



LYMINGTON POLICE STATION, LYMINGTON

TRANSPORT STATEMENT

June 2021

Planning Issues Ltd

**RETIREMENT DEVELOPMENT
LYMINGTON POLICE STATION
LYMINGTON**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**RETIREMENT DEVELOPMENT
LYMINGTON POLICE STATION
LYMINGTON**

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION	2
2.	EXISTING CONDITIONS AND SITE ACCESSIBILITY	3
3.	PROPOSED DEVELOPMENT	9
4.	SUMMARY AND CONCLUSIONS.....	15

Figures

Figure 1: Approximate Site Location

Figure 2: Cycle facilities in the vicinity of the site

Figure 3: PIA Data between 2015-2019 (Source: Crashmap)

Tables

Table 1: Proximity to local amenities

Table 2: CIHT guidance for 'Providing for Journeys on Foot'

Table 3: Local bus service timetable summary

Table 4: Existing Site Use – Trip Generation

Table 5: Proposed Site Use – Trip Generation

Table 6: Proposed Trip Generation informed by Churchill Retirement Living Independent Research

Table 7: Net Impact

Table 8: Recent Parking Survey Results

Appendices

Appendix A: Proposed Site Layout

Appendix B: TRICS Outputs

Appendix C: Churchill Retirement Living Independent Research

Appendix D: Private Vehicle Tracking

Appendix E: 7-Day Speed Survey Results

Appendix F: Visibility Splay Assessment

Appendix G: Road Safety Audit and Designer's Response

Appendix H: Recent Parking Survey Data

Appendix I: Churchill Retirement Living Cycle Parking Surveys

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for a Retirement Living development comprising of 32 units at the former Lymington Police Station off Southampton Road, Lymington. The approximate site location is shown below in **Figure 1**.

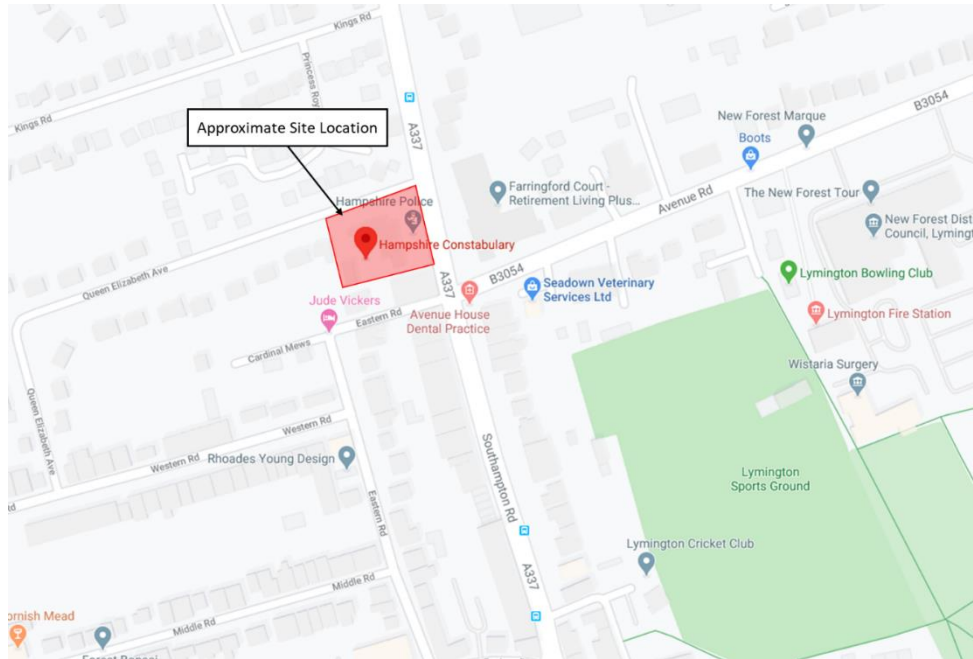


Figure 1: Approximate Site Location

- 1.2 The scope of this TS has been informed by pre-application advice sought from Hampshire County Council on 25th March 2020 (ref: 6/3/7/276) and subsequent discussions. In particular this TS considers site accessibility, servicing arrangements, visibility and access arrangements, trip generation, parking provision and the impact on the local road network.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Site and Surroundings

- 2.1 The proposed development site is currently occupied by the former Hampshire Constabulary buildings and associated on-site parking. The existing buildings on-site have a combined Gross Floor Area (GFA) of 610.19sqm. The site is bordered by Queen Elizabeth Avenue to the north, Southampton Road (A337) to the east and residential dwellings to the south and west.
- 2.2 The site is currently accessed via a dropped kerb vehicle crossover on Southampton Road, approximately 10m south of the Queen Elizabeth Avenue/Southampton Road junction. The existing site conditions are shown in **Photograph 1**.



Photograph 1: Existing Site Conditions

Local Road Network

- 2.3 Queen Elizabeth Avenue has an approximate east-west alignment and runs along the site's northern frontage. Queen Elizabeth Avenue is characteristic of a typical residential street and is subject to a 30mph speed limit measuring approximately 6.1m in width.
- 2.4 Within the vicinity of the site, on-street parking is permitted along the northern edge of Queen Elizabeth Avenue opposite the site frontage. Double yellow line restrictions extend along both sides of Queen Elizabeth Avenue for at least 30m from the junction with Southampton Road, beyond which a single yellow line continues along the southern edge of Queen Elizabeth Avenue only, prohibiting parking between 8am-6pm (Monday-Saturday). This is demonstrated in **Photograph 2**.



Photograph 2: On-street parking restrictions along Queen Elizabeth Avenue

- 2.5 The A337 forms part of the local strategic road network, connecting the M27 motorway in Hampshire with Christchurch in Dorset. Within the vicinity of the site Southampton Road (A337) comprises one northbound lane and two southbound lanes measuring a total of approximately 10m wide.

Site Accessibility

- 2.6 The proximity of the site to existing facilities and pedestrian network presents an opportunity to encourage the use of sustainable travel and create a sustainable development. A summary of the proximity to local amenities is provided within **Table 1** using an average walking speed of 1.4m/s as defined by CIHT's 'Providing for Journeys on Foot' (2000, Table 3.2).

Amenity	Distance (m)	Walking Time (Minutes)	Cycling Time (Minutes)
Avenue House Dental Practice	45	1	<1
Bus Stop	90	1	<1
Cooperative Food	300	4	1
Wisteria Surgery	450	6	3
Bank	650	8	3
Post Office	750	8	4
Boots Pharmacy	850	10	4
Lymington Library	850	11	5
Lymington Town Railway Station	1200	15	6

Table 1: Proximity to local amenities

- 2.7 The CIHT document, 'Providing for Journeys on Foot' (2000, Table 3.2), identifies the 'desirable', 'acceptable' and 'preferred maximum' distances for certain locations. As demonstrated in **Table 2** and referring to **Table 1**, all of the above facilities are within the 'acceptable' walking distance with the exception of the pharmacy, library and railway station which are within the 'preferred maximum' walking distance.

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

Table 2: CIHT guidance for 'Providing for Journeys on Foot'

Pedestrian Network

- 2.8 Pedestrian facilities in the vicinity of the site are good. Queen Elizabeth Avenue is equipped with footways measuring approximately 1.5m wide adjacent to either side of the carriageway (**Photograph 2**). A dropped kerb crossing is in place at the junction with Southampton Road providing a safe connection to the bus stops to the north of the site.
- 2.9 Southampton Road is equipped with footways measuring approximately 2-2.5m wide adjacent to either side of the carriageway (**Photograph 3**) providing a continuous connection to Lymington Town Centre. The signalised junction connecting A337, Eastern Road and Avenue Road is equipped with a pedestrian crossing with dropped kerbs and tactile paving adjacent to each arm (**Photograph 4**).



Photograph 3: Existing conditions on Southampton Road



Photograph 4: A337/Eastern Road/Avenue Road signalised junction

Cycle Network

- 2.10 Although the nature of the development is such that future occupants would be highly unlikely to cycle, there are opportunities to promote cycling within the vicinity of the site for staff and visitors. Southampton Road benefits from a cycle lane on either side of the carriageway which starts adjacent

to the site on the northbound side but provides a continuous connection to Lymington Town Centre on the southbound side.

- 2.11 The Lymington Station off-road cycle trail can be accessed off Bridge Road via Avenue Road and East Hill approximately 800m (a 5-minute cycle) east of the site. The cycle trail provides a link to the eastern and southern perimeters of Lymington as well as surrounding villages and Milford on Sea (**Figure 2**).



Figure 2: Cycle facilities in the vicinity of the site

Bus Services

- 2.12 The closest bus stops to the site are located on Southampton Road approximately 90m north (a 1-minute walk) of the site for the northbound and southbound directions. The northbound bus stop providing services towards Southampton City Centre, New Milton and Totton is equipped with a single pole with flag and timetable. The southbound bus stop providing services towards Lymington is equipped with a single pole with flag. The local bus services operating close to the application site are summarised within **Table 3**.

Service No.	Stop	Route	Frequency (Approximately)		
			Mon-Fri	Sat	Sun
<i>6 Bluestar</i>	Queen Elizabeth Avenue	Southampton – Lyndhurst – Lymington	Hourly	Hourly	Every 2 hours
<i>119</i>	Queen Elizabeth Avenue	Lymington – Pennington – Hordle – New Milton	Hourly (until 14:00)	Hourly (until 14:00)	None
<i>112</i>	Sports Ground	Hythe Ferry – Norleywood – Lymington	Every 2 hours (until 15:18) on Tues and Thurs only	None	None
<i>C32 Cango</i>	Sports Ground	New Milton – Lymington via Sway	Every 2-3 hours on Mon, Weds and Fri	None	None
<i>C33 Cango</i>	Sports Ground	New Milton – Lymington via Sway	Every 2-3 hours on Tues and Thurs	Every 2-3 hours	None
<i>X1</i>	Sports Ground	Bournemouth – Christchurch – New Milton – Lymington	Hourly	Hourly	Every 2 hours
<i>X2</i>	Sports Ground	Bournemouth – Christchurch – New Milton – Lymington	Hourly	Hourly	None

Table 3: Local bus service timetable summary

Rail Services

- 2.13 Lymington Town Railway Station is located on Station Street approximately 1.2km east of the site and can be accessed via a 6-minute cycle or 15 minute walk. Alternatively, the railway station can also be accessed via the aforementioned 6 Bluestar bus service from the Queen Elizabeth Avenue stop to the Station Street Stop which takes approximately 8 minutes. The station contains a manned ticket office, cycle parking, customer help points and wheelchair access. The station provides a direct service to Brockenhurst 2 times an hour taking approximately 8 minutes in addition to Lymington Pier every hour taking approximately 2 minutes. Full details on service timings and station facilities are available at arail.co.uk.

Personal Injury Accident Data

- 2.14 Personal Injury Accident (PIA) data has been assessed to consider the safety of the existing road network. Patterns displayed in the data can be assessed with regards to proximity, frequency and severity of incidents that have occurred. The PIA data has been obtained for a period of five years from 2015-2019 and is summarised in **Figure 3**.

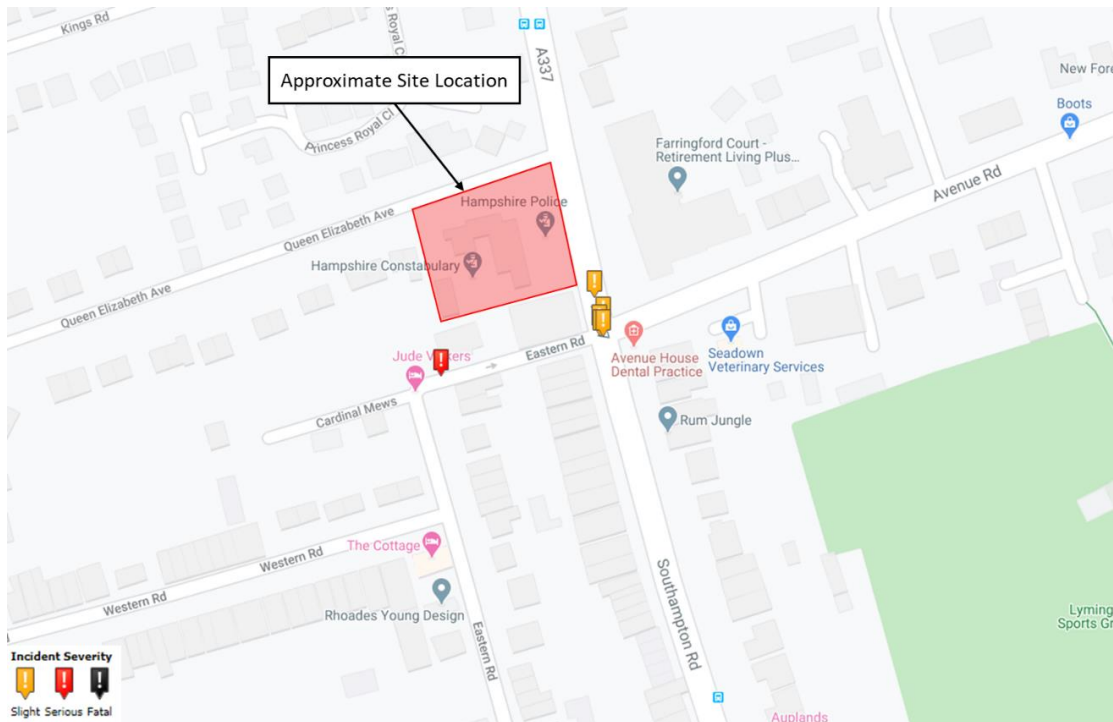


Figure 3: PIA Data between 2015-2019 (Source: Crashmap)

- 2.15 The PIA data indicates that within the five-year period from 2015-2019, six accidents have occurred within the vicinity of the site predominantly concentrated at the Eastern Road/Southampton Road/Avenue Road signalised crossroads approximately 43m south of the existing site access. Of the six accidents, five were slight in terms of their incident severity, with one serious accident reported on Eastern Road to the south of the site.
- 2.16 The PIA data indicates that whilst accidents have occurred adjacent to the site frontage on Southampton Road, no accidents have occurred along Queen Elizabeth Avenue within the most recent five-year period. This has been a key factor in informing the decision to access the proposed development via Queen Elizabeth Avenue, as assessed in **Chapter 3** of the report.
- 2.17 Given the location of the proposed access and the information outlined above, the PIA data does not indicate any specific highways concern that would worsen as a result of the proposed development or pose a threat to future site users. This is especially true considering that the proposed development is expected to generate a reduction in vehicular trips to/from the site in comparison to the former site use.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises 32 Retirement Living apartments with communal living spaces and associated car parking. The proposed site layout is attached within **Appendix A**.
- 3.2 Churchill Retirement Living developments are designed to provide accommodation for older people who require limited support to allow them to live a relatively independent life. They consist of individual apartments for the residents but include communal facilities such as resident lounges, a concierge reception and guest suites where friends or relatives can stay when visiting a resident. A single lodge manager is employed, with no additional staff.

Existing Trip Generation

- 3.3 As outlined above the site is currently occupied by the former Hampshire Constabulary buildings. Whilst the buildings on-site have been vacant since 2019, the site would have generated a significant number of trips in recent years when the site was in full operation.
- 3.4 In order to estimate the number of trips the former site use would have generated when in operation, the national TRICS (V.7.6.4) database has been utilised with the following methodology agreed as part of pre-application discussions. In the absence of any trip data specific to police stations, the following parameters are considered to be most applicable and have been used for the purposes of this assessment:
- Under land-use class 'employment' and subcategory 'office';
 - Sites in England and Wales (excluding Scotland, Ireland and Greater London);
 - Weekdays only;
 - Sites in 'Suburban' and 'Edge of Town Centre' locations; and
 - Parameter of 0 to 1000sqm.

- 3.5 The results of this TRICS assessment are summarised in **Table 4**, with the full outputs attached within **Appendix B**.

TRICS (V.7.6.4)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate Per 100 sqm	3.287	0.456	3.743	0.488	2.310	2.798	19.448
Existing Police Station 610.19sqm	20	3	23	3	14	17	119

Table 4: Existing Site Use – Trip Generation

- 3.6 According to the TRICS assessment, the former Police Station would have generated in the order of 119 daily vehicle trips including 23 two-way trips in the AM peak and 17 two-way trips in the PM peak. Overall, this equates to an average of 10 trips per hour across the day or one vehicle trip every 6 minutes.

Proposed Trip Generation

- 3.7 In order to understand the number of trips the proposed development is likely to generate, both the TRICS database and Churchill Retirement Living's independent research have been assessed. Similarly to the above the following methodology was agreed as part of pre-application discussions. The TRICS (V.7.6.4) database has been consulted using the following parameters:

- Under land-use class 'residential' and subcategory 'retirement flats';
- Sites in England and Wales (excluding Scotland, Ireland and Greater London);
- Weekdays only;
- Sites in 'Suburban' and 'Edge of Town Centre' locations; and
- Parameter of 0 to 80 units.

- 3.8 The results of this TRICS assessment are summarised in **Table 5**, with the full outputs attached within **Appendix B**.

TRICS (V.7.6.4)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate Per Unit	0.091	0.083	0.174	0.051	0.067	0.118	2.118
32 Retirement Living Units	3	3	6	2	2	4	68

Table 5: Proposed Site Use - Trip Generation

- 3.9 According to the TRICS assessment, the proposed development will generate in the order of 68 daily vehicle trips including 6 two-way trips in the AM peak and 4 two-way trips in the PM peak. Overall, this equates to an average of 6 trips per hour across the day or one vehicle trip every 10 minutes.
- 3.10 However, Churchill Retirement Living developments are not directly comparable to traditional retirement flats. Churchill Retirement Living therefore commissioned independent research across existing sites in 2016 to investigate trip rates and parking requirements to better inform the development of future schemes. The relevant extract from the research is attached within **Appendix C** with the key findings summarised in **Table 6** below.

