



BUZZ BINGO, BOLTON ROAD, BANBURY

TRANSPORT STATEMENT

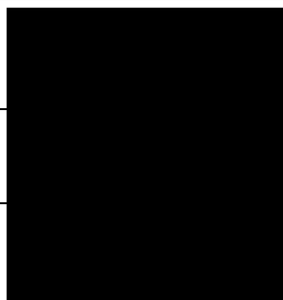
December 2021

Churchill Retirement Living Ltd

**RETIREMENT LIVING SCHEME
BUZZ BINGO, BOLTON ROAD
BANBURY**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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2	11.11.21	JH	Updated Site Layout and Client Comments	ID	HC
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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for Retirement Living development comprising of 80 Retirement Living Apartments at the former Buzz Bingo site at Bolton Road, Banbury.
- 1.2 The proposed development site is located approximately 215m west of Castle Quay Shopping Centre within the centre of Banbury and 800m northwest of Banbury Railway Station. The proposed retirement development site is currently vacant but was occupied by a former Buzz Bingo Centre and associated car park. The site location is demonstrated within **Figure 1**.



Figure 1: Approximate Site Location

- 1.3 The scope of this TS will review the existing site conditions, local road network and site accessibility before reviewing the proposed development with regards to the proposed parking strategy, traffic impact and delivery and servicing arrangements. The TS will draw conclusions from the assessment.

2. EXISTING SITE CONDITIONS AND ACCESSIBILITY

- 2.1 The proposed development site is located approximately 215m west of Castle Quay Shopping Centre within the centre of Banbury. The site is currently vacant but was previously occupied by Buzz Bingo. The site has one existing access point located south of site on Bolton Road; the vacant Bingo Centre occupies the western side of the site and an associated car park is situated to the east of the site. The site is bound by Bolton Road to the south and east, Castle Street to the north and North Bar Street (A361) to the west. The existing site conditions are shown in **Photographs 1 & 4**.



Photograph 1: Existing Site Access



Photograph 2: Existing Site Conditions (Eastern)



Photograph 3: Existing Site Conditions (Western)



Photograph 4: Existing Site Conditions

- 2.2 The site is currently accessed via Bolton Road to the south of the site via a vehicle crossover arrangement. The existing access currently serves as both an access and egress via a single internal carriageway that is approximately 5m wide.

Local Road Network

- 2.3 Bolton Road is a single carriageway road, measuring approximately 6.5m wide, that provides access to

Bolton Road Long Stay Car Park (approximately 50m east of the site) and Castle Street. Bolton Road has an east-west alignment immediately to the south of the site and a north-south alignment to the east of the site. Bolton Road connects with Castle Street approximately 100m northeast from the existing access point.

- 2.4 Castle Street is a single carriageway road that measures approximately 10m wide and is of an east-west alignment. Whilst there is no posted speed limit along Castle Street, 30mph has been presumed. Castle Street provides access to the A361 (approximately 120m west of Bolton Road) heading north to the A422 and M40 (junction 11) (located approximately 2km east from site) and south to the A4260 into Oxford (approximately 30km south of site). The proposed development site provides good connections with the strategic road network. The existing conditions along Bolton Road and Castle Street are shown in **Photographs 5 & 6**.



Photograph 5: Bolton Road Existing Conditions



Photograph 6: Bolton Road Existing Conditions

Pedestrian and Cycle Network

- 2.5 Footways are provided on Bolton Road flanking the western side of internal access measuring approximately 1.5m on both the northern and southern sides immediately outside the site access and then flanking the western side of Bolton Road towards the Castle Street junction. The footway to the east of the site boundary measures at approximately 2.0m in width, featuring dropped kerbs and provides a safe and continuous connection to Banbury Town Centre. A pedestrian refuge island is located approximately 100m northeast of the site at the Bolton Road/Castle Street junction and signalised pedestrian crossings are located approximately 100m west of the pedestrian refuge island, on the crossroad junctions (Castle Street/Warwick Road/Southam Road/North Bar Street). To the southwest of the site, directly adjacent to the existing building, a pedestrian route onto North Bar Street is present via an alleyway measuring approximately 45m long. The pedestrian infrastructure in the vicinity of the site is shown in **Photographs 7-11**.



Photograph 7: Footways flanking west of the access



Photograph 8: Alleyway southwest of site



Photograph 9: Signalised Pedestrian crossing (northwest along Castle Street)



Photograph 10: Pedestrian Refuge Island on Bolton Road/Castle Street Junction



Photograph 11: Signalised Pedestrian Crossing (northeast) along Castle Street

2.6 Within Banbury Town Centre, there is further suitable pedestrian infrastructure including pedestrianised areas on Parsons Street (approximately a 1-minute walk from the site) and Market Street (approximately a 3-minute walk from the site), pedestrian signalised crossings, zebra crossings, pedestrian refuge islands, dropped kerbs and tactile paving. These features allow for the safe movement of pedestrians as well as maintaining an attractive environment. The existing pedestrian infrastructure within Banbury Town Centre is shown in **Photograph 12-15**.



Photograph 12: Pedestrian designated area in the Market Square – Banbury Town Centre



Photograph 13: Pedestrian designated area in the Market Square



Photograph 14: Parsons Street Pedestrian infrastructure



Photograph 15: Parsons Street Pedestrian designated areas

- 2.7 In addition to the footways along the local highway network, the site is situated within close proximity to a number of Public Rights of Way (PROW). There are an abundance of trails and routes in Banbury for both pedestrian and cycle use, the existing ProWs within the site are shown in **Figure 2**.

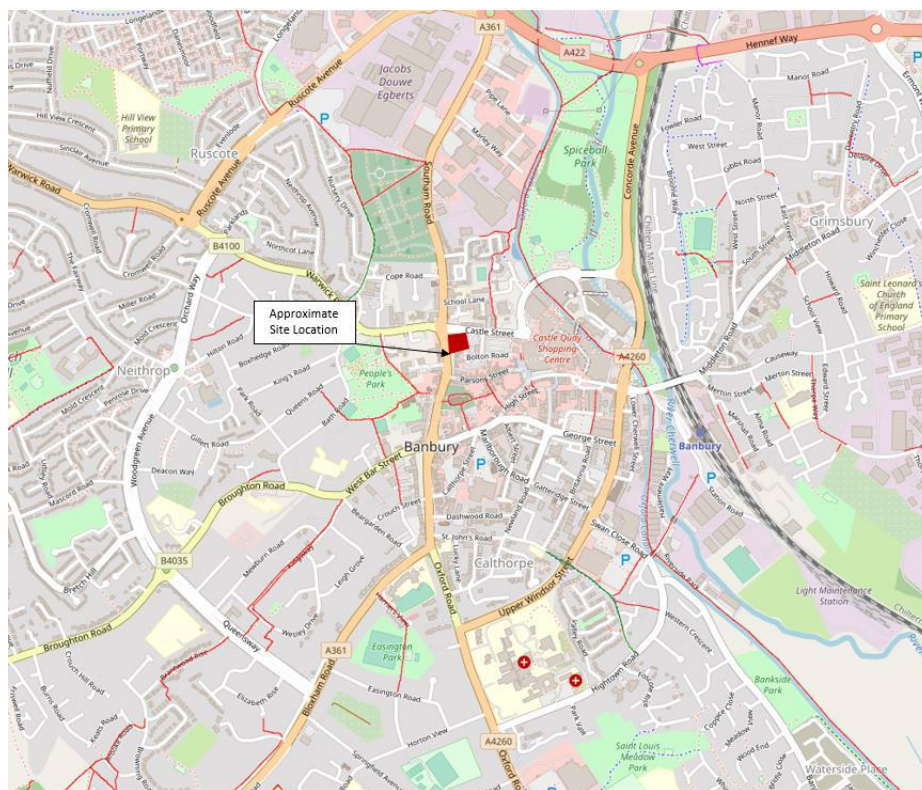


Figure 2: Public Right of Way Map

- 2.8 Although the sustainable nature of the development is such that residents would be highly unlikely to cycle, there are opportunities to promote cycling within the vicinity of the site for visitors and staff nearby. Within Banbury, there are no National Cycle Routes (NCR) that are within close proximity to the site, however NCR 5 is located approximately 2.75km south of site. Despite the lack of NCRs within Banbury, the topography of the surrounding area is suitable to cycle and there are also cycle parking facilities and plenty of routes throughout the pedestrianised areas such as Parsons Street. This provides suitable cycling opportunities to journey through Banbury Town Centre.
- 2.9 There are an abundance of pedestrian and cycle routes located within near proximity to the site that allow for convenient connections between Castle Street, North Bar Street, Parsons Street and Market Square. Alongside the proposed retention of public footways adjacent to the site, such as the alleyway southwest of site; the connectivity for the general public, as well as the residents on site remain efficient and abundant. A map to show the pedestrian and cycle facilities within close proximity to the site that are existing, to be retained and proposed pedestrian footways on site is demonstrated in **Figure 3**.

