wetherby	1.268	0.839	2.107
Mottisfont Lodge, Romsey	1.516	1.194	2.710
Churchill Lodge, Lilliput	1.529	1.137	2.667
St Johns Lodge, Timperley	1.568	1.205	2.773
Steeple Lodge, Boldmere	1.313	0.813	2.125
Average	0.928	0.648	1.576

CTL Site/Location	AM Peak Hour Arrivals	AM Peak Hour Departures	AM Peak Hour Trip Generation	PM Peak Hour Arrivals	PM Peak Hour Departures	PM Peak Hour Trip Generation
Atkins Lodge, Orington	2	1	3	1	2	3
Bramble Lodge, Wallington	1	2	3	0	1	1
Tudor Lodge, Seihull	0	0	0	0	1	1
King Henry Lodge, Chingford	1	0	1	0	0	0
Abbotts Lodge, Canterbury	2	0	2	1	0	1
Cavanish Lodge, Glastonbury	0	0	0	0	1	1
St Marys Lodge, Birchington	0	0	0	0	1	1
Mitchell Lodge, Bitterne	0	0	0	0	1	1
Park View Lodge, Faversham	3	3	6	1	2	3
Elgar Lodge, Malvern	1	0	1	1	1	2
Nicholls Lodge, Bishops Stortford	3	0	3	2	2	4
Mulberry Lodge, Emsworth	1	0	1	0	0	0
Maxwell Lodge, Market Harborough	2	2	4	3	7	7
Hamlet Lodge, Gloucester	2	0	2	3	4	7
Chelmer Lodge, Chelmsford	4	2	6	2	6	2
Tatterton Lodge, Wetherby	0	2	3	2	5	5
Mottisfont Lodge, Romsey	0	3	3	0	1	1
Churchill Lodge, Lilliput	6	3	9	3	4	7
St Johns Lodge, Timperley	1	1	2	3	4	7
Steeple Lodge, Boldmere	3	3	6	2	4	6
Average Trip Generation	1.58	1.1	2.68	1.25	2.95	
Average Trip Rate per Apartment	0.0375	0.0261	0.0636	0.0297	0.0404	0.0701

Av Duration of Stay (start and end removed)

CTL Lodge	Av Duration of Stay	Trips In	Stay under 2 hours	Stay under 2 hours percentage
Atkins Lodge, Orington	00:58:00	25	21	84%
Bramble Lodge, Wallington	01:54:00	15	7	54%
Tudor Lodge, Seihull	00:50:00	10	9	90%
King Henry Lodge, Chingford	02:04:00	12	8	67%
Abbotts Lodge, Canterbury	02:06:00	16	12	75%
Cavanish Lodge, Glastonbury	05:11:00	3	1	33%
St Marys Lodge, Birchington	03:54:00	2	0	0%
Mitchell Lodge, Bitterne	04:09:00	7	2	29%
Park View Lodge, Faversham	01:41:00	25	17	68%
Elgar Lodge, Malvern	02:20:00	14	9	64%
Nicholls Lodge, Bishops Stortford	04:18:00	14	2	14%
Mulberry Lodge, Emsworth	00:59:00	8	6	75%
Maxwell Lodge, Market Harborough	01:50:00	27	19	70%
Hamlet Lodge, Gloucester	02:29:00	27	16	59%
Chelmer Lodge, Chelmsford	02:34:00	20	10	50%
Tatterton Lodge, Wetherby	01:48:00	29	20	69%
Mottisfont Lodge, Romsey	01:35:00	24	17	71%
Churchill Lodge, Lilliput	02:08:00	38	21	55%
St Johns Lodge, Timperley	02:21:00	36	18	50%
Steeple Lodge, Boldmere	03:21:00	19	8	42%
Average	03:09:00	18.45	11	60%

Mottisfont Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	14	12
08:30:00	14	10
09:00:00	14	10
09:30:00	14	11
10:00:00	14	12
10:30:00	14	13
11:00:00	14	11
11:30:00	14	13
12:00:00	14	12
12:30:00	14	12
13:00:00	14	12
13:30:00	14	13
14:00:00	14	14
14:30:00	14	13
15:00:00	14	12
15:30:00	14	12
16:00:00	14	12
16:30:00	14	11
17:00:00	14	10
17:30:00	14	9
18:00:00	14	9
18:30:00	14	9
19:00:00	14	10

Churchill Lodge - Parking Accumulation

Date	Parking Capacity	Parking Accumulation
08/00/00	25	21
08/03/00	25	22
08/06/00	25	21
08/09/00	25	22
08/12/00	25	21
09/03/00	25	22
09/06/00	25	21
09/09/00	25	22
09/12/00	25	21
10/03/00	25	22
10/06/00	25	21
10/09/00	25	22
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08/12/01	25	21
09/03/01	25	22
09/06/01	25	21
09/09/01	25	22
09/12/01	25	21
10/03/01	25	22
10/06/01	25	21
10/09/01	25	22
10/12/01	25	21

Mulberry Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	36	10
08:30:00	36	10
09:00:00	36	10
09:30:00	36	9
10:00:00	36	10
10:30:00	36	9
11:00:00	36	9
11:30:00	36	9
12:00:00	36	8
12:30:00	36	10
13:00:00	36	12
13:30:00	36	10
14:00:00	36	9
14:30:00	36	9
15:00:00	36	9
15:30:00	36	9
16:00:00	36	9
16:30:00	36	10
17:00:00	36	9
17:30:00	36	9
18:00:00	36	9
18:30:00	36	9
19:00:00	36	9
19:30:00	36	9

Mitchell Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	10	8
08:30:00	10	8
09:00:00	10	9
09:30:00	10	10
10:00:00	10	12
10:30:00	10	10
11:00:00	10	10
11:30:00	10	10
12:00:00	10	9
12:30:00	10	8

