

Transport Statement

NHS Hinckley and District Hospital

24 August 2023

Prepared for
NHS Property Services



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23013-MA-XX-XX-DR-C-0001 – Refuse Vehicle Swept Path

23013-MA-XX-XX-DR-C-0020 DB32 – Fire Vehicle Swept Path

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- Appendix A – Existing Site Layouts
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1. Introduction

1.1 Overview

- 1.1.1 Markides Associates have been instructed by NHS Property Services ('the applicant') to prepare this Transport Statement to support an application for redevelopment of part of the site of the Hinckley & District Hospital, Mount Road, Hinckley LE10 1AG ('the site'). Hinckley and Bosworth Borough Council (HBBC) are the planning authority, and Leicestershire County Council (LCC) are the highway authority.
- 1.1.2 The applicant seeks to redevelop the site to replace aging assets that are no longer fit for purpose, and re-provide existing services in new, modern buildings which will better serve the community and the needs of the NHS in Hinckley. The existing portacabins were originally developed in the 1980s and are now beyond their useful economic life. The buildings are of poor quality, are not energy efficient, and have significant backlog maintenance liabilities. In addition, the proposals will allow for the expansion of some facilities.
- 1.1.3 This report relates to an outline planning permission for the construction of a new 2-3 storey building to accommodate the existing Community Diagnostics Centre (CDC) and Endoscopy clinic, with associated revisions to access and parking.
- 1.1.4 It should be noted that the development site is currently occupied by a physio unit, which is a temporary building already scheduled for closure and removal from the site. This removal is not subject to any requirement for planning approval. It is also presently occupied by some 450sqm of floorspace comprising wings of the main hospital building, which will be demolished – this is subject to a separate prior approval application to the outline planning application referenced above.

1.2 Pre-application Consultation

- 1.2.1 Comments relating to highways and transport were received from the Highways officer as part of a wider pre-application response on 22nd June 2023. These are replicated verbatim below.

Highways Comments - 22nd June 2023

Policy DM17 of the SADMP supports development that makes best use of public transport, provides safe walking and cycling access to facilities, does not have an adverse impact upon highway safety. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)).

Policy DM18 requires all new development to provide an appropriate level of parking provision justified by an assessment of the site location, other modes of transport available and appropriate design. Any development will be expected to provide disabled parking provision. Particularly within Hinckley Town Centre development should

demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

Paragraph 110 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users Paragraph 111 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112(e) of the NPPF states development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Detailed comments have been provided by LCC highways (appendix A) which for brevity shall not be repeated here. Further survey work/evidence would be required by LCC to fully assess any future application and the additional car parking will be required to be adequately justified.

As discussed at the pre-application meeting, whilst separate to the pre-application/planning process, separate discussions will be needed with regards to ownership, future maintenance or/rights of access via Argents Mead as is proposed. We are able to provide any contact details of the Council's Assets and Facilities Team as required however note that initial contact has been made between relevant parties.

1.2.2 The comments therefore effectively request:

- Compliance with the Leicestershire Highway Design Guide (LHDG), which is acknowledged and accepted.
- Justification of the level of parking provision, which is set out in **Section 5.5**.
- EV provision, which is agreed to and will be secured by planning condition and compliance with building regulations.
- Further survey work.
- Rights of access to be secured, which is agreed to, and a process to formalise the unregistered section of the Public Right of Way have been commenced.

1.2.3 While it is agreed that further survey would better inform the proposals, a new scope of survey has not been feasible ahead of the school holidays due to roadworks on Mount Road which have been in effect since April and will not conclude until August 2023. These works are progressively closing sections of the road; general turning counts would therefore not be representative.

1.2.4 The Applicant is willing to commit to updated surveys and a revised TS being a condition to any planning approval and a pre-commencement condition, but it is also not feasible to delay the application until September. This has been discussed with LCC Highways and is agreed in principal.

1.3 Structure of the Report

1.3.1 The remainder of this report is structured as follows:

- Chapter Two – Planning Context and Relevant Policy
- Chapter Three – Baseline Conditions
- Chapter Four – Development Proposals
- Chapter Five – Impact of Development
- Chapter Six – Summary and Conclusions

2. Planning Context and Relevant Policy

2.1 Preamble

2.1.1 This section of the report reviews the relevant National, Regional, and Local planning policy, including but not restricted to:

- The National Planning Policy Framework (NPPF)
- Hinckley Area Action Plan (HAAP) (2011)
- HBBC's Local Plan (2006 – 2026)
- HBBC's Site Allocations and Development Management Policies DPD (2016)

2.1.2 Reference has also been made throughout the design process to the DMRB, Manual for Streets 1 & 2 and to LCC's Highway Design Guide. Where relevant, this Report and associated documents have been informed by the Department for Communities and Local Government and the Department for Transport document 'Guidance on Transport Assessments', which is benchmarked within LCC's Highway Design Guide.

2.2 Planning Context

National Planning Policy Framework (NPPF)

2.2.1 The NPPF was revised on 22nd July 2021. This document sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

2.2.2 With regards to transport, the NPPF Paragraph 110 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development it should be ensured that:

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

2.2.3 Paragraph 111 continues: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.2.4 Paragraph 112 continues that applications for development should:

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

2.2.5 Paragraph 111 states that: “All developments that will generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment.”

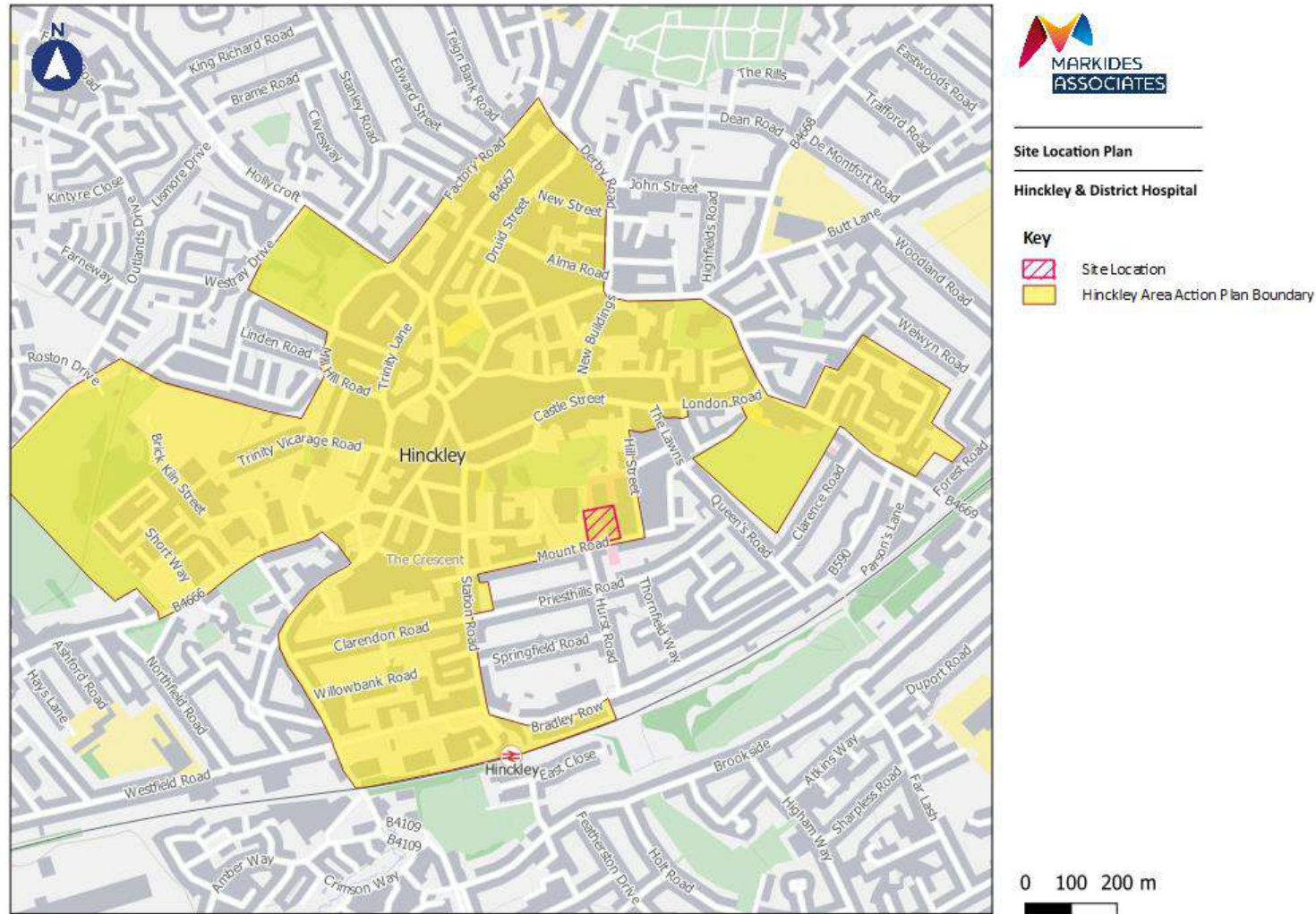
Local Policy

2.2.6 The site falls within the Hinckley Town Centre Area Action Plan (HTCAAP) (2011) boundary, which provides a planning framework for the town centre up to 2026 and forms the policy framework against which planning applications are assessed. A site context plan is included as **Figure 2.1** overleaf.

2.2.7 The application site lies within the 'Land North of Mount Road' site within the HTCAPP (Policy 5 - Land north of Mount Road). It encompasses the physio unit, the cottage hospital and the Centre Surgery, but excludes the Castlemead Health Centre, the Maples Family Medical Practice and the Orchard Resource Centre.

2.2.8 The Plan is somewhat old now and much of the aspiration for Land North of Mount Road has been fulfilled.

Figure 2.1 Site Context Plan



Vehicle and Cycle Parking Standards

- 2.2.9 The Hinckley & Bosworth Borough Council's Site Allocations and Development Management Policies DPD (2016) forms part of the Local Plan (2006 – 2026) Policy DM18 contains the vehicle parking standards, which states that:

"All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g., public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision. Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

- 2.2.10 The DPD defers to LCC's 6C's Design Guide (2011), which in turn defers to LCC's Highway requirements for development part 4 parking standards, part3 section DG14. The introduction to the Highway Requirements Part 4 states that:

"The standards set out in this document will be the **minimum requirements** for off-street parking which the Highway Authority will recommend to the relevant Planning Authority when consulted on planning applications. Any land uses or types of development which are not specifically mentioned will be subject to consideration on an individual and site-specific basis, as will combinations of types of developments which are treated individually in this document."

- 2.2.11 There is no standard for the new Class E land use or for D1 medical uses. Where no standard is available, Paragraph 3.149 states:

We will consider the provision required taking certain factors into account including:

- the control of on-street parking in the area;
- the development's exact nature and likely use;
- its geographical location;
- the standard of the surrounding road network and the traffic and parking conditions on it; and
- how accessible the development is using other methods of transport, including public transport, walking or cycling

- 2.2.12 In terms of disabled parking, referring to Table DG12, there is no specific standard for medical uses, but for up to 200 spaces, it is assumed that 5% of the total parking is required.

- 2.2.13 The minimum vehicle bay size is 2.4m x 5.0m, with additionally 0.5m if bound on one side by a solid obstruction or 1m if bound on both sides.

- 2.2.14 The Highway Requirements Part 4 contains additional standards, which add that surgeries and clinics should provide:

1 car parking space per staff member plus 2 spaces per consulting room or surgery.

2.2.15 Paragraph 15 continues in respect of cycle parking that for Classes D1 should provide:

Enough Sheffield racks (or similar) should be provided in a prominent and convenient location to park the cycles of 5% of the maximum number of people expected to use the facility at any one time. Secure and covered parking for staff to be provided on merit.

2.2.16 Regarding EV provision, it is expected that 1 EV space will be provided with 1 in 5 of the remaining spaces provided enabled with passive provision, to comply with Document S Building Regulations. It should be noted that NHS Sustainability Policy will require a higher level of EV provision.

3. Baseline Conditions

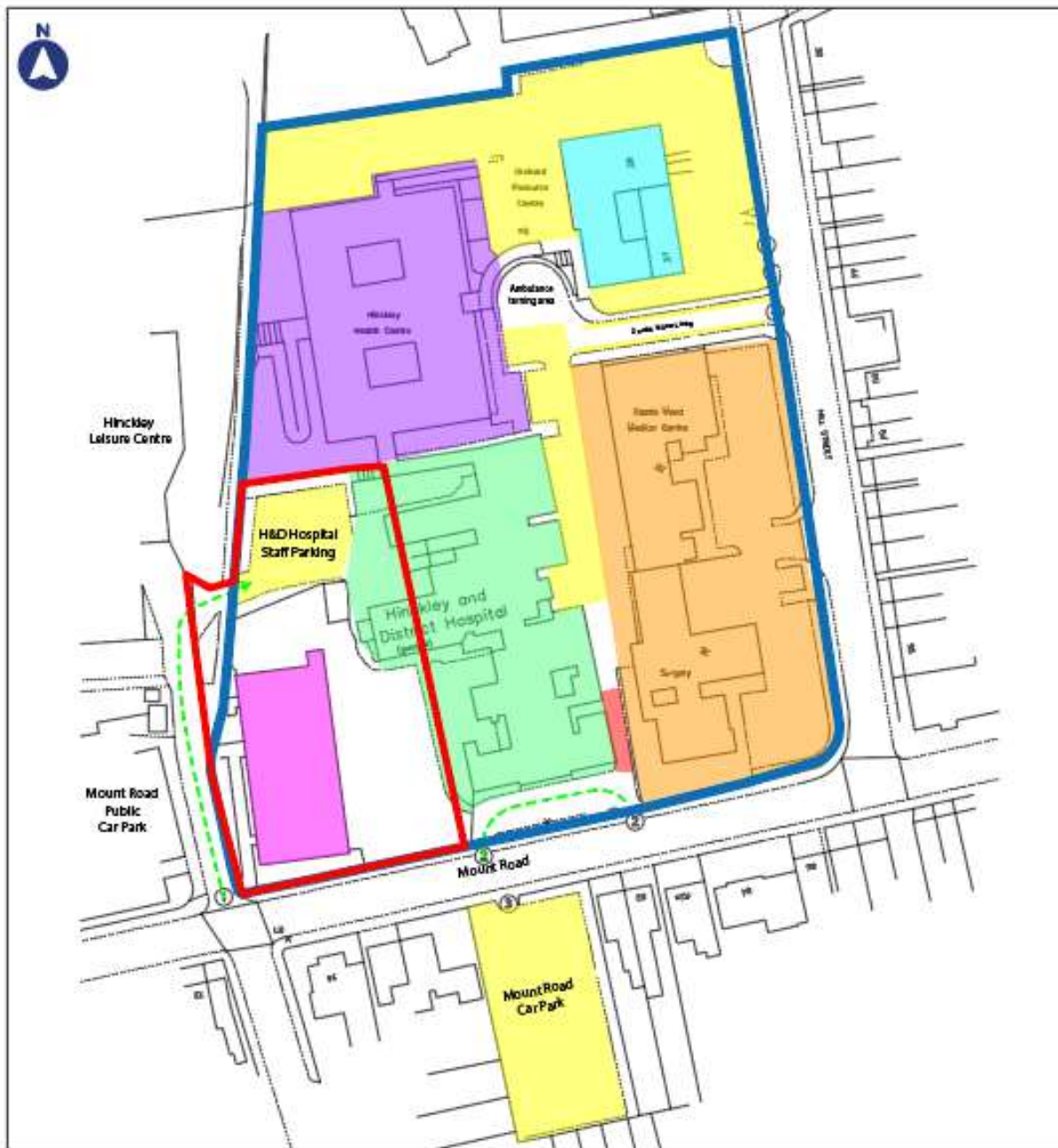
3.1 Preamble

- 3.1.1 This section of the report sets out the parameters of the site and accessibility.

3.2 The Site

- 3.2.1 The site is located 750m northeast of Hinckley Railway Station and to the east of Hinckley Town Station. It is bound by Hill Street to the east; Mount Road to the south; Argents Mead and Hinckley Leisure Centre to the west; and Argents Mead Garden and Castle car park to the north.
- 3.2.2 A plan detailing the overarching use of the properties on the site, as well as the associated parking areas, has been prepared and is included as **Figure 3.1**.
- 3.2.3 As shown, there are 5 key locations on site occupied by different uses and tenants. The area marked orange is on long lease to third-party tenants, including the Maples Family Medical Practice (MFMP) and the Castlemead Health Centre. This area has separate access from Hill Street and segregated parking, and on that basis, has been excluded from the study area.
- 3.2.4 The areas marked pink and green only partially occupy the area of the outline planning application.

Figure 3.1 Existing Site Layout



Existing Site

Hinckley & District Hospital

Key

- NHS Properties Land Ownership
- Site Boundary
- Car Parking Areas
- NHS Land Holding on Long Lease
- Hinckley & District Cottage Hospital

- Hinckley Health Centre
- Orchard Resource Centre
- Physiotherapy Unit
- No Through Access
- X Vehicle Access

3.2.5 The wider hospital uses and associated floor areas are set out in **Table 3.1**.

Table 3.1 Wider Site - Total Land Uses and Floor Areas

Location	Area	Comments
Physio Unit	613.00	To be removed; a temporary structure and no prior approval is required.
Total Hospital Area	2,105.00	A total of 450sqm to be demolished by separate prior approval application in order to facilitate this outline application for construction.
Orchard Resource Centre	1,186.00	Will not be amended by the outline application nor the subject of future development at the time of writing.
Centre Surgery	3,716.00	Will not be amended by the outline application nor the subject of future development at the time of writing.
Total Site	7,620.00	

3.3 Use and Mix

3.3.1 Whilst the site overall comprises land use Class E(e), it is important for the purposes of this TS to note the more granular operations existing on the site.

3.3.2 The western half of the site is largely occupied by a single-storey prefabricated building which previously accommodated the physio unit and which is now vacant. To the east of the site is an irregular-shaped structure comprising the original Cottage Hospital, which has been subject to various later extensions and alterations since it was built in circa 1900.

3.3.3 As mentioned, existing uses and structures to be replaced will comprise the physio unit and 450sqm of floorspace associated with the hospital building, set out in more detail below:

- One wing (with the timber cladding to the upper storey) with a basement of c. 100sqm and ground floor of c. 100sqm GIA;
 - A second wing of c. 250sqm GIA;
 - The physio unit of 613 sqm GIA;
- A total area of 1,063sqm.**

3.3.4 Layouts are included as **Appendix A**.

3.4 Vehicle Access

3.4.1 As shown in **Figure 3.1**, there are five vehicle accesses to the site and its associated car parking areas.

- 3.4.2 The first access is located on Mount Road and forms a simple priority junction into a private access road that is shared by a back-of-house small delivery and service access for Hinckley Leisure Centre. The access leads to a staff car park primarily used by employees of the Cottage Hospital. The site has a right of access and there is a dropped kerb across the footway to facilitate vehicle access, as shown in **Photo 3.1** below.

Photo 3.1 Access One



- 3.4.3 Access 2, as shown in Photo 2.2 below, is to a short service road and frontage parallel to Mount Road. It is understood to mainly be used by the staff of the Cottage Hospital.

Photo 3.2 Access Two



- 3.4.4 Access 3 (photo 2.3) is direct access to Mount Road Car Park, which is designated for the NHS services on the site and is within NHS ownership. Height restrictions apply, as shown in **Photo 3.3** below.

Photo 3.3 Access Three



- 3.4.5 Access 4 (photo 2.4) leads from Hill Street via a private access road into an ambulance turning area and car parking. The parking area is used by some visitors (particularly for disabled parking) but primarily by staff for MFMP and the Castlemead Health Centre. Parking restrictions apply on the access road in the form of double yellow lining.

- 3.4.6 Access 5 is immediately north of Access 4 from Hill Street and serves as a shared point of access to the Orchard Resource Centre and Hinckley Medical Centre. Access 5 is shown in **Photo 3.4** below to the back of the image, whilst Access 4 is shown in the foreground.