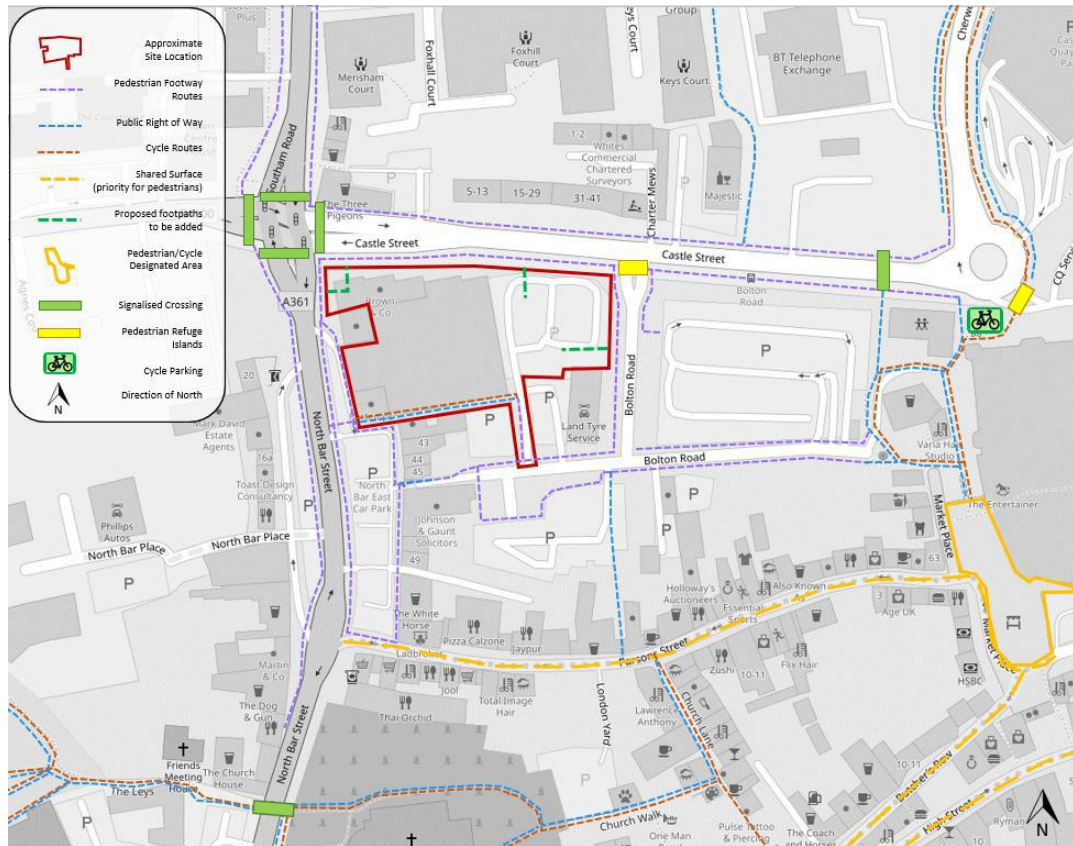


Figure 3: Pedestrian and Cycle Facilities

Public Transport

2.10 The closest bus stop to the site is the 'Bolton Road' bus stop located on Castle Street, situated approximately 170m northeast of the site (a 2-minute walking distance). The Bolton Road Bus Stop is served by the 7, B3, B5, B7B, B8 and B9 bus services. A summary of the routes available from within the vicinity of the site are outlined in **Figure 4** with a summary of the bus timetables and routes provided in **Table 1**.

Service	Closest Bus Stop Location	Route	Operator	Frequency		
				Mon-Fri	Sat	Sun
7	Bolton Road	Banbury – Stratford upon Avon	Johnson's Excelbus	First Bus 12:02pm; Last Bus 17:50 Twice a Day	First Bus 12:02pm; Last Bus 17:50pm Twice a Day	No Service
B3	Bolton Road	Blenheim – Bodicote – Cherwell – Banbury	Stagecoach Oxfordshire	First Bus 05:52am; Last Bus 19:17pm Every 30 minutes	First Bus 06:52am; Last Bus 18:47pm Every 30 minutes	No Service
B5	Bolton Road	Banbury – Bretch Hill	Stagecoach Oxfordshire	First Bus 06:02am; Last Bus 20:02pm Every 15 minutes	First Bus 07:02am; Last Bus 20:02pm Every 15 minutes	First Bus 08:02am; Last Bus 18:32pm Every 20 minutes

B7B	Bolton Road	Banbury Bridge Street – Poets Corner	Kidlington Assisted Transport CIC	First Bus 10:18am; Last Bus 14:45pm Every 1.5 hours	No Service	No Service
B8	Bolton Road	Banbury Bridge Street – Ruscote	Kidlington Assisted Transport CIC	First Bus 09:48am; Last Bus 16:48pm Every 1.5 hours	No Service	No Service
B9	Bolton Road	Banbury Retail Park – Hardwick	Stagecoach Oxfordshire	First Bus 06:22am; Last Bus 23:17pm Every 15/30 minutes	First Bus 06:22am; Last Bus 23:17pm Every 15/30 minutes	First Bus 07:52am; Last Bus 18:32pm Every Hour

Table 1: Local Bus Routes

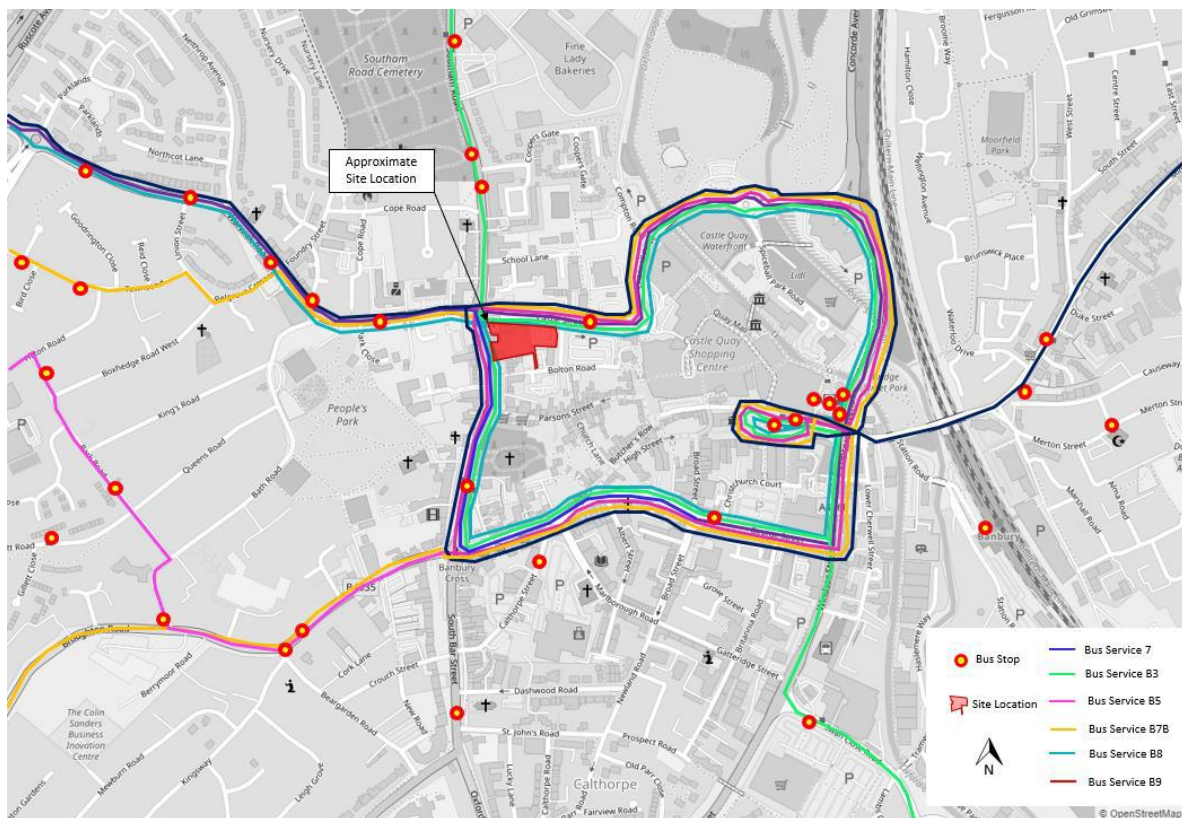


Figure 4: Local Bus Routes Map

2.11 The 'Bolton Road' bus stop is suitably equipped, featuring a sheltered area with seating, bus timetable and flagpole. The existing bus stop infrastructure is shown in **Photograph 16** and **17**.



Photograph 16: Bus Stop Seated Area



Photograph 17: Bus Stop Flag Pole

Rail Services

- 2.12 Banbury Railway Station is located approximately 830m southeast of site, which is accessible via a 4-minute cycle or an 11-minute walk. Banbury Railway Station is serviced by Great Western Railway and provides frequent services to London Marylebone (an hour and a half journey frequenting approximately every 30 minutes), Manchester (a 1 hour 20-minute journey frequenting every hour), Reading via Oxford (a 40-minute journey, frequencies of this train alternate between every 10-minutes and every hour) and Bournemouth (a 2 hour 15-minute journey frequenting every hour). The station benefits from 63 secure cycle storage spaces, 978 car parking spaces (with a daily rate of £8.50 for vehicle parking), manned ticket office, ticket machines, customer help points, ramps for train access and step free access coverage.

Facilities

- 2.13 The site has an abundance of amenities situated within walking and cycle distances, including the Castle Quay shopping centre (approximately 215m east), Market Place (approximately 180m directly southeast of the site) and Parsons Street shopping parade (approximately 100m directly south of site); all of which are located within accessible distance of the site. An accessibility map is attached in **Appendix A** to demonstrate the location of the facilities in relation to the proposed site and **Table 2** shows a summary of the walking and cycle times of facilities within proximity to the site location.