	Arrivals (12HR)	Departures (12HR)	Total (12HR)
Trip rate per dwelling	0.74	0.75	1.49
Vehicle Trips (32 units)	24	24	48

Table 6: Proposed Trip Generation informed by Churchill Retirement Living Independent Research

- 3.11 Across the Churchill Retirement Living sites, an average two-way trip rate of 1.49 movements per apartment was identified. Based on this independently collected data, the proposed site is expected to generate a total of 48 daily trips.

Net Impact

- 3.12 To understand the likely net traffic impact of the proposed development, a comparison between the trip generation for the existing and proposed development using the TRICS assessment and Churchill Retirement Living's research has been undertaken. Using the trip generations outlined in **Tables 4-6**, the net traffic impact is summarised within **Table 7**.

	Daily Total		Daily Total
Existing Development (TRICS)	119	Existing Development (TRICS)	119
Proposed Development (TRICS)	68	Proposed Development (CRL Research)	48
Net Impact	-51	Net Impact	-71

Table 7: Net Impact

- 3.13 Both the findings of Churchill Retirement Living's independent research and the TRICS calculations suggest that the number of trips generated from the proposed site would be lower than that of the former police constabulary when this was in operation. The proposed development is therefore expected to lead to an overall betterment in terms of its traffic impact and is not expected to have any detrimental impact upon the operation of the local road network.

Access Arrangements

- 3.14 The proposed development is proposed to be accessed off Queen Elizabeth Avenue to the western boundary of the site. The access is proposed to be in the form of a newly created vehicular crossover measuring 4.8m wide. Vehicle tracking at the access has been provided within **Appendix D** demonstrating that two cars are capable of passing on the internal road itself and on Queen Elizabeth Avenue when vehicles are parked on the northern side of the carriageway. Whilst two cars cannot pass simultaneously at the access, this is anticipated to be a very infrequent occurrence given the minimal

number of trips anticipated to be generated by the proposed development. The existing access onto Southampton Road will be stopped up and landscaped.

- 3.15 Pedestrians and cyclists can access the site via a link directly off Southampton Road via a dedicated entrance.

Visibility

- 3.16 A 7-day speed survey was carried out between 27th February 2020 and 4th March 2020 to determine speeds along Queen Elizabeth Avenue with results shown in **Appendix E**. Due to the on-street parking adjacent to the northern side of the road and proximity to the junction with Southampton Road to the east, two counters were installed in order to obtain an accurate representation of vehicle speeds from both directions either side of the proposed access. The westbound 85th percentile speed of the eastern counter and the eastbound 85th percentile speed of the western counter were used to determine the required visibility splays.
- 3.17 Westbound 85th percentile speeds of 27.1mph and eastbound 85th percentile speeds of 29.5mph were recorded. This equates to visibility requirements of 2.4m x 37.2m in the primary direction and 2.4m x 41.9m in the secondary direction in accordance with MfS requirements.
- 3.18 Following pre-application discussions and agreement with HCC Highway Authority, visibility splays have been measured at 2m x 43m in the primary direction and 2m x 43m with a 0.4m offset in the secondary direction as shown within **Appendix F**.
- 3.19 MfS Design Guidance states that a minimum x-distance of *'2m may be considered in some very lightly trafficked and slow speed situations but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.'*
- 3.20 Queen Elizabeth Avenue is considered to be a lightly trafficked, slow speed environment as supported by the traffic surveys and therefore a 2m x-distance is considered to be appropriate in this situation, as agreed with the local highway authority.
- 3.21 MfS Design Guidance also states that *'for simplicity the Y-distance is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line'* and therefore the 0.4m offset which has been applied to the visibility splay in the secondary direction is considered to be appropriate.

- 3.22 The proposed scheme has been subject to a Stage 1 Road Safety Audit (RSA) and designer's response which was undertaken by MS Traffic on 7th December 2020, this is attached as **Appendix G** for reference.
- 3.23 Taking the above into account in addition to the absence of any accident history and a net reduction of trips when compared with the existing use, it is considered that safe and suitable access to the site is achievable.

Car Parking Provision

- 3.24 All parking spaces will be provided with geometries of 2.4m x 4.8m with 6m aisle widths in accordance with MfS Design Guidance. Tracking of a selection of parking spaces has been undertaken as demonstrated within **Appendix D**.
- 3.25 New Forest District Council (NFDC) 'Parking Standards SPD' (October 2012) does not include directly relevant standards for a Retirement Living development however as part of Churchill's aforementioned independent research, car parking demand at existing sites has been investigated to help to inform provision at new developments. This research (**Appendix C**) identifies an average car parking demand of 0.28 spaces per apartment. For the proposed development of 32 units, the maximum demand would equate to 9 spaces on-site. 12 car parking spaces have been provided, at a ratio of 0.375 spaces per apartment and therefore this provision is deemed appropriate, with no overspill parking expected to occur.
- 3.26 This research is currently in the process of being updated with new parking surveys undertaken at a number of Churchill Retirement Living developments however progress has been delayed due to the impact of COVID-19 on travel patterns. Two 12-hour surveys were undertaken on two neutral days (Tuesday 21st January 2020 and Wednesday 22nd January) prior to COVID-19 at two Churchill developments. The results of these surveys are demonstrated in **Table 8** and the datasets are attached as **Appendix H**.

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

Table 8: Recent Parking Survey Results

- 3.27 The results demonstrate an average parking demand of 0.29 spaces per apartment which is broadly in accordance with the previously completed dataset. These newer surveys are considered to be a sensitivity check against the previous dataset which is based on a larger sample size.
- 3.28 It should also be noted that the proposed provision is in accordance with other Churchill developments within the New Forest including Hubert Lodge, South Street, Hythe which has a parking ratio of 0.32 spaces per apartment & Knights Lodge, North Close, Lymington which has a parking ratio of 0.41 spaces per apartment.
- 3.29 Therefore, the proposed level of provision of 12 car parking spaces for 32 Retirement Living apartments (0.375 spaces per apartment) is considered to be appropriate for the proposed development without any anticipated overspill onto the local road network.

Cycle Parking Provision

- 3.30 Demand for cycle parking is anticipated to be low given the age profile of residents and based on the applicant's operational experience. Cycle parking surveys carried out at 58 schemes across the country demonstrates the average number of cycles owned per unit is 0.017. Applying this to the proposed development shows that less than 1 ($32 \times 0.017 = 0.544$) cycle will be owned by residents. This could be kept in the mobility scooter store or within the owners unit. The data is included in **Appendix I**.

Servicing Arrangements

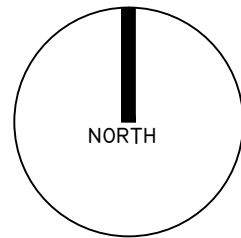
- 3.31 Refuse will be collected on-street from Queen Elizabeth Avenue and the Lodge Manager will wheel the bins to the collection point located to the west of the access on collection day. The store is located within 10m of the roadside, in line with MfS guidance and as this is as per the arrangement for the existing residential properties on Queen Elizabeth Avenue and therefore this should be considered acceptable.
- 3.32 An emergency vehicle is capable of getting within 45m of all parts of the building from Queen Elizabeth Avenue and Southampton Road in accordance with Building Regulations (Part M).

4. SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for a Retirement Living development comprising of 32 units at the former Lymington Police Station off Southampton Road, Lymington. The proposals have been informed by pre-application discussions with the local highway authority.
- 4.2 Given the accessibility of the site, existing pedestrian network and short walking distance to local amenities and bus services, the proposed development is considered to be well located and provides a good opportunity for sustainable development, particularly for staff and visitors.
- 4.3 A PIA data assessment has not indicated any specific highways concern that would worsen as a result of the proposed development. This is especially true considering that the proposed development is expected to generate a reduction in vehicular trips to/from the site in comparison to the former site use.
- 4.4 Both the findings of Churchill Retirement Living's independent research and the TRICS calculations suggest that the number of trips generated from the proposed site would be lower than that of the former police constabulary when this was in operation. The proposed development is therefore expected to lead to an overall betterment in terms of its traffic impact and is not expected to have any detrimental impact upon the operation of the local road network.
- 4.5 The proposed development is proposed to be accessed off Queen Elizabeth Avenue to western boundary of the site. The access is proposed to be in the form of a newly created vehicular crossover measuring 4.8m wide. The existing access onto Southampton Road will be stopped up and landscaped. Pedestrians and cyclists can access the site via an entrance directly off Southampton Road.
- 4.6 Following pre-application discussions and agreement with HCC Highway Authority, visibility splays have been measured at 2m x 43m in the primary and 2m x 43m with a 0.4m offset in the secondary direction equivalent to that required for a 30mph road in accordance with Manual for Streets (MfS) Design Guidance. Considering this in addition to the absence of any accident history and a net reduction of trips when compared with the existing use, it is considered that safe and suitable access to the site is achievable. This has been backed up by the findings of an independent Stage 1 Road Safety Audit.
- 4.7 12 car parking spaces have been provided for the Retirement Living apartments which equates to a parking ratio of 0.38 spaces per apartment. This is in excess of the average parking demand based on surveys at existing Churchill Developments (0.28 spaces per apartment). The proposals are not therefore anticipated to lead to any overspill parking onto the local road network.

- 4.8 The proposed development will be serviced on-street from Queen Elizabeth Avenue and the Lodge Manager will wheel the bins to the collection point located to the west of the access on collection day. The store is located within 10m of the roadside, in line with MfS guidance and as this is as per the arrangement for the existing residential properties on Queen Elizabeth Avenue. An emergency vehicle is capable of getting within 45m of all parts of the building from Queen Elizabeth Avenue and Southampton Road in accordance with Building Regulations (Part M).
- 4.9 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and we would therefore encourage the local planning and highway authority to look favourably upon this development in relation to highways.

Appendix A



REVISIONS

Rev. Date By



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planning issues
TOWN PLANNING AND ARCHITECTURAL DESIGN

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Churchill
Retirement Living

Project Title
Retirement Living Apartments
Southampton Road
Lymington

Drawing Title
PROPOSED SITE PLAN

Scale 1:200 @ A1 Date JAN 21
Drawn MJS Checked -
Drawing No. 10109LY-RF01 Rev.

Appendix B

Calculation Reference: AUDIT-247601-200221-0235

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 925 (units: sqm)
 Range Selected by User: 0 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/10/18

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

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	1

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

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

B1	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	579	0.725	5	579	0.035	5	579	0.760
08:00 - 09:00	6	512	3.287	6	512	0.456	6	512	3.743
09:00 - 10:00	6	512	1.334	6	512	1.009	6	512	2.343
10:00 - 11:00	6	512	0.586	6	512	0.618	6	512	1.204
11:00 - 12:00	6	512	0.293	6	512	0.488	6	512	0.781
12:00 - 13:00	6	512	0.553	6	512	1.204	6	512	1.757
13:00 - 14:00	6	512	1.074	6	512	0.748	6	512	1.822
14:00 - 15:00	6	512	0.423	6	512	0.521	6	512	0.944
15:00 - 16:00	6	512	0.293	6	512	0.586	6	512	0.879
16:00 - 17:00	6	512	0.488	6	512	1.204	6	512	1.692
17:00 - 18:00	6	512	0.488	6	512	2.310	6	512	2.798
18:00 - 19:00	5	579	0.138	5	579	0.587	5	579	0.725
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.682			9.766			19.448

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 925 (units: sqm)
Survey date date range:	01/01/11 - 04/10/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-247601-200221-0249

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 17 to 46 (units:)
 Range Selected by User: 0 to 80 (units:)

Parking Spaces 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: 01/01/11 to 28/06/19

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 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	3
Suburban Area (PPS6 Out of Centre)	5

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	8
------------------	---

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

Secondary Filtering selection:

Use Class:

C3

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000

1 days

15,001 to 20,000

3 days

25,001 to 50,000

4 days

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

Population within 5 miles:

75,001 to 100,000

2 days

100,001 to 125,000

1 days

125,001 to 250,000

4 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

1.1 to 1.5

6 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

7 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

8 days

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
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	8	32	0.028	8	32	0.024	8	32	0.052
08:00 - 09:00	8	32	0.091	8	32	0.083	8	32	0.174
09:00 - 10:00	8	32	0.094	8	32	0.114	8	32	0.208
10:00 - 11:00	8	32	0.114	8	32	0.130	8	32	0.244
11:00 - 12:00	8	32	0.122	8	32	0.122	8	32	0.244
12:00 - 13:00	8	32	0.114	8	32	0.110	8	32	0.224
13:00 - 14:00	8	32	0.091	8	32	0.130	8	32	0.221
14:00 - 15:00	8	32	0.126	8	32	0.094	8	32	0.220
15:00 - 16:00	8	32	0.059	8	32	0.079	8	32	0.138
16:00 - 17:00	8	32	0.102	8	32	0.067	8	32	0.169
17:00 - 18:00	8	32	0.051	8	32	0.067	8	32	0.118
18:00 - 19:00	8	32	0.067	8	32	0.039	8	32	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.059			1.059			2.118

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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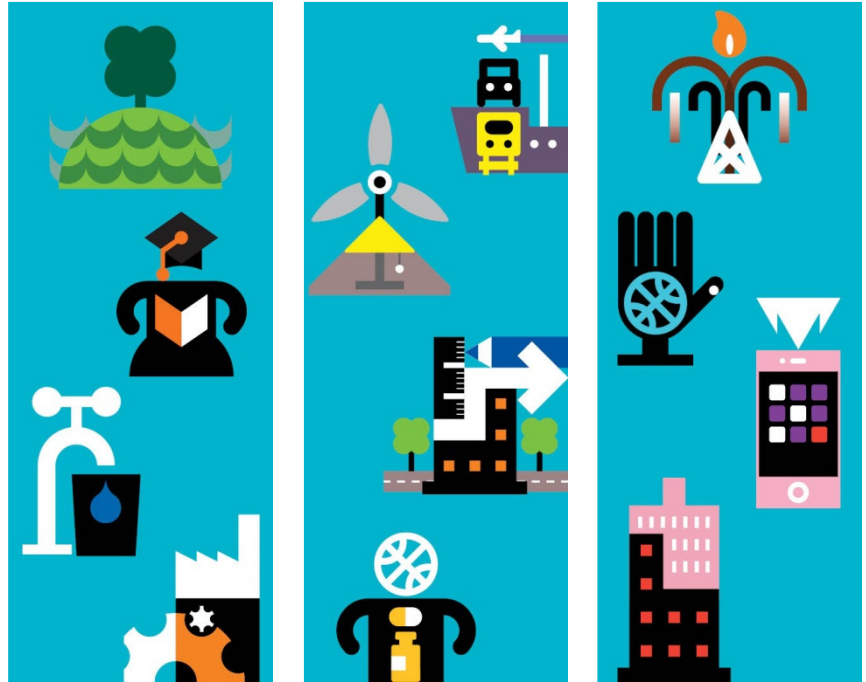
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Parameter summary

Trip rate parameter range selected:	17 - 46 (units:)
Survey date range:	01/01/11 - 28/06/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C



Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

Lodge Parking Survey Results

2016 Results

January 2017

Churchill Retirement Living

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

Issue and revision record

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

Information class: Standard

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Contents

Chapter	Title	Page
1	Introduction	1
1.1	Background	1
2	Parking Survey Results	2
2.1	Introduction	2
2.2	Results summary	2
2.2.1	Hampton Lodge, Sutton	2
2.2.2	Lord Roseberry Lodge, Epsom	3
2.2.3	Churchill Lodge, Lilliput	4
2.2.4	Mitchell Lodge, Bitterne	5
2.2.5	Mulberry Lodge, Emsworth	6
2.2.6	Park View Lodge, Faversham	7
2.2.7	Mottisfont Lodge, Romsey	8
2.2.8	St Mary's Lodge, Birchington	9
3	Parking trip rates	11
3.1	Parking trip rates	11
3.2	Comparison of 2014 with 2016	12
4	Summary	16
	Appendices	17
	Appendix A. Survey results sheet	18

1 Introduction

1.1 Background

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

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

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

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

2 Parking Survey Results

2.1 Introduction

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

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

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

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

2.2 Results summary

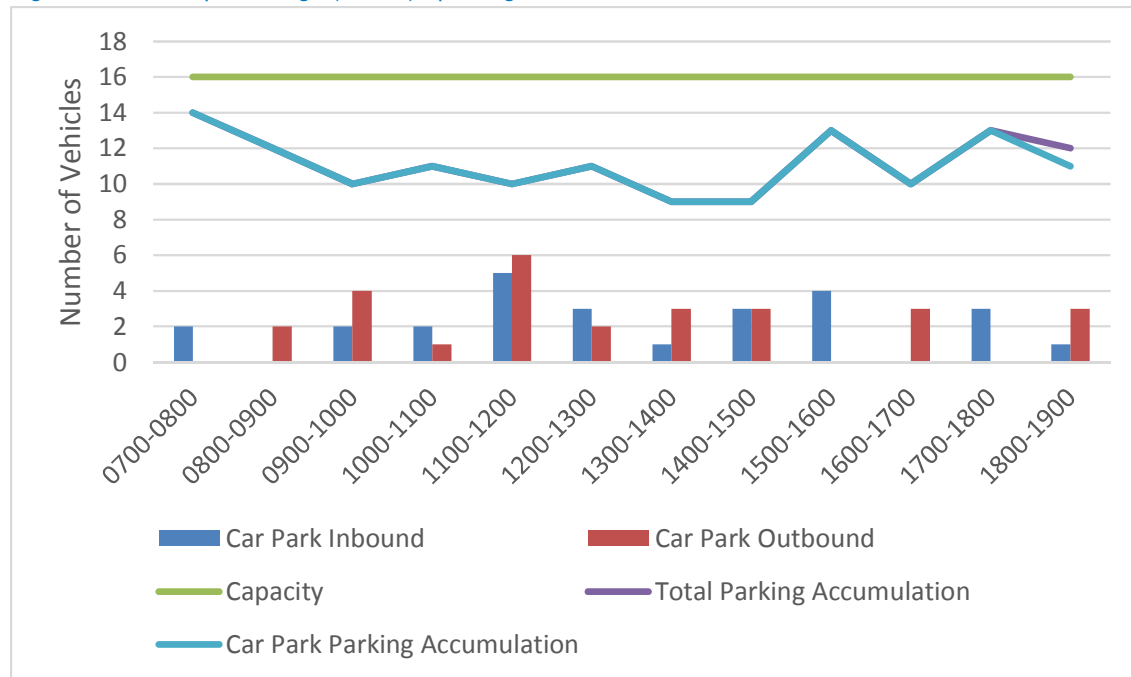
Within the graphs presented in the following sections, the blue bars denote inbound vehicles to the car park, the red bars denote outbound vehicles to the car park, the blue line denotes car parking accumulation (this is the on-site car park) and the purple line denotes total parking accumulation which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