St Marys Lodge - Parking Accumulation

Date	Parking Capacity	Parking Accumulation
08/01/00	10	9
09/01/00	10	9
10/01/00	10	8
11/01/00	10	8
12/01/00	10	8
01/01/01	10	8
02/01/01	10	8
03/01/01	10	9
04/01/01	10	9
05/01/01	10	9
06/01/01	10	9
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04/01/04	10	9
05/01/04	10	9
06/01/04	10	9
07/01/04	10	9
08/01/04	10	9
09/01/04	10	9
10/01/04	10	9
11/01/04	10	9
12/01/04	10	9
01/01/05	10	9

Park View Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	24	10
08:30:00	24	10
09:00:00	24	8
09:30:00	24	10
10:00:00	24	10
10:30:00	24	12
11:00:00	24	10
11:30:00	24	10
12:00:00	24	8
12:30:00	24	6
13:00:00	24	6
13:30:00	24	8
14:00:00	24	8
14:30:00	24	8
15:00:00	24	8
15:30:00	24	10
16:00:00	24	10
16:30:00	24	12
17:00:00	24	10
17:30:00	24	12
18:00:00	24	10
18:30:00	24	8
19:00:00	24	8
19:30:00	24	8
20:00:00	24	8
20:30:00	24	8
21:00:00	24	8
21:30:00	24	8
22:00:00	24	8

St Johns Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	32	16
08:30:00	32	17
09:00:00	32	17
09:30:00	32	18
10:00:00	32	18
10:30:00	32	19
11:00:00	32	20
11:30:00	32	21
12:00:00	32	18
12:30:00	32	16
13:00:00	32	17
13:30:00	32	18
14:00:00	32	17
14:30:00	32	18
15:00:00	32	19
15:30:00	32	18
16:00:00	32	19
16:30:00	32	20
17:00:00	32	19
17:30:00	32	18
18:00:00	32	17
18:30:00	32	16
19:00:00	32	16

Tatterton Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00	32	20
08:30	32	19
09:00	32	20
09:30	32	21
10:00	32	20
10:30	32	21
11:00	32	20
11:30	32	21
12:00	32	20
12:30	32	21
13:00	32	19
13:30	32	18
14:00	32	19
14:30	32	20
15:00	32	21
15:30	32	22
16:00	32	23
16:30	32	24
17:00	32	25
17:30	32	24
18:00	32	23
18:30	32	22
19:00	32	21

Nicholls Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	28	14
08:30:00	28	16
09:00:00	28	24
09:30:00	28	26
10:00:00	28	24
10:30:00	28	24
11:00:00	28	24
11:30:00	28	24
12:00:00	28	24
12:30:00	28	24
13:00:00	28	24
13:30:00	28	24
14:00:00	28	24
14:30:00	28	24
15:00:00	28	24
15:30:00	28	24
16:00:00	28	24
16:30:00	28	24
17:00:00	28	24
17:30:00	28	24
18:00:00	28	24
18:30:00	28	24
19:00:00	28	24

Chelmer Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	20	15
08:30:00	20	16
09:00:00	20	15
09:30:00	20	14
10:00:00	20	14
10:30:00	20	15
11:00:00	20	18
11:30:00	20	14
12:00:00	20	13
12:30:00	20	13
13:00:00	20	14
13:30:00	20	14
14:00:00	20	15
14:30:00	20	14
15:00:00	20	15
15:30:00	20	16
16:00:00	20	15
16:30:00	20	17
17:00:00	20	16
17:30:00	20	15
18:00:00	20	14
18:30:00	20	15
19:00:00	20	16
19:30:00	20	15
20:00:00	20	16

Tudor Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	8	4
08:30:00	8	4
09:00:00	8	4
09:30:00	8	4
10:00:00	8	5
10:30:00	8	6
11:00:00	8	6
11:30:00	8	6
12:00:00	8	5
12:30:00	8	3
13:00:00	8	2
13:30:00	8	3
14:00:00	8	4
14:30:00	8	5
15:00:00	8	4
15:30:00	8	6
16:00:00	8	5
16:30:00	8	4
17:00:00	8	4
17:30:00	8	4
18:00:00	8	4
18:30:00	8	5
19:00:00	8	5

Steeple Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	32	22
08:30:00	32	22
09:00:00	32	22
09:30:00	32	21
10:00:00	32	20
10:30:00	32	19
11:00:00	32	19
11:30:00	32	20
12:00:00	32	20
12:30:00	32	21
13:00:00	32	20
13:30:00	32	21
14:00:00	32	20
14:30:00	32	21
15:00:00	32	22
15:30:00	32	23
16:00:00	32	24
16:30:00	32	23
17:00:00	32	24
17:30:00	32	23
18:00:00	32	22
18:30:00	32	22
19:00:00	32	22
19:30:00	32	22

Maxwell Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
0800	20	12
0830	20	13
0900	20	14
0930	20	14
1000	20	13
1030	20	12
1100	20	11
1130	20	12
1200	20	13
1230	20	18
1300	20	13
1330	20	12
1400	20	12
1430	20	13
1500	20	14
1530	20	13
1600	20	14
1630	20	13
1700	20	13
1730	20	14
1800	20	18
1830	20	18
1900	20	19

Hamlet Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	20	15
08:30:00	20	16
09:00:00	20	17
09:30:00	20	16
10:00:00	20	15
10:30:00	20	16
11:00:00	20	17
11:30:00	20	18
12:00:00	20	17
12:30:00	20	18
13:00:00	20	19
13:30:00	20	20
14:00:00	20	19
14:30:00	20	18
15:00:00	20	17
15:30:00	20	16
16:00:00	20	15
16:30:00	20	16
17:00:00	20	17
17:30:00	20	18
18:00:00	20	17
18:30:00	20	16
19:00:00	20	17

Atkins Lodge - Parking Accumulation

Date	Parking Capacity	Parking Accumulation
08/02/2015	24	0
08/09/2015	24	1
08/16/2015	24	2
08/23/2015	24	4
08/30/2015	24	5
09/06/2015	24	4
09/13/2015	24	5
09/20/2015	24	4
09/27/2015	24	2
10/04/2015	24	1
10/11/2015	24	1
10/18/2015	24	1
10/25/2015	24	2
11/01/2015	24	2
11/08/2015	24	3
11/15/2015	24	4
11/22/2015	24	3
11/29/2015	24	4
12/06/2015	24	3
12/13/2015	24	3
12/20/2015	24	3