Facility	Approximate Journey Distance (m)	Approximate Journey Time (Minutes)	
		Walking	Cycling
Café – Lenny's Bar	100	1	1
Butchers – Steve Betts Butchers	140	2	1
Public House – The White Horse	190	2	2
Retail – Castle Quay Shopping Centre	215	2	1
Bank – Nationwide Bank	250	3	1
Post Office – Banbury Post Office	260	4	1
Place of Worship – Saint Mary's Church	280	4	1
Health/Fitness – The Exercise Lounge Gym	330	4	1
Park – People's Park	350	5	2
Leisure – ODEON Cinema	370	5	2
Restaurant	370	5	2
Supermarket – Lidl's	530	6	2
Health Centre – Banbury Cross Health Centre at Bridge Street	530	6	2
College – Banbury and Bicester College	860	11	3
Supermarket – Morrisons	950	11	3

Table 2: Approximate Distance and Journey Times towards Local Facilities

Personal Injury Accident (PIA) Data

2.14 Personal Injury Accident (PIA) data has been obtained for the most recent 5-year period (2016-2020), to consider the existing safety situation on the local road network. A summary of the incidents within the survey area is shown in **Figure 5**.

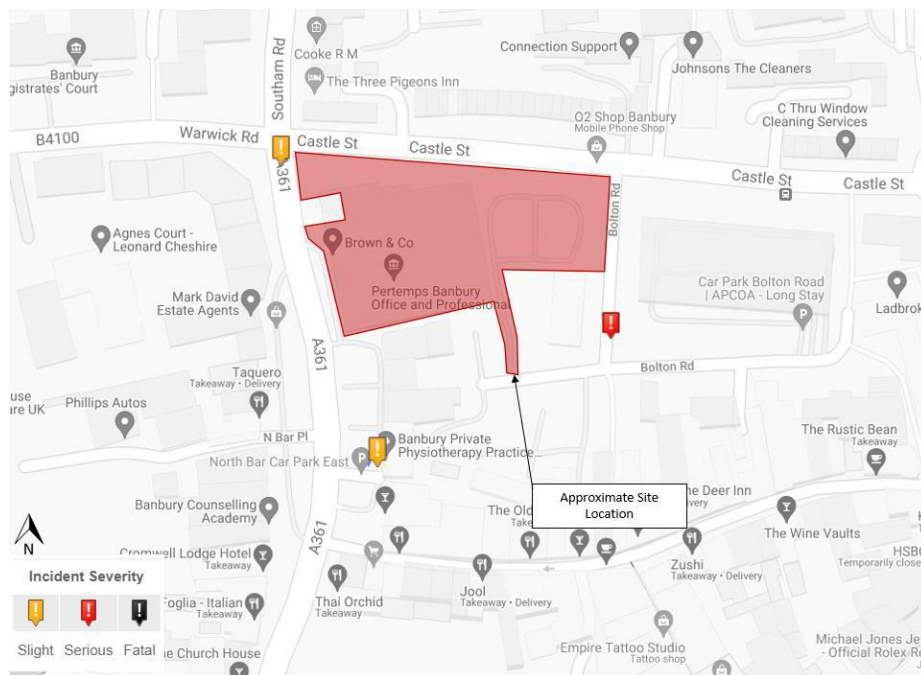


Figure 5: PIA Data (2016-2020) Source: CrashMap

- 2.15 The PIA indicates that 3 accidents have occurred within the survey area, two of which are classified as 'slight' in nature, one as 'serious' in nature. The first slight accident occurred approximately 15m northwest of the site on North Bar Street, the second approximately 60m south of the site within the North Bar Car Park East. The serious accident occurred on Bolton Road to the east of the site. Whilst any accident is regrettable, there is no highway safety concerns for the proposed site as there were no accidents directly associated with the proposed access junction and are not considered to be as a result of poor highway design. Furthermore, the proposed development is anticipated to result in a net reduction in trips when compared to the previous uses. As a result, the PIA data is not considered to highlight any specific highways concern that would worsen as a result of the proposed development or pose a threat to future site users.

Summary of Site Accessibility

- 2.16 The site is located approximately 215m west of Castle Quay Shopping Centre within the centre of Banbury and 830m northwest of Banbury Railway Station and is well connected to the local public transport network which gives access to wider areas like Oxford, Reading, Manchester and London Marylebone. The site is also benefits from excellent pedestrian and cycle routes and infrastructure. It is therefore considered that the proposed development presents an opportunity to promote sustainable travel to future site users and operate as a sustainable development.

3. PROPOSED DEVELOPMENT

- 3.1 The development proposal comprises of 80 Retirement Living apartments at the former Buzz Bingo, Bolton Road, Banbury. The site is to be accessed via Bolton Road, as existing. A copy of the proposed site layout is attached as **Appendix B**.

Access Arrangements

- 3.2 The development will be accessed via the existing access to the south of the site. The proposed access is in the form of a bellmouth junction that measures 6.5m in width, with 4.2m radii to the east and 1.8m radii to the west. A 1.5m wide pedestrian footways flanks the west side of the access. Vehicle tracking drawings have been undertaken to demonstrate that vehicles are able to safely access and egress the site. The relevant drawings are attached in **Appendix C**. Considering the lack of accident history, the low-speed environment on Bolton Road, the fact that there will be little through traffic in this location as well as the expected net reduction in trips when compared to the existing use, the proposed access and associated geometries are considered suitable for the proposed quantum of development.
- 3.3 The proposed site is set to improve the local road network with regards to public footway and pedestrian and cycle networks between Bolton Road, Castle Street and North Bar Street. Pre-application comments set out the need for enhancements of these connections, and the proposed development establishes this. The pedestrian footway/alleyway along the south of site from Bolton Road to North Bar Street measuring 45m in length is to be retained, providing direct access between these two streets. Pedestrian access connects Bolton Road to the east of site, onto site and then onto the retained footway. Private footpaths for the residents from Castle Street into site are to be provided. Finally, an area of vegetation, green space and public footpaths situated on the northwest of site link North Bar Street to Castle Street has been proposed. The footpaths in proximity of the site maintain excellent pedestrian and cycle connectivity, further enhancing these networks, seen in **Figure 3**.

Parking Provision

- 3.4 The proposed development includes a total of 27 parking spaces (at a ratio of 0.33 per unit). The parking bays measure 2.4m x 5.0m with 6m aisle widths between rows of parking bays in accordance with Manual for Streets requirements. Vehicle tracking exercises have been undertaken demonstrating sufficient space is provided to safely access and egress the proposed spaces. The relevant drawing is attached within **Appendix C**.
- 3.5 Cherwell District Council's 'Cherwell Design Guide Supplementary Planning Document' (Adopted October 2017) has been considered with regards to retirement living parking standards, however this only provides standards for C3 residential developments.

- 3.6 Independent research has been undertaken at previous Churchill Retirement Living developments to better understand resident characteristics and inform the development of future schemes. This research (attached as **Appendix D**) identifies an average car parking demand of 0.28 spaces per apartment. This would equate to a demand for 22 parking spaces for the proposed 80 apartments. 27 parking spaces have been provided, at a ratio of 0.33 spaces per apartment and no overspill parking should therefore occur.
- 3.7 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 snapshot surveys were undertaken on two neutral days (Tuesday 21st January 2020 and Wednesday 22nd January) prior to COVID-19 at two Churchill developments in locations with similar characteristics to the proposed development. The results of these surveys are demonstrated in **Table 3** and the datasets are attached as **Appendix E**.

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

Table 3: Recent Parking Survey Results

- 3.8 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. Therefore, the proposed level of provision is considered to be appropriate for the proposed development without any anticipated overspill onto the local road network.
- 3.9 In the extremely unlikely event that overspill parking occurs from the aspect of the scheme, the Bolton Road car park directly to the east of the site has capacity for up to 58 cars is available and is reasonably priced (£3.50 for 24 hours) Monday – Saturday and £1 all day on Sunday.
- 3.10 In any case, the proposed provision of 27 spaces is considered to be acceptable to accommodate the Retirement Living and residential development and no overspill onto the local road network is anticipated.

Cycle Parking Provision

- 3.11 Secure cycle parking is located within the mobility scooter store for the Retirement Living apartments. However, demand 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 following trends shown in **Table 4** with full outputs included in **Appendix F**.

Average Cycles per Development	0.75
Average Cycles Per Room	0.017

Table 4: Cycle Parking Data

- 3.12 This demonstrates that there will be more than sufficient space within the mobility scooter store to accommodate the anticipated demand for 1 bicycle, taking into account the age/mobility profile of residents.

Refuse and Servicing

- 3.13 Refuse collection for the development is proposed to be collected on-site, with the appropriately sized vehicle able to access the site, turn and leave in forward gear. The refuse store is appropriately located to facilitate bin carrying distances of 10m for eurobins, in accordance with Manual for Streets guidelines. Vehicle tracking drawings have been undertaken to demonstrate this manoeuvre and the relevant drawing is attached in **Appendix G**.
- 3.14 A fire tender is able to get within 45m of all the proposed apartments in accordance with Manual for Streets requirements. Vehicle tracking drawings have been undertaken to demonstrate this manoeuvre and the relevant drawing is attached in **Appendix G**.