Photo 3.4 Access 4 & Access 5

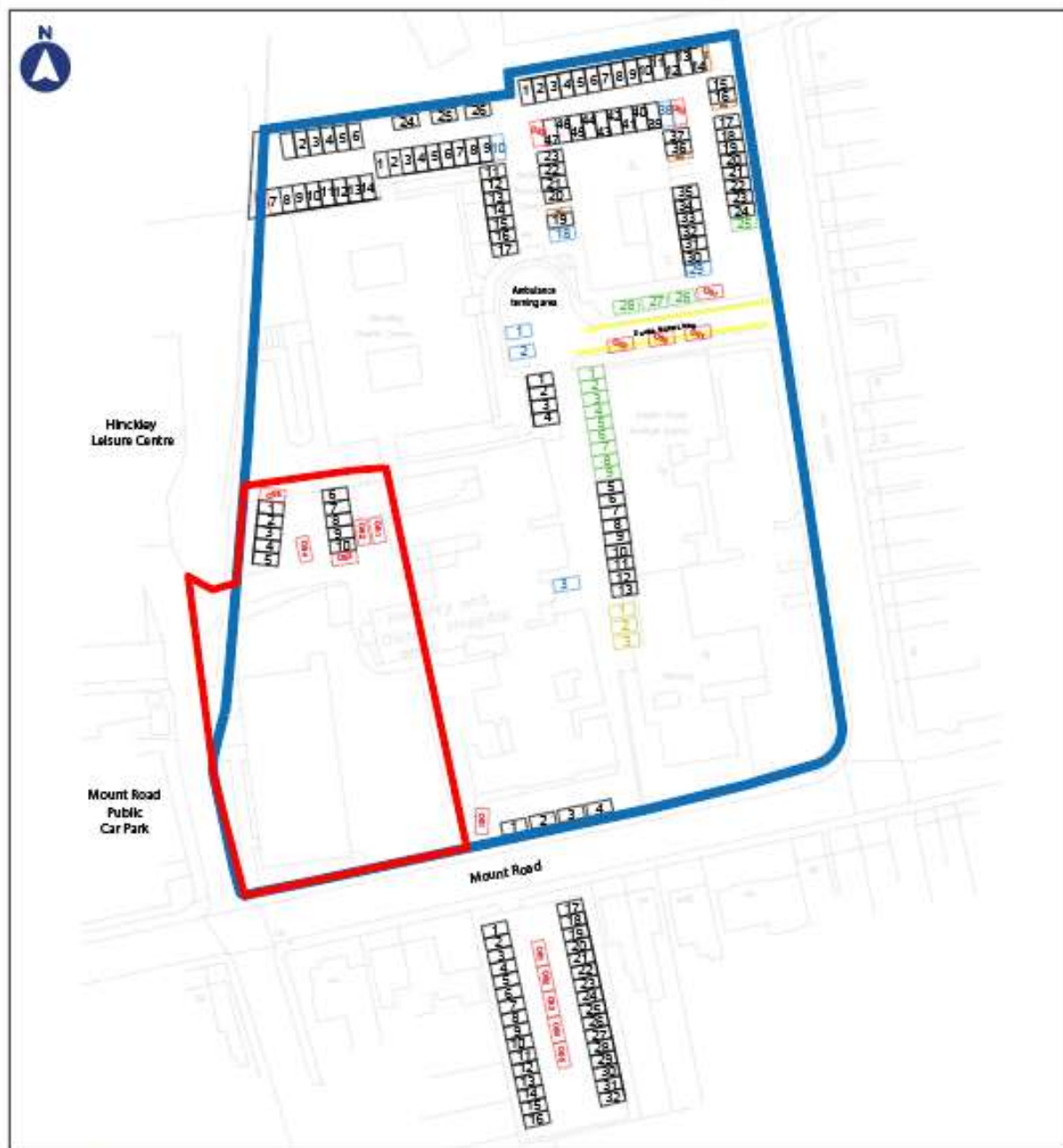


- 3.4.7 The long lease services (MFMP and Castlemead) have a separate access from Hill Street.

3.5 Parking

- 3.5.1 A parking study of the site was undertaken in 2019, which identified existing parking and associated parking demand. Although just over 3 years old, they remain the most recent and most reliable data available, due to constraints on resurvey as a result of on-going roadworks. Data provided by the NHS also suggests that the hospital was busier at the time of survey in 2019 than it is presently, and it should also be noted that since 2019 that the physiotherapy unit has been relocated and now stands vacant. A plan showing the existing car parking layout is included as **Figure 3.2** overleaf.
- 3.5.2 The parking included in the development area includes the Hinckley & District Cottage Hospital staff car park, accessed from Argents Mead on the western boundary via Access One, and 4 spaces within a service access located at the southern frontage of the cottage hospital, adjacent to Mount Road (Access 2).
- 3.5.3 There is space between the cottage hospital and the Castlemead Clinic to the east; however, this is a no through access for vehicle traffic in the existing arrangement.

Figure 3.2 Existing Parking and Use



Existing Site Parking Plan

Hinckley & District Hospital

Key

- NHS Properties Land Ownership
- Site Boundary
- 123 Standard Parking Bays
- 05 Informal Overspill Parking
- 123 Disabled Parking Bays

- 123 Doctor Parking Bays
- 123 Allocated Parking
- 123 Motorcycle Parking

- 3.5.4 There are 165 parking spaces across the site, and currently parking is not controlled or enforced. Following the 2019 study, the NHS is now looking to install ANPR or other enforcement to restrict opportunity parking taken by people not visiting or working at the property but taking advantage of free parking to reach the station, leisure centre, or the town centre.
- 3.5.5 The results of the parking study indicated that there are areas of parking which are overused, including areas where demand is high and resulting in cars parking outside of marked bays, and other areas which are underused, with a degree of ad hoc parking not associated with the hospital. When considered as a whole, the site was found to be operating below the 85th percentile threshold for parking stress. A summary of the results is given in **Table 3.2**, with more complete results included in **Appendix C**.

Table 3.2 2019 Parking Demand Survey Results

Location	Spare Capacity at Survey Time					
	07:30	09:15	12:30	15:00	17:30	19:30
A – Main Carpark area 1	14	8	6	12	9	14
B– Main Carpark area 2	25	3	7	6	18	24
C– Main Carpark area 3	43	1	2	10	25	41
D – Central Access	25	3	6	4	11	24
E – Service Access fronting Mount Road	3	1	2	1	4	4
F - Mount Road Carpark	26	3	3	6	20	20
G – Application area car park	7	1	2	1	8	10
Total Spare Capacity	136	19	26	39	87	127
Total Carpark Capacity (formal spaces only)	165					
Total Stress	18%	88%	84%	76%	47%	23%

3.6 Access by Sustainable Modes

Rail Access

- 3.6.1 As mentioned, the site is 750m from Hinckley Railway Station, or a 9-minute walk, connecting to the site by existing footways along local roads. There are signal crossings for pedestrians at most main junctions and side roads benefit from tactile paving and dropped kerbs. Mount Road slopes downhill as it progresses west; however, the route is a shallow gradient and mostly flat.
- 3.6.2 Hinckley Railway Station is served by National Rail services operated by CrossCountry, with trains to Leicester and Birmingham New Street approximately once per hour in each direction. There are 3 trains per day to Stanstead Airport on weekdays.

Bus Access

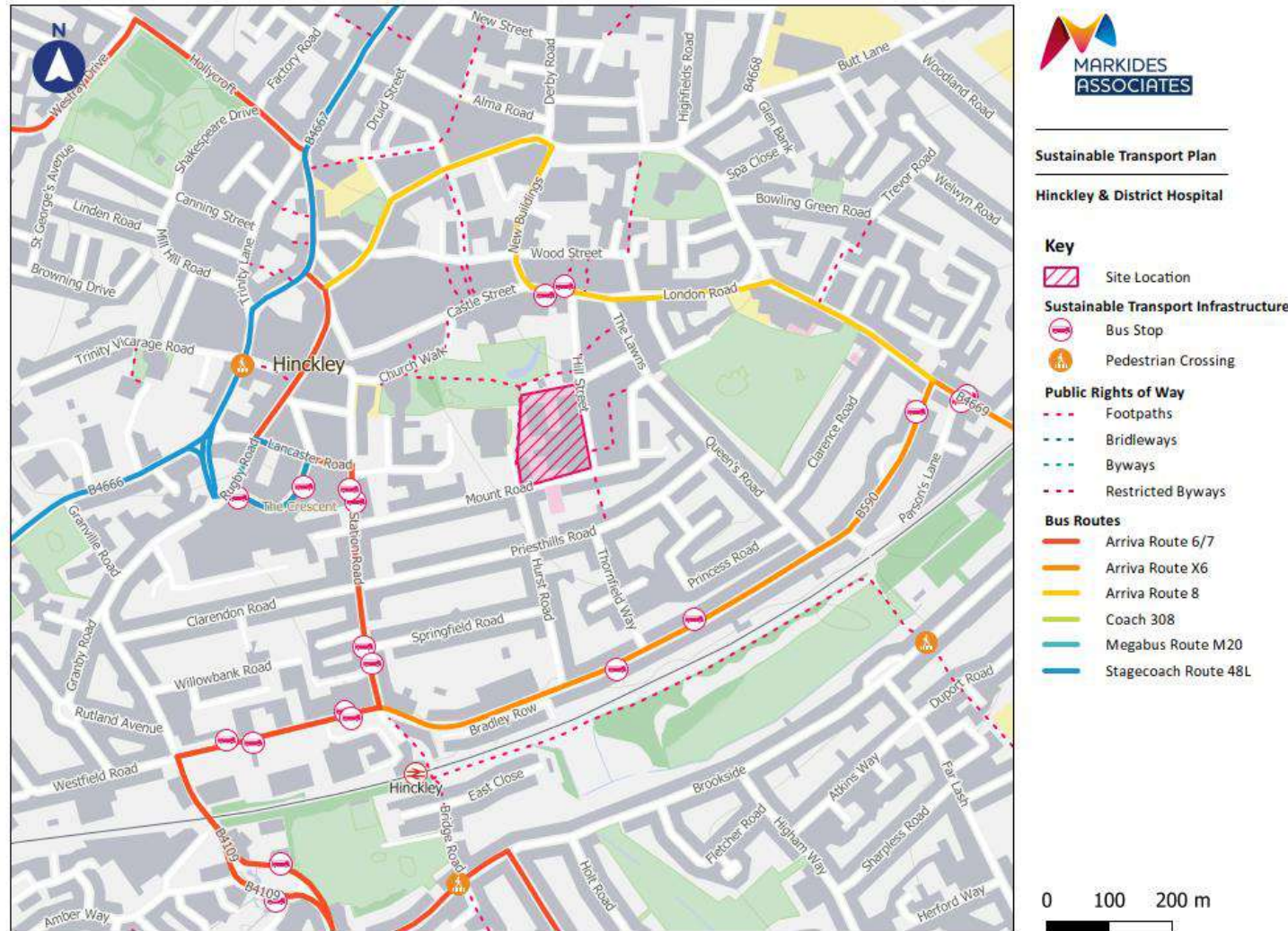
- 3.6.3 The nearest bus stops are located 400m to the west of the site at St. Mary's Road and are served by the 6 and X6 bus routes in each direction. Stops consist of poles and flags only. Additional stops are located 400m to the north of the site adjacent to Castle Car Park at Hill Street, served by route 8.
- 3.6.4 These routes, their destinations and frequencies are summarised in **Table 3.3**. All services are operated by Arriva.

Table 3.3 Local Buses

Bus	Destinations	Peak Hour Frequency		
		Weekday	Saturday	Sunday
St Mary's Road				
6	Burbage, Hinckley, Stoke Golding, Higham-on-the-Hill, Nuneaton	Hourly	hourly	No service
X6	Leicester, Burbage, Hinckley, Wyken Green, Upper Stoke, Gosford Green, Coventry	9 per day in each direction	9 per day in each direction	2 per day in each direction
Hill Street				
8	Lutterworth, Manga Park, Claybrooke, Burbage, Hinckley	Hourly	Hourly	3 per day

- 3.6.5 A plan showing the sustainable transport access local to the site in **Figure 3.3**.

Figure 3.3 Sustainable Transport Plan



Walking and Cycling

- 3.6.6 As shown in the figure above, there is a public right of way footpath which passes the site on the western boundary across the access on Argents Mead, connecting Mount Road to the south with Argent Mead Gardens and Castle Street to the north. There is similarly a short footpath connecting east from Hill Street to Queen's Road.
- 3.6.7 There are ambitions to encourage the development of additional quiet roads for cycling in Hinckley. An extract from the existing Hinckley and Burbage Cycle Route Plan is included as **Figure 3.4** overleaf. Quieter roads suitable for cycling are marked yellow, while off-road or other cycle facilities are marked in green. Pedestrianised zones are marked pink.

The map shows the town of Hinckley, Leicestershire, and its surrounding areas. Key features include:

- Towns and Areas:** Hollycroft, Hinckley, The Crescent, and Westfield.
- Major Roads:** A network of roads including Hinckley Road, The Crescent, and various residential streets.
- Green Spaces:** Several parks and green fields are marked, such as Queen's Park and Westfield Junior School.
- Landmarks:** The NWSLC Hinckley Campus, St. Mary's C of E Primary School, and the Hinckley and Leicesters Hospitals are prominent.
- Transportation:** The map shows a network of roads and a railway line running through the area.

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- 3.6.8 As shown in the figure above, Station Road to the immediate west of Mount Street is a yellow 'quieter route' for cycling, connecting to Hinckley Station. There are good east-west connections across the town to the west of Station Road also. Routes from Burbage are largely off-street, connecting across the railway line close to Queens Road, a very short distance to the east of the site.

3.7 Trip Generation

Total Hospital Site With Adjacent Uses

- 3.7.1 The October 2019 parking study included a 24-hour video survey of accesses into the site. A total of 5 cameras (C1-C5) were installed to observe vehicle movements in and out of 5 accesses (1-5) across 7 parking areas (A-G). These are shown diagrammatically in **Figure 3.5** below.

Figure 3.5 Car Park Layout and Camera Locations



3.7.2 The camera locations are therefore as follows:

- Camera 1 – Argent’s Mead, Physio Unit and small rear car park
- Cameras 2 and 3 – Accesses onto Hill Street (Access A – central access to internal road. Access B, main car park Access)
- Camera 4 – Access to Mount Road Car Park (F)
- Camera 5 – Access to Hinckley and District Hospital service road on Mount Road and access to internal road from Mount Road.

3.7.3 The total flows across the day by hour have been aggregated by mode and a summary of the recorded total flows is included as **Table 3.4** overleaf. The full outputs are included as **Appendix D**.

3.7.4 It should be noted that flows from Camera 1 include several drop-off/pick up movements associated with the adjacent leisure centre which have not been possible to disaggregate. It also recorded some cycle movements which passed along Argents Mead into the leisure centre. Similarly, these flows include some activity associated with the leisure centre service yard.

3.7.5 The flows for Cameras 2 and 3 exclude all trips in and out of the car park associated with the land on NHS long lease occupied by the Maples Family Medical Practice, the Castlemead Health Centre and Cohen’s Chemist. It has not been able to exclude any patient or staff trips which access those uses from the central access road.

3.7.6 The flows for the Mount Road car park (Camera 4) also include a proportion of movements which are not associated with the hospital or associated uses. It has not been possible to identify which drivers are parking here to access the car park versus the leisure centre or the town centre. On that basis, the flows represent a worst-case scenario as they are higher than true to the actual operations of the site.

3.7.7 The survey was also not able to identify people travelling to or from the site on foot or by public transport. There may be some discrepancies in totals due to obstructed views caused by other traffic on the highway. In reality, the site is largely empty overnight.

Table 3.4 Total Site Recorded Vehicle Flows by Mode

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
02:00-03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.1%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	4	1	0	1	3	2	5	0.3%
05:00-06:00	2	1	3	0	0	0	0	0	0	1	1	2	0	0	0	3	2	5	0.3%
06:00-07:00	3	3	6	0	0	0	0	1	1	0	0	0	0	0	0	3	4	7	0.5%
07:00-08:00	66	3	69	0	0	0	1	0	1	0	0	0	0	0	0	67	3	70	4.7%
08:00-09:00	109	31	140	0	0	0	4	2	6	0	0	0	1	0	1	114	33	147	9.8%
09:00-10:00	70	57	127	0	0	0	6	5	11	1	1	2	0	0	0	77	63	140	9.3%
10:00-11:00	62	51	113	0	0	0	4	3	7	0	0	0	0	0	0	66	54	120	8.0%
11:00-12:00	56	59	115	0	0	0	3	3	6	0	0	0	0	0	0	59	62	121	8.1%
12:00-13:00	50	58	108	0	0	0	0	1	1	0	0	0	0	1	1	50	60	110	7.3%
13:00-14:00	54	58	112	1	0	1	2	2	4	1	1	2	1	0	1	59	61	120	8.0%
14:00-15:00	57	57	114	0	1	1	4	3	7	1	2	3	0	0	0	62	63	125	8.3%
15:00-16:00	41	66	107	1	1	2	3	3	6	0	0	0	0	0	0	45	70	115	7.7%
16:00-17:00	47	73	120	0	0	0	2	1	3	0	0	0	0	1	1	49	75	124	8.3%
17:00-18:00	40	80	120	0	0	0	1	0	1	0	0	0	0	0	0	41	80	121	8.1%
18:00-19:00	33	49	82	0	0	0	1	2	3	0	0	0	0	0	0	34	51	85	5.7%
19:00-20:00	8	20	28	0	0	0	0	0	0	0	0	0	0	0	0	8	20	28	1.9%
20:00-21:00	12	22	34	2	1	3	0	0	0	0	0	0	0	0	0	14	23	37	2.5%
21:00-22:00	6	8	14	0	0	0	0	0	0	0	0	0	0	0	0	6	8	14	0.9%
22:00-23:00	2	6	8	0	0	0	0	0	0	0	0	0	0	0	0	2	6	8	0.5%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Daily	719	702	1,421	4	3	7	31	26	57	6	7	13	3	2	5	763	740	1,503	100.0%
% mode	94.5%			0.5%			3.8%			0.9%			0.3%			100.0%			

- 3.7.8 The table above demonstrates that the existing uses (including the Centre Surgery and the Orchard Resource Centre, which fall outside of the application area) generate some 1,500 two-way vehicle movements per day or 147 two-way trips in the AM peak (08:00-09:00) and 121 in the PM peak (17:00-18:00).
- 3.7.9 Of these there are some 13 HGV movements per day for the purposes of servicing and delivery and a maximum of 57 two-way LGV movements per day – the majority of which but not all relate to deliveries to the hospital. Of the LGV movements noted there were:
- 2 x large ambulance car patient transport
 - 1 x HBDC community transport
 - 2 x Royal Mail delivery
 - 1 x UPS delivery
 - 6 x pharmacy and other supply delivery
- 3.7.10 A total of 19 other LGVs accessed the site who could not be confirmed as any kind of delivery or maintenance access.
- 3.7.11 Of the HGV movements there were:
- 1 x delivery to the leisure centre
 - 2 x rear yard delivery to the hospital
 - 2 x waste collection from the hospital (rear yard and main car park_
 - 2 x delivery to other uses (central access)
- 3.7.12 Finally, the proportional flows by access have been calculated and are summarised in **Table 3.5**.

Table 3.5 Percentage of Total Flows by Access

Location	% Total Flow
Access 1 - Argent's Mead/Staff Car Park/Physio Unit	11%
Access 2 - Mount Road Service Road	2%
Access 3 - Mount Road Car Park	14%
Access 4 - Hill Street Central Site Access	13%
Access 5 - Hill Street Main Car Park Access	53%
Informal Side Access Mount Road	6%

- 3.7.13 As shown in the table above, most traffic accesses the hospital via the Mount Road Car Park or via the Main Car Park accessed from Hill Street. Some 11% of traffic accesses via Argent's Mead; however, those flows include movements to and from the leisure centre also, which could not be disaggregated.

Proposed Development Area Uses

- 3.7.14 The total flows across the day by hour by mode for Argents Mead only are included as **Table 3.4** overleaf.

Table 3.6 Proposed Development Area – Argent’s Mead Total Recorded Flows

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow	Of which U Turn
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4	2%	0
05:00-06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1%	0
06:00-07:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	2%	1
07:00-08:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	6%	0
08:00-09:00	11	4	15	0	0	0	1	1	2	0	0	0	0	0	0	12	5	17	10%	4
09:00-10:00	9	9	18	0	0	0	0	0	0	0	0	0	0	0	0	9	9	18	11%	6
10:00-11:00	9	7	16	0	0	0	0	0	0	0	0	0	0	0	0	9	7	16	9%	4
11:00-12:00	7	10	17	0	0	0	0	0	0	0	0	0	0	0	0	7	10	17	10%	5
12:00-13:00	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10	6%	3
13:00-14:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	1	2	1%	0
14:00-15:00	7	8	15	0	0	0	0	0	0	0	1	1	0	0	0	7	9	16	9%	5
15:00-16:00	6	6	12	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12	7%	2
16:00-17:00	3	12	15	0	0	0	0	0	0	0	0	0	0	0	0	3	12	15	9%	3
17:00-18:00	4	10	14	0	0	0	0	0	0	0	0	0	0	0	0	4	10	14	8%	3
18:00-19:00	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	5%	2
19:00-20:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1%	1
20:00-21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1%	0
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0
22:00-23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1%	0
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0
Daily	79	81	160	0	0	0	1	1	2	3	4	7	0	0	0	83	86	169	100%	39
% mode	94.5%			0.5%			3.8%			0.9%			0.3%			100.0%				23%

- 3.7.15 The table above demonstrates that there are a total of 169 two-way traffic trips per day on Argent's Mead. This includes pick up and drop off associated with the gym and some servicing movements associated with the leisure centre. There were also 39 recorded U-turns which are assumed to be unassociated with the hospital.