Abbotts Lodge - Parking Accumulation

Date	Parking Capacity	Parking Accumulation
08/01/00	16	8
08/15/00	16	10
09/01/00	16	10
09/15/00	16	10
10/01/00	16	10
10/15/00	16	9
11/01/00	16	5
11/15/00	16	6
12/01/00	16	7
12/15/00	16	7
01/01/01	16	8
01/15/01	16	8
02/01/01	16	8
02/15/01	16	8
03/01/01	16	8
03/15/01	16	8
04/01/01	16	8
04/15/01	16	8
05/01/01	16	8
05/15/01	16	8
06/01/01	16	8
06/15/01	16	8
07/01/01	16	8
07/15/01	16	8
08/01/01	16	8
08/15/01	16	8
09/01/01	16	8
09/15/01	16	8
10/01/01	16	8
10/15/01	16	8
11/01/01	16	8
11/15/01	16	8
12/01/01	16	8

Bramble Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	16	6.5
08:30:00	16	6.5
09:00:00	16	6.5
09:30:00	16	6.5
10:00:00	16	5.5
10:30:00	16	5.5
11:00:00	16	6.5
11:30:00	16	5.5
12:00:00	16	5.5
12:30:00	16	5.5
13:00:00	16	4.5
13:30:00	16	2.5
14:00:00	16	2.5
14:30:00	16	5.5
15:00:00	16	6.5
15:30:00	16	6.5
16:00:00	16	6.5
16:30:00	16	7.5
17:00:00	16	6.5
17:30:00	16	6.5
18:00:00	16	6.5
18:30:00	16	7.5
19:00:00	16	6.5

King Henry Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00	32	4
08:30	32	4
09:00	32	4
09:30	32	3
10:00	32	4
10:30	32	5
11:00	32	5
11:30	32	6
12:00	32	6
12:30	32	5
13:00	32	6
13:30	32	4
14:00	32	3
14:30	32	3
15:00	32	2
15:30	32	2
16:00	32	2
16:30	32	2
17:00	32	3
17:30	32	2
18:00	32	2

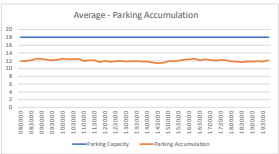
Elgar Lodge - Parking Accumulation

Date	Parking Capacity	Parking Accumulation
08/03/00	12	10
08/06/00	12	10
08/09/00	12	11
08/12/00	12	12
08/15/00	12	11
08/18/00	12	10
08/21/00	12	9
08/24/00	12	10
08/27/00	12	9
08/30/00	12	10
09/02/00	12	9
09/05/00	12	10
09/08/00	12	9
09/11/00	12	10
09/14/00	12	9
09/17/00	12	10
09/20/00	12	9
09/23/00	12	10
09/26/00	12	9
09/29/00	12	10
10/02/00	12	9
10/05/00	12	10
10/08/00	12	9
10/11/00	12	10
10/14/00	12	9
10/17/00	12	10
10/20/00	12	9

Cavendish Lodge - Parking Accumulation

Time	Parking Capacity	Parking Accumulation
08:00:00	10	9
08:30:00	10	8
09:00:00	10	7
09:30:00	10	7
10:00:00	10	9
10:30:00	10	10
11:00:00	10	10
11:30:00	10	10
12:00:00	10	9
12:30:00	10	8
13:00:00	10	7
13:30:00	10	7
14:00:00	10	7
14:30:00	10	8
15:00:00	10	8
15:30:00	10	8
16:00:00	10	8
16:30:00	10	7
17:00:00	10	6
17:30:00	10	7
18:00:00	10	6
18:30:00	10	7
19:00:00	10	8
19:30:00	10	9

Average																																																	
Time	08:00:00	08:15:00	08:30:00	08:45:00	09:00:00	09:15:00	09:30:00	09:45:00	10:00:00	10:15:00	10:30:00	10:45:00	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00	15:30:00	15:45:00	16:00:00	16:15:00	16:30:00	16:45:00	17:00:00	17:15:00	17:30:00	17:45:00	18:00:00	18:15:00	18:30:00	18:45:00	19:00:00	19:15:00	19:30:00	19:45:00	Average
Parking Capacity	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18.05	18		
Parking Accumulation	11.9	12	12.1	12.5	12.45	12.3	12.15	12.3	12.5	12.35	12.45	12.45	12	12.1	12.1	11.6	12	11.7	11.9	11.95	11.75	11.85	11.85	11.75	11.8	11.55	11.35	11.5	11.9	11.9	12.05	12.3	12.35	12.55	12.15	12.4	12.2	12.05	12.25	12.1	11.75	11.75	11.6	11.8	11.75	11.85	11.75	12.1	12
Number of Units	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42.1	42		
Parking Demand	0.28260333	0.285036	0.287411	0.286912	0.288599	0.292162	0.288599	0.292162	0.296912	0.293349	0.295724	0.295724	0.285036	0.287411	0.287411	0.275534	0.285036	0.27791	0.28266	0.283848	0.279097	0.281473	0.281473	0.279097	0.280285	0.274347	0.269596	0.273159	0.28266	0.28266	0.286223	0.292162	0.293349	0.2981	0.288599	0.294537	0.289786	0.286223	0.290974	0.287411	0.279097	0.279097	0.275534	0.280285	0.279097	0.281473	0.279097	0.287411	0.29



Mottisfont Lodge, Romsey, Thursday 22nd June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 22nd June 2023	08:00-09:00	1	0	1	2	0	2	0	0
	09:00-10:00	3	0	3	5	0	5	0	0
	10:00-11:00	2	0	2	5	0	5	0	2
	11:00-12:00	3	0	3	1	0	1	2	0
	12:00-13:00	4	0	4	1	0	1	0	0
	13:00-14:00	0	0	0	5	0	5	0	3
	14:00-15:00	1	0	1	5	0	5	0	3
	15:00-16:00	2	0	2	2	0	2	1	1
	16:00-17:00	5	0	5	0	0	0	3	0
	17:00-18:00	5	0	5	0	0	0	3	0
	18:00-19:00	1	0	1	1	0	1	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		27	0	27	27	0	27	9	9