4. TRIP GENERATION

- 4.1 This section of the Transport Statement assesses the likely vehicular trip generation associated with the proposed development using TRICS assessments.

Existing Trip Generation

- 4.2 The former site use as a 812 seat Bingo Hall and associated car park would have generated a significant number of trips. In order to assess the previous site use, the TRICS database has been consulted using the following parameters (noting that surveys stopped after the date of 23/11/12):

- Under land-use class 'Leisure' and sub-category 'Bingo Halls';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Town Centre' locations; and
- Parameter of 320 – 2140 seats with selected dates of 01/01/00 to 23/11/12

- 4.3 The results of the TRICS assessment are demonstrated in **Table 5** with full outputs included in **Appendix H**.

TRICS (7.8.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (per 1 Seat)	-	-	-	0.019	0.009	0.028	0.385
Trip Generation (812 Seats)	-	-	-	15	7	23	313

Table 5: Existing Trip Generation (TRICS V.7.8.3)

- 4.4 As per **Table 5**, the previous use on the site was likely to generate in the order of 0 trips in the AM peak due to weekday opening times and 23 trips in the PM peak, with 313 trips generated across a 12-hour period. This equates to 26 trips an hour on average across the day. Trips generated over the weekend period are also expected to have been significant.

Proposed Trip Generation

- 4.5 In order to estimate the number of trips likely to be generated by the proposed development, the TRICS database has been consulted as follows (No surveys were yielded for town centre, therefore 'Edge of Town Centre' and 'Neighbourhood Centre' was chosen as the next best alternative):

- Under land-use class 'Residential', and sub-category 'Retirement Flats';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;

- Sites in 'Neighbourhood Centre' and 'Edge of Town Centre' locations and
- Parameter of 17-88.

4.6 The results of the TRICS assessment are demonstrated in **Table 6** with full outputs included in **Appendix I**.

TRICS (7.8.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (per 1 dwelling)	0.049	0.049	0.098	0.067	0.074	0.141	1.739
Trip Generation (80 dwellings)	4	4	8	5	6	11	139

Table 6: Proposed Trip Generation (TRICS V.7.8.3)

4.7 As per **Table 6**, the proposed development site is likely to generate in the order of 8 trips in the AM peak, 11 trips in the PM peak, with 139 trips generated across a 12-hour period. This equates to 11 trips an hour.

4.8 As previously discussed, Churchill have carried out their own independent research to establish the average trip generation for Retirement Living schemes. This is to estimate the number of trips likely to be generated by the proposed development at a more accurate scale when compared to TRICS. **Table 7** demonstrates this data; full outputs attached in **Appendix J**.

TRICS (7.8.2)	Weekday (12hr) Arrivals	Weekday (12hr) Departures	12 Hour Total Daily Trips
	Total	Total	
Trip Rate (Per 1 dwelling)	0.74	0.75	1.49
80 Dwellings	59	60	119

Table 7: Trip Generation (Churchill Independent Research)

4.9 As per **Table 7**, the data presented states that an average Churchill Retirement Living site will generate in the order of 59 12-hour arrivals, 60 12-hour departures with 119 daily trips across a 12-hour day, with an average 10 trips per hour across the day.

Net Impact Assessment

4.10 In order to compare the existing site use with the proposed development, a trip generation net impact assessment has been undertaken. The results of the assessment are summarised in **Table 8**.

TRICS (7.8.2)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Existing Site Use	-	-	-	15	7	23	313
Proposed Site Use (TRICS)	4	4	8	5	6	11	139
Churchill Independent Research							119
Net Impact (with TRICS)	+4	+4	+8	-10	-1	-12	-174
Net Impact (with Churchill)							-194

Table 8: Trip Generation Net Impact Assessment (based on TRICS v.7.8.2 data)

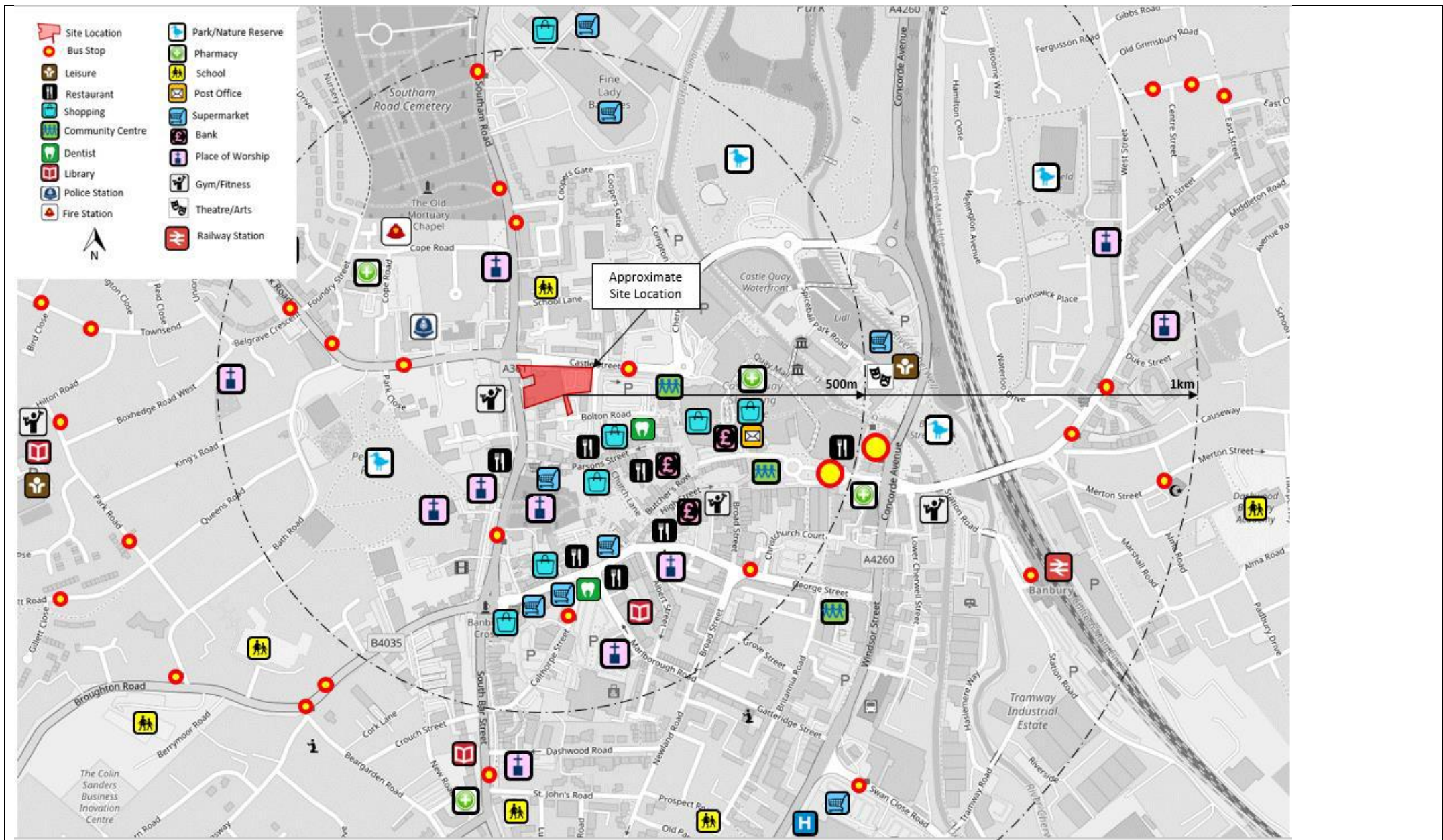
- 4.11 The proposed development will result in a modest increase in the AM peak by 8 trips and then a reduction of 12 trips is expected in the PM peak. Across the day, a total of 174 fewer daily trips are expected compared to the site's former use. This approximately equates to 15 fewer vehicle trips every hour on average across a 12-hour day.
- 4.12 Using the Churchill Independent Research, it is anticipated that an average Churchill Retirement Living Site forecasts a significant reduction in trip generation, with a total reduction of 194 trips during a 12-hour period, which equates to a reduction in 16 trips per hour across the day on average.
- 4.13 Both the TRICS assessment and Churchill's Independent Research assessments gives confidence that the proposed development will lead to an expected overall betterment in highways safety and operation of the local road network; combined with the extremely sustainable location and bus services located directly outside the site location.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for Retirement Living development comprising of 80 Retirement Living Apartments at the former Buzz Bingo site at Bolton Road, Banbury.
- 5.2 The site is currently occupied by a former Bingo Hall that is currently vacant with associated parking. This site is located approximately 215m west of Castle Quay Shopping Centre within the centre of Banbury and 830m northwest of Banbury Railway Station. The site is well connected to the local public transport, pedestrian and cycle networks which gives access to wider areas like Oxford, Reading, London Marylebone, Manchester and Bournemouth, alongside other local amenities, providing an opportunity to therefore promote and create a sustainable development. A PIA data assessment does not indicate any highway safety concerns that would worsen as a result of the proposed development.
- 5.3 Vehicular and pedestrian access to the site will be from Bolton Road via the existing access point that will be retained for the proposed development. The proposed access takes the form of a bellmouth junction, measured at 6.5m in width. Considering the lack of accident history, the low-speed environment on Bolton Road, the fact that there will be little through traffic in this location as well as the expected net reduction in trips when compared to the existing use, the proposed access and associated geometries are considered suitable for the proposed quantum of development.
- 5.4 Churchill Independent Research indicates that 22 parking spaces would be sufficient to accommodate all levels of parking demand on-site. The provision of 27 spaces for the apartment units included at a ratio of 0.33 spaces per apartment is therefore considered to be suitable to ensure that the development does not lead to any overspill parking on the local road network. In addition to this, a buggy store is to be provided to accommodate flexible demand for buggies and cycles for the apartments.
- 5.5 Refuse collection for the development is proposed to be collected on-site, with the appropriately sized vehicle able to access the site, turn and leave in forward gear. The refuse store is appropriately located to facilitate bin carrying distances of 10m for eurobins, in accordance with Manual for Streets guidelines. In addition to this, a fire tender can get within 45m of all parts of the building, in accordance with Building regulations and Manual for Streets.
- 5.6 Based on the TRICS assessment, the proposed development is likely to generate 8 trips in the AM peak and 11 trips in the PM peak, with 139 trips generated across a 12-hour period; a significant reduction in trip generation compared to the existing site prior to vacancy that would generate 313 trips across a