4. Development Proposals

4.1 Preamble

- 4.1.1 This section of the report summarises the development proposals relevant to highways and transport.

4.2 Use and Mix

- 4.2.1 As mentioned, the current outline application will comprise the new Community Diagnostics Centre (CDC) and Endoscopy building.

- 4.2.2 The full new build CDC with floor areas as set out in **Table 4.1**, and which will include:

- 1 x MRI
- 1 x CT
- 1 x Ultrasound
- 1 x Plain Film X-Ray (relocation of existing equipment)
- 2 x JAG accredited Endoscopy rooms
- Renovation to OPD space
- 8 activity rooms to deliver a range of diagnostics

Table 4.1 Proposed Development

Location	Area
Ground Floor	822.04
First Floor	719.28
Second floor plant	378.98
Total	1,920.30

- 4.2.3 The CDC will deliver cardiorespiratory diagnostics, audiology, urodynamics and pathology.
- 4.2.4 In terms of activity, NHS Services have provided input regarding the level of appointment turnover based on existing operations at the site as well as the expected staffing. This is provided in more detail later in this report.
- 4.2.5 The estimate is for some 28 patients per hour by appointment only, or 342 across the day assuming a 12-hour day (likely to be less, with most appointments taking place between 09:00 and 19:00). There would be a total of some 59 full-time equivalent staff (again assuming a 12-hour working day, 7 days a week).

4.3 Access

- 4.3.1 It is proposed that access is taken from the existing access on Argents Mead, with this forming the only feasible access for the phase. This access is presently used for staff parking and waste storage and is the point of access for waste collection.
- 4.3.2 Waste and servicing movements currently comprise:
- Clinical – 1 per week on Mondays
 - General – 2 per week Tuesday and Thursday
 - Recycling – 1 per week Thursday
- 4.3.3 A large laundry vehicle also visits site three times a week and uses the same access as the waste lorry.
- 4.3.4 As most of the uses to be accommodated by the development are already present on site, then the level of change in terms of waste generation is expected to be negligible and all of the movements mentioned above will simply be carried forward into the new development.
- 4.3.5 It is proposed; however, to improve the access with some localised widening to create better turning space within the car park for the larger refuse and delivery lorries and to improve pedestrian access along the public right of way that crosses the access. The indicative swept path showing the proposed movement is included as **Drawing 23013-MA-XX-XX-DR-C-0001**.
- 4.3.6 This will be supported by new car park management strategies such as ANPR and enforcement to prevent *ad hoc* parking.
- 4.3.7 Fire vehicle access will be undertaken from Argent's Mead as per the above. Swept path of a standard fire vehicle has been undertaken and is included as **Drawing 23013-MA-XX-XX-DR-C-0020 DB32**.
- 4.3.8 An RSA has been commissioned and will be submitted as an addendum to this TS once completed.

Future development options

- 4.3.9 There are several options for access for the remainder of the existing hospital building. Building lines will likely be revised from the existing to provide a more appropriate setback between the new structure and the retained Maples Family Medical Practice unit to the east. This provides the opportunity for the existing cut-through at the eastern edge of the main hospital building to be improved, widened, and utilised as a formal vehicle access.
- 4.3.10 The building line would also shift south and the existing service road at the southern edge of the site would be removed, with crossovers reverted to footway; the space could then be utilised as landscaping or public realm.

- 4.3.11 This would therefore allow 3 potential points of access – Argents Mead, Mount Road and, by connecting through existing routes, Hill Street. The Mount Road and/or Argents Mead accesses could also potentially be arranged to operate 1-way.
- 4.3.12 Fire vehicle access would be carried over to this later development scheme as per the arrangements set out in the current outline application.

4.4 Vehicle Parking

- 4.4.1 A total of 29 parking spaces will be provided, with sufficient land available to offer the potential to expand the car park in the future development scenario
- 4.4.2 The proposals include 4 disabled parking bays in excess of the 5% provision and is considered to also be sufficient to cover the requirements for most future development options.
- 4.4.3 It is acknowledged that LCC's parking standards include provision for motorcycles; however, there are 4 existing motorcycle bays within the main car park which the 2019 study demonstrated currently generate no demand. In line with the aspirations of town centre development, it has been considered appropriate to omit this provision at this time. There is sufficient space within the wider site to incorporate motorcycle parking should it be determined that there is a genuine need for it above the 4 spaces already provided.
- 4.4.4 The proposed parking for this application would remove 10 marked bays and demand for 15 spaces, none of which are disabled provision. The proposals; however, replace all 15 bays in an improved arrangement. It could also deliver up to 14 new spaces.
- 4.4.5 Parking will be equipped with EV provision in line with the Part S Building Regulations.

4.5 Cycle parking

- 4.5.1 There is no existing cycle parking on the site. It is proposed that a new secure cycle store is located adjacent to the building. The level of provision has been estimated based on expected staffing as per the standards, and 6 long-stay spaces for staff (1 space per 8 staff and 50 FTE) and 3 short-stay spaces for visitors (5% of total number of persons on site at any one time, assuming 60 persons maximum as per predicted appointment scheduling).
- 4.5.2 A total of 9 spaces on Sheffield Stands within the curtilage of the new building will be provided.

5. Impact of Development

5.1 Preamble

- 5.1.1 This section of the report sets out the expected trip generation for the proposals compared to the existing uses. It provides a multi-modal assessment where feasible.

5.2 Methodology

- 5.2.1 The TRICS database contains only a poor selection of hospital uses and none which are considered truly reflective of the site or its proposals, given the uniqueness of the access and surrounding uses.
- 5.2.2 In addition, new surveys have not yet been feasible due to ongoing significant road works which began April 2023 and will not conclude until August 2023. Limited 24-hour flow data is available for Mount Road from the local highway authority; however, this does not inform turning movements at local junctions nor does it identify any trips associated with the hospital or neighbouring uses.
- 5.2.3 It should also be noted that the physio unit is now decanted and stands vacant. It is due to be removed by October 2023. Any new surveys would therefore not represent this use where it to be reoccupied.
- 5.2.4 On that basis, the 2019 data has been used in the interim as the best and most recently available site-specific data. It was collected prior to the pandemic when the hospital was fully occupied and active.
- 5.2.5 NHS data on general appointments has been examined from May 2019¹ which confirms that across the organisation, the majority of appointments were conducted face-to-face. A summary is provided in **Table 5.1**.

¹ [Appointments in General Practice, May 2019 - NDRS \(digital.nhs.uk\)](https://digital.nhs.uk/appointments-in-general-practice-may-2019)

Table 5.1 NHS Appointments by Mode, May 2019

Mode	Number	%
Face-to-Face	19,554,965.00	83%
Home Visit	226,770.00	1%
Telephone	3,321,040.00	14%
Video/Online	119,923.00	0.5%
Unknown	408,646.00	1%
Total	23,631,344	100%

- 5.2.6 Conversely, data extracted from the NHS' 'model hospital' (which provides average expected appointment parameters for a typical hospital within the total practice) for May 2023 provides an updated estimate of mode of appointment, showing a reduction in face-to-face appointments. This is not available online but is summarised in **Table 5.2**.

Table 5.2 NHS Appointments by Mode, May 2023

Mode	Number	%
Face-to-Face	452,000	75%
Home Visit	2,079	0.3%
Telephone	119,000	20%
Video/Online	4,470	0.7%
Unknown	24,000	4%
Total	601,549	100%

- 5.2.7 The table above indicates that across the NHS there has been a significant drop in face-to-face and home visit appointments, with a proportionate increase in telephone and online appointments. This would likewise indicate that the proposed CDC unit would generate a lower number of in-person appointments than the existing hospital as it was surveyed in 2019, and that therefore the use of the 2019 survey data assumes a worse case than expected with current operations.

5.3 Survey-Based Assessment

5.3.1 The existing uses have been assessed using the total recorded flows by mode as given in **Table 3.4** earlier in the report. As discussed, these flows:

- 1) Capture operations at the site outside of Pandemic conditions on a neutral weekday in 2019
- 2) Capturing a number of trips unrelated to the hospital (some 20% of flows for Camera's 1 and 4 and 5% of flows associated with Cameras 3/4).
- 3) Cover 24-hour movements, by mode, and identify key delivery and servicing movements.
- 4) Do not reflect changes to practice such as increase of use by both patients and the NSH of healthcare apps, online pharmacy services and telephone-appointments which will have reduced certain types of trip to the site or reduced their frequency.

5.3.2 The existing and proposed access for the development area is Argents Mead only. On that basis, the flows recorded at Argents Mead as set out in **Table 3.6**, minus the recorded U-turns unassociated with the hospital use, have been used to derive a trip rate per 100sqm by mode by hour.

5.3.3 The results are given in **Table 5.3** overleaf. These have been applied to the proposed new CDC floorspace and the results are given in **Table 5.4** immediately following.

Table 5.3 Survey Derived Trip Rates – Argents Mead

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
01:00-02:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
02:00-03:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.1%
03:00-04:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
04:00-05:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.38	0.00	0.00	0.00	0.19	0.19	0.38	0.3%
05:00-06:00	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.09	0.3%
06:00-07:00	0.09	0.09	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.19	0.5%
07:00-08:00	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.94	4.7%
08:00-09:00	0.66	0.00	0.66	0.00	0.00	0.00	0.09	0.09	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.09	0.85	9.8%
09:00-10:00	0.28	0.28	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.28	0.56	9.3%
10:00-11:00	0.47	0.28	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.28	0.75	8.0%
11:00-12:00	0.19	0.47	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.47	0.66	8.1%
12:00-13:00	0.19	0.19	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.38	7.3%
13:00-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.19	0.00	0.00	0.00	0.09	0.09	0.19	8.0%
14:00-15:00	0.19	0.28	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.00	0.19	0.38	0.56	8.3%
15:00-16:00	0.38	0.38	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.75	7.7%
16:00-17:00	0.00	0.85	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.85	8.3%
17:00-18:00	0.09	0.66	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.66	0.75	8.1%
18:00-19:00	0.19	0.19	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.38	5.7%
19:00-20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.9%
20:00-21:00	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	2.5%
21:00-22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.9%
22:00-23:00	0.00	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.5%
23:00-24:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Daily	3.76	3.95	7.71	0.00	0.00	0.00	0.09	0.09	0.19	0.28	0.38	0.66	0.00	0.00	0.00	4.14	4.42	8.56	100.0%
% mode	94.5%			0.5%			3.8%			0.9%			0.3%			100.0%			

Table 5.4 Survey Derived Total Trip Generation – Outline Application Proposals

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
04:00-05:00	0	0	0	0	0	0	0	0	0	4	4	7	0	0	0	4	4	7	0.3%
05:00-06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0.3%
06:00-07:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0.5%
07:00-08:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	4.7%
08:00-09:00	13	0	13	0	0	0	2	2	4	0	0	0	0	0	0	14	2	16	9.8%
09:00-10:00	5	5	11	0	0	0	0	0	0	0	0	0	0	0	0	5	5	11	9.3%
10:00-11:00	9	5	14	0	0	0	0	0	0	0	0	0	0	0	0	9	5	14	8.0%
11:00-12:00	4	9	13	0	0	0	0	0	0	0	0	0	0	0	0	4	9	13	8.1%
12:00-13:00	4	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	7.3%
13:00-14:00	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4	8.0%
14:00-15:00	4	5	9	0	0	0	0	0	0	0	2	2	0	0	0	4	7	11	8.3%
15:00-16:00	7	7	14	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	7.7%
16:00-17:00	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	8.3%
17:00-18:00	2	13	14	0	0	0	0	0	0	0	0	0	0	0	0	2	13	14	8.1%
18:00-19:00	4	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	5.7%
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9%
20:00-21:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	2.5%
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9%
22:00-23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.5%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Daily	72	76	148	0	0	0	2	2	4	5	7	13	0	0	0	79	85	164	100.0%
% mode	94.5%			0.5%			3.8%			0.9%			0.3%			100.0%			

- 5.3.4 As shown in the table above, it is estimated that the development will generate a total of 164 two-way trips by all modes across the day, assuming no reduction in face-to-face appointments. There would be some 16 two-way trips in the AM peak and 14 in the PM peak.

5.4 Difference

- 5.4.1 The difference between surveyed 2019 flows on Argents Mead as set out in **Table 3.6** and those generated by the proposed development is set out in **Table 5.4** has been calculated and the results are given overleaf in **Table 5.5**. This includes recorded U-turns. Some differences in totals may occur as a result of rounding.

Table 5.5 Net Difference to Flows on Argents Mead

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	2	2	3
05:00-06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
06:00-07:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:00-08:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8
08:00-09:00	6	0	6	0	0	0	1	1	2	0	0	0	0	0	0	6	1	7
09:00-10:00	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
10:00-11:00	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6
11:00-12:00	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6
12:00-13:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
13:00-14:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	1	2
14:00-15:00	2	2	4	0	0	0	0	0	0	0	1	1	0	0	0	2	3	5
15:00-16:00	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
16:00-17:00	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
17:00-18:00	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7
18:00-19:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	32	34	66	0	0	0	1	1	2	2	3	6	0	0	0	35	38	73
% mode	94.5%			0.7%			5.3%			-1.0%			0.5%			100.0%		

- 5.4.2 As shown in the table above, the development will generate a total uplift of 73 two-way trips across the day or 8 additional in the AM peak and 7 in the PM peak. The peak increase would be prior to the AM peak at 07:00-08:00 with 9 additional two-way trips, which corresponds to staff arrival times. There are some slight differences in totals due to the effect of rounding.
- 5.4.3 No hour across the day would generate 20 or more additional two-way trips when compared to the existing uses, and the threshold for additional junction capacity assessment is not reached.
- 5.4.4 The NHS data demonstrates that there has also been a total general practice decrease in face-to-face appointments of some 8%, which would also impact on the assumed car trips; these have not been adjusted to account for that change in appointment mode trend, and therefore are considered robust on that basis.

5.5 Parking Demand and Provision

- 5.5.1 A consideration of the application area, the total development area, and the wider site in respect of parking ratios is summarised in **Table 5.6**.

Table 5.6 Existing Parking Ratios

Location	Floor Area	Existing			
		Formal	Of Which Disabled	Demand	Ratio per 100sqm
Outline application area	1,063	10	0	15	1.41
Total Site	7,620	165	7	183	2.40

- 5.5.2 The application area includes parking used by a wider range of uses than those that currently or formerly occupied the site, but equally does not capture any parking demand in the main car park or the Mount Road car park whereby staff or visitors walk through to the hospital. The total development area likewise suffers from the same bias, albeit to a lesser extent. The total site includes parking demand by visitors and is perhaps the most representative.
- 5.5.3 When considering the total site (which includes the Orchard Resource Centre) the parking ratio is high, at 2.40 spaces per 100sqm.
- 5.5.4 The proposals will replace 1,063qm of existing use with 1,920.30sqm of new development.
- 5.5.5 The above parking ratios have been applied to provide a broad picture of the potential parking demand, and the results are given in **Table 5.7**.

Table 5.7 Parking Ratios Applied to Proposed Development

Ratio applied	Proposed			
	Floor Area Proposed	Projected demand based on Ratio	Formal Proposed Provision	Of Which Disabled
1.41	1,920	27	29	4
2.40		46		

- 5.5.6 As shown in the table above, the average projected demand is for 37 car parking spaces; this is considered high for a town centre use, particularly considering the 8% reduction in face-to-face appointments.
- 5.5.7 The 29 proposed parking spaces are therefore considered a reasonable compromise between the minimum demand and the maximum demand. It is expected that it will accommodate the existing parking demand on site as well as a proportionate uplift demand, meaning that the potential for over-spill parking on local roads is reduced. By being below the maximum, this also means that parking can be controlled and managed more efficiently, discouraging unnecessary vehicle trips to a town centre location.

6. Summary and Next Steps

6.1 Summary

- 6.1.1 Markides Associates have been instructed by NHS Property Services ('the applicant') to prepare this Transport Statement to support an application for redevelopment of part of the site of the Hinckley & District Hospital, Mount Road, Hinckley LE10 1AG ('the site'). Hinckley and Bosworth Borough Council (HBBC) are the planning authority, and Leicestershire County Council (LCC) are the highway authority.
- 6.1.2 The applicant seeks to redevelop the site to replace aging assets that are no longer fit for purpose, and re-provide existing services in new, modern buildings which will better serve the community and the needs of the NHS in Hinckley. The existing portacabins were originally developed in the 1980s and are now beyond their useful economic life. The buildings are of poor quality, are not energy efficient and have significant backlog maintenance liabilities.
- 6.1.3 In addition, the proposals will allow for the expansion of some facilities. The outline application is for the construction of a new 2-3 storey building to accommodate the existing Community Diagnostics Centre (CDC) and Endoscopy clinic, with associated revisions to access and parking.
- 6.1.4 The outline application to which this report mainly relates is for the construction of the new CDC only. It should be noted that no planning approval is required for the removal of the temporary building that previously accommodated the physio unit.
- 6.1.5 The proposals include new disabled parking provision and a total of 29 parking spaces, which is in line with the projected parking demand and considered sufficient to contain parking on site without encouraging on-street overspill. It is considered that the parking provision ensures an appropriate level to encourage trips by sustainable modes and disincentivize unnecessary vehicle trips. The site is located within a town centre with good access by public transport and active modes.
- 6.1.6 The trip generation has been based on site-specific data and informed by NHS operational data. It demonstrates that the development would represent an increase in trips across the day, but less than 20 additional trips in any given hour. The assessment also does not account for any changes in operations following the pandemic, whereas NHS data shows an 8% decrease in face-to-face appointments.

6.2 Next Steps

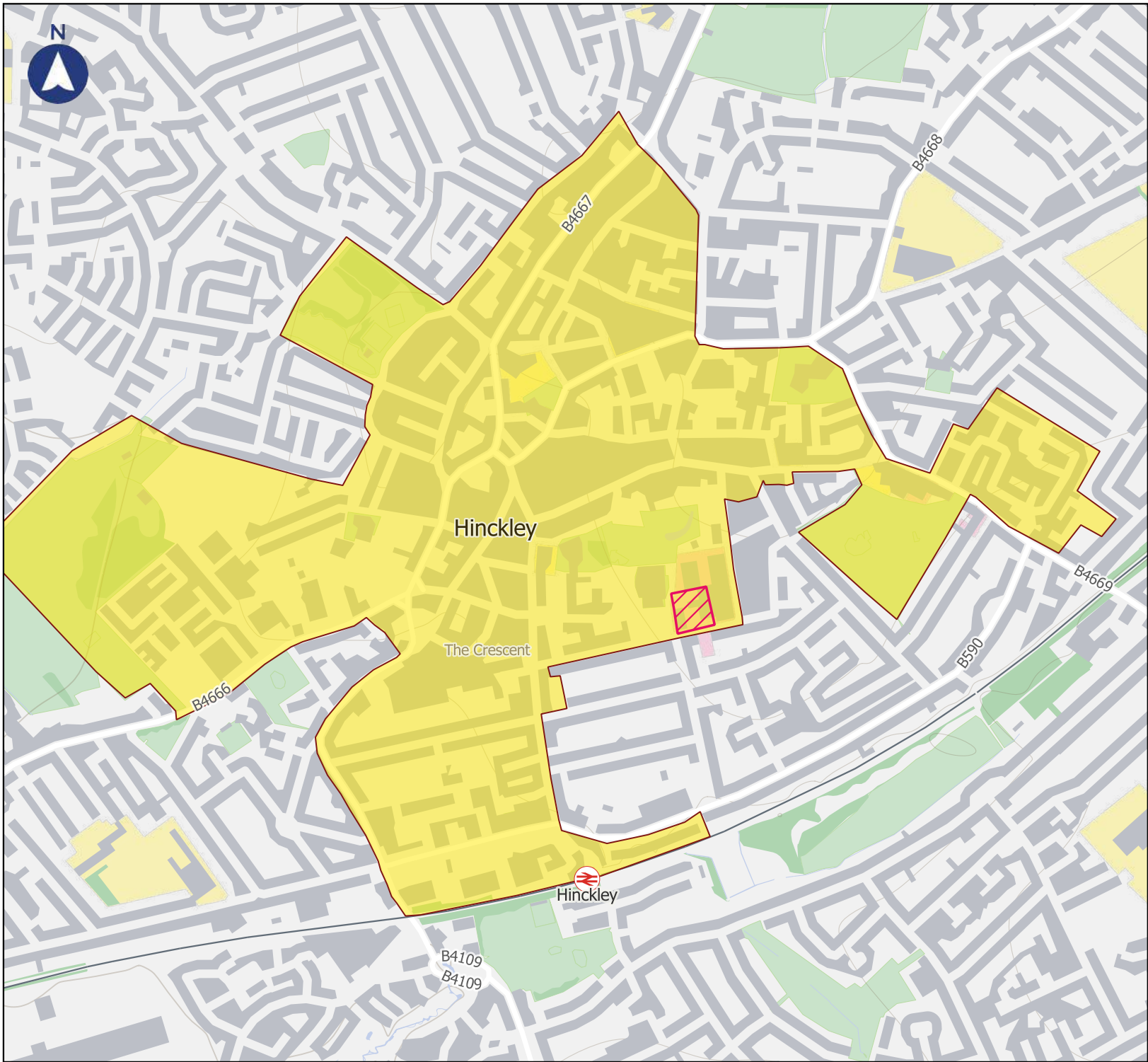
6.2.1 An addendum is being prepared which will be submitted at the first opportunity. This will contain:

- The findings of the Stage 1 RSA and designers response
- A General Arrangement drawing of the access showing:
 - Kerb lines
 - Road markings
 - Tactile paving and other pedestrian provisions
 - Extent of highway boundary
- The findings of a Personal Injury Accident road collision data search of the surrounding network, the data for which is pending at the time of writing.