Churchill Lodge, Lilliput, Tuesday 27th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Tuesday 22nd June 2023	08:00-09:00	0	0	0	2	0	2	0	0
	09:00-10:00	1	0	1	4	0	4	0	1
	10:00-11:00	3	0	3	4	0	4	1	0
	11:00-12:00	4	0	4	1	0	1	0	0
	12:00-13:00	3	0	3	1	0	1	0	0
	13:00-14:00	1	0	1	2	0	2	0	0
	14:00-15:00	1	0	1	3	0	3	0	0
	15:00-16:00	2	0	2	2	0	2	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	1	0	1	0	0
	18:00-19:00	4	0	4	2	0	2	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		19	0	19	22	0	22	1	1

Mulberry Lodge, Emsworth, Wednesday 28th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 28th June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	0	0	0	0	0	0	0	0
	10:00-11:00	2	1	2	1	0	1	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	3	0	3	1	0	1	0	0
	13:00-14:00	0	0	0	0	0	0	0	0
	14:00-15:00	1	0	1	0	0	0	0	0
	15:00-16:00	2	0	2	0	0	0	2	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	1	0	1	0	0	0	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	1	0	1	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		10	1	10	2	0	2	2	0

Mitchell Lodge, Bitterne, Thursday 22nd June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 22nd June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	1	0	1	1	0	1	1	1
	10:00-11:00	1	0	1	1	0	1	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	1	0	1	2	0	2	0	0
	13:00-14:00	1	0	1	2	0	2	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	1	0	1	0	0	0	1	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		5	0	5	6	0	6	2	1

St. Mary's Lodge, Birchington, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	1	0	1	1	0	1	0	0
	09:00-10:00	4	0	4	1	0	1	0	0
	10:00-11:00	0	0	0	2	0	2	0	0
	11:00-12:00	3	0	3	1	0	1	0	0
	12:00-13:00	3	0	3	1	0	1	0	0
	13:00-14:00	1	0	1	1	0	1	0	0
	14:00-15:00	1	0	1	4	0	4	0	2
	15:00-16:00	1	0	1	1	0	1	0	0
	16:00-17:00	1	0	1	1	0	1	0	0
	17:00-18:00	0	0	0	1	0	1	0	0
	18:00-19:00	1	0	1	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		16	0	16	14	0	14	0	2

Park View Lodge, Faversham, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	2	0	2	2	0	2	0	0
	09:00-10:00	4	0	4	2	0	2	0	0
	10:00-11:00	2	0	2	9	0	9	1	2
	11:00-12:00	8	0	8	3	0	3	1	0
	12:00-13:00	3	0	3	0	0	0	0	0
	13:00-14:00	0	0	0	3	0	3	0	0
	14:00-15:00	3	0	3	2	0	2	0	0
	15:00-16:00	2	0	2	4	0	4	1	1
	16:00-17:00	4	0	4	2	0	2	1	1
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	2	0	2	3	0	3	0	0
	19:00-20:00	2	0	2	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		32	0	32	31	0	31	4	4

St. John's Lodge, Timperley, Wednesday 28th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 28th June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	0	1	1	0	0	0	0	0
	10:00-11:00	0	0	0	1	0	1	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	0	0	0	1	0	1	0	0
	13:00-14:00	1	0	1	1	0	1	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		1	1	2	3	0	3	0	0

Tatterton Lodge, Wetherby, Tuesday 27th June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Tuesday 27th June 2023	08:00-09:00	2	0	2	3	0	3	0	0
	09:00-10:00	1	0	1	2	0	2	0	0
	10:00-11:00	5	0	5	8	0	8	0	1
	11:00-12:00	4	0	4	4	0	4	1	1
	12:00-13:00	5	0	5	3	0	3	0	0
	13:00-14:00	2	0	2	1	0	1	1	0
	14:00-15:00	3	0	3	1	0	1	0	0
	15:00-16:00	3	0	3	1	0	1	0	0
	16:00-17:00	1	0	1	2	0	2	0	0
	17:00-18:00	2	0	2	2	0	2	0	0
	18:00-19:00	0	0	0	1	0	1	0	0
	19:00-20:00	0	0	0	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		28	0	28	29	0	29	2	2

Nicholls Lodge, Bishops Stortford, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	1	0	1	0	0
	09:00-10:00	1	0	1	6	0	6	0	1
	10:00-11:00	3	0	3	3	0	3	1	1
	11:00-12:00	6	0	6	3	0	3	1	0
	12:00-13:00	5	0	5	8	0	8	0	1
	13:00-14:00	6	0	6	7	0	7	1	1
	14:00-15:00	6	0	6	4	0	4	1	0
	15:00-16:00	12	0	12	4	0	4	1	1
	16:00-17:00	2	0	2	6	0	6	0	1
	17:00-18:00	3	0	3	1	0	1	1	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	2	0	2	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		46	0	46	44	0	44	6	6

Chelmer Lodge, Chelmsford, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	1	0	1	1	0	1	0	0
	09:00-10:00	0	0	0	0	0	0	0	0
	10:00-11:00	2	0	2	4	0	4	0	1
	11:00-12:00	4	0	4	0	0	0	2	0
	12:00-13:00	4	0	4	1	0	1	0	0
	13:00-14:00	0	0	0	2	0	2	0	0
	14:00-15:00	1	0	1	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	1	0	1	2	0	2	0	0
	17:00-18:00	1	0	1	1	0	1	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	1	0	1	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		15	0	15	12	0	12	2	1

Tudor Lodge, Solihull, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	1	0	1	1	0	1	0	0
	10:00-11:00	0	0	0	0	0	0	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	1	0	1	0	0	0	0	0
	13:00-14:00	1	0	1	1	0	1	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		3	0	3	2	0	2	0	0