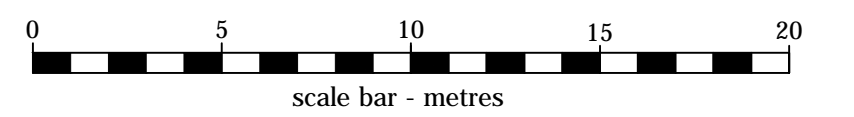
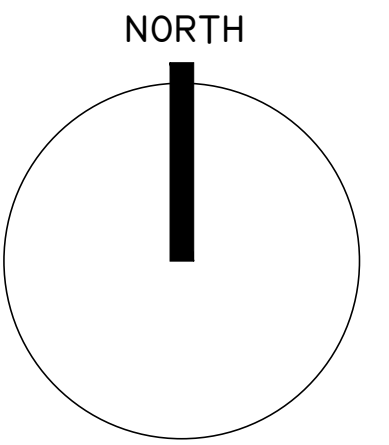
12-hour period, a total of 174 fewer daily trips. Based on the Churchill Independent Research, the proposed development will result in a reduction of 194 trips during a 12-hour period. In either case, the proposed development is expected to lead an overall betterment in highways safety and operation of the local road network.

- 5.7 The Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and that safe and suitable access is achievable. We would therefore encourage the local highway network and planning authorities to look favourably upon this development in relation to highways.



Project Number: 536.0037	Title: Accessibility Map		Checked By: HC	Checked Date: 15.10.21	Scale: N/A
Project Name: Buzz Bingo, Bolton Road, Banbury			Drawn By: JH	Drawn Date: 15.10.21	Drawing No: 536.0037.001

Appendix B



Castle Street

Bolton Road

North Bar Street

Car Park

Land Tyre
Service

27 residents car parking spaces (1:3 ratio)

 Ridge

retain existing metal railing.

Access
Road

air

©CHURCHILL RETIREMENT LIVING

planning *issues*
TOWN PLANNING AND ARCHITECTURAL DESIGN

Rob Jackson RIBA
Design Director - South West
Churchill House * Parkside
Ringwood * Hampshire BH24 3SG
Telephone: (01425) 462372
Fax : (01425) 462101
E-mail design@planningissues.co.uk

Client

Churchill
Retirement Living 

Project Title
Proposed Retirement Housing
Bolton Road
Banbury
OX16 0TH

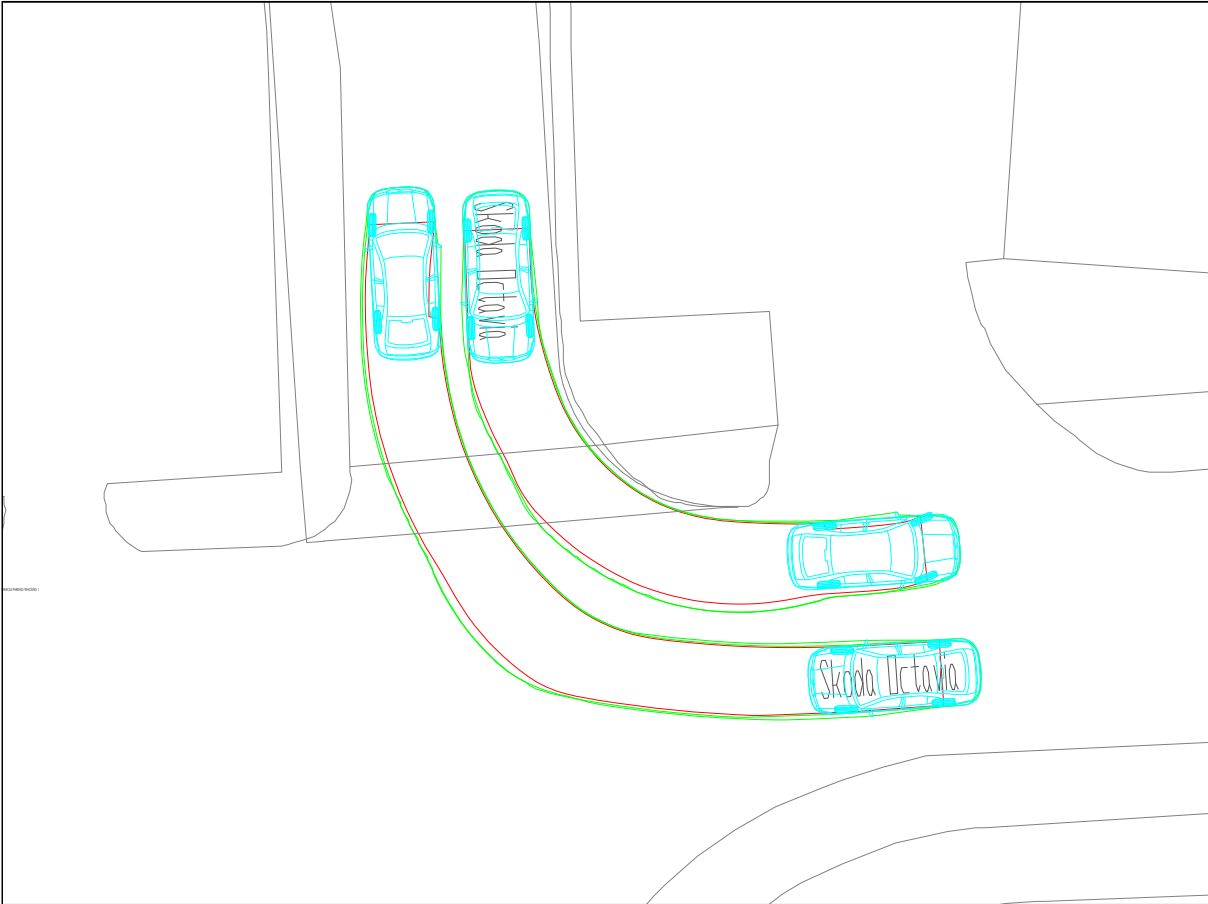
Drawing Title

PROPOSED SITE PLAN
PLANNING APPLICATION

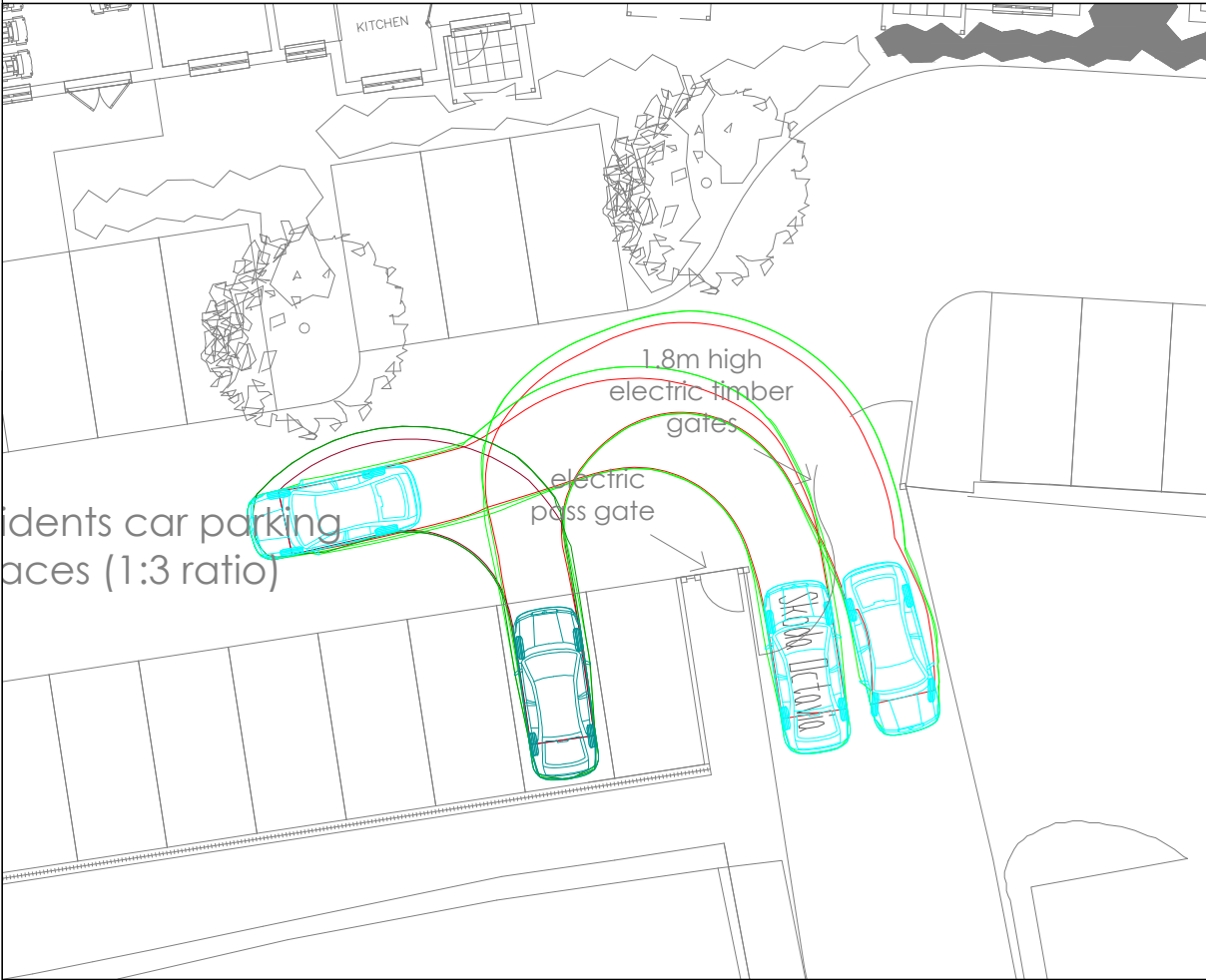
Scale	1:200 @ A1	Date	DEC. 2021
Drawn	KLS	Checked	RJ
Drawing No.		Rev.	