2.2.1 Hampton Lodge, Sutton

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

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

Figure 2.1: Hampton Lodge (Sutton) - parking



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

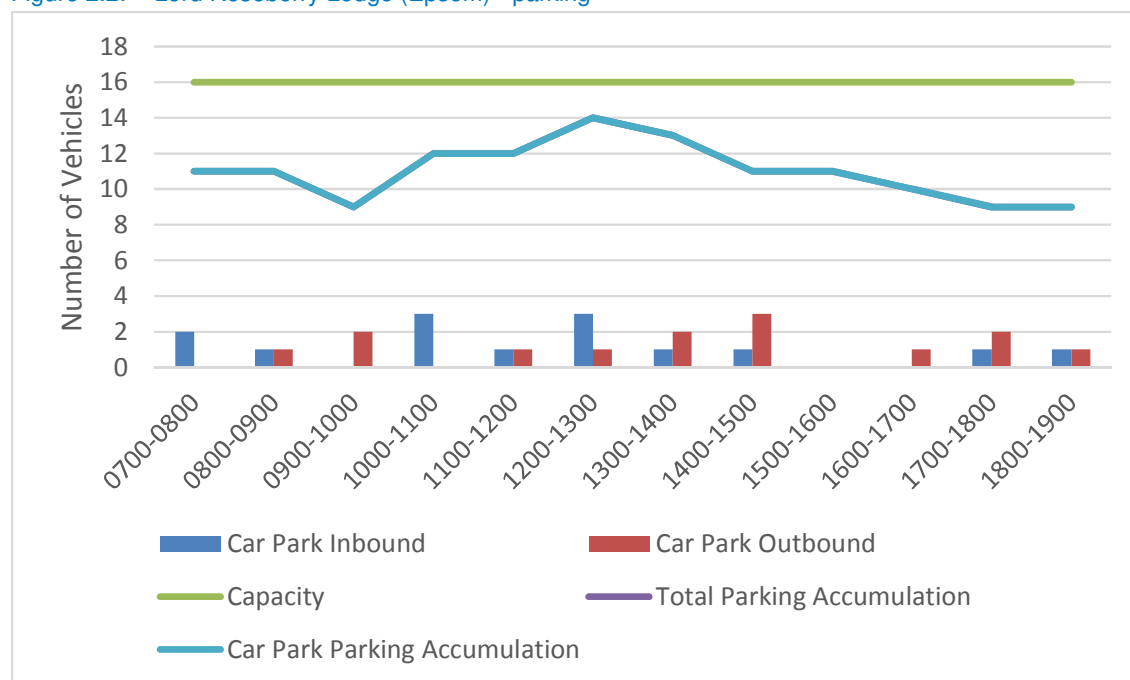
Peak outbound activity took place between 11:00 and 12:00 (six vehicles) with peak inbound movement also being between 11:00 and 12:00 (five vehicles). One light goods vehicles used the site during the survey period, between 14:00 and 15:00.

2.2.2 Lord Roseberry Lodge, Epsom

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

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

Figure 2.2: Lord Roseberry Lodge (Epsom) - parking



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

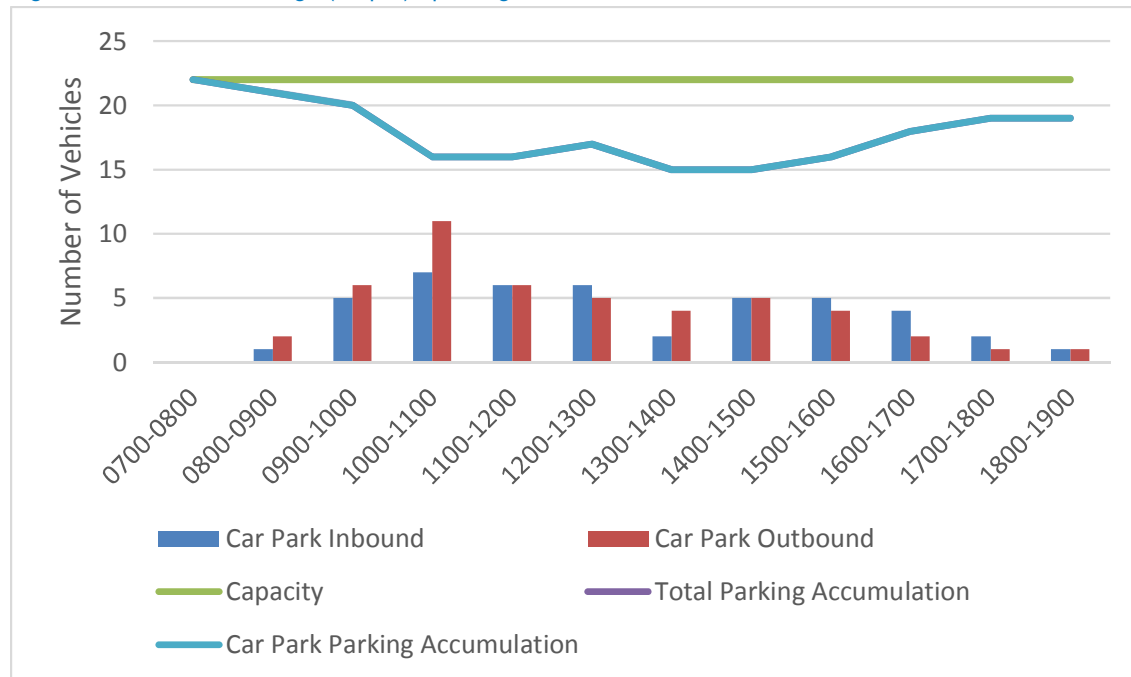
Peak outbound activity took place between 14:00 and 15:00 (three vehicles) with peak inbound movement being between 10:00 and 11:00 and 12:00 and 13:00 (three vehicles). No light goods vehicles used the site during the survey period.

2.2.3 Churchill Lodge, Lilliput

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

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

Figure 2.3: Churchill Lodge (Lilliput) - parking



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

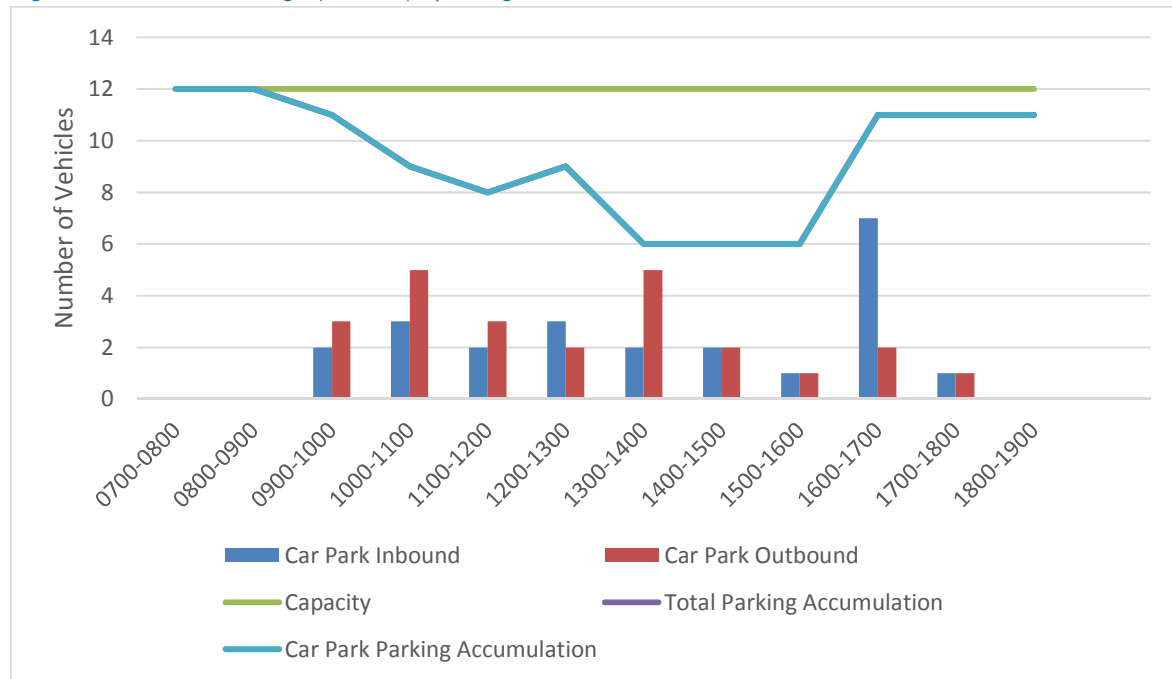
Peak outbound activity took place between 10:00 and 11:00 (11 vehicles) with peak inbound movement also being between 10:00 and 11:00 (seven vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.4 Mitchell Lodge, Bitterne

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

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

Figure 2.4: Mitchell Lodge (Bitterne) - parking



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

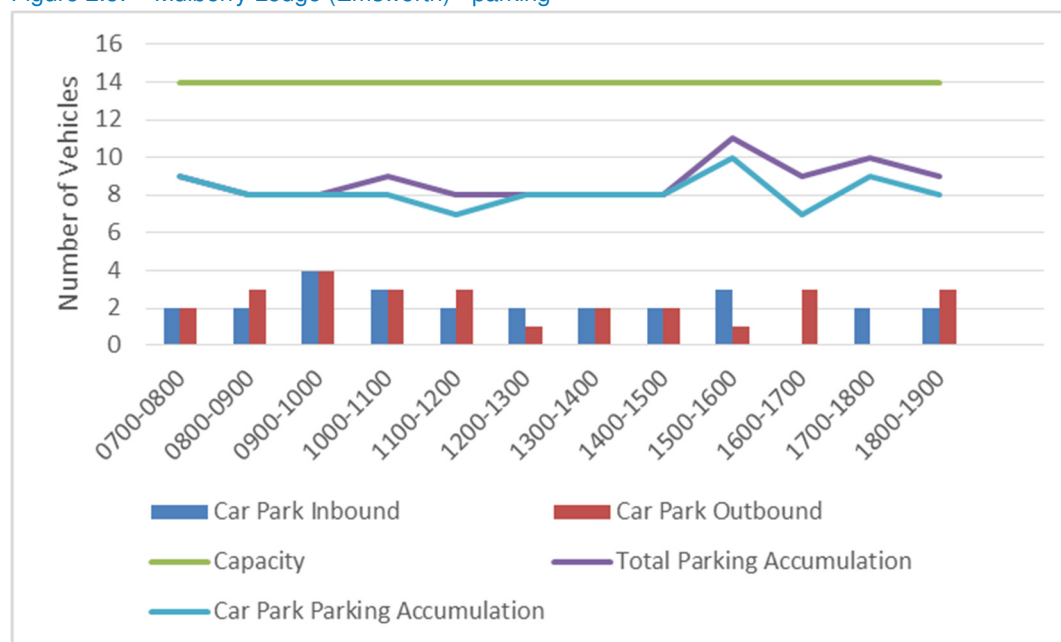
Peak outbound activity took place between 10:00 and 11:00 in addition to 13:00 and 14:00 (five vehicles) with peak inbound movement also being between 16:00 and 17:00 (seven vehicles). During the survey, two light good vehicles entered and exited the site.

2.2.5 Mulberry Lodge, Emsworth

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

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

Figure 2.5: Mulberry Lodge (Emsworth) - parking



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

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

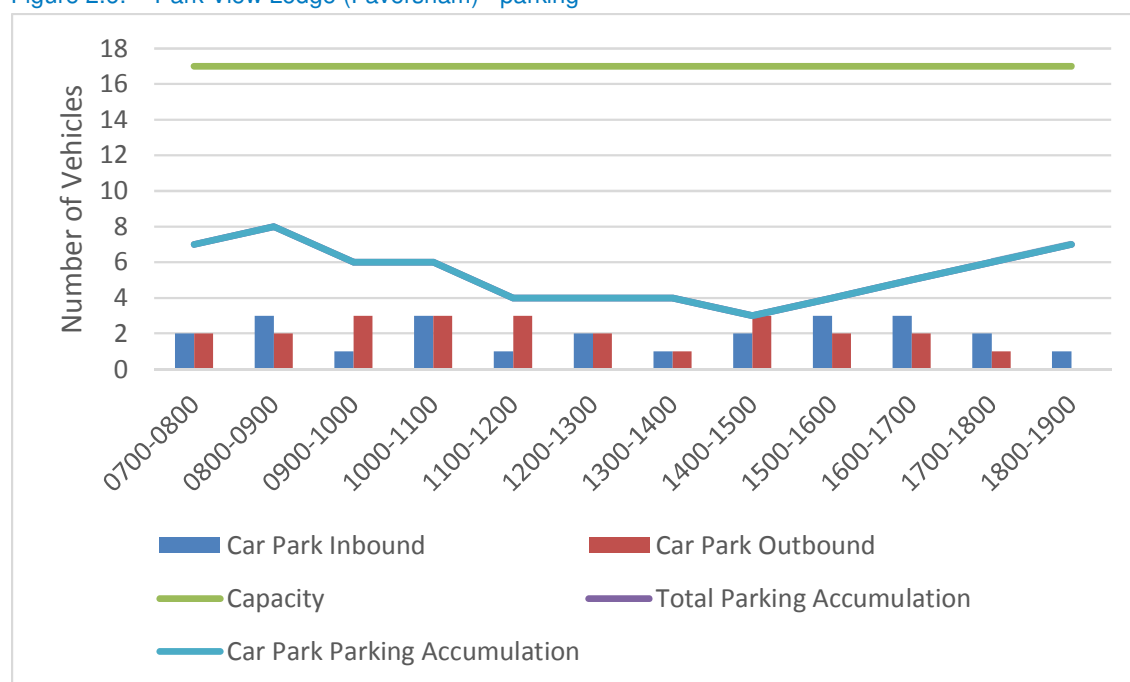
Peak outbound activity took place between 09:00 and 10:00 (four vehicles) with peak inbound movement also being between 09:00 and 10:00 (four vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.6 Park View Lodge, Faversham

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

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

Figure 2.6: Park View Lodge (Faversham) - parking



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

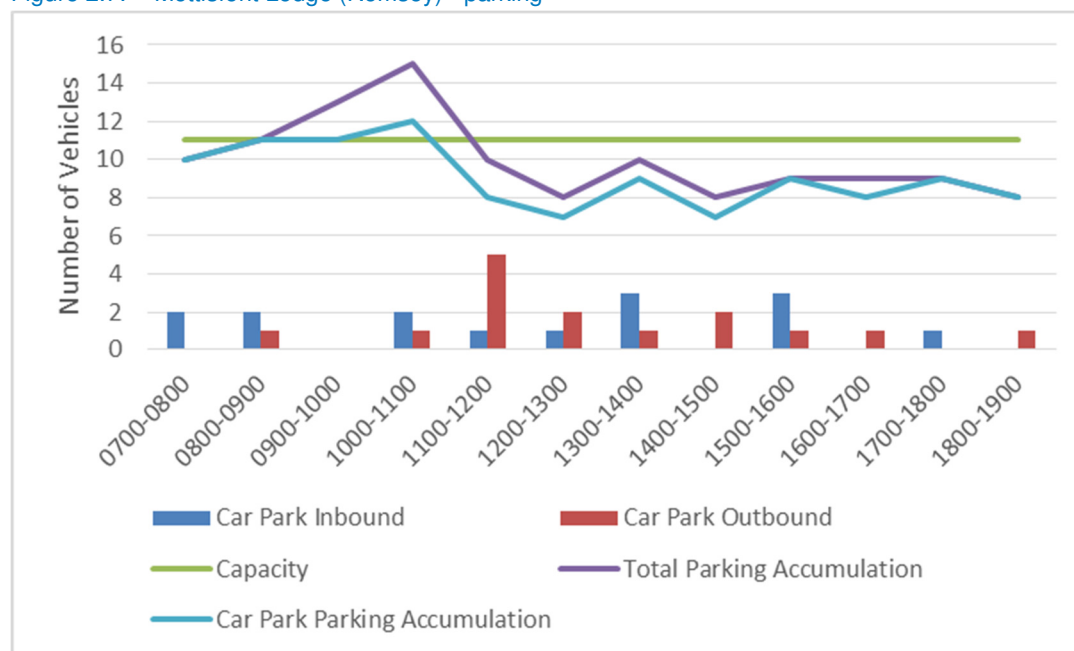
Peak outbound and inbound activity was spread across the day, with the highest inbound and outbound movement being three vehicles. During the survey, four light good vehicles entered and exited the site.