6.2.2 Details of the resurvey and findings will also be submitted at the first opportunity.

FIGURES

Figure 2.1	Site Context Plan
Figure 3.1	Existing Site Layout
Figure 3.2	Existing Parking and Use
Figure 3.3	Sustainable Transport Plan
Figure 3.4	Local Cycle Network
Figure 3.5	Car Park Layout and Camera Locations

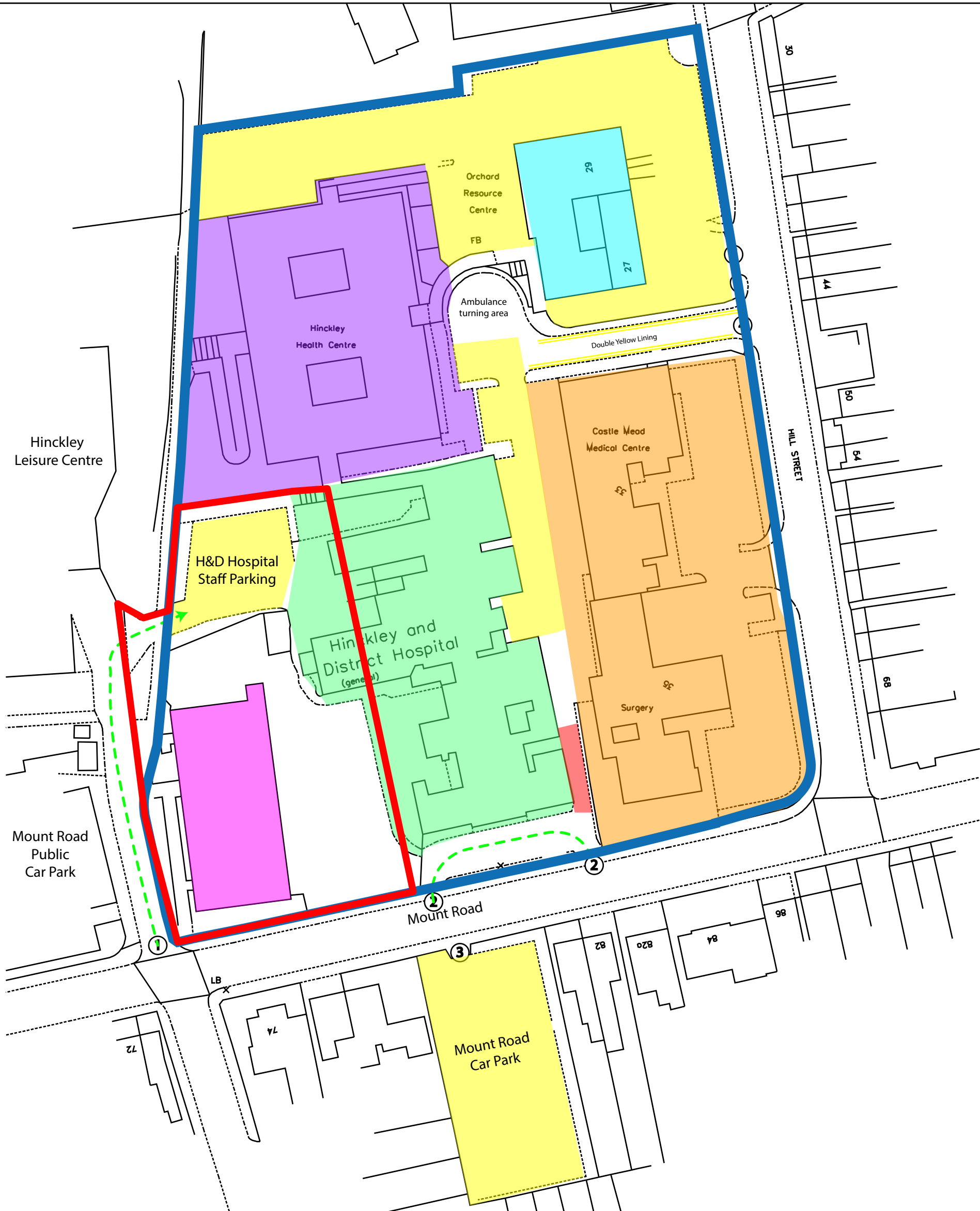


Site Location Plan

Hinckley & District Hospital

Key

-  Site Location
-  Hinckley Area Action Plan Boundary



MARKIDES
ASSOCIATES

Existing Site

Hinckley & District Hospital

Key



NHS Properties Land Ownership



Site Boundary



Car Parking Areas



NHS Land Holding on Long Lease



Hinckley & District Cottage Hospital



Hinckley Health Centre



Orchard Resource Centre



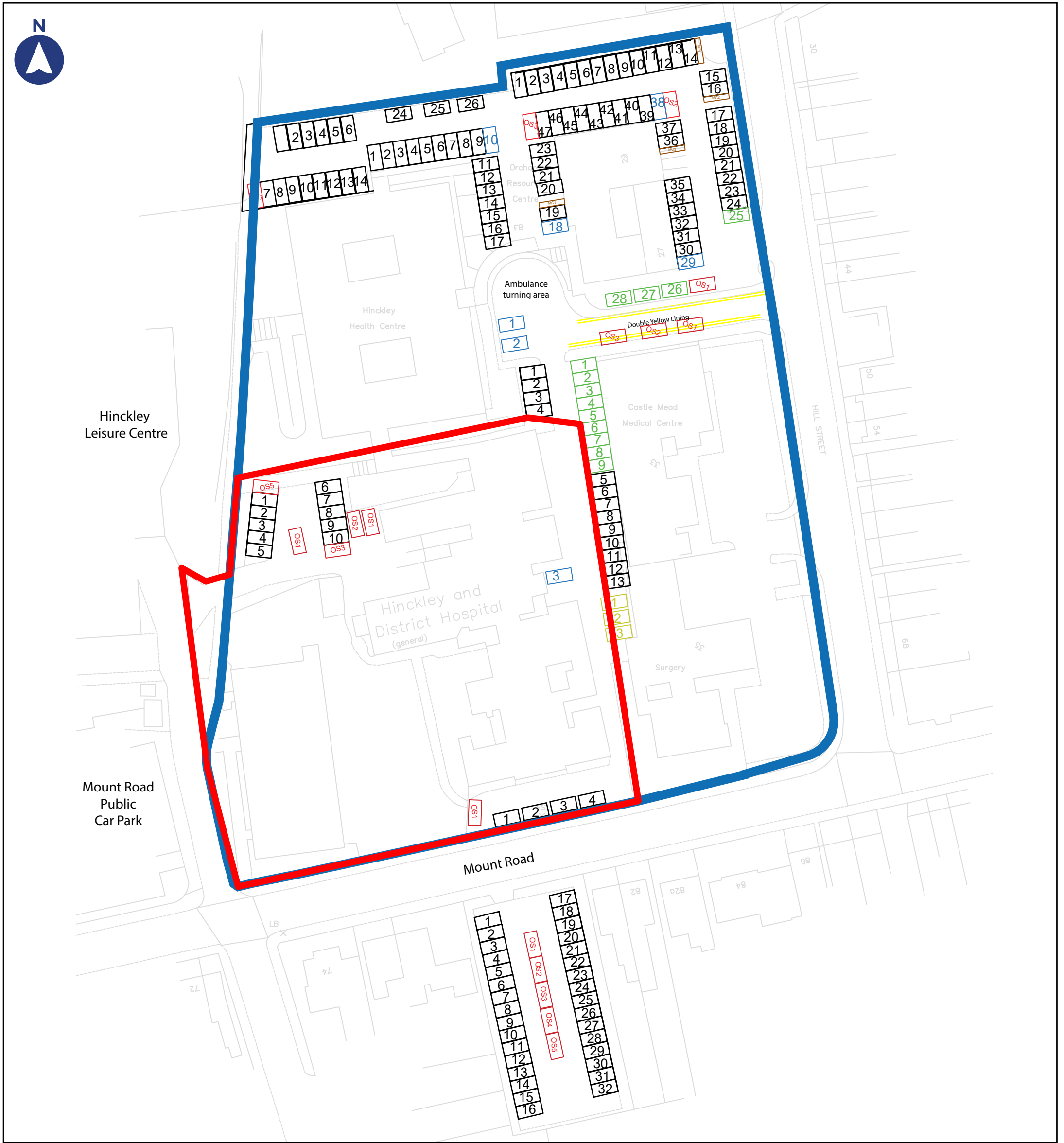
Physiotherapy Unit



No Through Access



Vehicle Access



Existing Site Parking Plan

Hinckley & District Hospital

Key



NHS Properties Land Ownership



Site Boundary



Standard Parking Bays



Informal Overspill Parking



Disabled Parking Bays



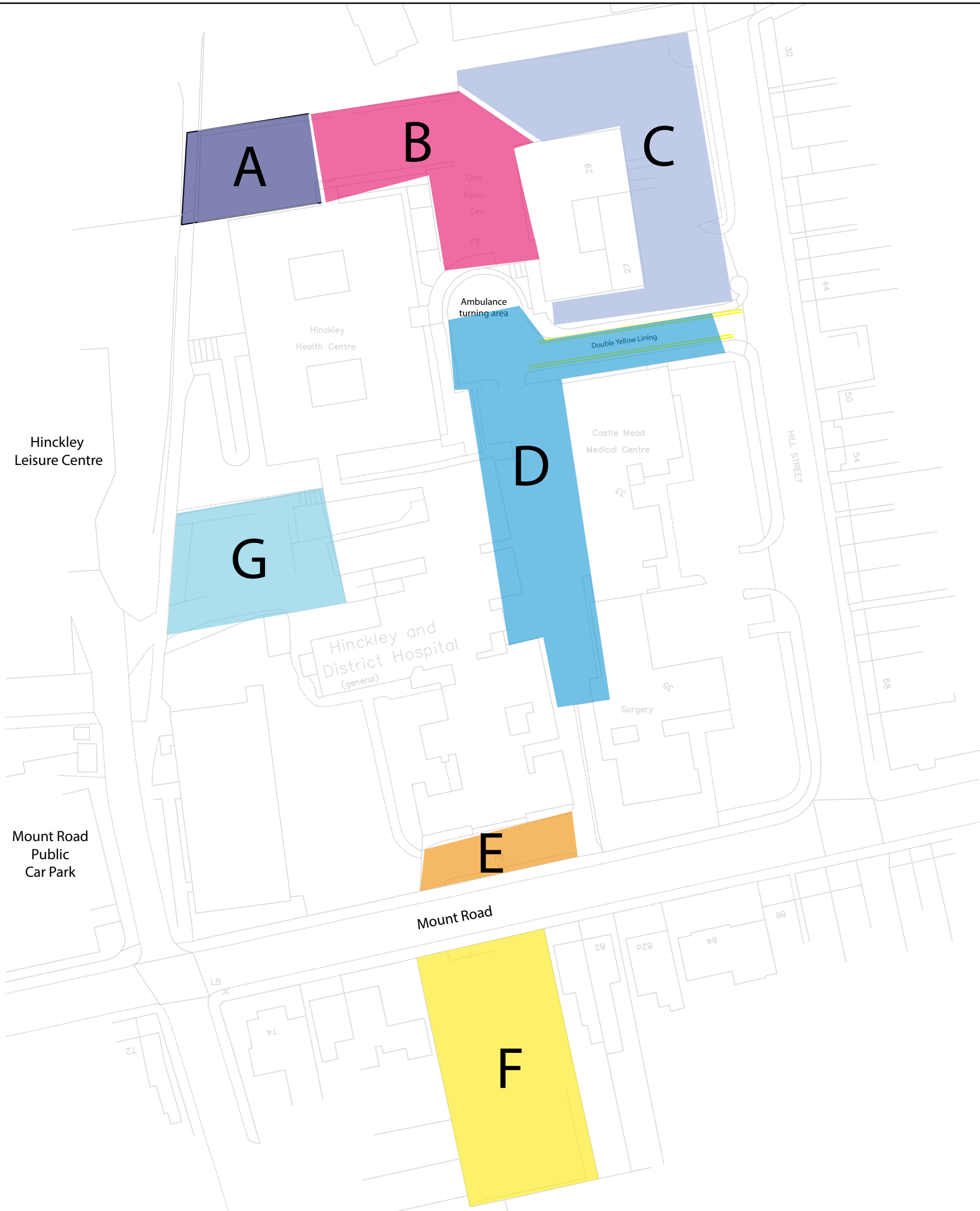
Doctor Parking Bays



Allocated Parking

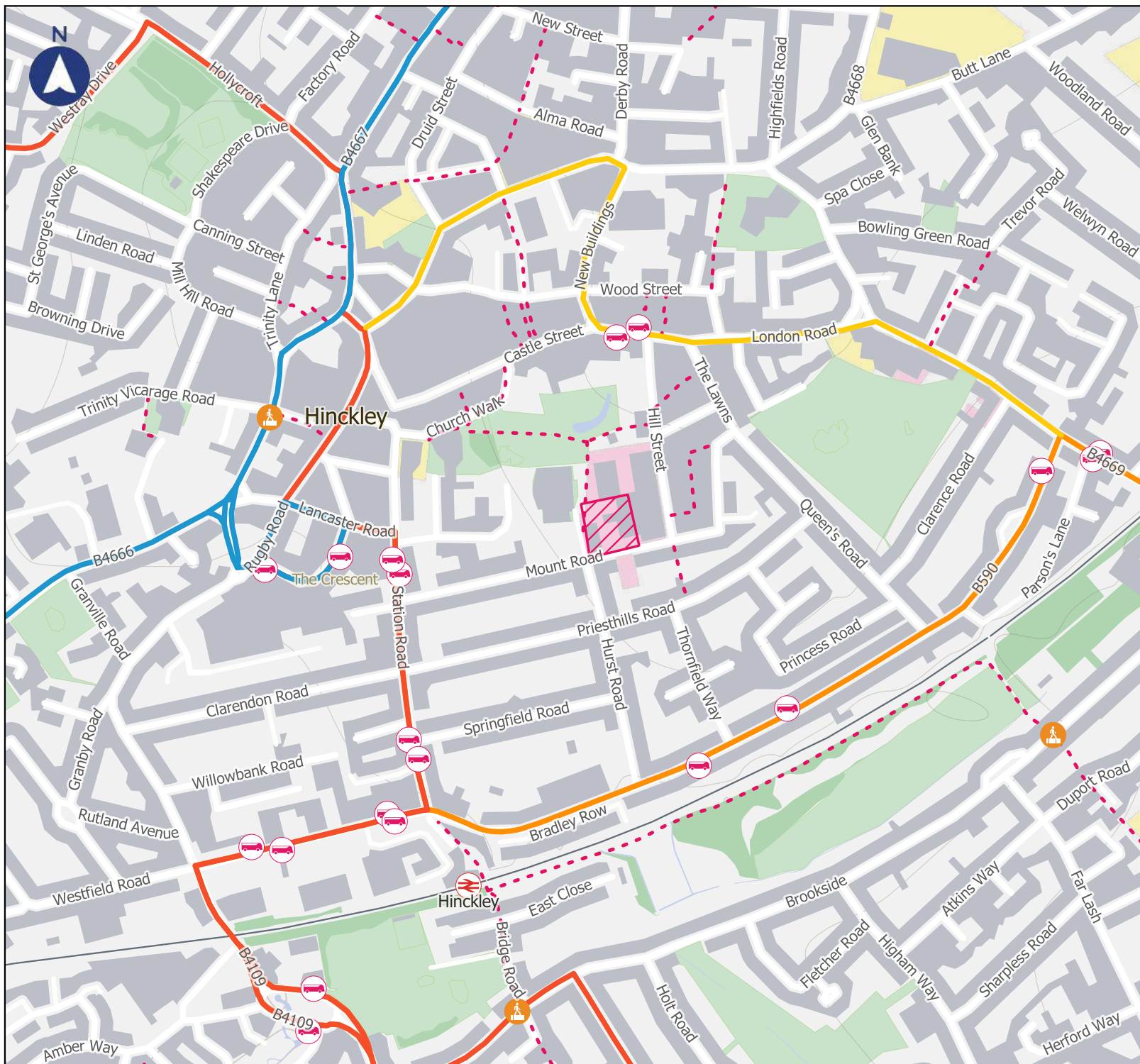


Motorcycle Parking



Parking Surevy Location Plan

Hinckley & District Hospital



Sustainable Transport Plan

Hinckley & District Hospital

Key

 Site Location

Sustainable Transport Infrastructure

 Bus Stop

 Pedestrian Crossing

Public Rights of Way

 Footpaths

 Bridleways

 Byways

 Restricted Byways

Bus Routes

 Arriva Route 6/7

 Arriva Route X6

 Arriva Route 8

 Coach 308

 Megabus Route M20

 Stagecoach Route 48L

0 100 200 m



DRAWINGS

23013-MA-XX-XX-DR-C-0001 – Refuse Vehicle Swept Path

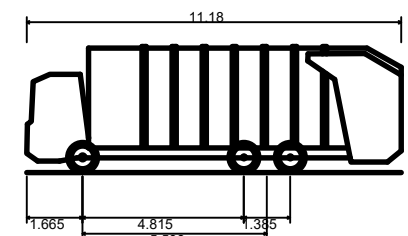
23013-MA-XX-XX-DR-C-0020 DB32 – Fire Vehicle Swept Path



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number 1782-DBC-ZZ-00-DR-A-0101 supplied by 'The Design Bureau and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Any swept path analysis has been undertaken using Transoft Solutions AutoTURN software and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall Length 11.180m
Overall Width 2.550m
Overall Body Height 3.760m
Min Body Ground Clearance 0.312m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE

Revision History

Rev	Comment	By	Chkd	Appr	Date
02	FOR INFORMATION	BRG	SC	SC	13.04.23
P01	FOR INFORMATION	BRG	SC	SC	27.03.23
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	BRG	SC	SC	27.03.23
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION



Project
HINKLEY AND DISTRICT HOSPITAL
PHYSIO UNIT

Drawing Title
DRAFT REFUSE SWEEP PATH
PHASE 1

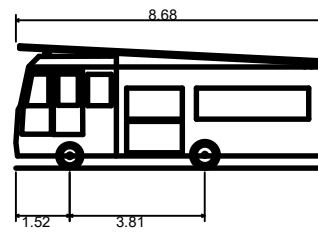
Markides Associates reference: 23013 1:250 @ A1
23013-MA-XX-XX-DR-C-0001 - P02



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DB32 Fire Appliance	8.680m
Overall Length	2.150m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to kerb Turning Radius	

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE

Revision History

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	BRG	SC	SC	01.06.23

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION	BRG	SC	SC	01.06.23

S2 - FOR INFORMATION



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Project
**HINKLEY AND DISTRICT HOSPITAL
PHYSIO UNIT**

Drawing Title
**DB32 FIRE VEHICLE
SWEEP PATH TRACKING**

Markides Associates reference: 23013 1:200 @ A1

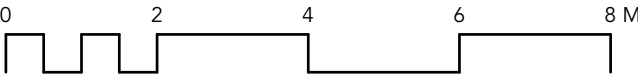
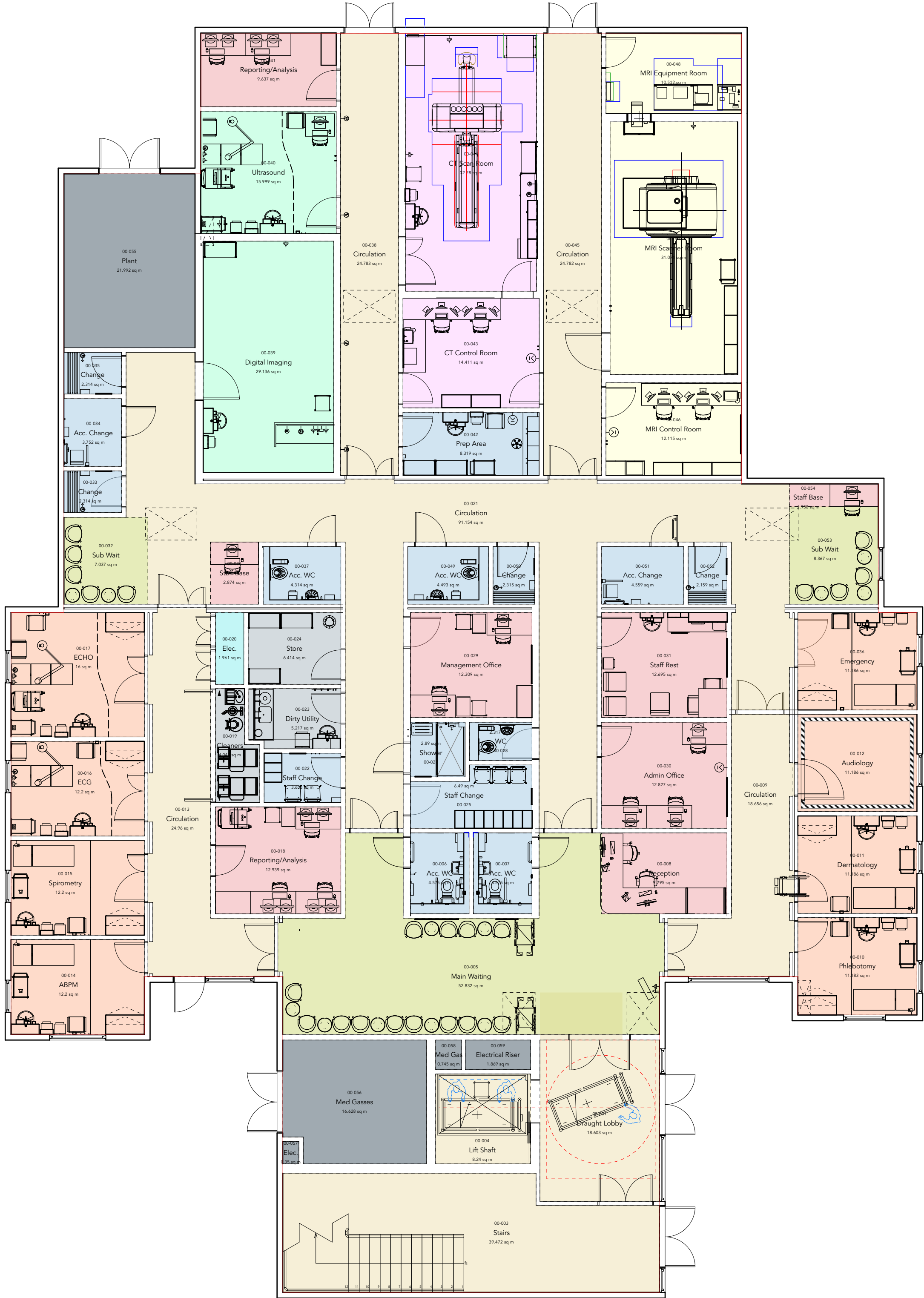
23013-MA-XX-XX-DR-C-0020 - P01



APPENDIX A – EXISTING SITE LAYOUTS

APPENDIX B – PROPOSED SITE LAYOUTS

GIFA: 822.04 sq m



Notes:

This drawing is to be read in conjunction with all other consultants engineers and specialist sub contractors drawings.
All items are to be cross referenced throughout design, tender & construction.