Steeple Lodge, Boldmere, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	1	0	1	0	0
	09:00-10:00	6	0	6	2	0	2	1	1
	10:00-11:00	2	0	2	2	0	2	1	0
	11:00-12:00	6	0	6	4	0	4	0	1
	12:00-13:00	5	0	5	8	0	8	0	0
	13:00-14:00	8	0	8	10	0	10	1	0
	14:00-15:00	1	0	1	4	0	4	0	1
	15:00-16:00	5	0	5	5	0	5	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	2	0	2	1	0	1	0	0
	18:00-19:00	2	0	2	0	0	0	0	0
	19:00-20:00	4	0	4	2	0	2	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		41	0	41	39	0	39	3	3

Maxwell Lodge, Market Harborough, Thursday 22nd June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 22nd June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	2	0	2	1	0	1	0	0
	10:00-11:00	2	0	2	1	0	1	0	0
	11:00-12:00	2	0	2	3	0	3	0	0
	12:00-13:00	5	0	5	3	0	3	0	0
	13:00-14:00	5	0	5	4	0	4	0	0
	14:00-15:00	1	0	1	2	0	2	0	0
	15:00-16:00	0	0	0	1	0	1	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	0	0	2	0	2	0	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		17	0	17	17	0	17	0	0

Hamlet Lodge, Gloucester, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	1	0	1	1	0	1	0	0
	09:00-10:00	0	0	0	0	0	0	0	0
	10:00-11:00	0	0	0	0	0	0	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	0	0	0	0	0	0	0	0
	13:00-14:00	0	0	0	1	0	1	0	0
	14:00-15:00	1	0	1	0	0	0	0	0
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	0	0	0	0	0
	17:00-18:00	0	1	0	0	1	0	0	0
	18:00-19:00	1	0	1	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		3	1	3	2	1	2	0	0

Atkins Lodge, Orpington, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	2	0	2	3	0	3	0	0
	09:00-10:00	2	0	2	4	0	4	0	0
	10:00-11:00	6	0	6	9	0	9	0	0
	11:00-12:00	6	0	6	2	0	2	1	0
	12:00-13:00	2	0	2	7	0	7	1	4
	13:00-14:00	5	0	5	4	0	4	1	0
	14:00-15:00	6	0	6	2	0	2	2	0
	15:00-16:00	1	0	1	3	0	3	0	1
	16:00-17:00	4	0	4	2	0	2	1	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	4	0	4	0	0	0	0	0
	19:00-20:00	2	0	2	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		40	0	40	37	0	37	6	5

Abbots Lodge, Canterbury, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	3	0	3	1	0	1	0	0
	09:00-10:00	2	0	2	3	0	3	0	0
	10:00-11:00	1	0	1	4	0	4	0	0
	11:00-12:00	1	0	1	5	0	5	0	0
	12:00-13:00	1	0	1	4	0	4	0	0
	13:00-14:00	4	0	4	3	0	3	0	0
	14:00-15:00	1	0	1	4	0	4	0	1
	15:00-16:00	0	0	0	0	0	0	0	0
	16:00-17:00	0	0	0	1	0	1	0	0
	17:00-18:00	2	0	2	1	0	1	1	0
	18:00-19:00	0	0	0	0	0	0	0	0
	19:00-20:00	0	0	0	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		15	0	15	26	0	26	1	1

Bramble Lodge, Wallington, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	3	0	3	0	0	0	0	0
	09:00-10:00	2	0	2	3	0	3	0	0
	10:00-11:00	2	0	2	1	0	1	0	1
	11:00-12:00	2	0	2	1	0	1	0	0
	12:00-13:00	1	0	1	2	0	2	1	0
	13:00-14:00	4	0	4	2	0	2	0	0
	14:00-15:00	0	0	0	0	0	0	0	0
	15:00-16:00	1	0	1	0	0	0	0	0
	16:00-17:00	0	0	0	2	0	2	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	1	0	1	1	0	1	0	0
	19:00-20:00	0	0	0	1	0	1	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		16	0	16	13	0	13	1	1

King Henry Lodge, Chingford, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	2	0	2	2	0	2	0	0
	09:00-10:00	0	0	0	1	0	1	0	0
	10:00-11:00	6	0	6	5	0	5	0	1
	11:00-12:00	3	0	3	4	0	4	2	2
	12:00-13:00	5	0	5	6	0	6	1	0
	13:00-14:00	3	0	3	5	0	5	0	4
	14:00-15:00	3	0	3	1	0	1	1	0
	15:00-16:00	4	0	4	4	0	4	2	0
	16:00-17:00	4	0	4	1	0	1	1	0
	17:00-18:00	1	0	1	3	0	3	0	0
	18:00-19:00	1	0	1	1	0	1	0	0
	19:00-20:00	0	0	0	2	0	2	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		32	0	32	35	0	35	7	7

Elgar Lodge, Malvern, Wednesday 21st June 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Wednesday 21st June 2023	08:00-09:00	0	0	0	0	0	0	0	0
	09:00-10:00	4	0	4	5	0	5	0	0
	10:00-11:00	1	0	1	3	0	3	0	0
	11:00-12:00	0	0	0	0	0	0	0	0
	12:00-13:00	1	0	1	2	0	2	0	0
	13:00-14:00	0	0	0	3	0	3	0	0
	14:00-15:00	5	0	5	3	0	3	0	0
	15:00-16:00	2	0	2	1	0	1	0	0
	16:00-17:00	1	0	1	0	0	0	0	0
	17:00-18:00	0	0	0	0	0	0	0	0
	18:00-19:00	0	0	0	1	0	1	0	0
	19:00-20:00	1	0	1	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		15	0	15	18	0	18	0	0

Cavendish Lodge, Glastonbury, Thursday 6th July 2023

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
Thursday 6th July 2023	08:00-09:00	1	0	1	2	0	2	0	0
	09:00-10:00	4	0	4	6	0	6	0	0
	10:00-11:00	7	1	7	4	0	4	0	0
	11:00-12:00	3	0	3	2	1	2	0	0
	12:00-13:00	2	0	2	3	0	3	0	0
	13:00-14:00	2	0	2	4	0	4	0	0
	14:00-15:00	2	0	2	2	0	2	0	0
	15:00-16:00	3	0	3	4	0	4	0	0
	16:00-17:00	2	0	2	2	0	2	0	0
	17:00-18:00	3	0	3	2	0	2	0	0
	18:00-19:00	2	0	2	1	0	1	0	0
	19:00-20:00	1	0	1	0	0	0	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL		
		32	1	32	32	1	32	0	0