2.2.7 Mottisfont Lodge, Romsey

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

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

Figure 2.7: Mottisfont Lodge (Romsey) - parking



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

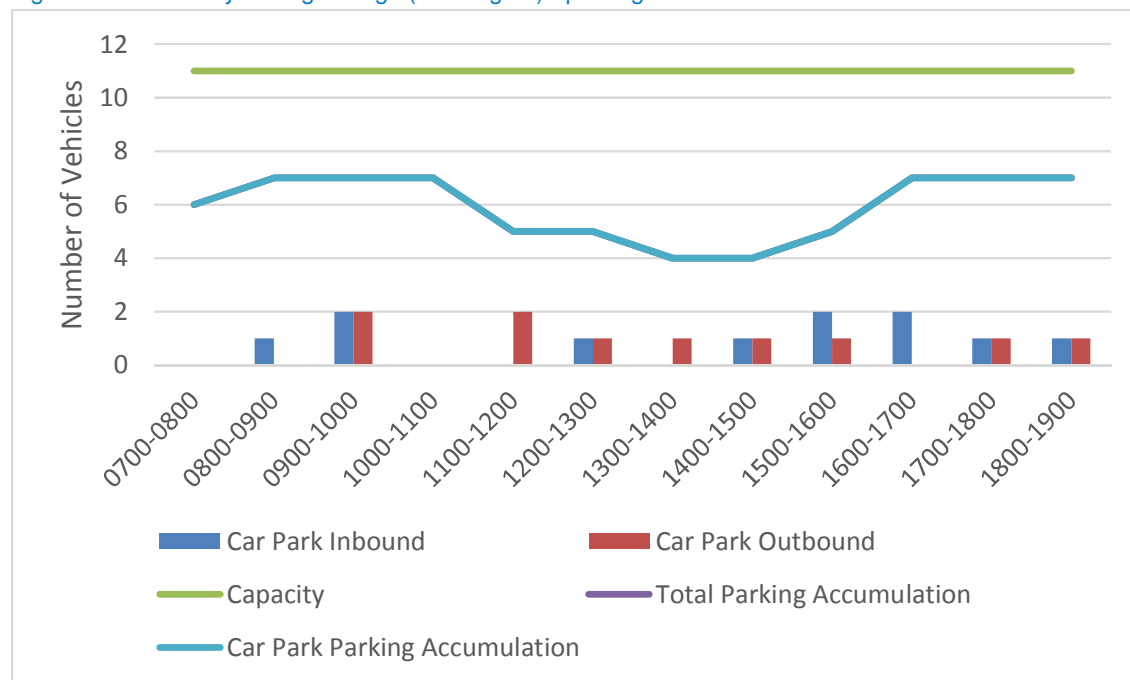
Peak outbound activity took place between 11:00 and 12:00 (five vehicles) with peak inbound movement also being between 13:00 and 14:00 in addition to 15:00 and 16:00 (three vehicles). During the survey, three light good vehicles entered and exited the site.

2.2.8 St Mary's Lodge, Birchington

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

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

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



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

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

3 Parking trip rates

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

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

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

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

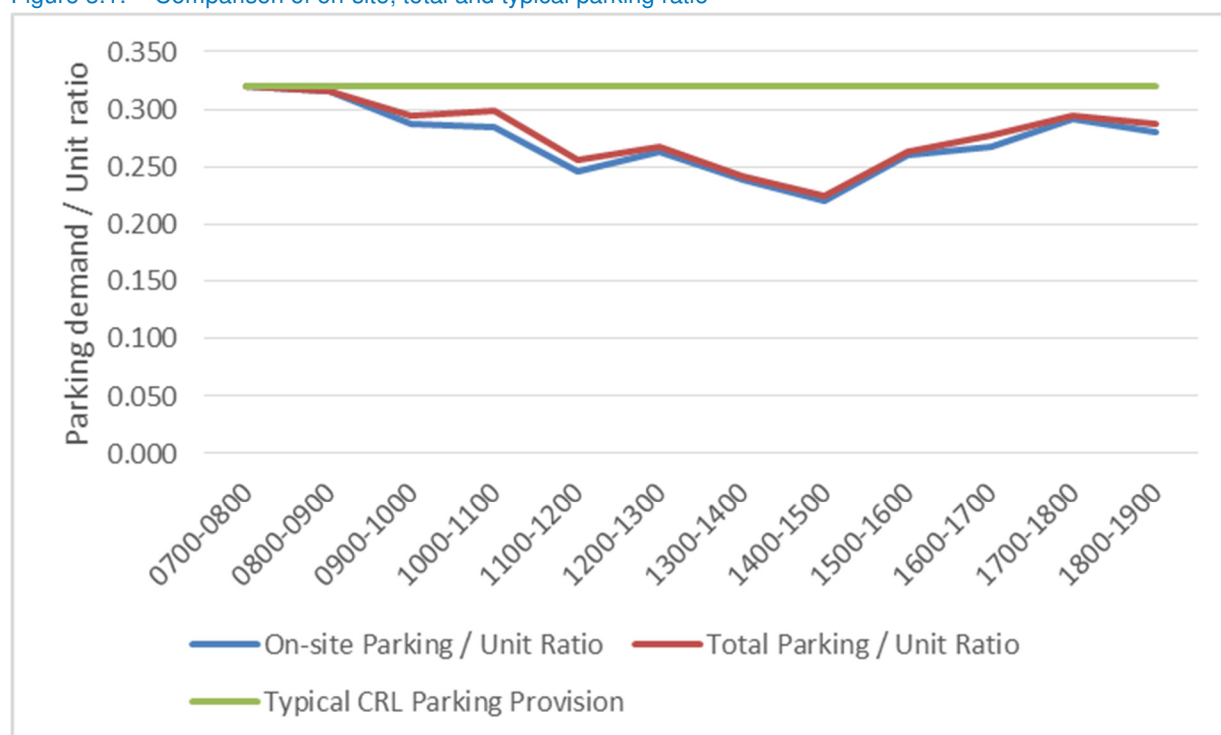
Table 3.2: Total car parking trip rates (per unit)

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

3.1 Parking trip rates

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

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



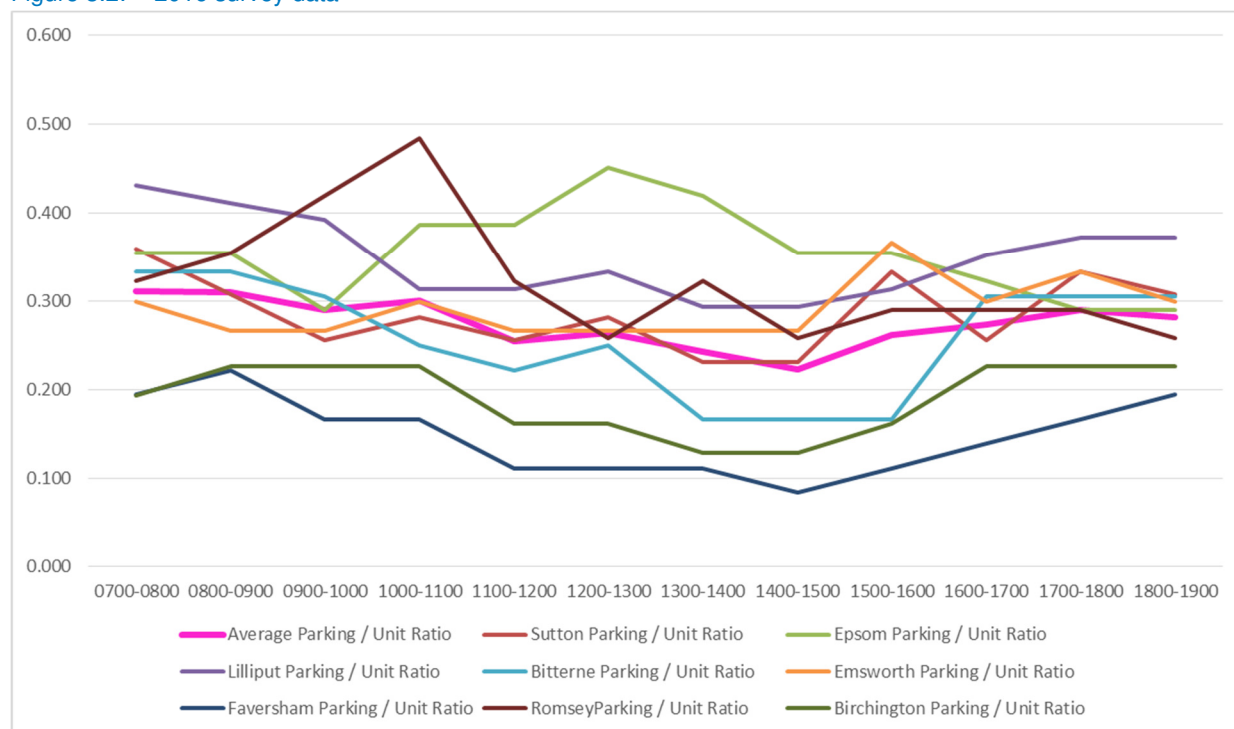
It can be seen that the on-site parking is nearly in line with the total parking, indicating that on-street parking for the eight sites, is not a particular issue. This would suggest that the parking provision at each of the eight sites surveys is adequate for the size of development.

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

3.2 Comparison of 2014 with 2016

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

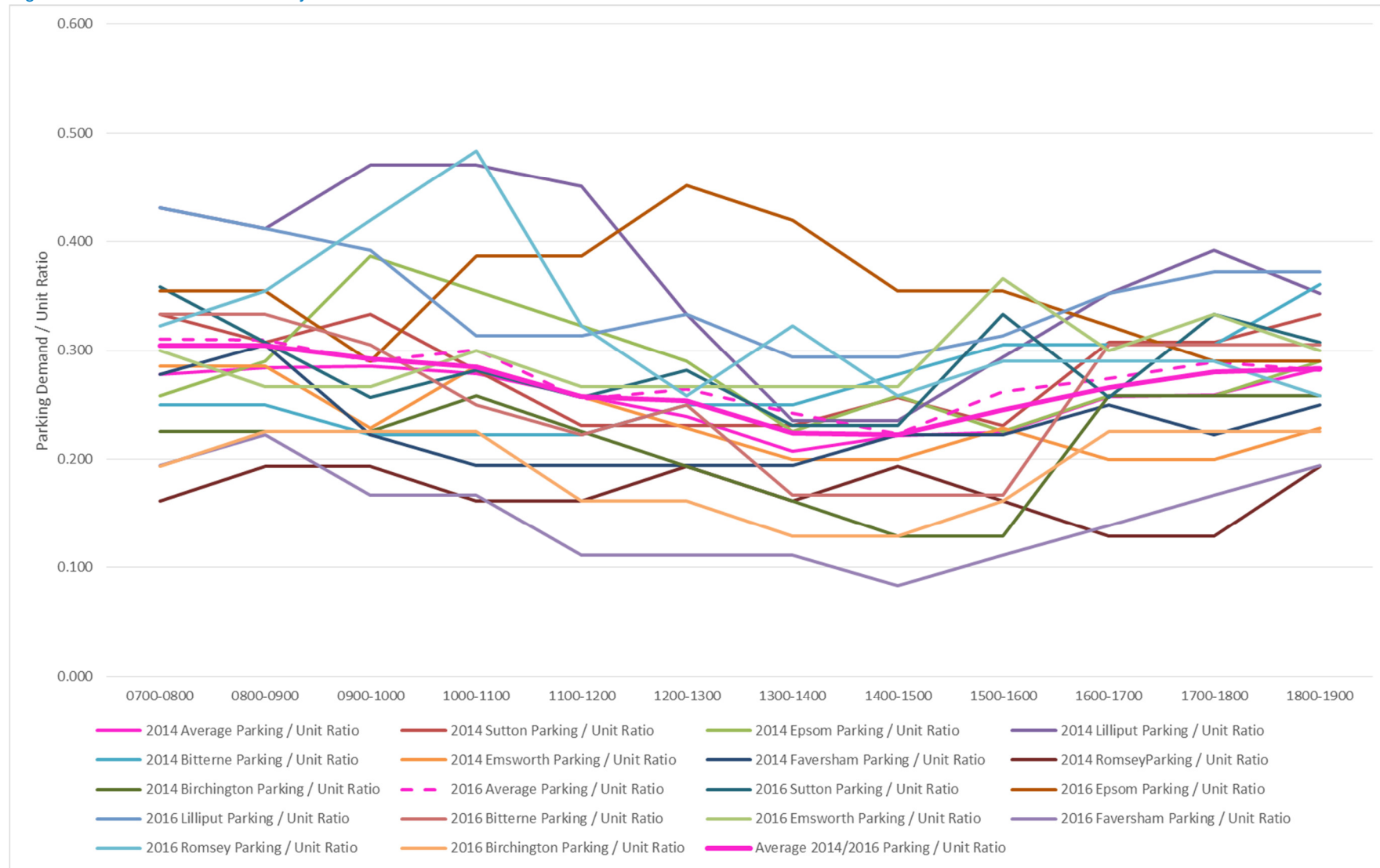
Figure 3.2: 2016 survey data



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

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

Figure 3.3: 2014 and 2016 survey data



4 Summary

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

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

Table 4.1: Summary of site information and parking rates

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

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

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

Appendices

Appendix A. Survey results sheet	18
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Appendix A. Survey results sheet

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



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

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



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

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

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

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



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

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



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

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

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

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



METHOD: MANUAL & CAMERA

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

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



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

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

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

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



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

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



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

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

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

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



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

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



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

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

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

SITE: PARK VIEW LODGE, FAVERSHAM

SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY

DATE: TUESDAY 17/05/2016

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

WEATHER: DRY

INCIDENTS: NONE

METHOD: MANUAL & CAMERA



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

SITE: PARK VIEW LODGE, FAVERSHAM

SURVEY TYPE: CLASSIFIED VEHICLE OCCUPANCY SURVEY

DATE: TUESDAY 17/05/2016

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

WEATHER: DRY

INCIDENTS: NONE

METHOD: MANUAL & CAMERA



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

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

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

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



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

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



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

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

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

ALL ON STREET PARKING OBSERVED ON ACCESS ROAD

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



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

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

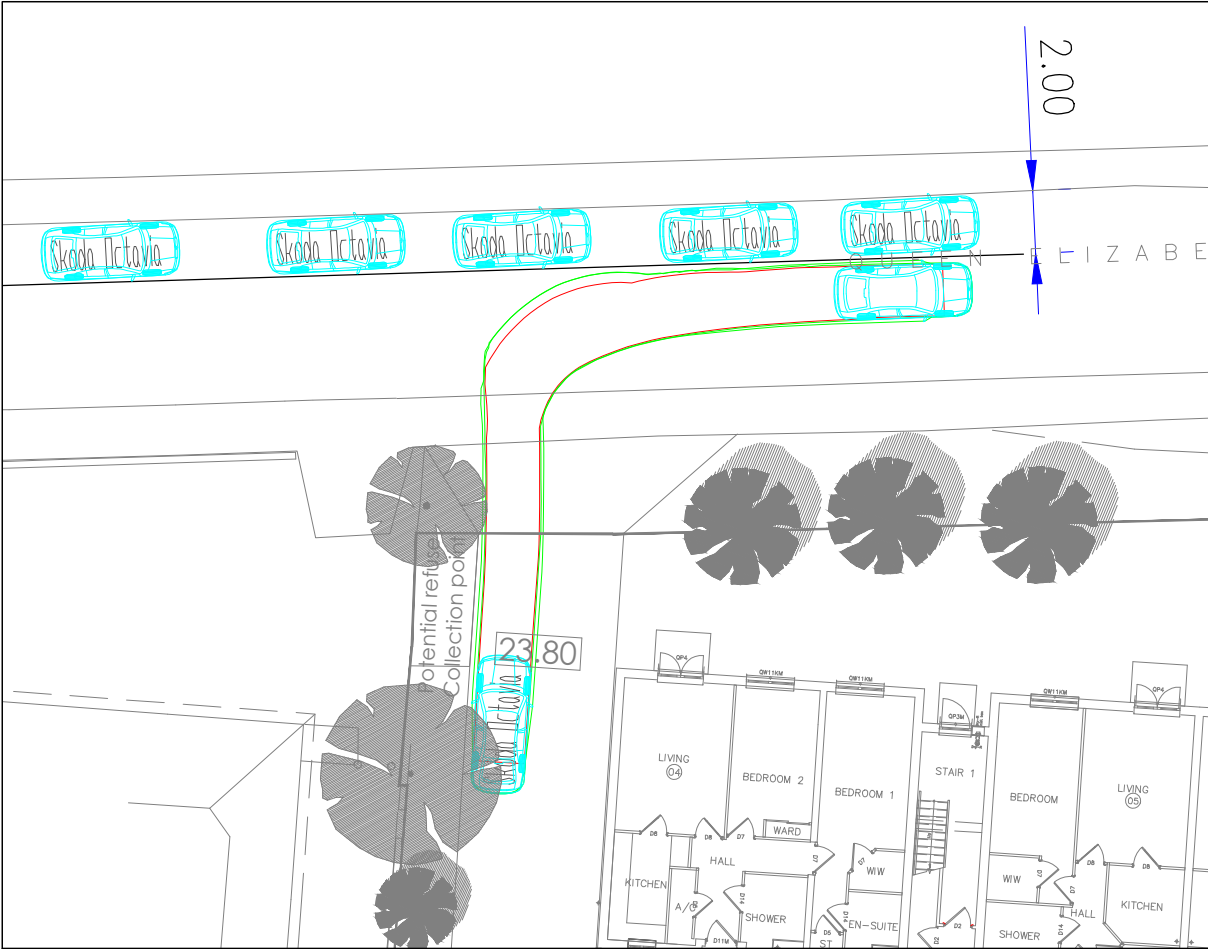


		CAR PARK				ON STREET (ASSOCIATED WITH LODGE)		
		INBOUND	OUTBOUND	TOTAL	CAR PARK OCCUPANCY	ARRIVALS	DEPARTURES	TOTAL
15:00 - 16:00	PEDAL CYCLE	0	0	0	0	0	0	0
	MOTOR CYCLE	0	0	0	0	0	0	0
	CAR	2	1	2	5	0	0	0
	LIGHT GOODS	0	0	0	0	0	0	0
	MEDIUM GOODS	0	0	0	0	0	0	0
	HEAVY GOODS	0	0	0	0	0	0	0
	TOTAL	2	1	2	5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