Any discrepancies whatsoever discovered must be reported to the Main Contractor or Contract Administrator (CA) as soon as they become apparent.

The Main Contractor is responsible for checking all dimensions prior to commencement of work.

All specified manufacturers are OSA (or similar approved) OEA (or equal approved) whether stated or not. Any equivalent product or manufacturer must be approved in writing by the CA before use.

All structure shown on these drawings is based on structural philosophy & is to be fully designed, detailed & dimensioned by 'Others'. Refer to Structural Engineers plans for current structural design.

All drawings are to be read in conjunction with project specific NBS (national building specification)

Site Address

Hinckley and District Hospital
Mount Road
Hinckley
LE10 1AG



North

P14	23/08/2023	Updated GIFA to reflect accurate figure.	BCP
P13	14/08/2023	Updated layout of 00-012 Audiology to reflect plans provided by David Ballan. Window positions on East and Western Facade to reflect drawing 1782-DBC-ZZ-XX-DR-A-001 8 P05 Proposed Elevations.	BCP
P12	10/08/2023	Removed Stair Lobby, and added fire escape from stair core.	BCP

Rev	Date	Revision Details	Author
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Status	Purpose For Issue
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S0	Initial Issue
----	---------------



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Client	NHS Property Services
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Job	Hinckley Daycare & CDC Business Case Support
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Title	Proposed Ground Floor Plan
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Drawn BCP	Date Dec 2022	Checked MH	Date Dec 2022
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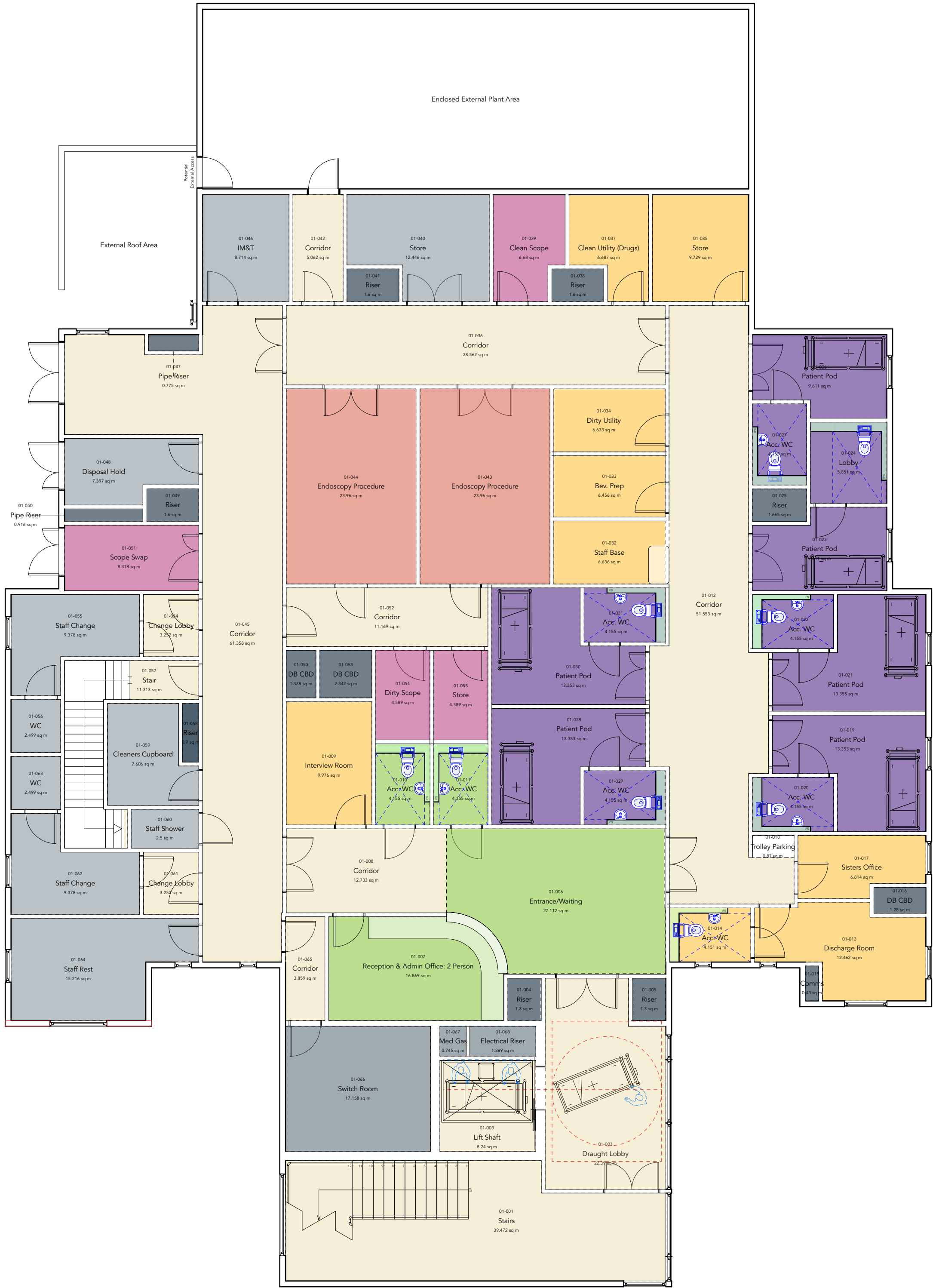
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Drawing Number	Revision
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1782-DBC-CDC-00-DR-A-0200	P14
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GIFA: 719.28 sq m



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All drawings are to be read in conjunction with project specific NBS (national building specification)

Site Address

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Mount Road
Hinckley
LE10 1AG



P09	23/08/2023	Updated GIFA to reflect accurate figure.	BCP
P08	14/08/2023	Updated window positions on East and Western Facade to reflect drawing 1782-DBC-ZZ-XX-DR-A-001 8 P05 Proposed Elevations	BCP
P07	10/08/2023	Removed Stair Lobby, and added fire escape from stair core. Added futher M&E risers to plan in line with Hoare Lea's mark up. Also included external roof area of plant below.	BCP

Rev	Date	Revision Details	Author
S0		Initial Issue	



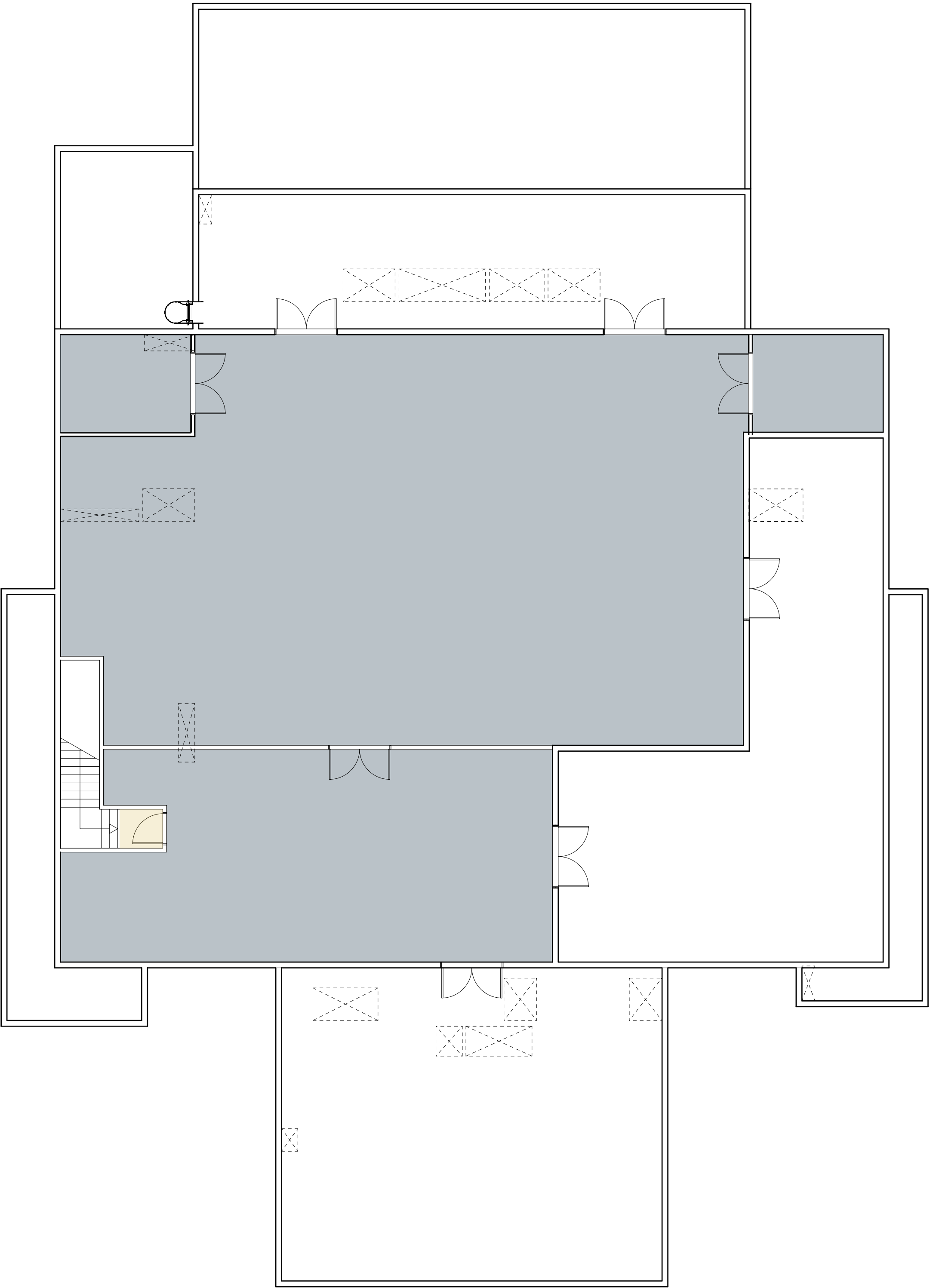
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Client	NHS Property Services		
Job	Hinckley Daycare & CDC Business Case Support		
Title	Proposed First Floor Plan		
Drawn BCP	Date Dec 2022	Checked MH	Date Dec 2022
Scale:Size	1:100	@	A2
Drawing Number			Revision
1782-DBC-END-00-DR-A-0300			P09

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GIFA: 378.98 sq m



Notes:

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All structure shown on these drawings is based on structural philosophy & is to be fully designed, detailed & dimensioned by 'Others'. Refer to Structural Engineers plans for current structural design.

All drawings are to be read in conjunction with project specific NBS (national building specification)

Site Address

Hinckley and District Hospital
Mount Road
Hinckley
LE10 1AG



North

P06	23/08/2023	Updated GIFA to reflect accurate figure.	BCP
P05	10/08/2023	Added secondary escape from plant area in the form of a hoop ladder. Stair well moved to reflect changes in Endoscopy floor plan.	BCP
P04	27/07/2023	Updated floor plan to reflect Hoare Lea mark up. As well as reflect new staircase location in line with Endoscopy floor plan below.	BCP

Rev	Date	Revision Details	Author
-----	------	------------------	--------

Status	Purpose For Issue
--------	-------------------

S0	Initial Issue
----	---------------



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Client	NHS Property Services
--------	-----------------------

Job	Hinckley Daycare & CDC Business Case Support
-----	--

Title	Proposed Second Floor Plan
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Drawn BCP	Date Dec 2022	Checked MH	Date Dec 2022
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Scale:Size	1:100	@	A2
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Drawing Number	Revision
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1782-DBC-ZZ-00-DR-A-0400	P06
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APPENDIX C – 2019 PARKING STUDY

Technical Note

Car Parking Study

Hinckley & District Hospital

Project Number: 19246-01
Doc Number: TN01
Prepared for: NHS Property Services Ltd.

28 November 2019

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	Draft for Comment	SEC	DJT	SEC	DJT	26-11-2019
B	First Issue	SEC	DJT	SEC	DJT	28-11-2019

1. Introduction

Purpose of this Note

- 1.1 Markides Associates have been instructed by NHS Property Services Ltd to undertake a site appraisal and parking study at the Hinckley & District Hospital and adjacent NHS land Holdings in Leicestershire, LE10 1AG ('the site'). The site location is shown in **Figure 1.1**, as an extract below and duplicated at scale at the end of this Note.

Figure 1.1 Site Context Plan



- 1.2 The site is located some 10-minutes' walk from Hinckley railway station and a 5-minute walk from the town centre. Whilst the site is mainly within the ownership of the NHS, there are a range of medical uses on site with some areas tenanted on long leases to independent practitioners.
- 1.3 No development is proposed at present; however, it is understood that the NHS is reviewing the viability of merging or moving existing services on the site which may free up developable land on the southern edge of the site. To ensure that the access and parking required by the retained medical uses on the site, this study has been commissioned.
- 1.4 The purpose of the study is three-fold:
- 1) To determine the level of parking stress on site with the present mix and class of uses;
 - 2) To determine the level of turnover in the existing car parking; and
 - 3) To determine the level of traffic generally accessing the site from its various accesses.
- 1.5 To provide an evidence base for the above, car parking beat surveys were undertaken of all relevant parking areas within the site, and classified turning count surveys were undertaken at each access. The latter surveys were used to determine the number of vehicles accessing the site, the mix of vehicles and percentage of light to heavy vehicles, and the general distribution of traffic.

Structure of this Note

- 1.6 The remainder of this Note is structured as follows:
- **Section 2** gives a description of the site and its surroundings, including details of the site occupants and operations;
 - **Section 3** details the car parking beat surveys, the methodology and the results;
 - **Section 4** details the turning count surveys and the results;
 - **Section 5** provides a high-level analysis of the scope for new access; and
 - **Section 6** summarises and concludes this Note.

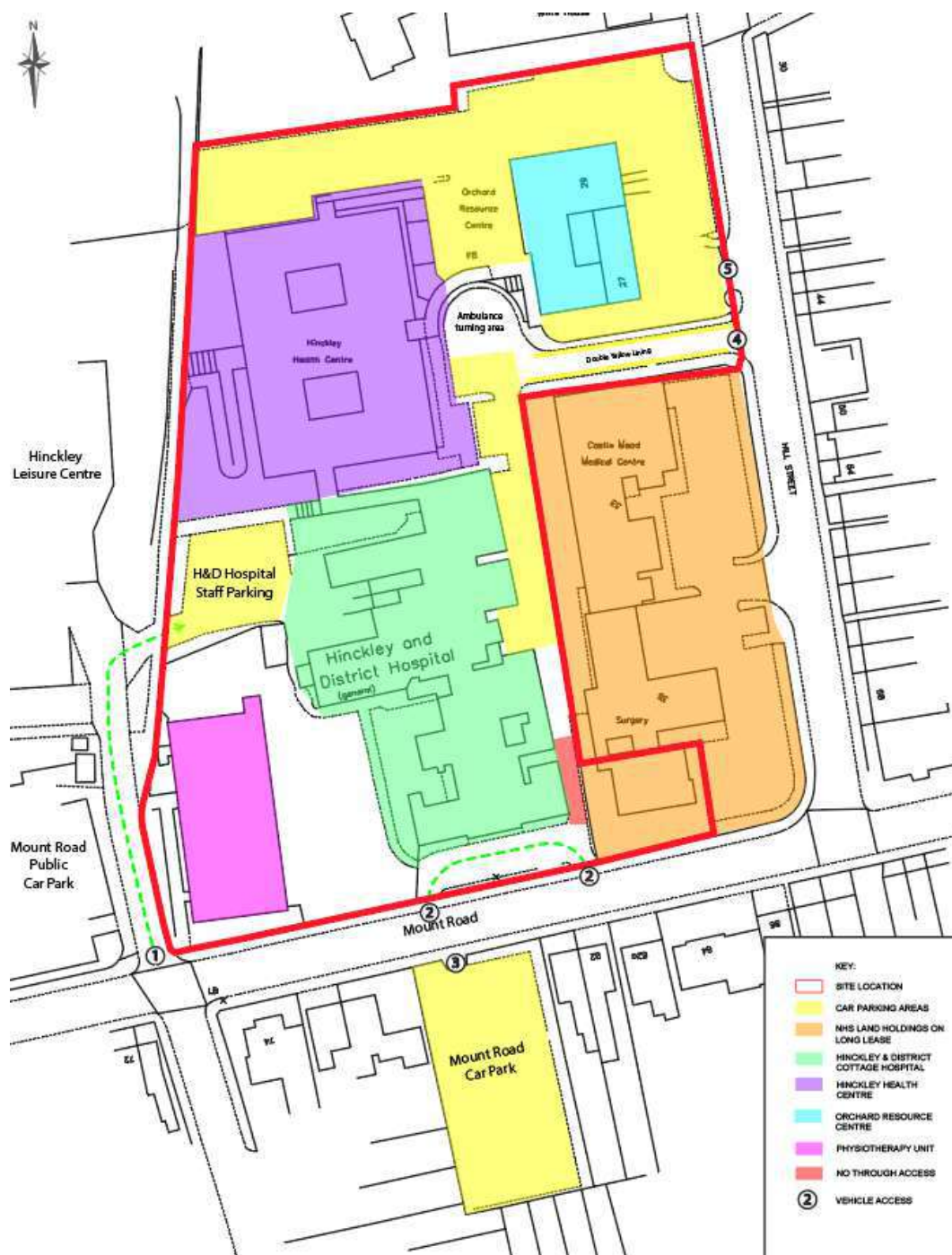
2. The Site and Surroundings

Use and Mix

- 2.1 As shown in **Figure 1.1**, the site is in an easily accessible location and is less than 15 minutes' walk to most key destinations within Hinckley. However, due to the nature of its use, it is presumed that a higher proportion of visitors travel to the site by car than would be expected of other uses.

- 2.2 A plan detailing the use of the properties on the site, as well as the associated parking areas, has been prepared and is included as **Drawing 19246-01-008**. An extract is provided overleaf for reference as **Figure 2.1**, with the full drawing at scale located at the end of this Note.