10116BB - PA01

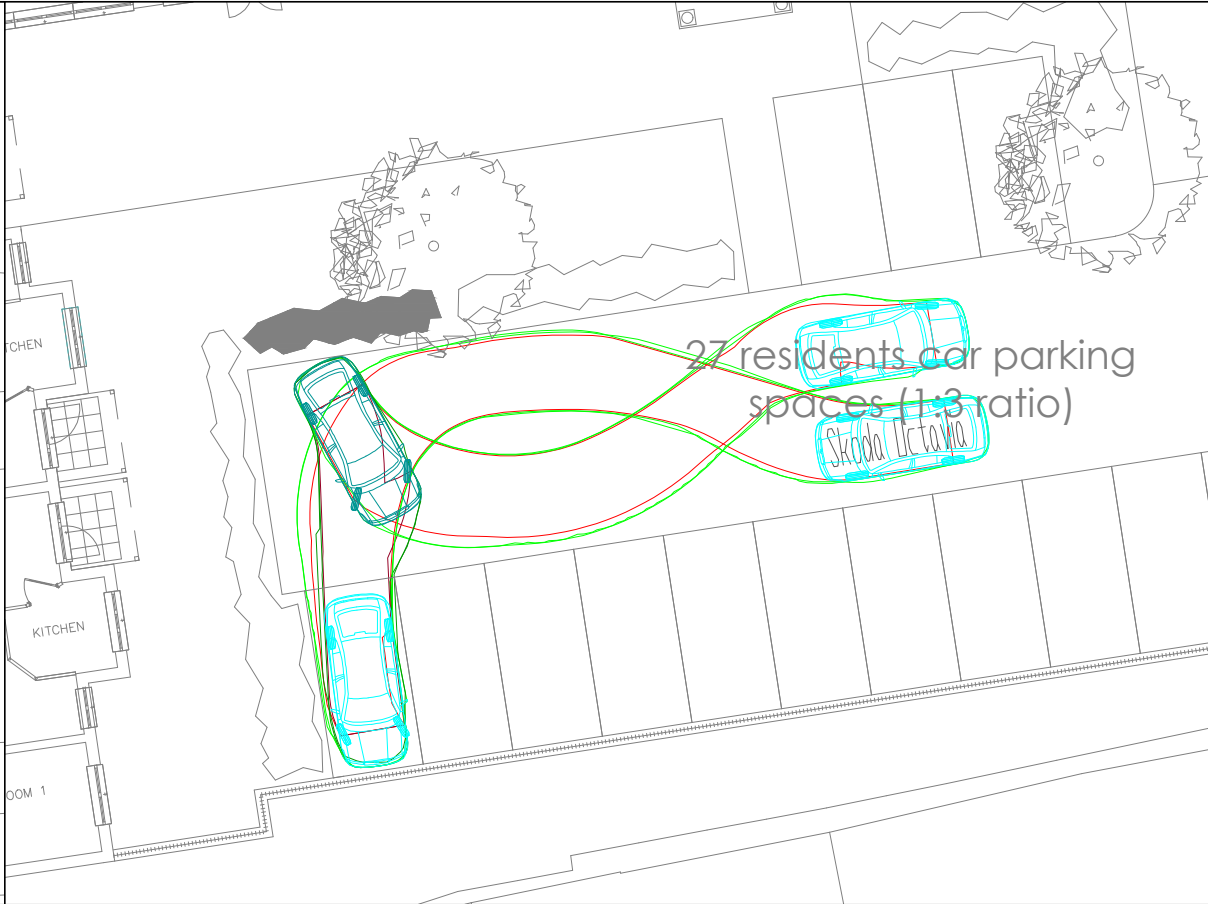
Appendix C



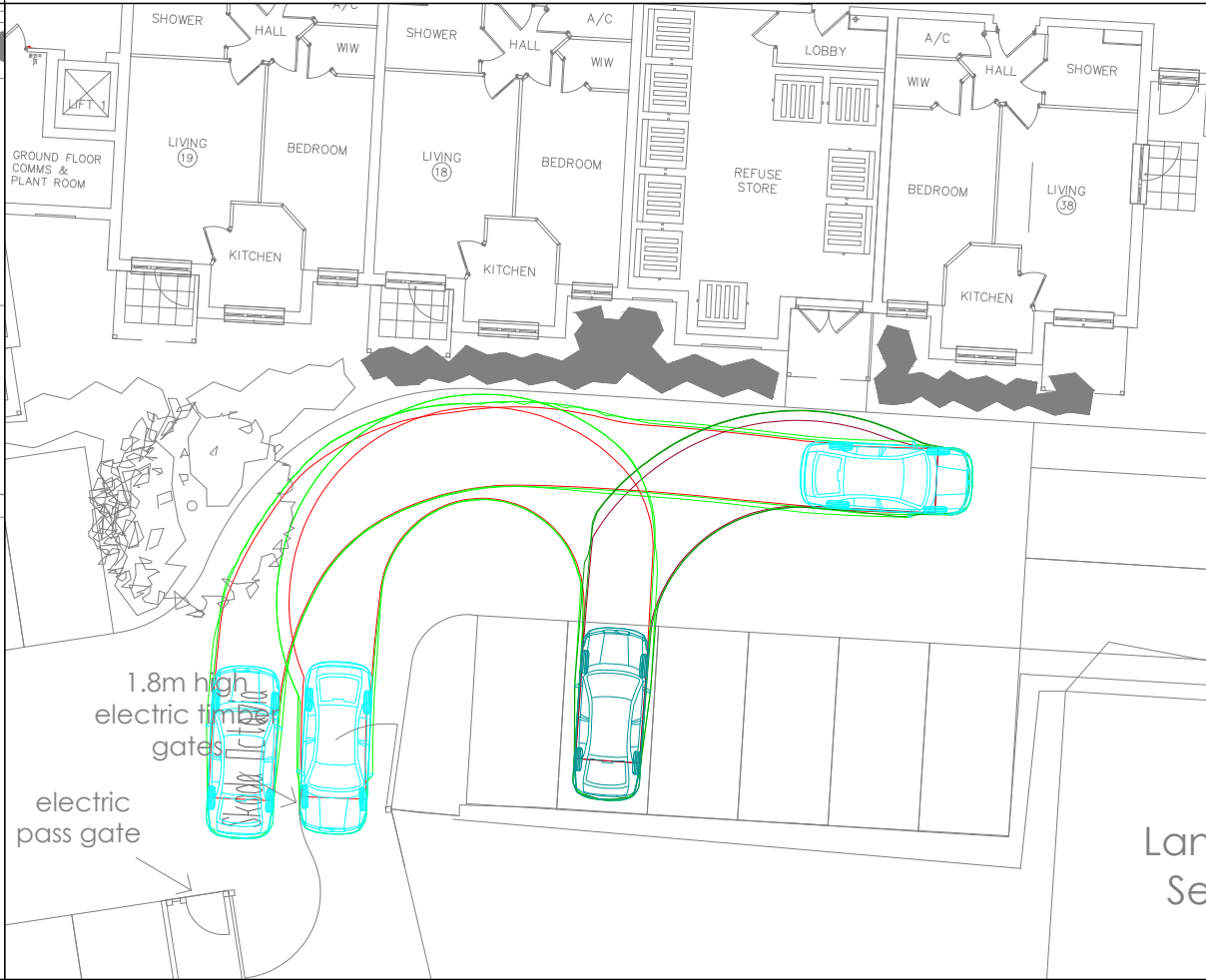
VEHICLE ACCESS TRACKING



VEHICLE PARKING TRACKING 2



VEHICLE PARKING TRACKING

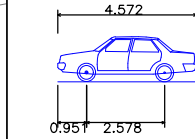


VEHICLE PARKING TRACKING 3

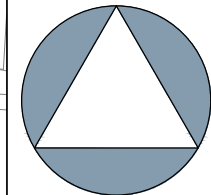
GENERAL NOTES

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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.
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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



NORTH

C	UPDATED SITE LAYOUT	07.12.21	JH	HC
B	UPDATED SITE LAYOUT	08.11.21	JH	HC
A	UPDATED SITE LAYOUT	11.10.21	JH	HC
Rev	Description	Date	By	Chkd

<div>Project Name</div> <div>Buzz Bingo, Bolton Road Banbury</div>	<div>Title</div> <div>VEHICLE TRACKING DRAWINGS</div>	<div><div>Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com</div></div>	<div>Client</div> <div></div>	<div>Checked By</div> <div>HC</div>	<div>Checked Date</div> <div>06.08.2021</div>	<div>Scale</div> <div>1:200</div> <div>(AT A3 SIZE)</div>		
<div>Project Phase</div> <div>PRELIMINARY</div>				<div>Drawn By</div> <div>JH</div>	<div>Drawn Date</div> <div>06.08.2021</div>	<div>Client Drawing No.</div> <div>-</div>	<div>PBA Drawing No.</div> <div>536.0037.001</div>	<div>Revision</div> <div>C</div>

Appendix D

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.