Pedestrian/Cycle/Off Street Parking Average

		IN			OUT			BUGGIES IN	BUGGIES OUT
Day	Time	PED	PCL	TOTAL	PED	PCL	TOTAL		
	08:00-09:00	0.95	0	0.95	1.1	0	1.1	0	0
	09:00-10:00	1.9	0.05	1.95	2.35	0	2.35	0.1	0.2
	10:00-11:00	2.35	0.1	2.35	3.35	0	3.35	0.2	0.45
	11:00-12:00	2.75	0	2.75	1.7	0.05	1.7	0.5	0.2
	12:00-13:00	2.7	0	2.7	2.7	0	2.7	0.15	0.25
	13:00-14:00	2.2	0	2.2	3.05	0	3.05	0.2	0.4
	14:00-15:00	1.85	0	1.85	1.85	0	1.85	0.2	0.35
	15:00-16:00	2	0	2	1.6	0	1.6	0.35	0.2
	16:00-17:00	1.25	0	1.25	1.05	0	1.05	0.3	0.1
	17:00-18:00	1.05	0.05	1.05	0.75	0.05	0.75	0.3	0
	18:00-19:00	0.95	0	0.95	0.55	0	0.55	0	0
	19:00-20:00	0.7	0	0.7	0.5	0	0.5	0	0
		IN			OUT				
	TOTALS	PED	PCL	TOTAL	PED	PCL	TOTAL	0	0
		20.65	0.20	20.70	20.55	0.10	20.55	2.3	2.15