Figure 2.1 Extract from Drawing 19246-01-008



- 2.3 As shown above, there are 5 key locations on site occupied by different uses and tenants. The area marked orange is on long lease to third-party tenants, including the Maples Family Medical Practice (MFMP) and the Castlemead Health Centre. This area has a separate access

from Hill Street and segregated parking, and on that basis, has been excluded from the study area.

2.4 The main services offered from the remaining 4 areas of the site are as follows:

- The Hinckley & District Cottage Hospital which provides outpatient services (marked green).
- A small physiotherapy unit located to the west of the cottage hospital (marked pink).
- The northern part of the site is occupied by The Centre Surgery, also known as Hinckley Health Centre (marked purple). In this Note, this use will be referred to as The Centre Surgery only. It provides GP and outpatient services in coordination with the Hinckley & District Cottage Hospital.
- The Orchard Resource Centre, which provides mental health services (marked blue).

2.5 It is understood that no out-of-hours or emergency care services are offered at the site by any occupant and that generally weekday hours of operation are 08:00 – 18:30, with reduced services available at weekends.

Access

2.6 As shown in **Figure 2.1**, there are 5 vehicle accesses to the site and its associated car parking areas.

2.7 The first access is located on Mount Road and forms a simple priority junction into a private access road that is shared by a back of house small delivery and service access for Hinckley Leisure Centre. The access leads into a staff car park primarily used by employees of the Cottage Hospital. The site has a right of access and there is a drop kerb across the footway to facilitate vehicle access, as shown in **Photo 2.1** below.

Photo 2.1 Access One



- 2.8 Access 2 is to a short service road and frontage parallel to Mount Road. It is understood to mainly be used by staff of the Cottage Hospital.

Photo 2.2 Access Two



- 2.9 Access 3 is a direct access into Mount Road Car Park, which is designated for the NHS services on the site and is within NHS ownership. Height restrictions apply, as shown in **Photo 2.3** below.

Photo 2.3 Access Three



- 2.10 Access 4 leads from Hill Street via a private access road into an ambulance turning area and car parking. The parking area is used by some visitors (particularly for disabled parking) but primarily by staff for MFMP and the Castlemead Health Centre. Parking restrictions apply on the access road in the form of double yellow lining.
- 2.11 Access 5 is immediately north of Access 4 from Hill Street and serves as a shared point of access to the Orchard Resource Centre and Hinckley Medical Centre. Access 5 is shown in **Photo 2.4** below to the back of the image, whilst Access 4 is shown in the foreground.

Photo 2.4 Access 4 & Access 5



- 2.12 The long lease services (MFMP and Castlemead) have a separate access from Hill Street.

Local Highway

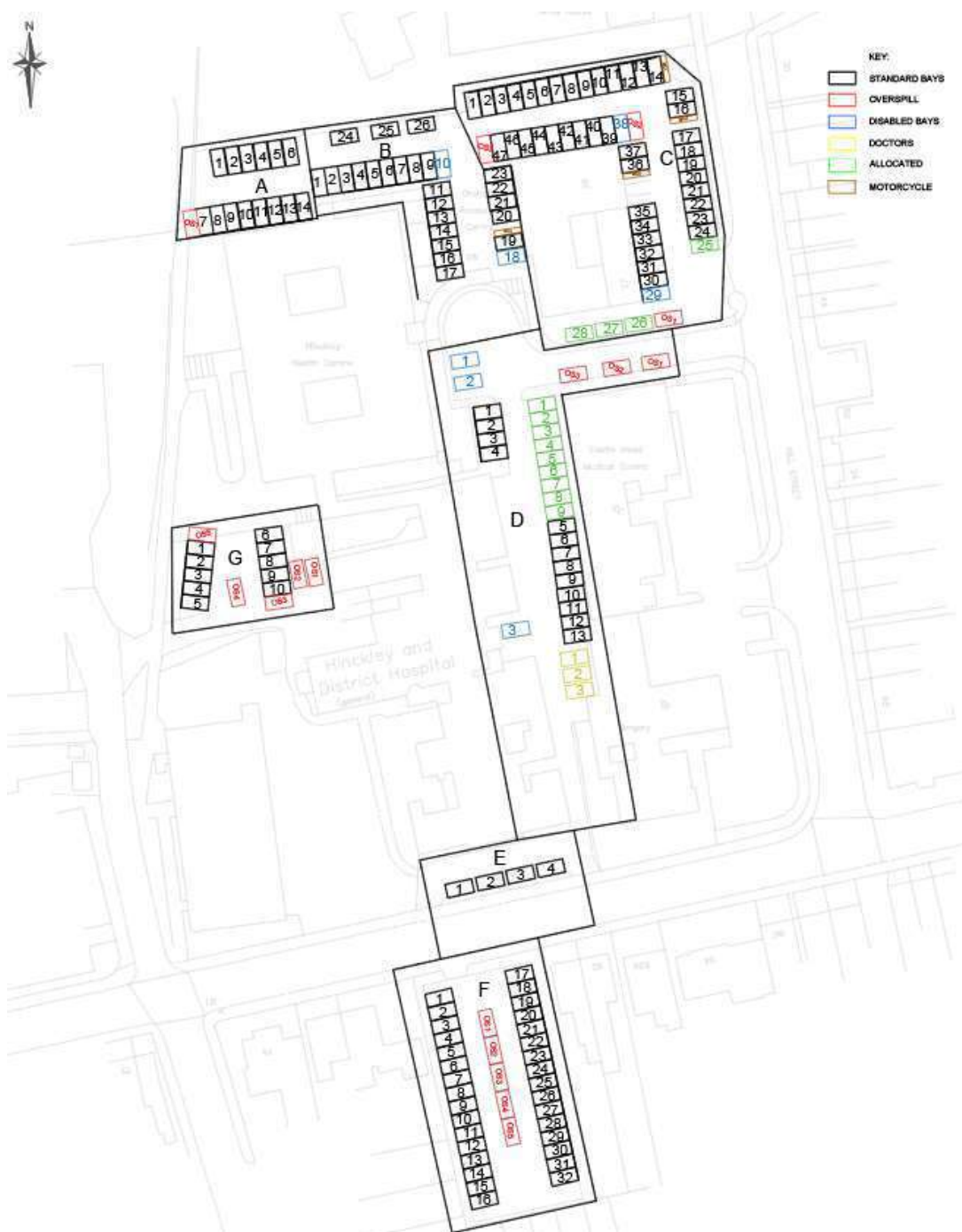
- 2.13 Mount Street is a single carriageway road that is lit and subject to a 30mph speed limit. Loading restrictions apply for most of its length. Parking restrictions are in place in the form of double yellow lining along the northern side of the road. Crossovers to residential properties on the southern side of the road are marked by white lining; however, on-street parking still occurs.
- 2.14 Hill Street is a single carriageway road that is one-way northbound, lit and subject to a 30mph speed limit. There is on-street parking on both sides of the road at intervals. This is primarily for residential parking but as there are some uncontrolled spaces in proximity to the site, some visitors or staff may park on street in this location. Where the CPZ applies, it is in operation Monday – Saturday 08:00 – 18:00 max. 1 hour with no return within 1 hour.
- 2.15 Priesthills Road is a residential road parallel to Mount Road to the south of the site. It is a single-carriageway road with on-street parking on both sides. It is not included in the CPZ and as such, anyone may park there. An informal parking beat of the road undertaken on the same day as the formal survey of the site, indicated that daytime parking demand is high, with vehicles left all day whilst owners use the railway station, or travel into Hinckley town centre for shopping or employment. Parking in this area could also potentially include staff and visitors of the site.
- 2.16 Other local roads including Clarendon Road, Springfield Road and Hurst Road are similarly affected. The level of off-site parking undertaken by staff and visitors to the site was not determined as this is more appropriately surveyed via staff and visitor travel questionnaires and so falls outside of the scope of this study.

- 2.17 It should; however, be noted as there are implications for development in that overspill parking may need to be considered, especially if parking on the site is to be reduced. Further commentary has been made on this matter in Section 4 of this Note.

Car Parking Provision and Management

- 2.18 The first stage of this parking study comprised a desktop assessment of the existing car parking provision, it's allocated uses (where allocation has been made) and its management.
- 2.19 A plan detailing the existing on-site parking arrangement has been prepared and is included as **Drawing 19246-01-001**. For reference, an extract is included as **Figure 2.2** below, with the full drawing at scale located at the end of this Note.

Figure 2.2 Extract from Drawing 19246-01-001



2.20 As shown in the extract above, there is a mix of parking types provided on site. For the purposes of the survey, the parking was divided into 7 sections in order to examine their use across the day. These are as follows:

- **Parking area A** – Expected to be used primarily by Centre Surgery visitors/staff;
- **Parking area B** - Expected to be used by a mix of both Centre Surgery and Orchard Resource Centre visitors/staff;

- **Parking area C** - Expected to be used primarily by Orchard Resource Centre visitors/staff;
- **Parking area D** - Expected to be used by a mix of Centre Surgery and Cottage Hospital visitors/staff, MFMP and Castlemead Staff, and disabled visitors to any use on site;
- **Parking area E** - Expected to be used Cottage Hospital Staff;
- **Parking area F – Mount Road Car Park** - Expected to be used primarily by visitors to any use on site, and some staff accessing the Cottage Hospital, the Physiotherapy Unit, MFMP or Castlemead; and
- **Parking area G – Staff Car Park** - Expected to be used by staff for the physiotherapy unit and Cottage Hospital.

2.21 Naturally human behaviour and personal preferences vary, and the uses/allocations described above may not be strictly adhered to in practice. Staff vehicles could not be specifically identified during the surveys, and where staff parking can be generally identified based on length of stay, it could not be determined which use the vehicle owner was employed by; however, the assumptions above are considered to be sufficiently robust for the purposes of this appraisal.

2.22 A summary of the car parking stock is provided in **Table 2.1** below.

Table 2.1 Car Parking Stock Summary

Parking Area	No. Standard Parking Spaces	Disabled Spaces	Allocated Spaces	Motorcycle Spaces	Total Formal Parking Provision	No. of Potential Overspill Parking Locations
A	14	0	0	0	14	1
B	24	2	0	1	27	0
C	41	2	4	3	50	3
D	13	3	12	0	28	3
E	4	0	0	0	4	1
F	32	0	0	0	32	5
G	10	0	0	0	10	5
Total	138	7	16	4	165	18

2.23 The table above demonstrates that the site as a whole provides a total of 165 formal vehicle parking spaces, of which 7 are disabled person accessible, 16 are allocated to key personnel and 4 are motorcycle spaces. A total of 18 overspill parking locations were also identified based on google street view and satellite imagery.

2.24 Beyond the allocated spaces and the general parking arrangements by use mentioned above, it is understood that there is no site-wide enforcement or formal monitoring system, nor is there use of a permit system for staff. There is CCTV as part of general site security, and it is

assumed therefore that site management responds to parking issues as and when they arise and only when parking causes a severe impact on operations (such as vehicles blocking the ambulance turning space).

- 2.25 Mount Road Car Park (parking area F) also has signage to deter town centre shoppers, station users and other unrelated traffic from parking in this location.

3. Car Parking Beat Survey

Methodology

- 3.1 To assess the use of the car parks, parking beats were undertaken by 2 auditors on Wednesday 9th October 2019, which is considered representative of a typical day. The weather was cloudy but dry and mild.
- 3.2 Beats were undertaken at the following hours.
- 07:30 – Prior to on-site uses opening, to capture first arrivals (staff);
 - 09:15 – Post opening in AM peak – all staff assumed to have arrived
 - 12:30 – To capture tidal turnover at lunchtime
 - 15:00 – To capture the mid-afternoon parking scenario
 - 17:30 – To capture the PM peak and after-school demand
 - 19:30 – After most on-site uses have closed, to capture late-shift staff
- 3.3 Auditors recorded both the number of spaces occupied but also the details of the specific vehicle in order to track both the level of parking demand (stress) and the level of vehicle turnover for each space. The latter was tracked using licence plate information, which for data security purposes has been redacted from this Note and its appendices.
- 3.4 The full survey results are included in **Appendix A**.

Results – Level of Parking Stress

- 3.5 The level of parking stress by car parking area is summarised in **Table 3.1** overleaf. A RAG score has also been awarded in line with industry standards as follows:

- Green – Under capacity – 0%-74% occupancy
- Amber – Nearing capacity – 75%-84% occupancy
- Red – At or over capacity – 85%-100+% occupancy

Table 3.1 Parking Stress Summary

Parking Area	% Parking Stress at Hour of Survey					
	07:30	09:15	12:30	15:00	17:30	19:30
A	0%	43%	64%	21%	36%	0%
B	4%	88%	73%	77%	31%	8%
C	9%	104%	102%	85%	51%	13%
D	11%	93%	89%	96%	64%	14%
E	25%	75%	75%	100%	0%	0%
F	19%	91%	97%	84%	38%	38%
G	40%	140%	120%	140%	20%	10%
Total Parking Stress	18 sp. occupied ¹ (11%)	153 sp. occupied (93%)	149 sp. occupied (90%)	135 sp. occupied (82%)	67 sp. occupied (41%)	25 sp. occupied (15%)
Total Spare Capacity	89% (148 sp.)	7% (12 sp.)	10% (16 sp.)	18% (30 sp.)	59% (98 sp.)	85% (150 sp.)

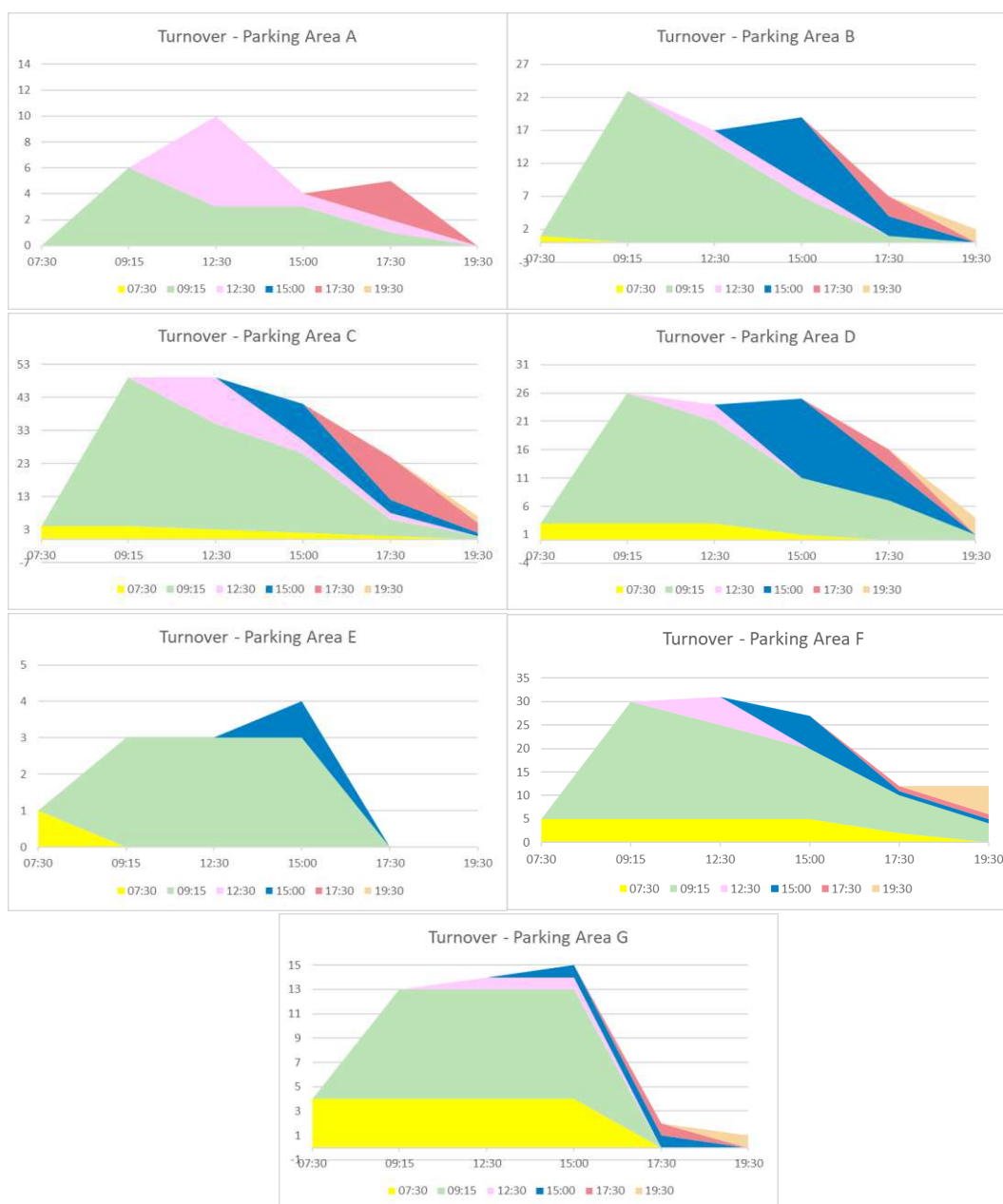
- 3.6 The table above demonstrates that parking stress is condensed to the core hours of operation between 09:00 and 15:00 and that parking area A is generally underutilised across the day. Conversely parking area G is over capacity, with the highest and most consistent level of overspill or opportunity parking.
- 3.7 Parking area D has a high level of parking stress; however, this is the result of allocated parking (50% of spaces) which is designed to operate at or near capacity for most of the day.
- 3.8 It should be noted that none of the motorcycle spaces were recorded in use at any time of day.
- 3.9 The overspill parking demand could be contained within the existing formal parking provision if enforcement were used.
- 3.10 The totals demonstrate that between 09:00 and 16:00 there is limited spare capacity and removal of parking beyond a maximum of 10 spaces may therefore negatively affect the operation of the site.

¹ All figures in these totals include overspill parking

Results – Level of Turnover

- 3.11 In order to identify the level of turnover, usage plans have been created by each survey hour and these are included as **Drawings 19246-01-002, 003, 004, 005, 006 and 007** at the end of this Note.
- 3.12 These maps have subsequently been summarised in tables and the results are shown diagrammatically in **Figure 3.1** overleaf.

Figure 3.1 Turnover



- 3.13 The graphs above demonstrate that across all 7 parking areas, traffic entering and parking between 07:30 and 09:15 has the slowest rate of decay, with these vehicles occupying

parking spaces continuously until 17:30. Parking area F particularly demonstrates this with around 1/3rd of vehicles recorded at 09:15 still parked at 17:30, suggesting that a number of staff use this parking area.

- 3.14 The results also reflect a semi tidal pattern, with most car parking areas being close to fully occupancy by 9:15 and then a secondary peak at around 15:00. Vehicles parking from 15:00; however, demonstrate a higher rate of turnover overall, which may be indicative of a higher proportion of these vehicles belonging to visitors.
- 3.15 The results also suggest that a high proportion of users of all car parking spaces are staff. It is not known whether any use on site operates a staff travel plan; however, there is scope for the level of staff parking to be slightly reduced by such means.

4. Traffic Survey

Methodology

- 4.1 In order to identify the turning counts at each of the car parks, CCTV cameras were fitted on the entrances and exits of each car park. The CCTV cameras were fitted on Wednesday 9th November 2019 for a total of 24 hours.
- 4.2 The CCTV recordings were then analysed during the peak hours, which were identified to be 8am-9am, 2pm-3pm and 4pm-6pm. A diagram of the camera locations in the context of the car park layout been set out in **Figure 4.1** as an extract below and included at the end of this report at a larger scale.

Figure 4.1 Car Park Layout and Camera Locations



Results

- 4.3 The turning counts at the junctions for each of the car parks have been summarised and the level of prohibited vehicle movements that took place during the peak hours listed above has also been identified. In this instance, prohibited vehicle movement consists of any vehicles going down one-way roads the incorrect way or stopping in unauthorised areas. The results are shown in Table 4.1 below.