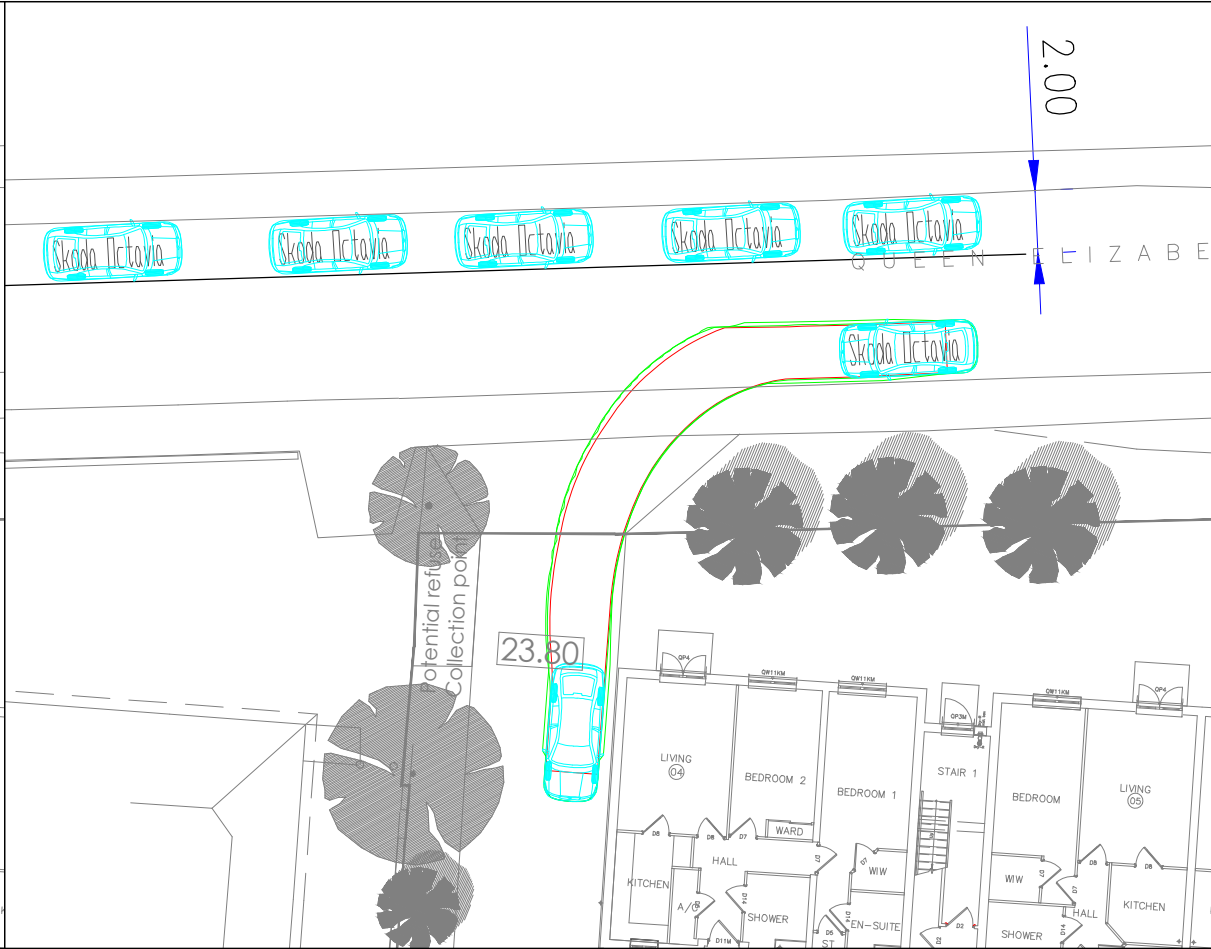
CAR PARK		
	IN AT 07:00	IN AT 19:00
PEDAL CYCLE	0	0
MOTOR CYCLE	0	0
CAR	6	7
LIGHT GOODS	0	0
MEDIUM GOODS	0	0
HEAVY GOODS	0	0
TOTAL	6	7

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

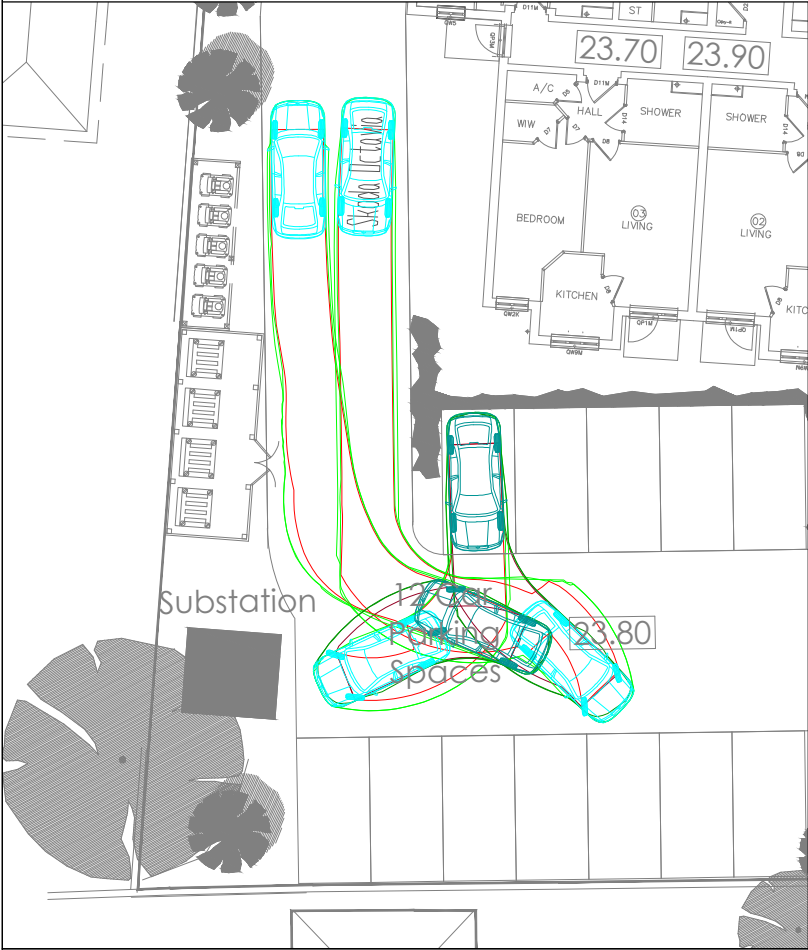
Appendix D



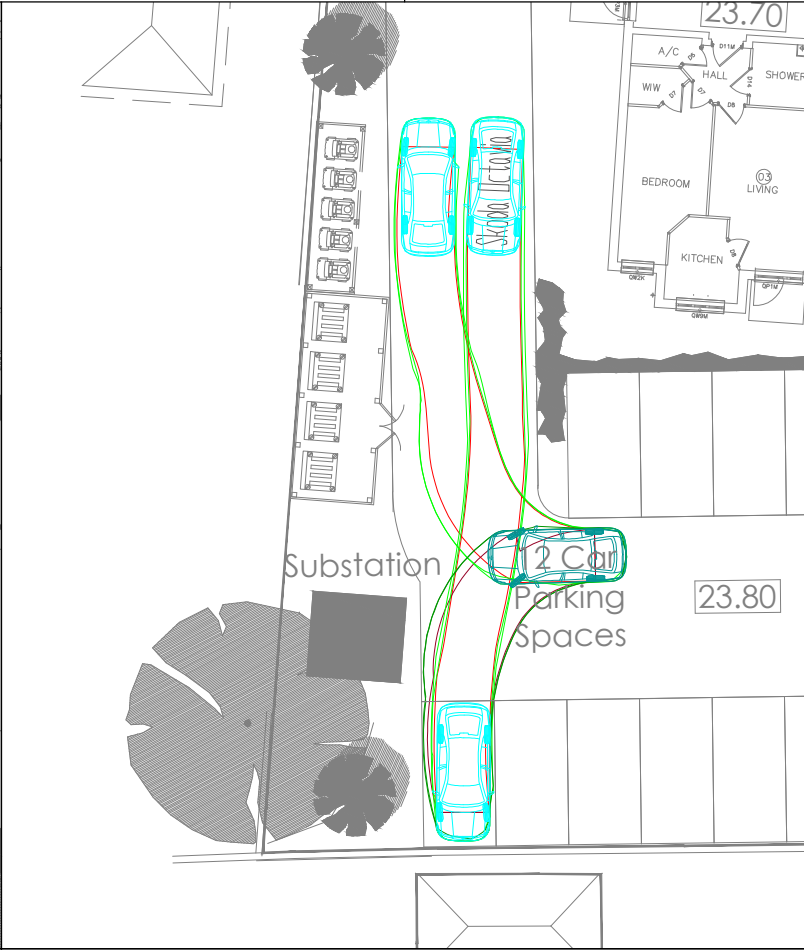
INGRESS OF PRIVATE VEHICLE TRACKING AT ACCESS



EGRESS OF PRIVATE VEHICLE TRACKING AT ACCESS



CAR PARK TRACKING (1)



CAR PARK TRACKING (2)

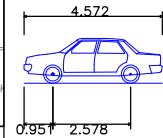


CAR PARK TRACKING (3)

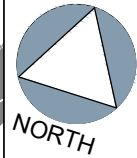
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 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.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- 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.
- 2.0M X-DISTANCE AND 0.4M OFFSET AGREED WITH HAMPSHIRE COUNTY COUNCIL AT THE PRE-APPLICATION STAGE.

VEHICLE PROFILE



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



Rev	Description	Date	By	Chkd
A	REVISED LAYOUT	02.06.21	LF	HC

Project Name	LYMINGTON POLICE STATION, SOUTHAMPTON ROAD LYMINGTON
Project Phase	PRELIMINARY

Title	PRIVATE VEHICLE TRACKING
-------	--------------------------

paulbasham
associates
Paul Basham Associates Ltd
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Abingdon, OX14 1RG
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info@paulbashamassociates.com www.paulbashamassociates.com

Client
Churchill
Retirement Living

Checked By	Checked Date
JR	07.12.20
Drawn By	Drawn Date
LF	07.12.20

Scale	1:250	(AT A3 SIZE)	
Client Drawing No.	PBA Drawing No.	Revision	
-	135.0020.004	A	

Appendix E

Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound

27/02/2020	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7	6	0	0	0	0	0	0	0	0	0	0	0	0	6
8	28	0	0	0	0	0	0	0	0	0	0	0	0	28
9	28	2	0	0	0	0	0	0	0	0	0	0	0	30
10	18	0	0	0	0	0	0	0	0	0	0	0	0	18
11	13	1	0	0	0	0	0	0	0	0	0	0	0	14
12	9	0	0	0	0	0	0	0	0	0	0	0	0	9
13	12	0	0	0	0	0	0	0	0	0	0	0	0	12
14	16	2	0	0	0	0	0	0	0	0	0	0	0	18
15	13	1	0	0	0	0	0	0	0	0	0	0	0	14
16	21	1	0	0	1	0	0	0	0	0	0	0	0	23
17	16	0	0	0	0	0	0	0	0	0	0	0	0	16
18	8	0	0	0	0	0	0	0	0	0	0	0	0	8
19	12	0	0	0	0	0	0	0	0	0	0	0	0	12
20	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21	7	0	0	0	0	0	0	0	0	0	0	0	0	7
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	195	7	0	0	1	0	0	0	0	0	0	0	0	203
6-22	215	7	0	0	1	0	0	0	0	0	0	0	0	223
6-23	217	7	0	0	1	0	0	0	0	0	0	0	0	225
0-24	226	9	0	0	1	0	0	0	0	0	0	0	0	236

Channel 2 - Westbound

27/02/2020	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	15	3	0	0	0	0	0	0	0	0	0	0	0	18
9	38	3	0	0	0	0	0	0	0	0	0	0	0	41
10	29	2	0	0	0	0	0	0	0	0	0	0	0	31
11	23	0	0	0	0	0	0	0	0	0	0	0	0	23
12	39	2	0	0	0	0	0	0	0	0	0	0	0	41
13	41	1	0	0	1	0	0	0	0	0	0	0	0	43
14	36	2	0	0	0	0	0	0	0	0	0	0	0	38
15	31	0	0	0	0	0	0	0	0	0	0	0	0	31
16	51	2	0	0	0	0	0	0	0	0	0	0	0	53
17	51	0	0	0	0	0	0	0	0	0	0	0	0	51
18	57	1	0	0	0	0	0	0	0	0	0	0	0	58
19	34	1	0	1	0	0	0	0	0	0	0	0	0	36
20	24	1	0	0	0	0	0	0	0	0	0	0	0	25
21	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	445	17	0	1	1	0	0	0	0	0	0	0	0	464
6-22	502	18	0	1	1	0	0	0	0	0	0	0	0	522
6-23	504	18	0	1	1	0	0	0	0	0	0	0	0	522
0-24	515	20	0	1	1	0	0	0	0	0	0	0	0	537

Channel 1 - Eastbound

28/02/2020	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8	22	0	0	0	0	0	0	0	0	0	0	0	0	22
9	29	0	0	0	0	0	0	0	0	0	0	0	0	29
10	19	1	0	0	0	0	0	0	0	0	0	0	0	20
11	12	0	0	0	1	0	0	0	0	0	0	0	0	13
12	12	1	0	0	0	0	0	0	0	0	0	0	0	13
13	11	0	0	0	0	0	0	0	0	0	0	0	0	11
14	6	0	0	0	0	0	0	0	0	0	0	0	0	6
15	10	0	0	0	0	0	0	0	0	0	0	0	0	10
16	28	2	0	0	0	0	0	0	0	0	0	0	0	30
17	17	2	0	0	0	0	0	0	0	0	0	0	0	19
18	19	0	0	0	0	0	0	0	0	0	0	0	0	19
19	13	1	0	0	0	0	0	0	0	0	0	0	0	14
20	7	0	0	0	0	0	0	0	0	0	0	0	0	7
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	198	7	0	0	1	0	0	0	0	0	0	0	0	206
6-22	220	7	0	0	1	0	0	0	0	0	0	0	0	228
6-23	221	7	0	0	1	0	0	0	0	0	0	0	0	231
0-24	230	7	0	0	1	0	0	0	0	0	0	0	0	238

Channel 2 - Westbound

28/02/2020		Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	17	3	0	0	0	0	0	0	0	0	0	0	0	20
9	35	1	0	0	0	0	0	0	0	0	0	0	0	36
10	26	2	0	0	1	0	0	0	0	0	0	0	0	29
11	29	1	0	0	0	0	0	0	0	0	0	0	0	30
12	35	2	0	0	0	0	0	0	0	0	0	0	0	37
13	35	2	0	0	0	0	0	0	0	0	0	0	0	37
14	39	3	0	0	0	0	0	0	0	0	0	0	0	42
15	43	1	0	0	0	0	0	0	0	0	0	0	0	44
16	53	4	0	0	0	0	0	0	0	0	0	0	0	57
17	72	3	0	0	0	0	0	0	0	0	0	0	0	75
18	69	2	0	0	0	0	0	0	0	0	0	0	0	71
19	33	0	0	0	0	0	0	0	0	0	0	0	0	33
20	20	1	0	0	0	0	0	0	0	0	0	0	0	21
21	13	1	0	0	0	0	0	0	0	0	0	0	0	14
22	14	1	0	0	0	0	0	0	0	0	0	0	0	15
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	12	1	0	0	0	0	0	0	0	0	0	0	0	13

7-19	486	24	0	0	1	0	0	0	0	0	0	0	0	511
6-22	534	27	0	0	1	0	0	0	0	0	0	0	0	562
6-24	553	28	0	0	1	0	0	0	0	0	0	0	0	582
0-24	559	28	0	0	1	0	0	0	0	0	0	0	0	588

Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound

29/02/2020	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	3	0	0	0	0	0	0	0	0	0	0	0	0	3
9	11	0	0	0	0	0	0	0	0	0	0	0	0	11
10	17	0	0	0	0	0	0	0	0	0	0	0	0	17
11	29	1	0	0	0	0	0	0	0	0	0	0	0	29
12	14	1	0	0	0	0	0	0	0	0	0	0	0	15
13	16	0	0	0	0	0	0	0	0	0	0	0	0	16
14	15	1	0	0	0	0	0	0	0	0	0	0	0	16
15	13	0	0	0	0	0	0	0	0	0	0	0	0	13
16	17	0	0	0	0	0	0	0	0	0	0	0	0	17
17	12	0	0	0	0	0	0	0	0	0	0	0	0	12
18	9	1	0	0	0	0	0	0	0	0	0	0	0	10
19	10	0	0	0	0	0	0	0	0	0	0	0	0	10
20	4	1	0	0	0	0	0	0	0	0	0	0	0	5
21	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	157	4	0	0	0	0	0	0	0	0	0	0	0	161
6-22	172	6	0	0	0	0	0	0	0	0	0	0	0	178
6-24	178	6	0	0	0	0	0	0	0	0	0	0	0	182
0-24	178	6	0	0	0	0	0	0	0	0	0	0	0	184

Channel 2 - Westbound

29/02/2020	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	3	2	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	9	0	0	0	0	0	0	0	0	0	0	0	0	9
9	11	2	0	0	0	0	0	0	0	0	0	0	0	13
10	29	2	0	0	0	0	0	0	0	0	0	0	0	29
11	38	0	0	0	0	0	0	0	0	0	0	0	0	38
12	36	2	0	0	0	0	0	0	0	0	0	0	0	38
13	45	2	0	0	0	0	0	0	0	0	0	0	0	47
14	24	1	0	0	0	0	0	0	0	0	0	0	0	25
15	39	1	0	0	0	0	0	0	0	0	0	0	0	40
16	33	0	0	0	0	0	0	0	0	0	0	0	0	33
17	46	2	0	0	0	0	0	0	0	0	0	0	0	48
18	27	1	0	0	0	0	0	0	0	0	0	0	0	29
19	25	0	0	0	0	0	0	0	0	0	0	0	0	25
20	16	0	0	0	0	0	0	0	0	0	0	0	0	16
21	18	1	0	0	0	0	0	0	0	0	0	0	0	19
22	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23	10	0	0	0	0	0	0	0	0	0	0	0	0	10
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7-19	359	13	0	0	0	0	0	0	0	0	0	0	0	372
6-22	406	14	0	0	0	0	0	0	0	0	0	0	0	420
6-24	421	14	0	0	0	0	0	0	0	0	0	0	0	435
0-24	430	14	0	0	0	0	0	0	0	0	0	0	0	444