Lodge Name	Town	Postcode	Number of Units	Lodge manager cycle to work	How many residents are bike owners?
St Johns Lodge	Altrincham	WA15 7AG	44	No	0
Blenheim Lodge	Amersham	HP6 5HX	31	No	0
Chantry Lodge	Andover	SP10 1AL	69	No	3
Eliot Lodge	Ashbourne	DE6 1BW	38	No	0
Headley Lodge	Ashtead	KT21 2TP	33	No	0
Heritage Court	Belper	DE56 1TZ	51	No	0
Brook Lodge	Benfleet	SS7 5JB	14	No	2
Llewelyn Lodge	Bexhill on sea	TN39 3DB	39	No	0
St Marys Lodge	Birchington	CT7 9IS	32	No	0
Nicholls Lodge	Bishop Stortford	CM23 3FN	52	No	2
Mitchell Lodge	Bitterne	SO18 6TG	34	No	0
Gerard Lodge	Bognor Regis	PO21 1FG	40	No	0
Fairbanks Lodge	Borehamwood	WD6 2DG	39	No	0
Riverside Court	Bournemouth	BH6 3AA	46	No	2
Dean Lodge	Bournemouth	BH6 3ND	43	No	0
Alfred Lodge	Bridport	DT6 3JL	26	No	0
Follymill Lodge	Bridport	DT6 3QS	26	No	1
Concorde Lodge	Bristol	BS34 7DR	66	No	4
Mansions Lodge	Broadstairs	CT10 2QH	30	Yes	3
St James Gate	Buckhurst Hill	IG9 5HJ	29	No	0
Stokes Lodge	Camberley	GU15 3FU	61	No	4
Wellington Lodge	Camberley	GU15 3QD	24	No	0
Abbots Lodge	Canterbury	CT2 8FD	50	No	2
Hamilton Court	Canvey Island	SS8 0JN	24	No	0
Chelmer Lodge	Chelmsford	CM2 0FY	54	No	0
Lewis Carroll Lodge	Cheltenham	GL50 4FH	65	No	3
Eaton Lodge	Cherter	CH2 3QY	33	No	2
Harington Lodge	Chichester	PO19 7JW	35	No	0
King Henry Lodge	Chingford	E4 8HW	32	No	0
Castle Lodge	Chippenham	SN15 3YY	46	No	0
Priory Lodge	Christchurch	BH23 1FA	44	No	0
Keyes Lodge	Dartford	DA1 2FH	67	No	0
Barnes Lodge	Dorchester	DT1 2FH	40	No	0
Simmonds Lodge	Drayton	P06 2DE	51	No	1
McIndoe Lodge	East Grinstead	RH19 1FU	49	No	0
Tamarisk Lodge	East Wittering	PO20 8FL	26	No	5
Allingham Lodge	Eastbourne	BN21 1ER	58	No	0
Jefferies Lodge	Eltham	SE9 2SY	38	No	0
Mulberry Lodge	Emsworth	PO10 7EW	30	No	0
Lord Rosebery Lodge	Epsom	KT18 7LZ	31	No	0
Meyer Court	Exeter	EX2 5PW	50	No	1
Acacia Lodge	Fareham	PO16 7SX	46	No	1
Hawthorn Lodge	Farnham	GU9 7GG	60	No	0
Park View Lodge	Faversham	ME13 8AY	36	No	0
New Pools Lodge	Fishponds	BS16 4FB	41	No	0
Russell Lodge	Fleet	GU51 4JS	31	No	0
Cooper Lodge	Frinton-on-Sea	CO13 9NH	40	Yes	0
Cavendish Lodge	Glastonbury	BA6 9FD	38	No	1
Hamlet Lodge	Gloucester	GL1 3ET	48	No	1
Petlands Lodge	Haywards Heath	RH16 3NY	43	No	0
Amelia Lodge	Henleaze	BS9 4AS	33	No	1
Daniels Lodge	Highcliffe	BH23 5JT	48	No	1
Cornerway Lodge	Hindhead	GU26 6TN	29	No	0
Holyshute Lodge	Honiton	EX14 1NU	41	No	0
Pell Court	Hornchurch	RM12 4TE	23	No	0
Worthington Lodge	Hythe	CT21 5NG	43	No	0
Limewood Court	Ilford	IG4 5EL	63	No	2
Arlington Lodge	Leamington Spa	CV32 5BF	50	No	5
Emmeline Lodge	Leatherhead	KT22 7FU	38	No	0
Homeryle House	Lee-on-Solent	PO13 9JD	35	No	2
Pasfield Lodge	Lightwater	GU18 5RY	24	No	0
Churchill Lodge	Lilliput	BH14 8HA	51	No	1
Hale Lodge	Littlehampton	BN17 5ET	38	No	0
Betjeman Lodge	Ludlow	SY8 1DG	44	Yes	1
Knights Lodge	Lynton	SO41 9PB	41	No	0
Kings Lodge	Maidstone	ME14 1BG	52	No	0
William Lodge	Maldenbury	SN16 0BT	26	Yes	0
Queen Elizabeth Lodge	Margate	CT9 3PK	34	No	0
Maxwell Lodge	Market Harborough	LE16 9HE	44	No	0
Peel Lodge	Marlow	SL7 3FH	30	No	1
Sapphire Lodge	Nailsea	BS48 1RT	30	No	0
Avonbank Lodge	Newbury	RG14 1EZ	58	No	1
Laurel Court	Norwich	NR7 9LS	72	No	5
Dunwood Court	Nr. Romsey	SO51 6GR	22	No	0
Atkins Lodge	Orpington	BR6 0JQ	27	No	0
Neville Lodge	Peacehaven	BN10 7PE	31	No	0
Mount's Bay Lodge	Pennance	TR18 2FJ	50	No	3
Health Lodge	Pinner	HA5 5PB	30	No	0
St Peters Lodge	Portishead	BS20 6PJ	57	No	4
Grange Lodge	Portishead	BS20 6QY	57	No	2
Langstone Court	Portsmouth	PO6 1BU	50	No	2
Windsor Lodge	Princes Risborough	HP27 9EE	36	No	0
Hadley Lodge	Quinton	B32 2AW	43	No	0
Middlemarch Lodge	Rickmansworth	WD3 1SW	42	No	0
King Edgar Lodge	Ringerwood	BH24 1DH	25	No	0
Rosewood Court	Romford	RM6 4VJ	49	No	0
Gidea Lodge	Romford	RM2 5HR	29	No	0
Rose Court Lodge	Romford	RM1 3AW	37	No	0
Mottisfont Lodge	Romsey	SO51 8AG	31	No	2
Brindley Lodge	Sale	M33 3FS	52	No	0
Sarum Lodge	Salisbury	SP1 1AL	47	No	0
Tanyards Court	Seaton	EX12 2PA	32	No	0
Jubilee Lodge	Seaton	EX12 2WF	50	No	0
Hardy Lodge	Shaftesbury	SP7 8GY	42	No	0
River View Lodge	Shepperton	TW17 9EQ	22	No	0
Ballard Lodge	Shepperton	TW17 8BF	20	No	0
Milton Lodge	Sidcup	DA14 4HU	34	No	1
Beatrice Lodge	Sittingbourne	ME10 4SB	45	No	0
Tudor Lodge	Solihull	B92 7AA	30	No	0
St Francis Lodge	Solihull	B91 2TE	30	No	1
Victoria Lodge	Southampton	SO17 1NF	35	No	0
Summerson Lodge	Southsea	P04 8GS	75	No	2
Davis Lodge	St Albans	AL1 3XU	63	No	0
Astonia Lodge	Stevenage	SG1 3DZ	38	No	2
Spicer Lodge	Stourbridge	DY8 1BS	46	No	1
Hudson Lodge	Sutton	SM1 2DU	28	No	0
Laurel Lodge	Sutton	SM5 2FQ	57	No	2
Steeple Lodge	Sutton Coldfield	B73 5GB	48	No	0
New Hall Lodge	Sutton Coldfield	B75 2DW	28	No	2
Jerome Court	Sutton Coldfield	B74 3PS	37	No	0
Grace Lodge	Thornbury	BS35 2FP	36	No	0
Alexandra Lodge	Thornbury	BS35 1BU	62	No	0
Sachs Lodge	Torquay	TQ1 2ER	33	No	0
Tregolls Lodge	Truro	TR1 1GW	58	No	3
Coleman Lodge	Walsall	WS9 8BF	37	No	0
King Harold Lodge	Waltham Abbey	EN9 1LN	28	No	0
Ash Lodge	Walton on Thames	KT22 2EZ	35	No	1
Greenacres Lodge	Warrington	R6 9FA	36	No	0
Nightingale Lodge	Waterlooville	P08 8AW	27	No	0
St Athelm Lodge	Wells	BA5 2DZ	31	No	0
Guessens Court	Welwyn Garden City	AL8 6RB	29	No	0
Stevenson Lodge	Westbourne	BH4 9DH	32	No	1
Tatterton Lodge	Wetherby	LS22 7AA	55	No	0
Hardys Court	Weymouth	DT4 7NL	38	No	0
Bennet Lodge	Wimborne	BH21 1GN	30	No	1
Cambridge	Worthing	BN11 3HT	29	Yes	2
Catherine Lodge	Worthing	BN13 1NT	39	No	0
Sheldon Lodge			48	No	1

Number of Units	Average Units	Number of Cycles	Average Cycles per Dev	Average Cycles per Unit	ber of Lodge Managers Cycle to \
5202	40.50505051	91	0.7109375	0.017551824	4%

Appendix E



REFUSE VEHICLE INTERNAL TRACKING 1:1000



FIRE TENDER INTERNAL TRACKING 1:1000

Project Name	HEMDEAN HOUSE SCHOOL, CAVERSHAM
Project Phase	PRELIMINARY

Title	REFUSE AND FIRETENDER SWEPT PATH ANALYSIS
-------	--



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Client



Churchill
Living

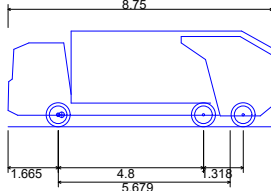
Your lifestyle • Your choice

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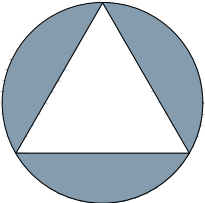
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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 - TOPOGRAPHICAL SURVEY
 - SITE LAYOUT
 - OS MAPPING
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