Table 4.1 Turning Count Results

Access	Location	08:00-09:00			14:00-15:00			16:00-18:00		
		In	Out	Total	In	Out	Total	In	Out	Total
1	Staff Carpark	6	0	6	3	3	6	2	14	16
2A/2B	Mount Road Layby	9	4	13	1	3	4	2	10	12
3	Mount Road	12	2	14	9	9	18	7	22	29
4	Hill Street to Cottage Hospital	13	10	23	9	6	15	7	12	19
5	Hill Street to Orchard Resource Centre/ Centre Surgery	44	36	80	33	31	64	45	76	121
Total		84	52	136	55	52	107	63	134	197

- 4.4 The results of the study show that on average, the busiest single hour of the day was between 08:00-09:00 (approximately 2 vehicles per minute), with the busiest overall period being between 16:00-18:00 (1.6 vehicles per minute).
- 4.5 The lowest level of vehicle movement is into and out of car park E from Mount Road via Access 3. There is naturally a correlation between the level of vehicle movements into and out of a car park and the number of car parking spaces that it has; however, it is also concluded that the higher level of movements in car park C is also related to servicing and delivery vehicles accessing the site, as well as a higher number of drop-offs in this location.
- 4.6 Access 5 from Hill Street, which provides the access to car parks A, B and C has the highest number of movements overall. However, according to the CCTV data many of the vehicles that enter car park C only drop off and then turn around and exit without parking. This correlates with the parking survey stress data, which shows that car park C is under high stress from 9:15 to 17:30, whereas car park A and B have spare capacity (I.E. Parking is available). The level of movements associated with dropping-off should be accounted for in the trip generation of any future assessment.
- 4.7 Car parks G and D (via accesses 3 and 4 respectively), which are predominately for staff, demonstrate tidal flows that match staffing hours.
- 4.8 Finally, car park E exhibits unusual flow patterns for a layby with limited parking. All recorded vehicles enter from the west (access 2A on Figure 4.1) and exit from the east via access 2B. However, generally the exit flows are in excess of the entrance flows in this location, except in the AM peak hour. In the AM peak, 9 vehicles enter (in excess of parking capacity) and 4 exit. This may be due to dropping off, or persons seeking a parking space.
- 4.9 In the PM peak, 2 vehicles enter and 10 exit, with 1 vehicle additionally using access 2B to turn around. The level of exiting vehicles from Access 2B in the PM peak is in excess of the level of traffic entering and the level of parking provided. This suggests that a number of these vehicles are in fact egressing from car park D via a narrow access. This is likely to avoid the one-way system on Hill Street and resulting detour or congestion but given the limited

visibility and likelihood of pedestrian movements in this area, this movement should be prohibited.

- 4.10 Flow diagrams for each of the peak hour periods have been included at the end of this report as Appendix B.

Level of Potential Overspill Parking on Local Highway

- 4.11 It is evident that the drop-off area outside of the physiotherapy units (Access 1) is currently under-utilised. Instead, the double yellow lines in this location are being parked on, with some vehicles remaining on the double yellow lines for more than 30 minutes at a time. However, it is unclear from the videos whether or not the vehicles were in possession of blue badges, (in which case parking is permitted up to 3 hours). It should also be noted that some of the vehicles recorded waiting in this location may be unrelated to operations on the site, but opportunity parking from passing traffic or related to adjacent businesses.
- 4.12 However, no queuing was recorded during peak hours, suggesting that vehicles entering have sufficient space to do so and that those seeking car parking are generally able to find space. No obvious use of the local highway for parking in order to access the site was noted from the video footage; however, as previously noted there are local roads to the south of Mount Road with limited parking restrictions, and there remains the potential for overspill in those locations. Further assessment would be required to determine the level of site-related overspill on the local highway.

5. Scope for New Access

Introduction

- 5.1 A study of the topography shows a sharp incline from south to north along the western edge of the site, with level differences of almost 5m between the access to car parking area G and the northern perimeter. The incline occurs along a run of some 77m, and whilst steep, is feasible, although visibility will need to be carefully designed for.
- 5.2 Access 1, shown in Photo 2.1, leads to parking area G from the service road on the western edge of the site. The junction with Mount Road is a simple priority junction built to standard, with good visibility, and which would need minimal alteration to operate as the main access to the site. However, access from this point through to the Centre Surgery and parking areas A and B is limited by the following constraints:
- The access into parking area G crosses a footpath and public right of way and falls outside of the red line boundary. The ownership and right of access across these footways should be examined.
 - There is an existing staircase, pedestrian access and wheelchair ramp into the Centre Surgery from the western side which would need to be removed.
 - The existing space between the Centre Surgery Building and the edge of the site narrows to approximately 2m. This is not sufficient to provide 2-way passing for

vehicles, and an access built to design standards would be difficult to achieve with the building in its present configuration.

- The access would require removal of parking in area A. Parking area A contains 14 spaces; the removal of which would bring the operational capacity of the site to capacity and increase the potential for overspill (assuming that the operation of the site is reinstated at similar levels as existing).

5.3 Access from Parking area D is not feasible due to level differences and existing infrastructure.

6. Summary and Conclusions

6.1 Markides Associates have been appointed by NHS Property Services Ltd. to undertake this parking study at the Hinkley and District Hospital and surrounding properties.

6.2 The results have concluded that:

- **Under present conditions there is very limited spare capacity** across the core hours of the day, with only some 10 spaces free at peak times.
- **Vehicles on site typically park for a long time.** Around 43% of spaces (71 spaces) across the site are occupied for more than 4 hours after 09:15, and this demand is assumed to be largely generated by staff. There may be as much as 50% (83 spaces) of parking occupied for more than 4 hours across the day and the majority of parked vehicles are occupying spaces for around 2 hours at a time.
- **Car parking area A to the north of the Centre Surgery is underutilized**, probably due to its perceived location as the 'back' of the site and therefore 'farther away' from accesses, despite the reality of distances on foot to buildings being little different to those of parking area C. Space is also limited for turning if all of the spaces do happen to be full, which may discourage users from venturing towards parking area A.
- **Parking area G is over-capacity**; however, some of the noted overspill spaces could be converted to standard parking, namely spaces marked OS1, OS2 and OS5 in Drawing 19246-01-008. The remaining two overspill spaces, although not ideally located in that they block in other vehicles, do not appear to cause any practical hindrance to operation of the car park, or any obvious highway safety concerns. Individuals are assumed to consider and organise the parking arrangement between themselves. Staff should be consulted to determine if there is any practical issue with the existing overspill parking locations.
- **Overspill parking in parking area D should be more strongly enforced.** Additional disabled parking provision in this locality may be required.
- **Through movements from parking area D to Mount Road should be prohibited** on the basis that the narrow access is not suitable for vehicles and the poor visibility poses a risk to pedestrians.
- **New access is feasible from parking area G subject to land ownership, and to the cottage hospital only.** Access through to parking area A is more difficult to achieve, and would require one-way working, signals and in any case, may not be feasible due to the constraints imposed by the existing building.

- 6.3 Area A could be better utilised by designating it as primarily staff parking. Employees typically arrive earlier than visitors and park for longer, and it would make practical sense to fill spaces that are less desirable to visitors. Visitors are likewise more likely to 'cruise' for spaces when they arrive and will select a parking area based on their destination, level of mobility and perceived availability of spaces as seen from Mount Road and Hill Road. By concentrating the highest turnover in parking area C, this may better facilitate visitors to park.
- 6.4 Overspill parking in parking area F (Mount Road Car Park) was only observed as a minimum on the day of audit; however, google satellite and street view imagery suggests that the central aisle can be fully parked up at times. This is again not ideal, as it hinders the ability of vehicles parked in the formal spaces to reverse out safely and appropriately. However, as with parking area G, a significant number of vehicles are noted to be parked for more than 4 or 5 hours and are assumed to belong to staff. There may be scope for more managed use of this area to improve its efficiency.

Recommendations and Next Steps

- 6.5 It is recommended that if there is no staff Travel Plan for the site, that staff and visitor travel survey questionnaires are undertaken to better understand the baseline modal split of travel to the site. Whilst it is appreciated that medical staff typically commute farther than expected of other office-hour professions, the site is well connected by public transport and there may be scope to encourage mode shift to public transport and sustainable modes.
- 6.6 Due to the nature of the site, there are limited margins for encouraging visitor use away from cars; however, information provided by surveys may at least establish if there is any mode that could be better promoted. The questionnaire should also seek to clarify the number of staff and visitors parking off-site.
- 6.7 Based on feedback from the above, additional parking beat surveys it may be prudent to undertake parking beat surveys on Priesthills Road and other local roads to which the CPZ does not apply, to provide an evidence base for the level of daytime parking demand.
- 6.8 Completion of the above, at a minimum, would support the argument that the site is not wholly responsible for the level of stress on local roads, and provide evidence base for the quantity of overspill that could be supported without creating significant impact on the operation of the local highway.

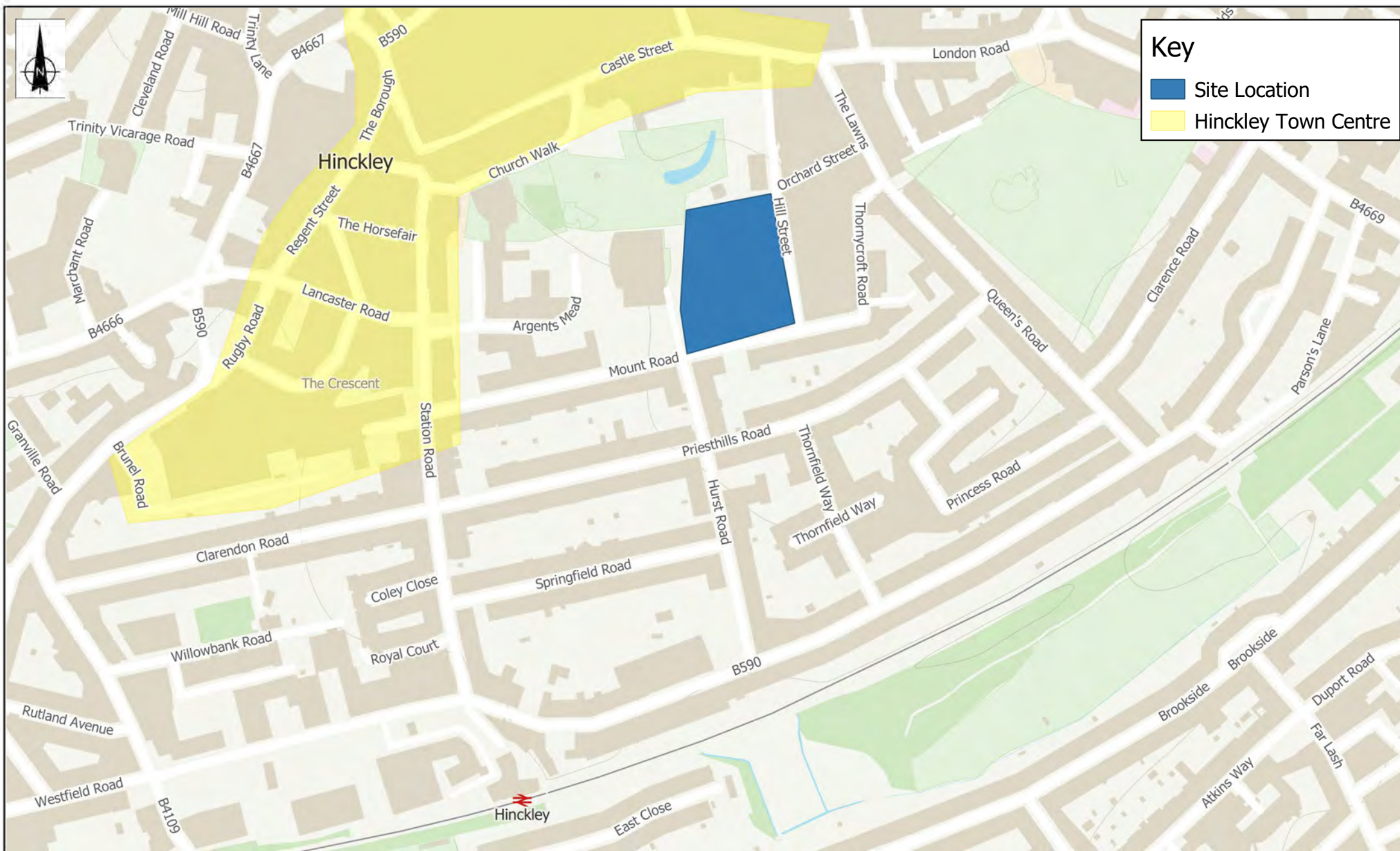
FIGURES

Figure 1.1	Site Context Plan
Figure 2.1	Extract from Drawing 19246-01-008
Figure 2.2	Extract from Drawing 19246-01-001
Figure 3.1	Turnover



Key

- Site Location
- Hinckley Town Centre



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E: enquiries@markidesassociates.com
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Job Title

**Hinckley & District Hospital
Parking Study**

Drawing Title

Site Context Plan

Client

NSH Property Services Ltd

Scale

1:5,000@A3

Date

OCT'19

Designed

SEC

Drawn

SEC

Checked

DJT

Approved

DJT

Job No.

19246-01

Figure No.

Figure 1.1

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Rev

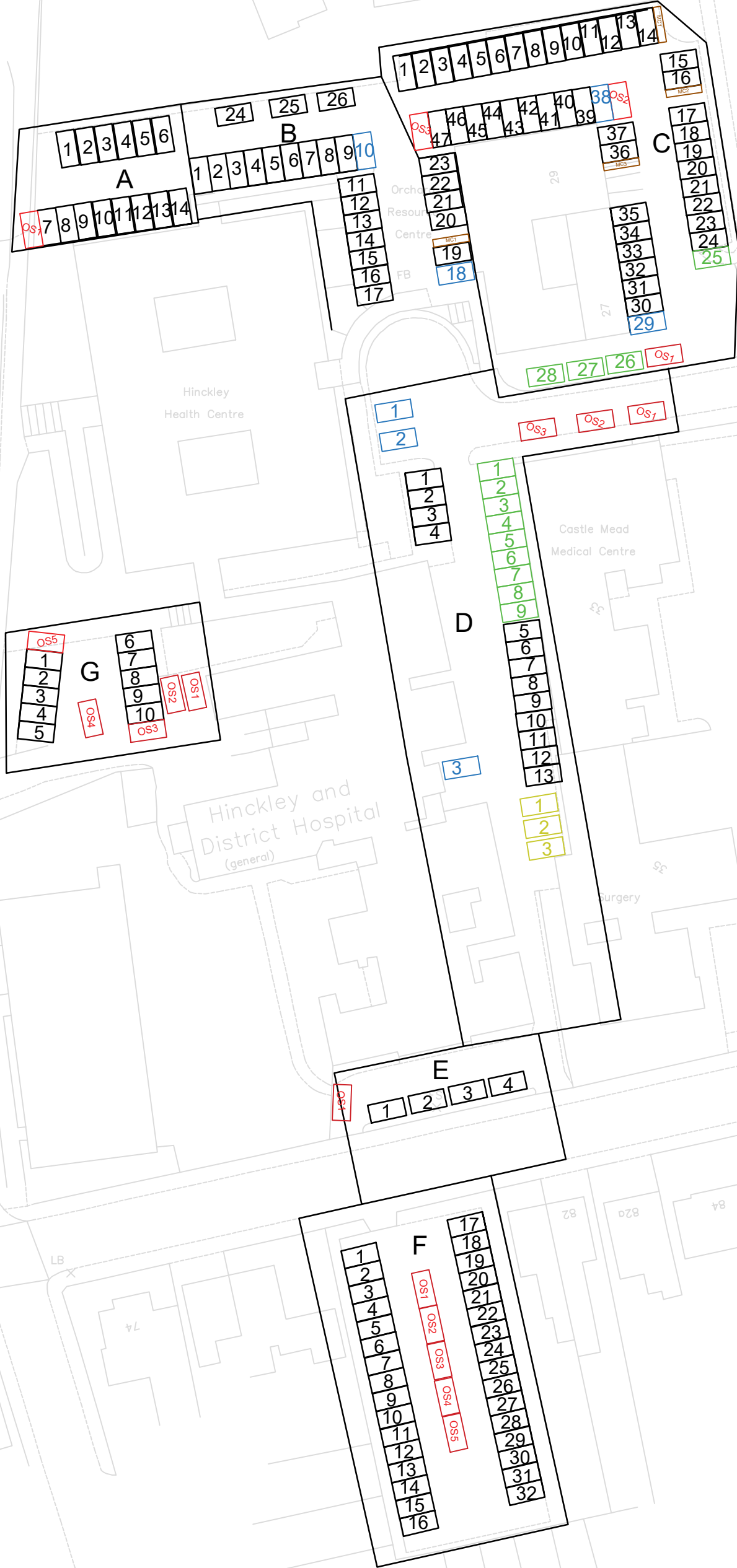


DRAWINGS

- 19246-01-001 – Car Parking Stock Plan
- 19246-01-002 – Parking Beat Survey – 07:30
- 19246-01-003 – Parking Beat Survey – 09:15
- 19246-01-004 – Parking Beat Survey – 12:00
- 19246-01-005 – Parking Beat Survey – 15:00
- 19246-01-006 – Parking Beat Survey – 17:30
- 19246-01-007 – Parking Beat Survey – 19:30
- 19246-01-008 – Site Layout and Uses



- KEY:
- STANDARD BAYS
 - OVERSPILL
 - DISABLED BAYS
 - DOCTORS
 - ALLOCATED
 - MOTORCYCLE



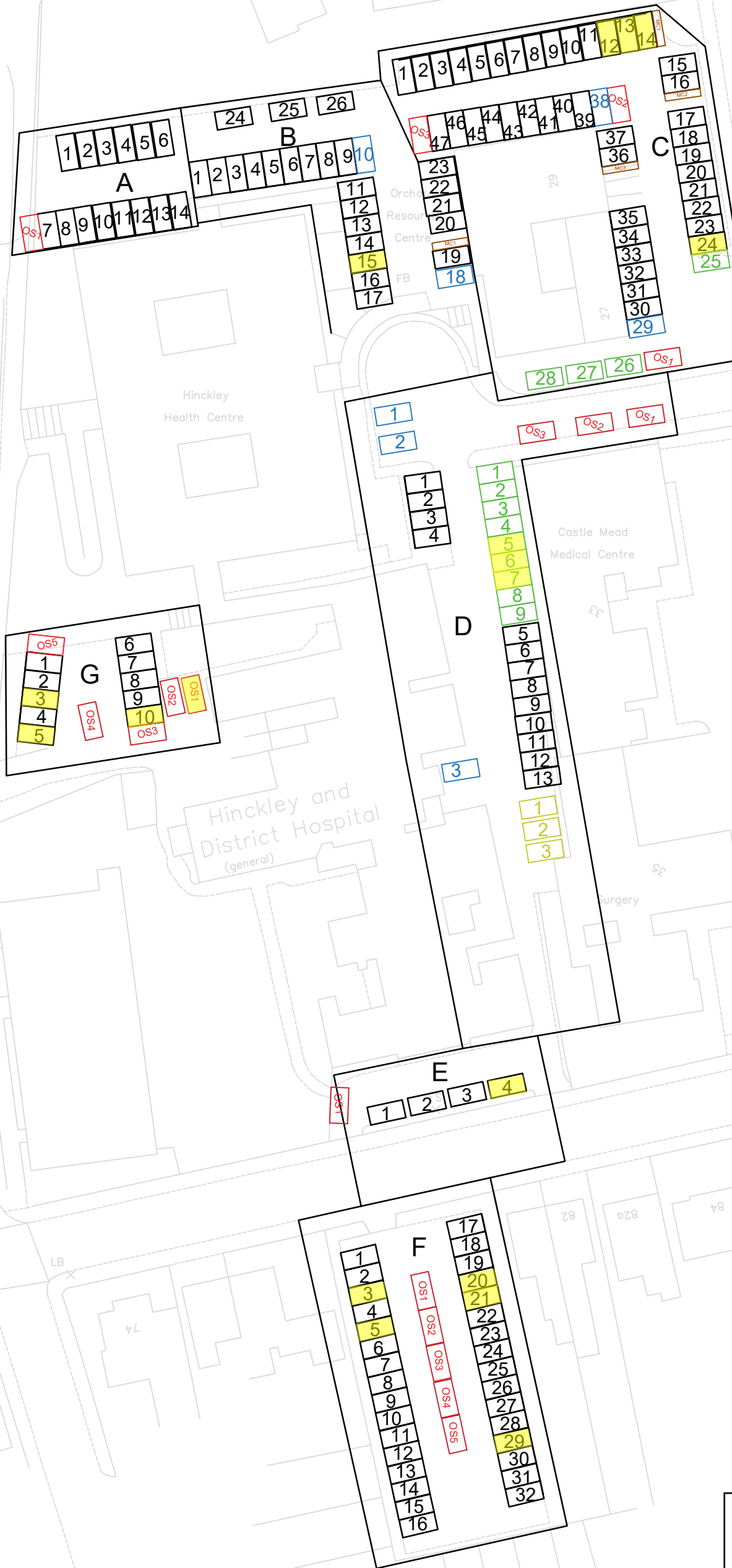
FOR INFORMATION ONLY

B	BAY ADDITION AND AMENDMENTS	LB	SC	SC	24.10.19
A	AMENDED PARKING BAYS	LB	SC	SC	21.10.19
Rev	Amendments	Drn	Chk	App	Date



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Job Title	HINCKLEY & DISTRICT HOSPITAL	Scale	1:625 @A3	Date	SEP 19	Designed	KO
Drawing Title	PARKING STOCK PLAN	Drawn	KO	Checked	SC	Approved	SC
Client	NHS PROPERTY SERVICES LTD	Job No	19246-01	Drawing No	19246-01-001	Rev	B