Channel 1 - Eastbound

01/03/2020	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10	16	0	0	0	0	0	0	0	0	0	0	0	0	16
11	24	0	0	0	0	0	0	0	0	0	0	0	0	24
12	22	0	0	0	0	0	0	0	0	0	0	0	0	22
13	14	0	0	0	0	0	0	0	0	0	0	0	0	14
14	12	0	0	0	0	0	0	0	0	0	0	0	0	12
15	17	0	0	0	0	0	0	0	0	0	0	0	0	17
16	13	1	0	0	0	0	0	0	0	0	0	0	0	14
17	10	0	0	0	0	0	0	0	0	0	0	0	0	10
18	16	1	0	0	0	0	0	0	0	0	0	0	0	17
19	7	0	0	0	0	0	0	0	0	0	0	0	0	7
20	6	0	0	0	0	0	0	0	0	0	0	0	0	6
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	159	2	0	0	0	0	0	0	0	0	0	0	0	161
6-22	163	2	0	0	0	0	0	0	0	0	0	0	0	171
6-24	171	2	0	0	0	0	0	0	0	0	0	0	0	172
0-24	171	4	0	0	0	0	0	0	0	0	0	0	0	175

Channel 2 - Westbound

01/03/2020	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0	0	0	0	0	0	5
9	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10	16	0	0	0	0	0	0	0	0	0	0	0	0	16
11	23	0	0	0	0	0	0	0	0	0	0	0	0	23
12	36	1	0	0	0	0	0	0	0	0	0	0	0	37
13	42	3	0	0	0	0	0	0	0	0	0	0	0	45
14	34	1	0	0	0	0	0	0	0	0	0	0	0	35
15	39	0	0	0	0	0	0	0	0	0	0	0	0	39
16	38	0	0	0	0	0	0	0	0	0	0	0	0	38
17	34	0	0	0	0	0	0	0	0	0	0	0	0	34
18	29	0	0	0	0	0	0	0	0	0	0	0	0	29
19	19	1	0	0	0	0	0	0	0	0	0	0	0	20
20	28	1	0	0	0	0	0	0	0	0	0	0	0	29
21	6	0	0	0	0	0	0	0	0	0	0	0	0	6
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7-19	320	7	0	0	0	0	0	0	0	0	0	0	0	327
6-22	357	8	0	0	0	0	0	0	0	0	0	0	0	365
6-24	367	9	0	0	0	0	0	0	0	0	0	0	0	375
0-24	378	9	0	0	0	0	0	0	0	0	0	0	0	387

Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound

Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound

02/03/2020	Vehicle Classes															TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	
8	26	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
9	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33	
10	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
11	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
12	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
14	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14	
15	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13	
16	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15	
17	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
18	15	0	0	0	1	0	0	0	0	0	0	0	0	0	16	
19	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	
21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
23	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
7-19	200	8	0	0	1	0	0	0	0	0	0	0	0	0	209	
6-22	225	10	0	0	1	0	0	0	0	0	0	0	0	0	236	
6-24	239	11	0	0	1	0	0	0	0	0	0	0	0	0	242	
0-24	239	11	0	0	1	0	0	0	0	0	0	0	0	0	251	

Channel 2 - Westbound

02/03/2020		Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
9	36	3	0	0	1	0	0	0	0	0	0	0	1	0	0	41
10	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34
11	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42
12	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35
13	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	44
14	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37
15	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35
16	56	3	0	0	0	0	0	0	0	0	0	0	0	0	0	59
17	61	4	0	0	0	0	0	0	0	0	0	0	0	0	0	65
18	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
19	42	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43
20	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37
21	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
22	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7-19	491	29	0	0	1	0	0	0	0	0	0	0	1	0	0	522
6-22	559	32	0	0	1	0	0	0	0	0	0	0	1	0	0	593
6-24	571	33	0	0	1	0	0	0	0	0	0	0	1	0	0	605
0-24	574	32	0	0	1	0	0	0	0	0	0	0	1	0	0	608

Channel 1 - Eastbound

03/03/2020		Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
8	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
9	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32	
10	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
12	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13	
13	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18	
14	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18	
15	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
16	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19	
17	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
18	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
19	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
20	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7-19	224	6	0	0	0	0	0	0	0	0	0	0	0	0	230	
6-22	243	6	0	0	0	0	0	0	0	0	0	0	0	0	254	
6-24	251	6	0	0	0	0	0	0	0	0	0	0	0	0	257	
0-24	265	6	0	0	0	0	0	0	0	0	0	0	0	0	271	

Channel 2 - Westbound

03/03/2020		Vehicle Classes														TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13			
1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25	
9	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39	
10	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29	
11	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37	
12	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34	
13	36	2	0	0	0	0	1	0	0	0	0	0	0	0	39	
14	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45	
15	39	2	0	0	0	0	0	0	0	0	0	0	0	0	41	
16	60	4	0	0	0	0	0	1	0	0	0	0	0	0	65	
17	60	2	0	0	0	0	0	0	0	0	0	0	0	0	62	
18	60	1	0	0	0	0	0	0	0	0	0	0	0	0	61	
19	49	0	0	0	0	0	0	0	0	0	0	0	0	0	49	
20	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
21	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
7-19	496	28	0	0	0	0	1	1	0	0	0	0	0	0	526	
6-22	556	28	0	0	0	0	1	1	0	0	0	0	0	0	586	
5-25	556	28	0	0	0	0	1	1	0	0	0	0	0	0	607	
0-24	573	28	0	0	0	0	1	1	0	0	0	0	0	0	603	

Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound

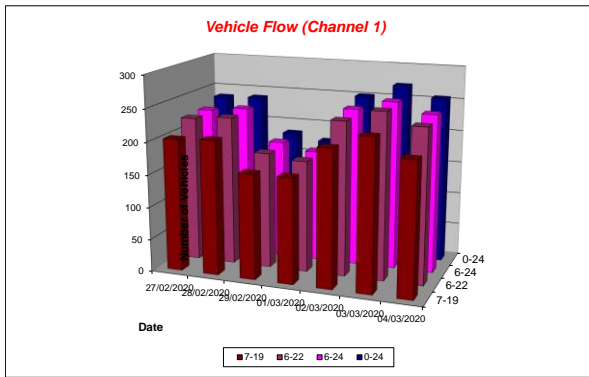
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Channel 2 - Westbound

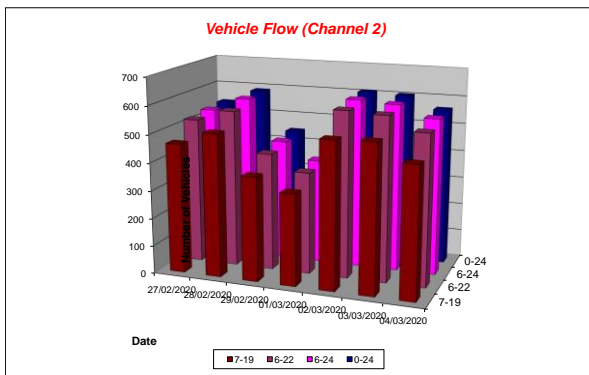
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Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound								Vehicle Flow		Week 1
Hr Ending	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday	5 Day Ave	7 Day Ave	
1	1	1	1	1	0	0	0	0	1	
2	1	0	1	1	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	1	0	0	0	0	
5	2	2	0	0	1	1	1	1	1	
6	7	4	0	1	7	13	12	9	6	
7	6	10	1	1	11	9	14	10	7	
8	26	22	3	4	26	22	32	26	20	
9	30	29	11	4	33	32	32	31	24	
10	18	20	17	16	15	27	15	19	18	
11	14	13	21	24	19	11	12	14	16	
12	9	13	15	22	19	13	14	14	15	
13	12	11	16	14	13	18	17	14	14	
14	18	6	16	12	14	18	12	14	14	
15	14	10	13	17	13	18	6	12	13	
16	23	30	17	14	15	19	15	20	19	
17	16	19	12	10	15	20	19	18	16	
18	9	19	10	17	16	19	12	15	15	
19	12	14	10	7	11	13	17	13	12	
20	4	7	5	6	8	9	10	8	7	
21	7	2	7	4	1	4	2	5	4	
22	3	3	4	1	4	4	4	4	3	
23	2	3	2	1	2	2	5	3	2	
24	0	0	2	0	4	1	1	1	1	
7-19	203	206	161	161	209	230	203	210	196	
6-22	223	229	176	171	236	254	236	235	218	
6-24	235	237	183	172	242	257	233	239	222	
0-24	236	238	184	175	251	271	255	250	230	



Channel 2 - Westbound								Vehicle Flow		Week 1
Hr Ending	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday	5 Day Ave	7 Day Ave	
1	2	5	3	8	1	2	2	2	3	
2	1	1	2	2	0	0	0	0	1	
3	1	0	2	1	1	2	1	1	1	
4	1	0	0	0	0	1	0	0	0	
5	0	0	1	0	0	0	0	0	0	
6	0	0	1	1	1	1	1	1	1	
7	2	1	2	0	4	3	5	3	2	
8	18	20	9	5	19	25	17	20	16	
9	41	36	13	6	41	39	31	38	30	
10	31	29	28	16	34	29	29	30	28	
11	23	30	38	23	42	37	18	30	30	
12	41	37	38	37	35	34	35	36	37	
13	43	37	47	45	44	39	32	39	41	
14	38	42	25	35	37	45	40	40	37	
15	31	44	40	39	35	41	35	37	38	
16	53	57	33	38	59	65	47	56	50	
17	51	75	48	34	65	62	66	64	57	
18	58	71	28	29	68	61	65	65	54	
19	36	33	25	20	43	29	49	42	36	
20	26	21	16	29	37	29	29	28	27	
21	15	14	19	6	14	14	18	15	14	
22	16	15	11	3	16	14	21	16	14	
23	8	7	10	3	7	7	12	8	8	
24	2	13	5	7	5	4	8	6	6	
7-19	464	511	372	327	522	526	464	497	455	
6-22	522	562	420	365	593	586	537	560	512	
6-24	525	565	431	379	606	594	557	575	526	
0-24	537	588	444	387	608	603	561	579	533	



Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound								Average Speed		Week 1
Hr Ending	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday			
1	21.0	10.9	-	18.6	-	-	-	-	-	
2	23.4	-	15.4	21.4	-	-	-	-	-	
3	-	-	-	-	-	-	-	-	-	
4	-	-	-	-	20.9	-	-	-	-	
5	13.9	22.1	-	-	21.4	27.9	24.8	-	-	
6	19.5	23.1	-	19.3	17.7	20.7	21.1	-	-	
7	21.5	17.0	24.1	15.3	17.3	19.1	15.9	-	-	
8	20.9	19.3	16.1	24.1	19.6	19.3	17.5	-	-	
9	17.0	17.0	16.6	18.6	17.3	17.4	17.3	-	-	
10	19.6	16.3	17.8	18.3	16.2	18.9	17.0	-	-	
11	15.1	15.4	18.3	17.7	16.6	20.1	14.9	-	-	
12	16.9	14.6	17.0	17.5	17.3	18.4	17.1	-	-	
13	22.6	18.3	17.2	18.0	20.3	16.9	17.4	-	-	
14	21.3	19.9	19.4	17.8	18.5	21.8	17.5	-	-	
15	18.0	16.2	18.5	15.2	18.5	17.9	14.8	-	-	
16	19.1	15.7	18.1	18.9	15.6	16.9	16.2	-	-	
17	18.5	19.1	15.8	12.4	19.6	16.9	20.9	-	-	
18	19.5	18.3	18.6	16.6	17.6	18.0	18.1	-	-	
19	19.9	18.5	17.3	21.7	17.9	14.5	18.6	-	-	
20	20.8	15.4	17.4	15.8	20.1	19.9	19.9	-	-	
21	20.5	16.4	19.2	23.4	16.4	20.9	23.2	-	-	
22	15.0	14.0	18.8	23.7	14.1	14.1	14.5	-	-	
23	18.8	17.4	17.1	20.3	15.8	16.0	19.9	-	-	
24	-	-	22.0	-	10.0	14.5	16.1	-	-	
10-12	15.8	15.0	17.8	17.6	18.9	19.2	16.1	-	-	
14-16	18.7	15.6	18.3	19.2	18.8	17.5	19.8	-	-	
0-24	19.2	17.3	17.8	17.6	17.9	18.3	17.9	-	-	
								Average	18.0	

Channel 1 - Eastbound								85th Percentile		
Hr Ending	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday			
2	-	-	-	-	-	-	-	-	-	
3	-	-	-	-	-	-	-	-	-	
4	-	-	-	-	-	-	-	-	-	
5	14.6	25.4	-	-	-	-	-	-	-	
6	22.3	24.8	-	-	20.1	25.9	26.4	-	-	
7	26.7	23.3	-	-	23.4	22.5	21.5	-	-	
8	26.9	23.0	17.9	27.1	26.0	24.5	25.5	-	-	
9	23.4	26.0	23.9	22.5	21.9	22.5	22.7	-	-	
10	25.0	21.6	24.4	26.0	23.3	26.3	24.7	-	-	
11	19.5	18.9	25.1	23.7	23.9	25.1	17.4	-	-	
12	24.2	18.9	23.1	25.7	23.2	24.9	23.6	-	-	
13	27.2	22.9	22.5	26.3	23.7	23.3	21.2	-	-	
14	26.6	23.4	23.9	22.4	26.7	27.4	25.6	-	-	
15	21.9	24.2	22.9	18.9	25.9	25.0	22.6	-	-	
16	24.9	19.8	23.6	24.2	22.3	21.3	24.3	-	-	
17	23.8	27.3	21.8	18.2	23.1	26.5	26.1	-	-	
18	27.8	26.3	26.1	23.3	21.6	25.2	21.6	-	-	
19	24.5	23.7	20.5	26.7	22.3	22.1	21.5	-	-	
20	22.4	20.3	20.8	23.2	22.1	24.1	26.4	-	-	
21	25.4	19.0	25.5	23.9	19.6	23.3	25.8	-	-	
22	25.7	17.0	23.3	-	25.5	19.6	19.1	-	-	
23	22.7	20.3	24.5	-	17.5	17.4	23.5	-	-	
24	-	-	26.3	-	12.2	-	-	-	-	
10-12	21.7	18.9	23.7	24.7	23.4	25.5	22.2	-	-	
14-16	23.5	21.1	23.8	25.5	23.5	22.8	24.5	-	-	
0-24	25.8	23.8	24.1	24.2	24.4	25.1	24.7	-	-	
								85th Value	24.8	

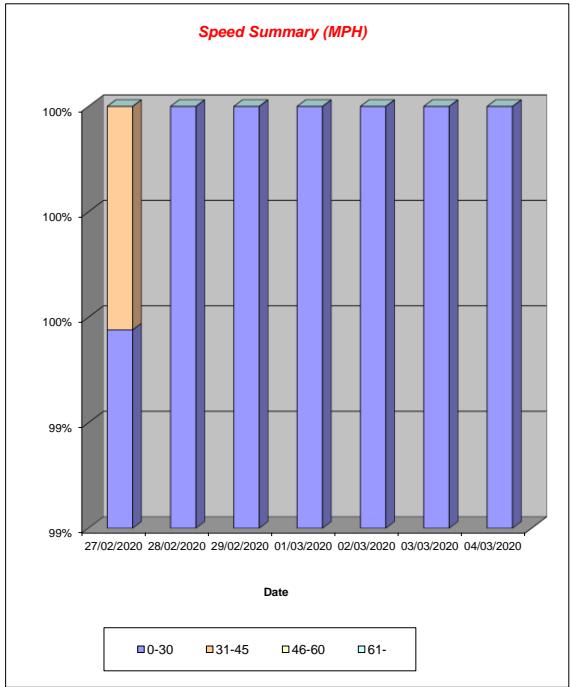
Channel 2 - Westbound					Average Speed		Week 1	
Hr Ending	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday	
1	20.0	15.6	19.0	21.2	12.5	26.0	27.0	
2	13.6	20.4	24.1	26.7	-	-	-	
3	20.0	-	19.0	17.5	24.9	12.1	20.6	
4	25.1	-	-	-	-	23.4	-	
5	-	-	29.0	-	-	-	-	
6	-	-	7.1	21.8	18.6	21.9	29.6	
7	22.0	18.2	24.3	-	21.2	22.4	17.6	
8	17.8	18.4	24.3	14.0	20.4	19.5	18.3	
9	17.4	18.2	17.3	18.4	18.5	17.7	16.4	
10	18.7	16.3	18.5	20.0	18.7	17.7	16.0	
11	16.9	20.4	19.9	20.7	21.5	20.3	18.3	
12	17.9	17.9	19.6	21.9	19.7	19.4	19.0	
13	19.8	18.8	21.0	20.0	20.8	18.9	17.6	
14	21.0	20.2	19.4	20.1	19.2	19.6	18.0	
15	20.4	18.1	18.6	18.4	21.9	19.4	18.2	
16	18.8	18.2	16.8	19.3	17.4	19.5	18.8	
17	19.2	19.6	17.5	18.8	18.2	17.9	17.6	
18	19.1	19.5	18.7	18.3	18.6	21.3	18.9	
19	17.1	18.3	17.9	21.7	22.5	19.7	20.1	
20	19.3	19.3	19.3	20.2	19.6	19.2	19.2	
21	18.6	20.1	19.9	16.4	19.6	19.2	23.0	
22	20.6	20.7	19.9	16.8	17.6	19.7	18.3	
23	21.8	19.1	18.7	23.2	17.3	19.4	18.7	
24	16.2	21.3	20.0	22.7	21.9	22.9	24.5	

10-12	17.5	19.0	19.7	21.4	20.7	19.9	18.7
18-19	18.4	18.2	17.8	19.8	19.1	19.5	18.6
0-24	18.9	18.9	19.1	19.9	19.5	19.2	18.6