Appendix E

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	9	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	10	10	10	9.5	9.5	9.5	9.5
Trips In	5.5	0	0.5	0.5	0.5	0.5	1	2	1	1.5	0.5	1.5	0	2	3.5	1	0	0.5	0	0.5	0	0	0.5	0.5	0	0	0	0
Trips Out	0	0	0	0.5	1	3	0.5	1.5	1	1	1	1	0	0.5	2.5	1.5	2	1	0	0.5	0	0	0	0	0	0.5	0	0

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

Bishops Stortford - Summary (18 Spaces)

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

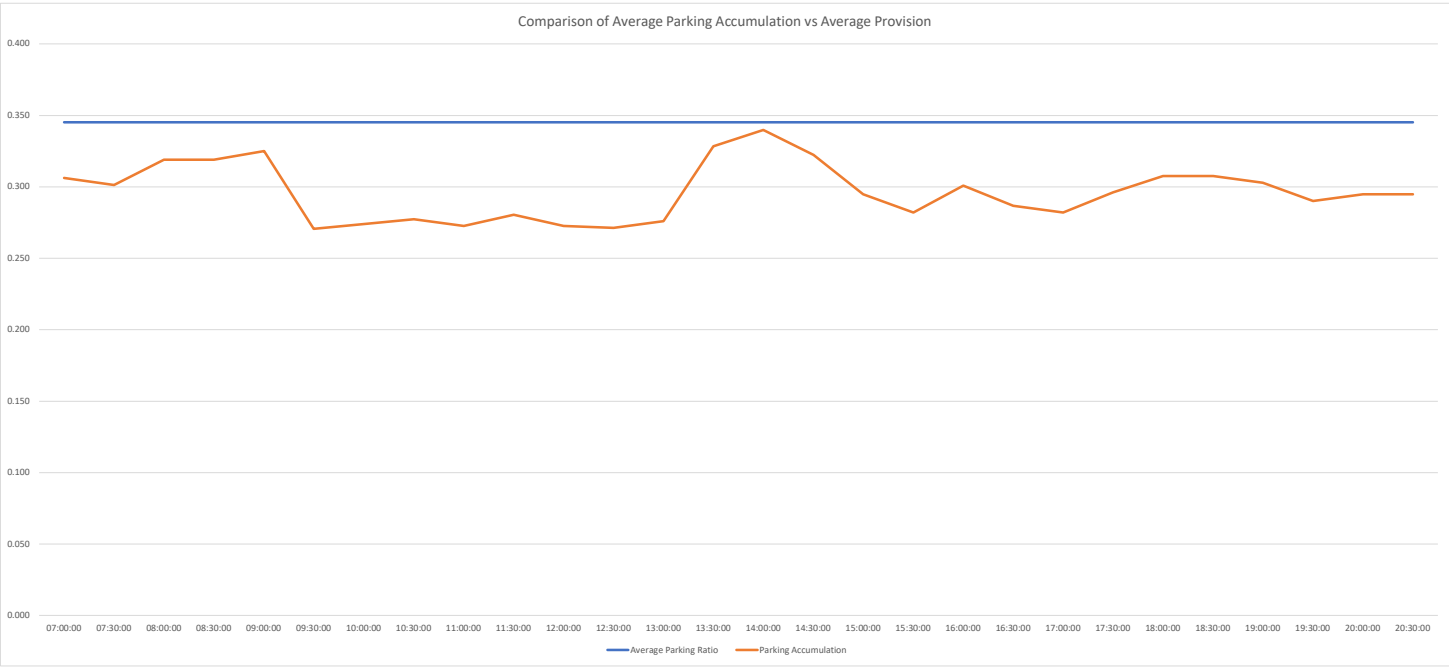
Nicholls Lodge - Wednesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00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