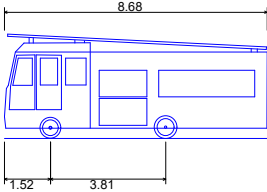
8.75
1.665 4.8 1.318
5.679



NORTH

READING REFUSE VEHICLE

Overall Length	8.750m
Overall Width	2.250m
Overall Body Height	3.162m
Min Body Ground Clearance	0.367m
Track Width	2.250m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.150m



8.68
1.52 3.81

DB32 Fire Appliance

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

0m 50m

1:1000

P02	SECOND ISSUE	22.01.26	EMW	JNR
P01	FIRST ISSUE	21.05.25	HML	JNR
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	21.05.25	HML	JNR	-
PBA Project Number		Scale	(AT A3)	
536.0100		1:1000		
PBA Drawing No: 536.0100-0003				Revision
				P02

Appendix F

Calculation Reference: AUDIT-247601-250523-0507

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	NS NORTH SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	BG BRIDGEND	1 days
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	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: 17 to 88 (units:)
 Range Selected by User: 17 to 88 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/06/24

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	4 days
Tuesday	7 days
Wednesday	4 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	20 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	9
Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	6

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	18
Built-Up Zone	1
High Street	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	13 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:**Use Class:**

C3 20 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	4 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	8 days
50,001 to 100,000	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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	4 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	19 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	20 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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1	AL-03-N-01 GROVE AVENUE HALIFAX WHEATLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	RETIREMENT BUNGALOWS	34 23/10/18	CALDERDALE	Survey Type: MANUAL
2	BG-03-N-01 PICTON AVENUE PORTHCAWL Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: TUESDAY	RETIREMENT FLATS	57 18/05/21	BRIDGEND	Survey Type: MANUAL
3	CA-03-N-01 UNION LANE CAMBRIDGE CHESTERTON Neighbourhood Centre (PPS6 Local Centre) High Street Total No of Dwellings: Survey date: MONDAY	RETIREMENT FLATS	30 26/06/23	CAMBRIDGESHIRE	Survey Type: MANUAL
4	CF-03-N-01 CARDIFF ROAD CARDIFF LLANDAFF Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	RETIREMENT FLATS	60 05/10/16	CARDIFF	Survey Type: MANUAL
5	CU-03-N-01 FRIARGATE PENRITH Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: MONDAY	RETIREMENT FLATS	48 24/06/24	CUMBERLAND	Survey Type: MANUAL
6	DY-03-N-02 LEAPER STREET DERBY Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	RETIREMENT FLATS	35 20/10/21	DERBY	Survey Type: MANUAL
7	EC-03-N-01 HOBSON STREET MACCLESFIELD Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: FRIDAY	RETIREMENT FLATS	33 16/09/16	CHESHIRE EAST	Survey Type: MANUAL
8	HF-03-N-01 POUND AVENUE STEVENAGE Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: THURSDAY	RETIREMENT FLATS	35 02/11/23	HERTFORDSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-N-08	RETIREMENT FLATS	KENT
	CANTERBURY ROAD		
	HERNE BAY		
	EDDINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	88	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
10	LN-03-N-01	RETIREMENT FLATS	LINCOLNSHIRE
	NEWPORT ROAD		
	LINCOLN		
	ERMINE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
11	MM-03-N-01	RETIREMENT FLATS	MONMOUTHSHIRE
	BRYNGWYN ROAD		
	NEWPORT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	65	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
12	NF-03-N-02	RETIREMENT FLATS	NORFOLK
	YARMOUTH ROAD		
	NORWICH		
	THORPE SAINT ANDREW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
13	NS-03-N-01	RETIREMENT FLATS	NORTH SOMERSET
	CHRIST CHURCH CLOSE		
	NEAR BRISTOL		
	NAILSEA		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: WEDNESDAY	03/05/23	Survey Type: MANUAL
14	PB-03-N-02	RETIREMENT FLATS	PETERBOROUGH
	DOGSTHORPE ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
15	SC-03-N-01	RETIREMENT FLATS	SURREY
	PRICES LANE		
	REIGATE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL
16	SH-03-N-02	RETIREMENT FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	76	
	Survey date: TUESDAY	20/06/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TW-03-N-03	RETIREMENT FLATS	TYNE & WEAR
	CHAPEL LANE		
	WHITLEY BAY		
	MONKSEATON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
18	WK-03-N-01	RETIREMENT FLATS	WARWICKSHIRE
	REGENT STREET		
	ROYAL LEAMINGTON SPA		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	34	
	Survey date: MONDAY	21/11/22	Survey Type: MANUAL
19	WM-03-N-01	RETIREMENT BUNGALOWS	WEST MIDLANDS
	SHORT STREET		
	STOURBRIDGE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	25	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
20	WS-03-N-03	RETIREMENT FLATS	WEST SUSSEX
	FITZALAN ROAD		
	LITTLEHAMPTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	38	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	20	42	0.021	20	42	0.029	20	42	0.050
08:00 - 09:00	20	42	0.054	20	42	0.064	20	42	0.118
09:00 - 10:00	20	42	0.090	20	42	0.101	20	42	0.191
10:00 - 11:00	20	42	0.119	20	42	0.130	20	42	0.249
11:00 - 12:00	20	42	0.107	20	42	0.088	20	42	0.195
12:00 - 13:00	20	42	0.106	20	42	0.081	20	42	0.187
13:00 - 14:00	20	42	0.075	20	42	0.105	20	42	0.180
14:00 - 15:00	20	42	0.090	20	42	0.104	20	42	0.194
15:00 - 16:00	20	42	0.080	20	42	0.064	20	42	0.144
16:00 - 17:00	20	42	0.068	20	42	0.053	20	42	0.121
17:00 - 18:00	20	42	0.062	20	42	0.051	20	42	0.113
18:00 - 19:00	20	42	0.035	20	42	0.049	20	42	0.084
19:00 - 20:00	1	17	0.118	1	17	0.000	1	17	0.118
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.025			0.919			1.944

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: 17 - 88 (units:)
 Survey date range: 01/01/16 - 24/06/24
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

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

Appendix G