Average	19.1
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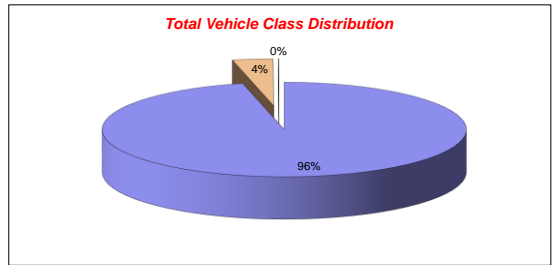
Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

Channel 1 - Eastbound		Speed Summary						Week 1
Speed (MPH)	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday	
0-30	235	238	184	175	251	271	255	
31-45	1	0	0	0	0	0	0	
46-60	0	0	0	0	0	0	0	
61+	0	0	0	0	0	0	0	
TOTAL	236	238	184	175	251	271	255	

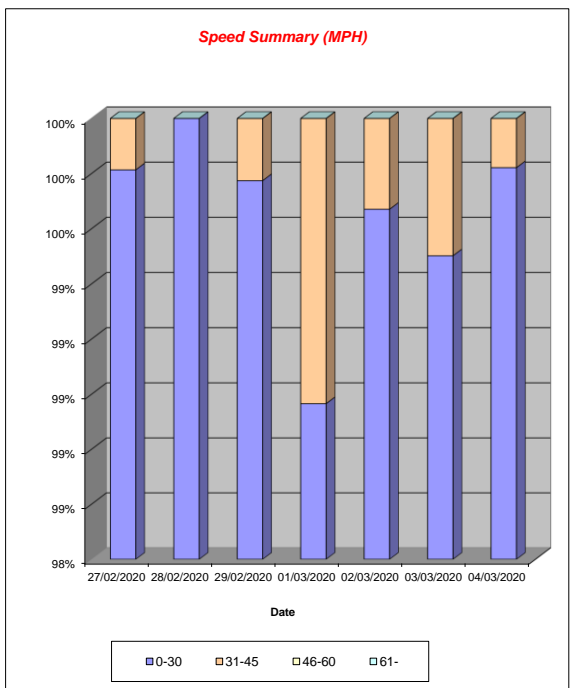


Lymington ATC, Queen Elizabeth Avenue (Eastern Site)

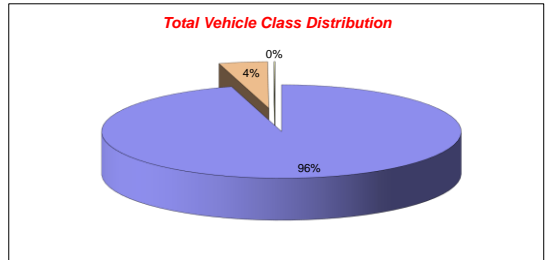
Channel 1 - Eastbound			Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time					
27/02/2020					
7-19	195	8	0	203	
6-22	215	8	0	223	
6-24	217	8	0	225	
0-24	226	10	0	236	
28/02/2020					
7-19	198	8	0	206	
6-22	220	8	0	228	
6-24	223	8	0	231	
0-24	230	8	0	238	
29/02/2020					
7-19	157	4	0	161	
6-22	172	6	0	178	
6-24	176	6	0	182	
0-24	178	6	0	184	
01/03/2020					
7-19	159	2	0	161	
6-22	169	2	0	171	
6-24	170	2	0	172	
0-24	171	4	0	175	
02/03/2020					
7-19	200	9	0	209	
6-22	225	11	0	236	
6-24	230	12	0	242	
0-24	239	12	0	251	
03/03/2020					
7-19	224	6	0	230	
6-22	248	6	0	254	
6-24	261	6	0	267	
0-24	265	6	0	271	
04/03/2020					
7-19	192	10	1	203	
6-22	224	11	1	236	
6-24	230	11	1	242	
0-24	242	12	1	255	
Average					
7-19	189	7	0	196	
6-22	210	7	0	218	
6-24	214	8	0	222	
0-24	222	8	0	230	



Channel 2 - Westbound		Speed Summary						Week 1
Speed (MPH)	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday	
0-30	536	588	443	383	606	600	560	
31-45	1	0	1	4	2	3	1	
46-60	0	0	0	0	0	0	0	
61+	0	0	0	0	0	0	0	
TOTAL	537	588	444	387	608	603	561	



Channel 2 - Westbound		Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
27/02/2020				
7-19	445	18	1	464
6-22	502	19	1	522
6-24	512	19	1	532
0-24	515	21	1	537
28/02/2020				
7-19	486	25	0	511
6-22	534	28	0	562
6-24	553	29	0	582
0-24	559	29	0	588
29/02/2020				
7-19	369	13	0	372
6-22	406	14	0	420
6-24	421	14	0	435
0-24	430	14	0	444
01/03/2020				
7-19	320	7	0	327
6-22	357	8	0	365
6-24	371	8	0	379
0-24	378	9	0	387
02/03/2020				
7-19	491	31	0	522
6-22	559	34	0	593
6-24	571	34	0	605
0-24	574	34	0	608
03/03/2020				
7-19	496	29	1	526
6-22	556	29	1	586
6-24	565	29	1	597
0-24	573	29	1	603
04/03/2020				
7-19	437	25	2	464
6-22	508	27	2	537
6-24	508	27	2	537
0-24	532	27	2	561
Average				
7-19	433	21	1	455
6-22	489	23	1	512
6-24	503	23	1	526
0-24	509	23	1	533



Lymington ATC, Queen Elizabeth Avenue (Western Site)

Channel 1 - Eastbound

[illegible]

Channel 2 - Westbound

27/02/2020		Vehicle Speeds (MPH)											TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	2	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	2	0	0	0	0	0	0	0	0	0	2
8	0	2	14	1	1	0	0	0	0	0	0	0	18
9	1	5	31	2	0	0	0	0	0	0	0	0	39
10	0	6	21	4	0	0	0	0	0	0	0	0	29
11	1	3	17	0	0	0	0	0	0	0	0	0	21
12	0	7	34	0	0	0	0	0	0	0	0	0	42
13	0	7	34	0	0	1	0	0	0	0	0	0	42
14	0	6	32	1	0	0	0	0	0	0	0	0	39
15	0	1	19	5	1	0	0	0	0	0	0	0	26
16	2	9	42	4	0	0	0	0	0	0	0	0	57
17	0	10	39	3	0	0	0	0	0	0	0	0	52
18	0	11	41	4	0	0	0	0	0	0	0	0	56
19	1	6	29	2	0	0	0	0	0	0	0	0	38
20	0	3	21	1	0	0	0	0	0	0	0	0	25
21	0	3	11	1	0	0	0	0	0	0	0	0	6
22	0	3	13	1	0	0	0	0	0	0	0	0	7
23	0	0	7	1	0	0	0	0	0	0	0	0	2
24	0	1	1	0	0	0	0	0	0	0	0	0	2
7-19	6	73	353	26	2	1	0	0	0	0	0	0	461
6-22	5	82	490	30	2	1	0	0	0	0	0	0	521
5-23	6	83	493	30	2	1	0	0	0	0	0	0	523
6-24	6	83	413	31	2	1	0	0	0	0	0	0	523

Channel 1 - Eastbound

[illegible]

Channel 2 - Westbound

28/02/2020		Vehicle Speeds (MPH)												TOTAL
Hr/Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+		
1	0	1	3	0	0	0	0	0	0	0	0	0	4	
2	0	0	0	3	0	0	0	0	0	0	0	0	3	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	1	0	0	0	0	0	0	0	0	0	1	
8	0	2	15	2	0	0	0	0	0	0	0	0	19	
9	2	6	28	3	0	0	0	0	0	0	0	0	39	
10	0	6	18	1	0	0	0	0	0	0	0	0	25	
11	0	4	22	3	0	0	0	0	0	0	0	0	29	
12	0	16	20	1	0	0	0	0	0	0	0	0	37	
13	1	11	20	3	0	0	0	0	0	0	0	0	36	
14	0	5	38	1	0	0	0	0	0	0	0	0	44	
15	2	7	33	2	0	0	0	0	0	0	0	0	44	
16	1	18	36	4	0	0	0	0	0	0	0	0	57	
17	2	17	46	5	1	1	0	0	0	0	0	0	72	
18	17	12	37	1	0	0	0	0	0	0	0	0	31	
19	0	4	30	0	0	0	0	0	0	0	0	0	34	
20	1	1	19	0	0	0	0	0	0	0	0	0	21	
21	8	4	8	0	0	0	0	0	0	0	0	0	12	
22	0	2	12	0	1	0	0	0	0	0	0	0	15	
23	0	1	8	0	0	0	0	0	0	0	0	0	9	
24	1	2	11	0	0	0	0	0	0	0	0	0	14	
7-19	7	106	363	26	1	1	0	0	0	0	0	0	604	
6-22	9	113	403	27	2	1	0	0	0	0	0	0	553	
6-23	10	117	406	27	2	1	0	0	0	0	0	0	563	
6-24	10	117	406	27	2	1	0	0	0	0	0	0	563	

Lymington ATC, Queen Elizabeth Avenue (Western Site)

Channel 1 - Eastbound

[illegible]

Channel 2 - Westbound

2002/2020	Vehicle Speeds (MPH)												
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	TOTAL
1	0	0	1	0	0	0	0	0	0	0	0	0	2
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	1	0	0	0	0	0	0	0	0	0	0	2
8	0	1	6	1	0	0	0	0	0	0	0	0	8
9	0	1	12	0	0	0	0	0	0	0	0	0	13
10	0	6	20	1	0	0	0	0	0	0	0	0	27
11	1	10	23	4	0	0	0	0	0	0	0	0	38
12	1	4	32	2	0	0	0	0	0	0	0	0	39
13	1	2	38	6	0	0	0	0	0	0	0	0	47
14	0	6	17	1	0	0	0	0	0	0	0	0	24
15	3	6	25	6	0	0	0	0	0	0	0	0	40
16	1	4	23	4	0	0	0	0	0	0	0	0	32
17	1	6	35	2	0	0	0	0	0	0	0	0	44
18	5	7	25	0	0	0	0	0	0	0	0	0	27
19	0	10	13	5	0	0	0	0	0	0	0	0	28
20	1	2	12	1	0	0	0	0	0	0	0	0	16
21	1	2	15	1	1	0	0	0	0	0	0	0	10
22	0	1	8	0	1	0	0	0	0	0	0	0	10
23	0	1	9	2	0	0	0	0	0	0	0	0	12
24	0	0	4	0	0	0	0	0	0	0	0	0	4
7-19	12	63	299	32	1	0	0	0	0	0	0	0	382
6-22	14	69	295	34	3	0	0	0	0	0	0	0	415
6-24	14	70	306	37	3	0	0	0	0	0	0	0	430
6-24	14	70	316	37	3	0	0	0	0	0	0	0	440

Channel 1 - Eastbound

[illegible]

Channel 2 - Westbound

[illegible]

Lymington ATC, Queen Elizabeth Avenue (Western Site)

Lymington ATC, Queen Elizabeth Avenue (Western Site)

Channel 1 - Eastbound

02/03/2020	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0
7	9	3	0	0	0	0	0	0	0	0	0	0	0	12	0
8	24	0	0	0	0	0	0	0	0	0	0	0	0	24	0
9	28	5	0	0	0	0	0	0	0	0	0	0	0	33	0
10	15	0	0	0	0	0	0	0	0	0	0	0	0	15	0
11	16	2	0	0	0	0	0	0	0	0	0	0	0	18	0
12	16	2	0	0	1	0	0	0	0	0	0	0	0	19	0
13	15	1	0	0	0	0	0	0	0	0	0	0	0	16	0
14	10	4	0	0	0	0	0	0	0	0	0	0	0	14	0
15	14	1	0	0	0	0	0	0	0	0	0	0	0	15	0
16	15	2	0	0	0	0	0	0	0	0	0	0	0	17	0
17	15	1	0	0	0	0	0	0	0	0	0	0	0	16	0
18	12	2	0	0	1	0	0	0	0	0	0	0	0	15	0
19	9	2	0	0	0	0	0	0	0	0	0	0	0	11	0
20	6	1	0	0	0	0	0	0	0	0	0	0	0	7	0
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0
23	2	1	0	0	0	0	0	0	0	0	0	0	0	3	0
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7-19	189	22	0	0	2	0	0	0	0	0	0	0	0	0	213
6-22	214	26	0	0	2	0	0	0	0	0	0	0	0	0	242
6-24	229	27	0	0	2	0	0	0	0	0	0	0	0	0	258

Channel 2 - Westbound

02/03/2020	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7	4	1	0	0	0	0	0	0	0	0	0	0	0	5	0
8	14	3	0	0	0	0	0	0	0	0	0	0	0	17	0
9	35	6	0	0	1	0	0	0	0	0	0	1	0	43	0
10	33	4	0	0	0	0	0	0	0	0	0	0	0	37	0
11	37	4	0	0	0	0	0	0	0	0	0	0	0	41	0
12	30	4	0	0	0	0	0	0	0	0	0	0	0	34	0
13	42	5	0	0	0	0	0	0	0	0	0	0	0	47	0
14	32	5	0	0	0	0	0	0	0	0	0	0	0	37	0
15	32	2	0	0	0	0	0	0	0	0	0	0	0	34	0
16	52	5	0	0	0	0	0	0	0	0	0	0	0	57	0
17	67	4	0	0	0	0	0	0	0	0	0	0	0	71	0
18	63	5	0	0	0	0	0	0	0	0	0	0	0	68	0
19	40	3	0	0	0	0	0	0	0	0	0	0	0	43	0
20	36	2	0	0	0	0	0	0	0	0	0	0	0	38	0
21	13	0	0	0	0	0	0	0	0	0	0	0	0	13	0
22	14	2	0	0	0	0	0	0	0	0	0	0	0	16	0
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7-19	477	60	0	0	1	0	0	0	0	0	0	0	1	0	528
6-22	544	55	0	0	1	0	0	0	0	0	0	0	1	0	601
6-24	560	55	0	0	1	0	0	0	0	0	0	0	1	0	617

Channel 1 - Eastbound

03/03/2020	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	13	0	0	0	0	0	0	0	0	0	0	0	0	13	0
7	9	1	0	0	0	0	0	0	0	0	0	0	0	10	0
8	21	0	0	0	0	0	0	0	0	0	0	0	0	21	0
9	27	5	0	0	0	0	0	0	0	0	0	0	0	32	0
10	25	3	0	0	0	0	0	0	0	0	0	0	0	28	0
11	10	2	0	0	0	0	0	0	0	0	0	0	0	12	0
12	10	2	0	0	0	0	0	0	0	0	0	0	0	12	0
13	17	2	0	0	0	0	0	0	0	0	0	0	0	19	0
14	12	6	0	0	0	0	0	0	0	0	0	0	0	18	0
15	17	2	0	0	0	0	0	0	0	0	0	0	0	19	0
16	17	2	0	0	0	0	0	0	0	0	0	0	0	19	0
17	20	1	0	0	0	0	0	0	0	0	0	0	0	21	0
18	19	2	0	0	0	0	0	0	0	0	0	0	0	21	0
19	13	2	0	0	0	0	0	0	0	0	0	0	0	15	0
20	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7-19	208	38	0	0	0	0	0	0	0	0	0	0	1	0	237
6-22	233	39	0	0	0	0	0	0	0	0	0	0	1	0	263
6-24	250	39	0	0	0	0	0	0	0	0	0	0	1	0	290

Channel 2 - Westbound

03/03/2020	Vehicle Classes														
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
9	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
10	29	4	0	0	0	0	0	0	0	0	0	0	0	0	34
11	34	3	0	0	0	0	0	0	0	0	0	0	0	0	37
12	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
13	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
14	33	8	0	0	0	0	0	0	0	0	0	0	0	0	41
15	33	3	0	0	0	0	0	0	0	0	0	0	0	0	36
16	60	8	0	0	0	0	0	0	0	0	0	0	0	0	68
17	53	6	0	0	0	0	0	0	0	0	0	0	0	0	59
18	58	2	0	0	0	0	0	0	0	0	0	0	0	0	60
19	52	1	0	0	0	0	0	0	0	0	0	0	1	0	54
20	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
21	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
22	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	478	50	0	1	0	0	0	0	0	0	0	1	0	0	530
6-22	536	51	0	1	0	0	0	0	0	0	0	0	0	0	587
0-24	555	52	0	1	0	0	0	0	0	0	0	1	0	0	609

Lymington ATC, Queen Elizabeth Avenue (Western Site)

Lymington ATC, Queen Elizabeth Avenue (Western Site)

Channel 1 - Eastbound

04/03/2020	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	9	2	0	0	0	0	0	0	0	0	0	0	0	11
7	13	0	1	0	0	0	0	0	0	0	0	0	0	14
8	28	2	0	0	0	0	0	0	0	0	0	0	0	30
9	29	5	0	0	0	0	0	0	0	0	0	0	0	34
10	12	2	0	0	1	0	0	0	0	0	0	0	0	15
11	12	1	0	0	0	0	0	0	0	0	0	1	0	14
12	13	1	0	0	0	0	0	0	0	0	0	0	0	14
13	18	1	0	0	0	0	0	0	0	0	0	0	0	17
14	11	2	0	0	0	0	0	0	0	0	0	0	0	13
15	6	1	0	0	0	0	0	0	0	0	0	0	0	7
16	15	0	0	0	0	0	0	0	0	0	0	0	0	15
17	12	5	0	0	1	0	0	0	0	0	0	0	0	18
18	15	0	0	0	0	0	0	0	0	0	0	0	0	15
19	18	1	0	0	0	0	0	0	0	0	0	0	0	17
20	9	1	0	0	0	0	0	0	0	0	0	0	0	9
21	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	185	21	0	0	2	0	0	0	0	0	0	1	0	209
5-22	213	24	1	0	2	0	0	0	0	0	0	1	0	241
5-24														242
0-24	229	26	1	0	2	0	0	0	0	0	0	1	0	259