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

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

Combined Parking Data

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

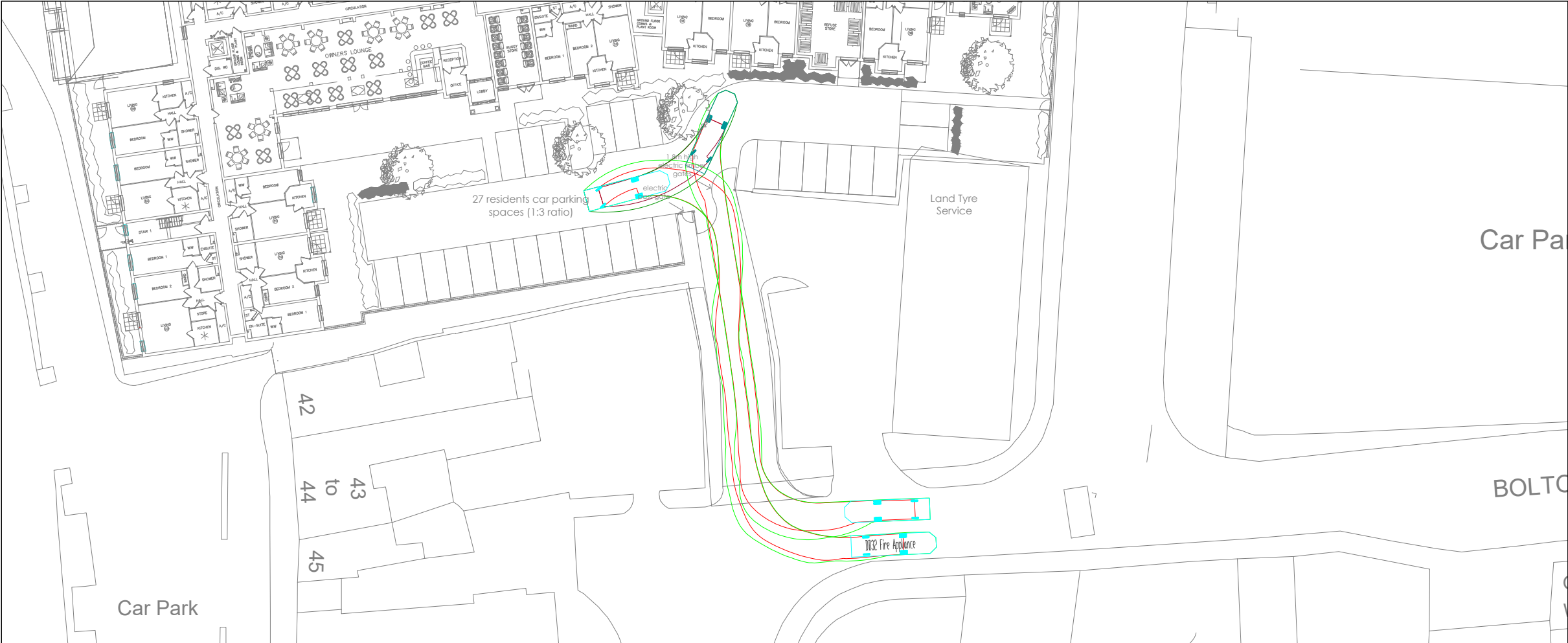


Appendix F

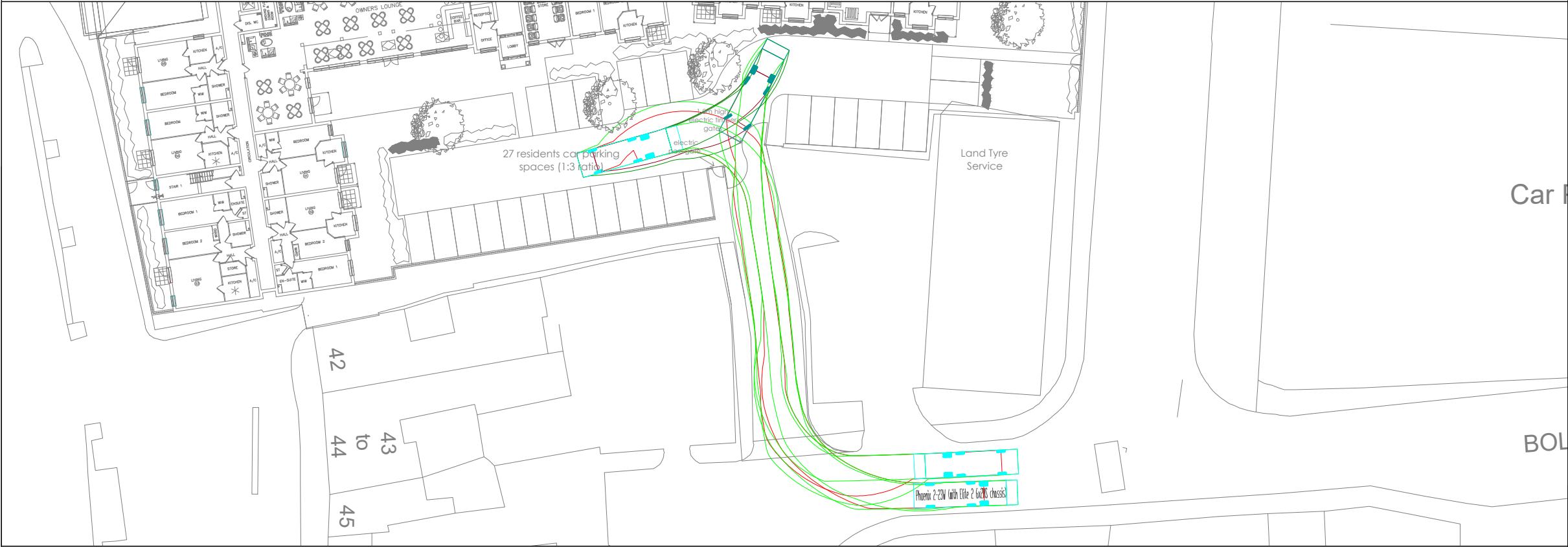
Lodge Name	Town	Postcode	Number of Units	How many residents are bike owners?
Chantry Lodge	Andover	SP10 1AL	69	3
Eliot Lodge	Ashbourne	DE6 1BW	38	0
Headley Lodge	Ashtead	KT21 2TP	33	0
Llewelyn Lodge	Bexhill on sea	TN39 3DB	39	0
Nicholls Lodge	Bishop Stortford	CM23 3FN	52	2
Mitchell Lodge	Bitterne	SO18 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

Appendix G



FIRE TENDER VEHICLE TRACKING

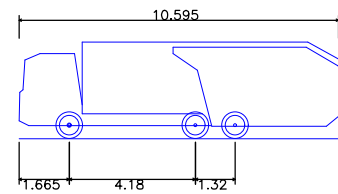


REFUSE VEHICLE TRACKING

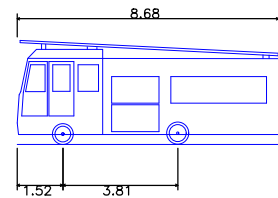
GENERAL NOTES

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VEHICLE PROFILE



Phoenix 2-23W (with Elite 2 6x2MS chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



C	UPDATED SITE LAYOUT	07.12.21	JH	HC
B	UPDATED SITE LAYOUT	08.10.11	JH	HC
A	UPDATED SITE LAYOUT	11.10.21	JH	HC
Rev	Description	Date	By	Chkd

Project Name Buzz Bingo, Bolton Road Banbury	Title SERVICE VEHICLE TRACKING DRAWINGS		Client 	Checked By HC	Checked Date 06.08.2021	Scale 1:500 (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By JH	Drawn Date 06.08.2021	Client Drawing No. - PBA Drawing No. 536.0037.003 Revision C

Appendix H

Calculation Reference: AUDIT-247601-211018-1005

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : H - BINGO HALLS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: Number of seats
 Actual Range: 320 to 1400 (units:)
 Range Selected by User: 320 to 2140 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 23/11/12

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:

Friday	2 days
Saturday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town 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:

Built-Up Zone	3
High Street	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:

Sui Generis 5 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 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 2 days

25,001 to 50,000 3 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 2 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 2 days

0.6 to 1.0 1 days

1.1 to 1.5 2 days

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

Travel Plan:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	CH-07-H-01 BROOKDALE PLACE CHESTER	MECCA		CHESHIRE
	Town Centre Built-Up Zone Total Number of seats:		1400	
	Survey date: SATURDAY		28/06/03	Survey Type: MANUAL
2	DH-07-H-01 YORK ROAD HARTLEPOOL	BINGO		DURHAM
	Town Centre High Street Total Number of seats:		320	
	Survey date: FRIDAY		23/11/12	Survey Type: MANUAL
3	HF-07-H-01 DANESTRETE STEVENAGE	MECCA		HERTFORDSHIRE
	Town Centre Built-Up Zone Total Number of seats:		1400	
	Survey date: SATURDAY		13/09/03	Survey Type: MANUAL
4	NR-07-H-01 HIGH STREET KETTERING	GALA		NORTHAMPTONSHIRE
	Town Centre Built-Up Zone Total Number of seats:		1293	
	Survey date: SATURDAY		07/05/05	Survey Type: MANUAL
5	SF-07-H-01 LLOYDS AVENUE IPSWICH	MECCA BINGO		SUFFOLK
	Town Centre High Street Total Number of seats:		880	
	Survey date: FRIDAY		01/10/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/H - BINGO HALLS

TOTAL VEHICLES

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
08:00 - 09:00									
09:00 - 10:00	1	1293	0.001	1	1293	0.001	1	1293	0.002
10:00 - 11:00	5	1059	0.009	5	1059	0.005	5	1059	0.014
11:00 - 12:00	5	1059	0.012	5	1059	0.008	5	1059	0.020
12:00 - 13:00	5	1059	0.018	5	1059	0.009	5	1059	0.027
13:00 - 14:00	5	1059	0.014	5	1059	0.005	5	1059	0.019
14:00 - 15:00	5	1059	0.003	5	1059	0.004	5	1059	0.007
15:00 - 16:00	5	1059	0.013	5	1059	0.029	5	1059	0.042
16:00 - 17:00	5	1059	0.009	5	1059	0.017	5	1059	0.026
17:00 - 18:00	5	1059	0.019	5	1059	0.009	5	1059	0.028
18:00 - 19:00	5	1059	0.060	5	1059	0.025	5	1059	0.085
19:00 - 20:00	5	1059	0.016	5	1059	0.006	5	1059	0.022
20:00 - 21:00	5	1059	0.005	5	1059	0.010	5	1059	0.015
21:00 - 22:00	5	1059	0.017	5	1059	0.061	5	1059	0.078
22:00 - 23:00	5	1059	0.009	5	1059	0.013	5	1059	0.022
23:00 - 24:00	2	807	0.000	2	807	0.000	2	807	0.000
Total Rates:			0.205			0.202			0.407

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:	320 - 1400 (units:)
Survey date range:	01/01/00 - 23/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	3
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 I

Calculation Reference: AUDIT-247601-211018-1045

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
	MM MONMOUTHSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 17 to 65 (units:)
 Range Selected by User: 17 to 88 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 20/11/19

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:

Tuesday	2 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	7 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	4
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	7
------------------	---

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 7 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 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
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:

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	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	6 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-03-N-01	RETIREMENT FLATS	CARDIFF
	CARDIFF ROAD		
	CARDIFF		
	LLANDAFF		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	60	
	Survey date: WEDNESDAY	05/10/16	Survey Type: MANUAL
2	CH-03-N-01	RETIREMENT FLATS	CHESHIRE
	HOBSON STREET		
	MACCLESFIELD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	16/09/16	Survey Type: MANUAL
3	DS-03-N-01	RETIREMENT FLATS	DERBYSHIRE
	LEAPER STREET		
	DERBY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
4	MM-03-N-01	RETIREMENT FLATS	MONMOUTHSHIRE
	BRYNGWYN ROAD		
	NEWPORT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	65	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
5	NF-03-N-02	RETIREMENT FLATS	NORFOLK
	YARMOUTH ROAD		
	NORWICH		
	THORPE SAINT ANDREW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
6	WM-03-N-01	RETIREMENT BUNGALOWS	WEST MIDLANDS
	SHORT STREET		
	STOURBRIDGE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	25	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
7	WS-03-N-02	RETIREMENT FLATS	WEST SUSSEX
	FITZALAN ROAD		
	LITTLEHAMPTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: TUESDAY	18/06/19	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	41	0.004	7	41	0.021	7	41	0.025
08:00 - 09:00	7	41	0.049	7	41	0.049	7	41	0.098
09:00 - 10:00	7	41	0.081	7	41	0.092	7	41	0.173
10:00 - 11:00	7	41	0.102	7	41	0.102	7	41	0.204
11:00 - 12:00	7	41	0.099	7	41	0.095	7	41	0.194
12:00 - 13:00	7	41	0.081	7	41	0.053	7	41	0.134
13:00 - 14:00	7	41	0.102	7	41	0.109	7	41	0.211
14:00 - 15:00	7	41	0.123	7	41	0.123	7	41	0.246
15:00 - 16:00	7	41	0.056	7	41	0.028	7	41	0.084
16:00 - 17:00	7	41	0.060	7	41	0.035	7	41	0.095
17:00 - 18:00	7	41	0.067	7	41	0.074	7	41	0.141
18:00 - 19:00	7	41	0.046	7	41	0.088	7	41	0.134
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.870			0.869			1.739

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

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

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Parameter summary

Trip rate parameter range selected:	17 - 65 (units:)
Survey date range:	01/01/13 - 20/11/19
Number of weekdays (Monday-Friday):	7
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 J

3 Parking trip rates

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

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

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

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

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

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

3.1 Parking trip rates

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