Channel 2 - Westbound

04/03/2020	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	15	2	0	0	0	0	0	0	0	0	0	0	0	17
9	27	3	0	0	1	0	0	0	0	0	0	0	0	31
10	20	7	0	0	1	0	0	0	0	0	0	0	0	29
11	22	1	0	0	2	0	0	1	0	1	0	0	0	27
12	27	4	0	0	0	0	0	0	0	0	0	0	0	31
13	27	7	0	0	0	0	0	0	0	0	0	0	0	34
14	37	0	0	0	1	0	0	0	0	0	0	1	0	39
15	34	0	0	0	0	0	0	0	0	0	0	0	0	34
16	46	3	0	0	0	0	0	0	0	0	0	0	0	49
17	61	9	0	0	0	0	0	0	0	0	0	0	0	70
18	64	5	0	0	0	0	0	0	0	0	0	0	0	69
19	45	4	0	0	0	0	0	0	0	0	0	0	0	49
20	29	3	0	0	0	0	0	0	0	0	0	0	0	32
21	18	0	0	0	0	0	0	0	0	0	0	0	0	18
22	18	3	0	0	0	0	0	0	0	0	0	0	0	19
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7-19	425	45	0	0	5	0	0	1	0	1	0	1	0	478
5-22	491	51	0	0	5	0	0	1	0	1	0	1	0	550
5-24														570
0-24	514	52	0	0	5	0	0	1	0	1	0	1	0	574

Channel 1 - Eastbound

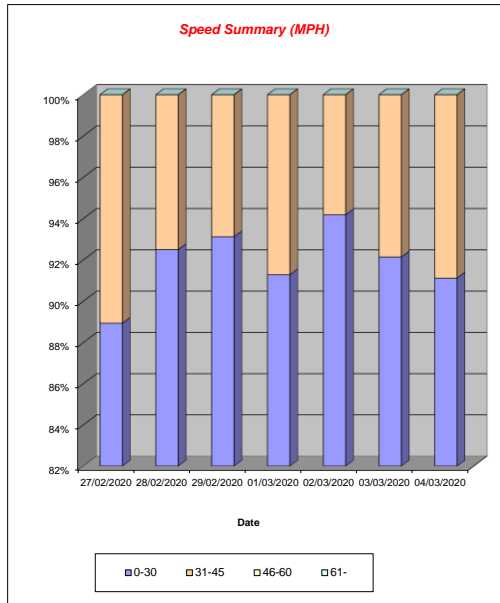
04/03/2020	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	8	2	1	0	0	0	0	0	0	0	11
7	2	5	6	1	0	0	0	0	0	0	0	0	14
8	1	6	22	1	0	0	0	0	0	0	0	0	30
9	3	10	19	2	0	0	0	0	0	0	0	0	34
10	1	3	11	0	0	0	0	0	0	0	0	0	15
11	2	4	8	0	0	0	0	0	0	0	0	0	14
12	0	4	9	1	0	0	0	0	0	0	0	0	14
13	1	4	8	4	0	0	0	0	0	0	0	0	17
14	0	0	10	3	0	0	0	0	0	0	0	0	13
15	0	1	6	0	0	0	0	0	0	0	0	0	7
16	1	6	7	1	0	0	0	0	0	0	0	0	16
17	0	3	13	1	0	0	0	0	0	0	0	0	18
18	0	5	9	1	0	0	0	0	0	0	0	0	15
19	1	4	11	1	0	0	0	0	0	0	0	0	17
20	0	0	9	0	0	0	0	0	0	0	0	0	9
21	0	0	3	1	1	0	0	0	0	0	0	0	5
22	0	0	4	0	0	0	0	0	0	0	0	0	4
23	0	1	4	0	0	0	0	0	0	0	0	0	5
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	10	50	133	15	1	0	0	0	0	0	0	0	209
5-22	12	55	155	17	2	0	0	0	0	0	0	0	241
5-24													242
0-24	12	56	168	20	3	0	0	0	0	0	0	0	259

Channel 2 - Westbound

04/03/2020	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	2	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	2	0	0	0	0	0	0	0	0	0	3
8	0	2	15	0	0	0	0	0	0	0	0	0	17
9	1	4	24	2	0	0	0	0	0	0	0	0	31
10	0	6	20	2	0	0	0	0	0	0	0	0	29
11	1	4	22	0	0	0	0	0	0	0	0	0	27
12	0	7	20	4	0	0	0	0	0	0	0	0	31
13	0	7	25	2	0	0	0	0	0	0	0	0	34
14	0	10	26	3	0	0	0	0	0	0	0	0	39
15	0	3	24	6	1	0	0	0	0	0	0	0	34
16	1	8	39	1	0	0	0	0	0	0	0	0	49
17	1	18	48	3	0	0	0	0	0	0	0	0	70
18	2	16	47	4	0	0	0	0	0	0	0	0	69
19	0	4	40	4	0	1	0	0	0	0	0	0	49
20	0	6	19	5	2	0	0	0	0	0	0	0	32
21	1	1	14	1	0	1	0	0	0	0	0	0	18
22	1	6	9	3	0	0	0	0	0	0	0	0	19
23	0	0	10	1	1	0	0	0	0	0	0	0	12
24	0	0	6	2	0	0	0	0	0	0	0	0	8
7-19	6	89	350	31	1	1	0	0	0	0	0	0	478
5-22	8	103	394	40	3	2	0	0	0	0	0	0	550
5-24													570
0-24	8	103	413	44	4	2	0	0	0	0	0	0	574

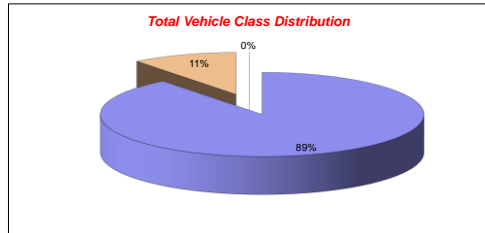
Lymington ATC, Queen Elizabeth Avenue (Western Site)

Channel 1 - Eastbound							
Speed Summary							
Speed (MPH)	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday
0-30	209	222	176	178	243	258	236
31-45	26	18	13	17	15	22	23
46-60	0	0	0	0	0	0	0
61+	0	0	0	0	0	0	0
TOTAL	235	240	189	195	258	280	259

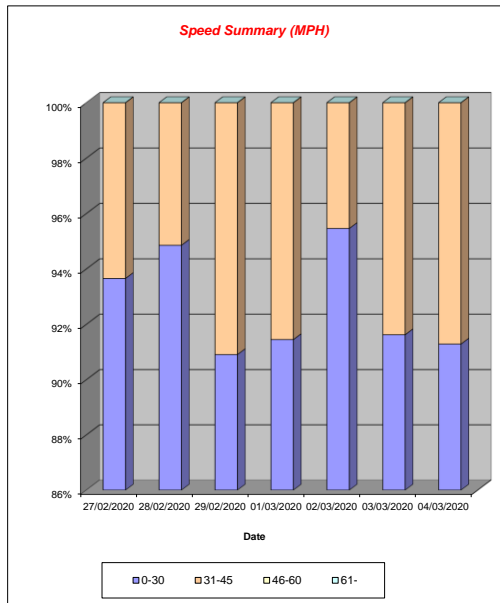


Lymington ATC, Queen Elizabeth Avenue (Western Site)

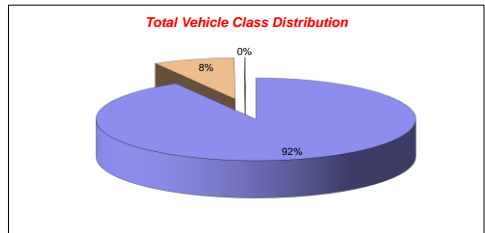
Channel 1 - Eastbound				Vehicle Class	Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1,13	
Day / Time					
27/02/2020					
7-19	190	13	0	203	
6-22	208	14	0	222	
6-24	218	17	0	234	
0-24	218	17	0	235	
28/02/2020					
7-19	178	26	0	204	
6-22	203	26	0	229	
6-24	203	26	0	229	
0-24	213	27	0	240	
29/02/2020					
7-19	146	16	0	164	
6-22	163	20	0	183	
6-24	167	20	0	187	
0-24	169	20	0	189	
01/03/2020					
7-19	180	19	0	199	
6-22	172	19	0	191	
6-24	173	19	0	192	
0-24	174	21	0	195	
02/03/2020					
7-19	189	24	0	213	
6-22	214	28	0	242	
6-24	229	28	0	257	
03/03/2020					
7-19	208	29	0	237	
6-22	238	29	0	267	
6-24	239	29	0	268	
0-24	250	30	0	280	
04/03/2020					
7-19	185	24	0	209	
6-22	213	28	0	241	
6-24	213	28	0	241	
0-24	229	30	0	259	
Average					
7-19	180	22	0	201	
6-22	201	24	0	224	
6-24	212	25	0	237	



Channel 2 - Westbound							
Speed Summary							
Speed (MPH)	27/02/2020 Thursday	28/02/2020 Friday	29/02/2020 Saturday	01/03/2020 Sunday	02/03/2020 Monday	03/03/2020 Tuesday	04/03/2020 Wednesday
0-30	502	553	400	353	589	558	524
31-45	34	30	40	33	28	51	50
46-60	0	0	0	0	0	0	0
61+	0	0	0	0	0	0	0
TOTAL	536	583	440	386	617	609	574



Channel 2 - Westbound				Vehicle Class	Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1,13	
Day / Time					
27/02/2020					
7-19	427	34	0	461	
6-22	465	36	0	501	
6-24	465	36	0	501	
0-24	496	36	0	536	
28/02/2020					
7-19	455	48	0	504	
6-22	504	51	0	555	
6-24	504	51	0	555	
0-24	531	52	0	583	
29/02/2020					
7-19	343	24	0	367	
6-22	388	27	0	415	
6-24	388	27	0	415	
0-24	412	28	0	440	
01/03/2020					
7-19	326	19	1	326	
6-22	342	20	1	363	
6-24	342	20	1	363	
0-24	363	22	1	386	
02/03/2020					
7-19	477	52	0	529	
6-22	544	57	0	601	
6-24	557	57	0	614	
0-24	580	57	0	637	
03/03/2020					
7-19	478	51	1	530	
6-22	536	52	1	589	
6-24	536	52	1	589	
0-24	565	53	1	619	
04/03/2020					
7-19	425	51	2	478	
6-22	491	57	2	550	
6-24	491	57	2	550	
0-24	514	58	2	574	
Average					
7-19	416	40	1	456	
6-22	470	43	1	513	
6-24	470	43	1	513	
0-24	490	44	1	535	

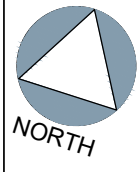


Appendix F





GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. 2.0M X-DISTANCE AND 0.4M OFFSET AGREED WITH HAMPSHIRE COUNTY COUNCIL AT THE PRE-APPLICATION STAGE.



C	REVISED SITE LAYOUT	02.06.21	LF	HC
B	REVISED SITE LAYOUT	07.12.20	LF	JR
A	REVISED SITE LAYOUT	20.10.20	MW	JR
Rev	Description	Date	By	Chkd

Project Name LYMINGTON POLICE STATION, SOUTHAMPTON ROAD LYMINGTON	Title PROPOSED ACCESS - VISIBILITY SPLAY ASSESSMENT	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client  Churchill Retirement Living	Checked By JR	Checked Date 21.02.20	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By MW	Drawn Date 21.02.20	Client Drawing No. -	PBA Drawing No. 135.0020.003	Revision C

Appendix G



Road Safety Audit Stage 1

Queen Elizabeth Avenue

Lymington

Hampshire

Date: 7th December 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Lymington Police Station

Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/20/135.0020/1/MM

Record of Issue

Document Ref PBA/20/135.0020/1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		7 th December 2020
Designers Response	Laura Flitney	Harry Cross		10 th December 2020
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Laura Flitney	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the combined Stage 1 Audit	6
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	7
5 Auditors Statement	8

Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

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

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with a residential development off Queen Elizabeth Avenue, Lymington, including:

- The provision of a cross over vehicle access from Queen Elizabeth Avenue

The Audit was requested by the design organisation, Paul Basham Associates, Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG, on behalf of Hampshire County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA– Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in November 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 2nd December 2020 between 14:30 and 15:00. Weather conditions at the time were overcast and the road surface was wet. Traffic flows were low and free flow speeds were low. Low level pedestrian and cycle movements were observed during the site visit. Note that the site visit was undertaken during the Covid 19 restriction period.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standard.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: At the proposed access/egress.

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

No vehicle swept paths were provided for assessment where parking was observed opposite the proposed access location. Parking could reduce the available carriageway width and impede on the swept path movements. Insufficient carriageway width could lead to side impact or rear end shunt collisions could lead to footway over running and vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the vehicle swept paths should be checked for the normal vehicle usage, should parking restrict these movements then it is recommended that parking restrictions should be introduced opposite the access.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

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

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

5 AUDITOR TEAM STATEMENT

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

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 7/12/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 7/12/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
135.0020.003	Proposed Access-Visibility Splay Assessment.

Supporting Documentation:

- Road Safety Audit Brief, Paul Basham Associates November 2020.
- Pre-Application Technical Note, Paul Basham Associates, February 2020.
- Automatic Traffic Count Data March 2020.

APPENDIX B

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

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Stage 1 RSA Queen Elizabeth Avenue, Lymington.

Date Audit Completed 7th December 2020

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

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 No vehicle swept paths were provided for assessment where parking was observed opposite the proposed access location. Parking could reduce the available carriageway width and impede on the swept path movements. Insufficient carriageway width could lead to side impact or rear end shunt collisions could lead to footway over running and vehicle to pedestrian collisions.	It is recommended that the vehicle swept paths should be checked for the normal vehicle usage, should parking restrict these movements then it is recommended that parking restrictions should be introduced opposite the access.	<p>Private vehicle tracking has been undertaken and whilst two cars can pass on the internal road and on Queen Elizabeth Avenue when cars are parked on-street to the north, two cars cannot pass simultaneously at the access.</p> <p>This however is considered to be a very infrequent occurrence as supported by the trip generation assessment and Queen Elizabeth Avenue is considered to be a lightly trafficked environment with traffic surveys indicating a 7-day average of 772 trips which equates to approximately 32 trips each hour across the day.</p> <p>In addition it is anticipated that a vehicle waiting at the access to enter onto Queen Elizabeth Avenue would wait for any oncoming cars to pass, particularly when vehicles are parked on-street adjacent to the northern side of the carriageway.</p>		

		It can therefore be concluded that the access arrangements are safe and suitable and are not anticipated to have a detrimental effect to the operation of Queen Elizabeth Avenue.		
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Queen Elizabeth Avenue, Lymington.	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Harry Cross
Signed	
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	10 th December 2020

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

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

Appendix H

Saffron Walden - Summary (11 Spaces)

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

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

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

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

Bishops Stortford - Summary (18 Spaces)

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

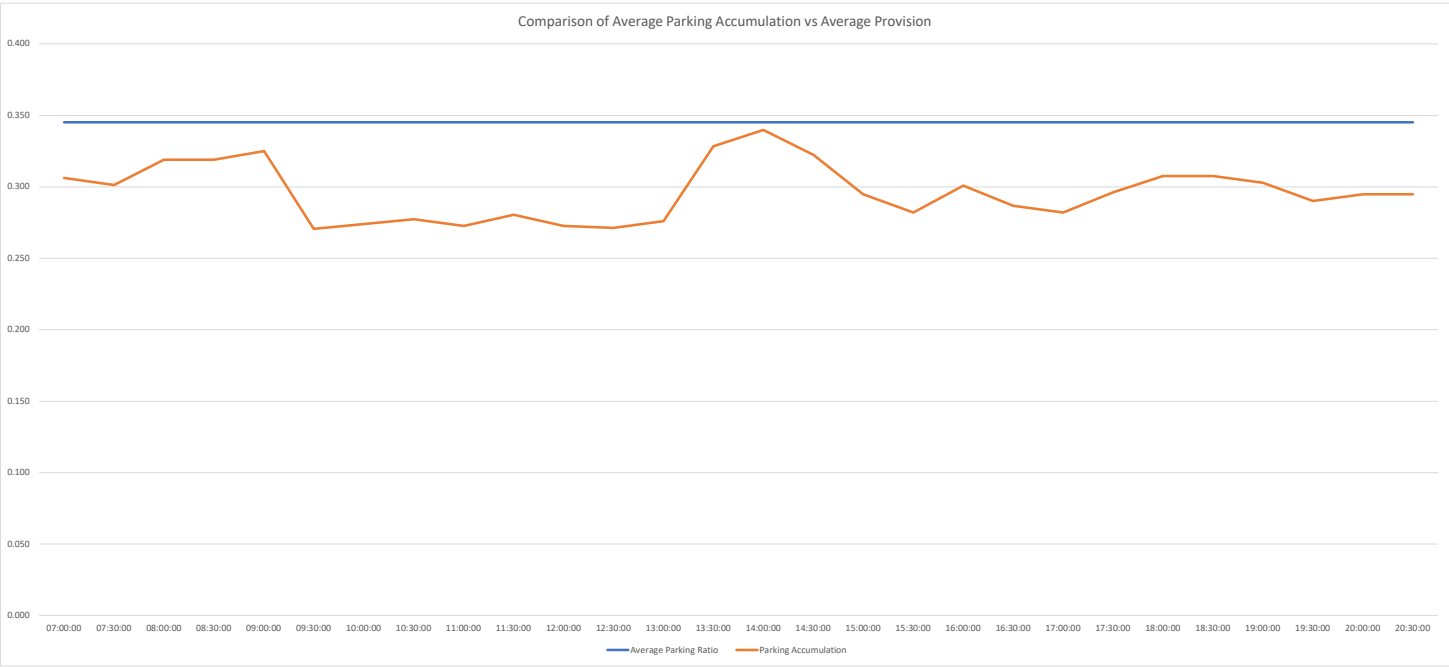
Nicholls Lodge - Wednesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00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

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

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

Combined Parking Data

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



Appendix I

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

	Average Units	Average Cycles	Average per room
Average	42.64444444	0.75555556	0.017717561