- KEY:
- STANDARD BAYS
 - OVERSPILL
 - DISABLED BAYS
 - DOCTORS
 - ALLOCATED
 - MOTORCYCLE
 - OCCUPIED FROM 07:30
 - OCCUPIED FROM 09:15
 - OCCUPIED FROM 12:30
 - OCCUPIED FROM 15:00
 - OCCUPIED FROM 17:30
 - OCCUPIED FROM 19:30

Total Spaces Occupied: 17
Total Overspill: 1
GRAND TOTAL: 18 (11%)

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SE1 7NX

Telephone: 0207 442 2225

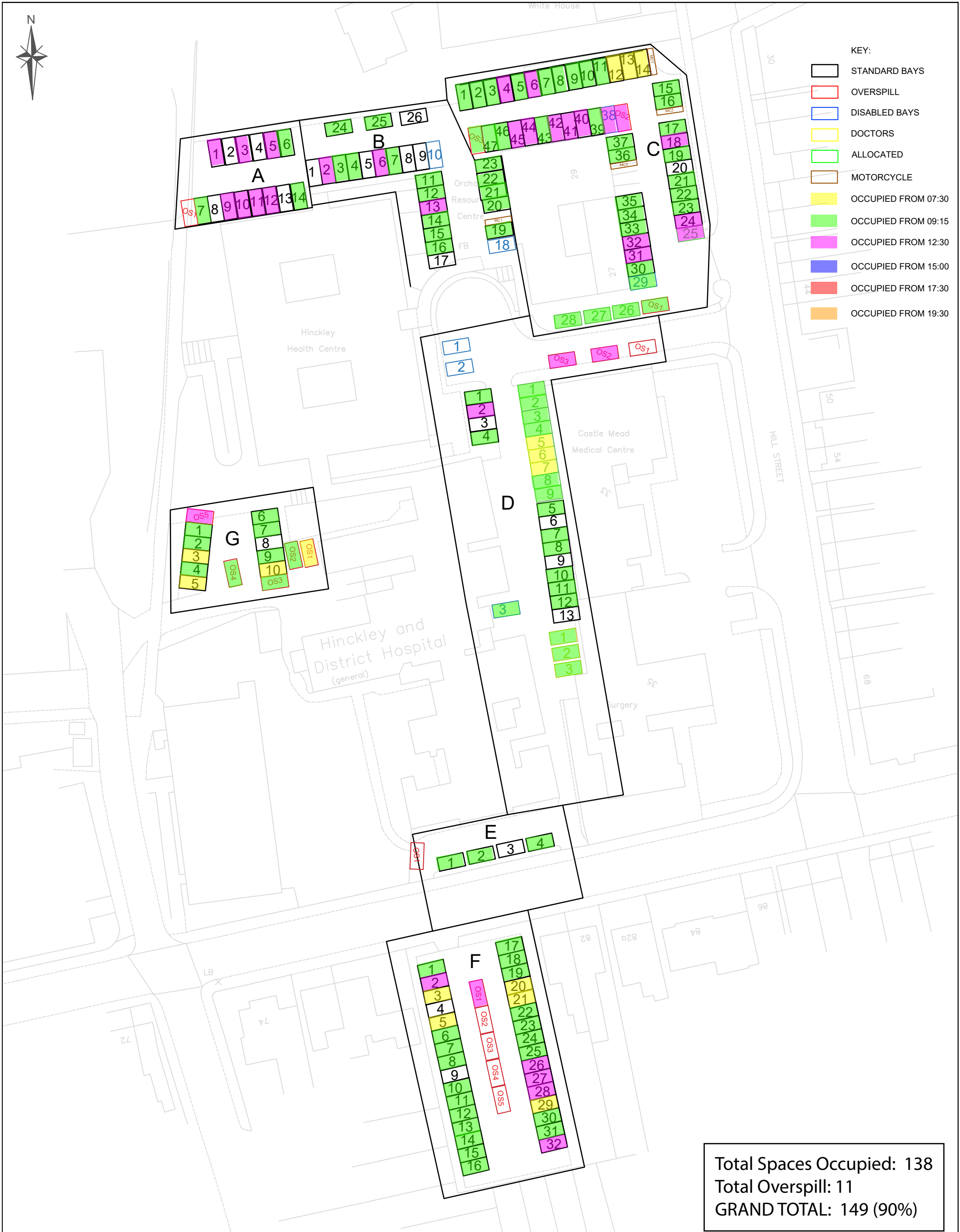
E: enquiries@markidesassociates.co.uk
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Job Title	HINCKLEY & DISTRICT HOSPITAL			Scale	1:625 @A3	Date	OCT 19	Designed	SC
Drawing Title	PARKING BEAT 07:30 AM			Drawn	SC	Checked	DJT	Approved	DJT
Client	NHS PROPERTY SERVICES LTD			Job No	19246-01	Drawing No	19246-01-002	Rev	



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		HINCKLEY & DISTRICT HOSPITAL			1:625 @A3		OCT 19		SC	
		Drawing Title			Drawn		Checked		Approved	
		PARKING BEAT 09:15			SC		DJT		DJT	
		Client			Job No		Drawing No			Rev
		NHS PROPERTY SERVICES LTD			19246-01		19246-01-003			



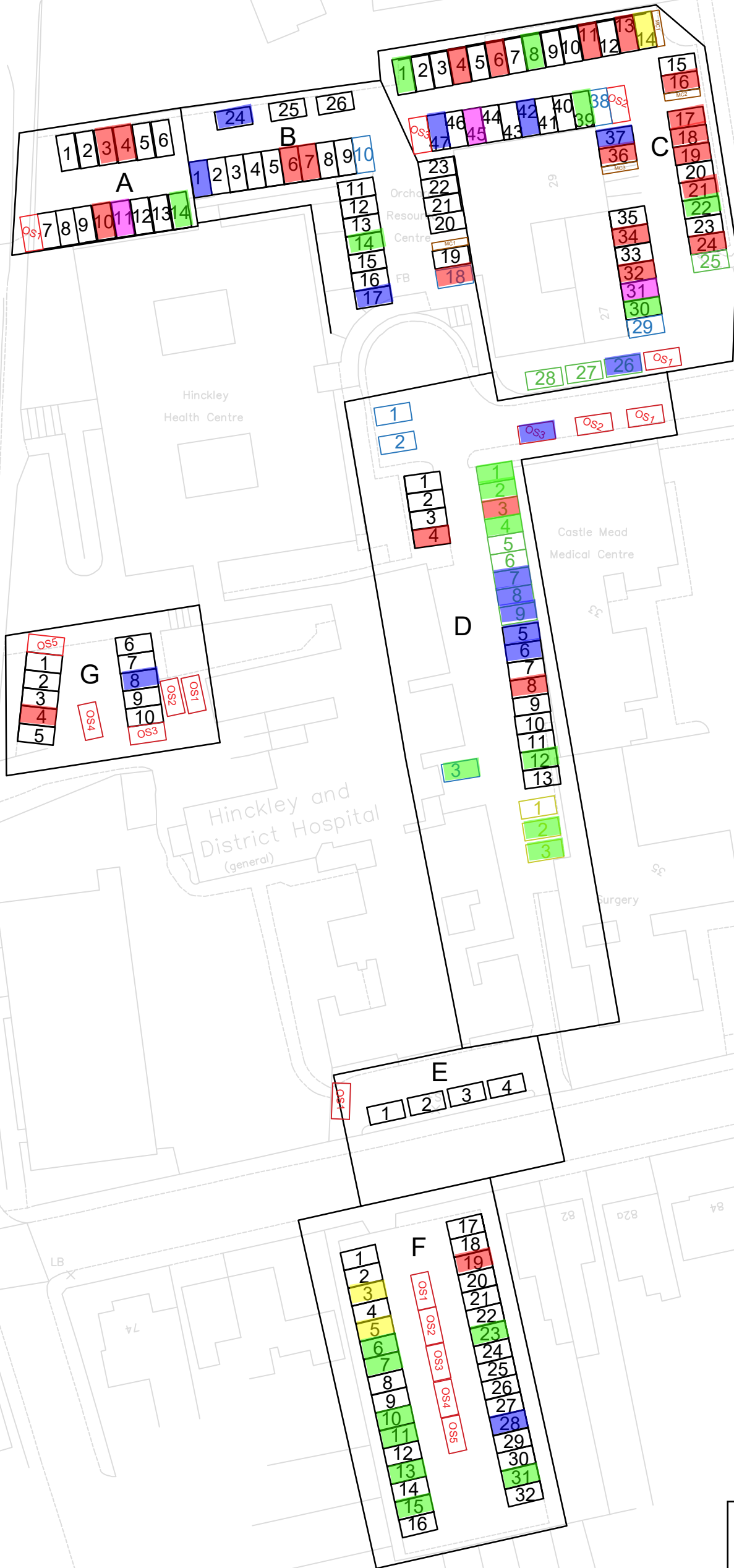
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		Drawing Title PARKING BEAT 12:30			Drawn SC	Checked DJT		Approved DJT	
		Client NHS PROPERTY SERVICES LTD			Job No 19246-01	Drawing No 19246-01-004		Rev	



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		HINCKLEY & DISTRICT HOSPITAL			1:625 @A3		OCT 19		SC	
		Drawing Title			Drawn		Checked		Approved	
		PARKING BEAT 15:00			SC		DJT		DJT	
		Client			Job No		Drawing No			Rev
		NHS PROPERTY SERVICES LTD			19246-01		19246-01-005			



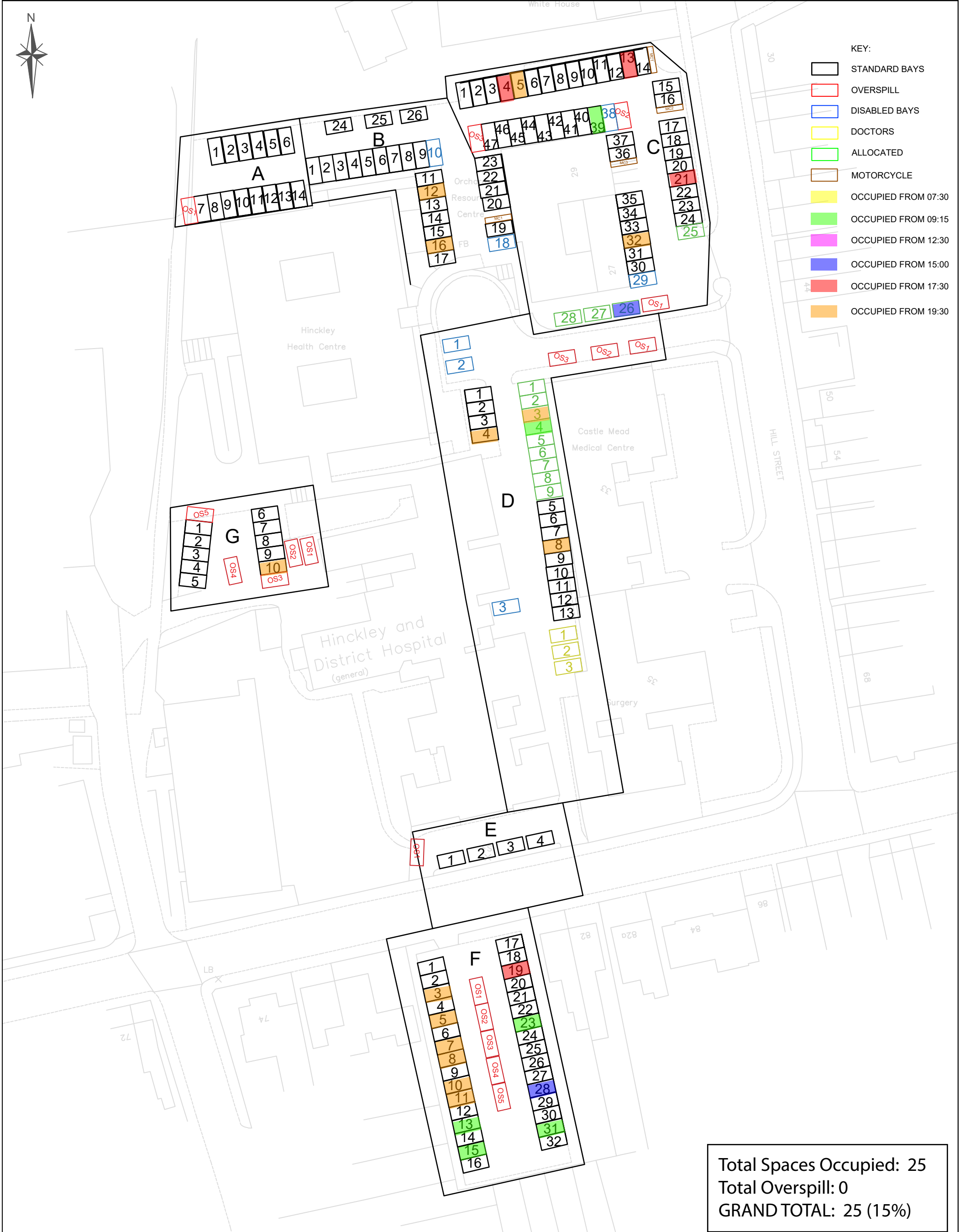
- KEY:
- STANDARD BAYS
 - OVERSPILL
 - DISABLED BAYS
 - DOCTORS
 - ALLOCATED
 - MOTORCYCLE
 - OCCUPIED FROM 07:30
 - OCCUPIED FROM 09:15
 - OCCUPIED FROM 12:30
 - OCCUPIED FROM 15:00
 - OCCUPIED FROM 17:30
 - OCCUPIED FROM 19:30

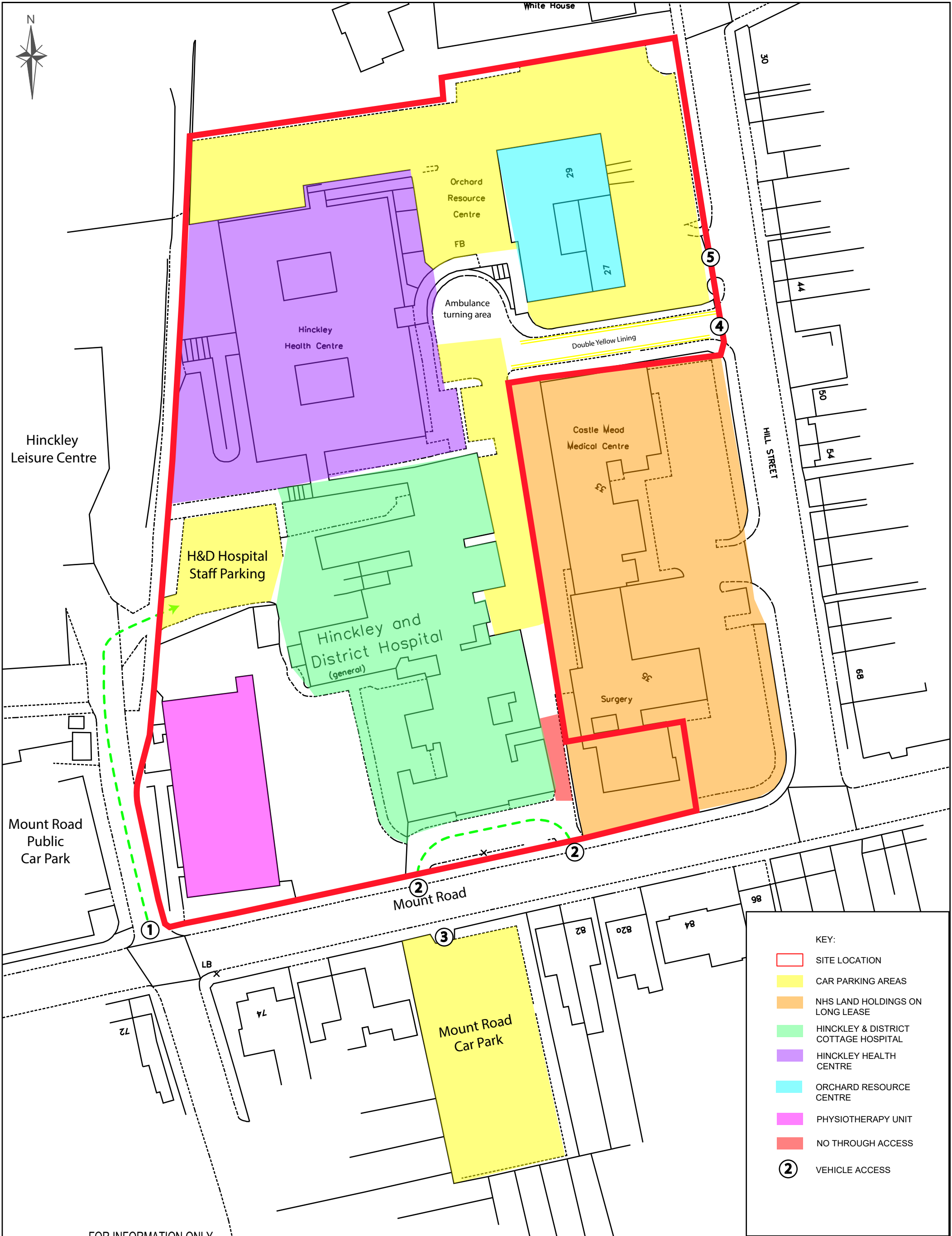
Total Spaces Occupied: 66
Total Overspill: 1
GRAND TOTAL: 67 (41%)

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Job Title	HINCKLEY & DISTRICT HOSPITAL	Scale	1:625 @A3	Date	OCT 19	Designed	SC
Drawing Title	PARKING BEAT 17:30	Drawn	SC	Checked	DJT	Approved	DJT
Client	NHS PROPERTY SERVICES LTD	Job No	19246-01	Drawing No	19246-01-006	Rev	





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Job Title	HINCKLEY & DISTRICT HOSPITAL		Scale	1:625 @A3	Date	OCT 19	Designed	SC
Drawing Title	SITE LAYOUT AND USES		Drawn	SC	Checked	DJT	Approved	DJT
Client	NHS PROPERTY SERVICES LTD		Job No	19246-01	Drawing No	19246-01-008	Rev	

07:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	OS1	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	14	N	
B	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	Disabled 10	N	
	11	N	
	12	N	
	13	N	
	14	N	
	15	N	
	16	Y	White
	17	N	
	Disabled 18	N	
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	N	
	25	N	
	26	N	
	MC	N	

07:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	Y	Black Vauxhall
	13	Y	White Ford
	14	Y	black ford
	MC	N	
	15	N	
	16	N	
	MC	N	
	17	N	
	18	N	
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	Y	Metallic blue
	Reserved 25	N	
	OS1	N	
	Reserved 26	N	
	Reserved 27	N	
	Reserved 28	N	
	Disabled 29	N	
	30	N	
	31	N	
	32	N	
	33	N	
	34	N	
	35	N	
	MC	N	
	36	N	
	37	N	
	OS2	N	
	Disabled 38	N	
	39	N	
	40	N	
	41	N	
	42	N	
	43	N	
	44	N	
	45	N	
	46	N	
	47	N	
	OS3	N	

07:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	Allocated 1	N	
	Allocated 2	N	
	Allocated 3	N	
	Allocated 4	N	
	Allocated 5	Y	Ford Focus
	Allocated 6	Y	Ford
	Allocated 7	Y	Vauxhall Cora's red
	Allocated 8	N	
	Allocated 9	N	
	Doctor 1	N	
	Doctor 2	N	
	Doctor 3	N	
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	N	
	2	N	
	3	N	
	4	Y	Ford Focus
	OS1	N	
	OS2	N	
	OS3	N	

07:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	N	
	2	N	
	3	Y	Ford
	4	N	
	5	Y	Audi
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	Y	Fiat
	12	N	
	13	N	
	14	N	
	15	N	
	16	N	
	17	N	
	18	N	
	19	N	
	20	Y	Fiat 500
	21	Y	Renault
	22	N	
	23	N	
	24	N	
	25	N	
	26	N	
	27	N	
	28	N	
	29	Y	Nissan
	30	N	
	31	N	
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

07:30

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	N	
	2	N	
	3	Y	Peugeot
	4	N	
	5	Y	Skoda
	6	N	
	7	N	
	8	N	
	9	N	
	10	Y	Citroen
	OS1	Y	Polo
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	

PARKING SURVEY TOTALS : 07:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	0	0	0	0%
B	26	1	NA	1	4%
C	47	4	0	4	9%
D	28	3	0	3	11%
E	4	1	0	1	25%
F	32	6	0	6	19%
G	10	3	1	4	40%

09:15

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	Y	Dark blue pergeot
	5	Y	Silver sports
	6	N	
	OS1	N	
	7	Y	White Pergeot
	8	Y	Orange thing
	9	Y	Bright blue Ford
	10	N	
	11	N	
	12	N	
	13	N	
	14	Y	Silver Vauxhall
B	1	Y	White
	2	Y	Silver Audi
	3	Y	Turquoise Citroen
	4	Y	Black Hyundai
	5	Y	Red Suzuki
	6	n	
	7	Y	Silver Renault
	8	Y	Bright blue Citroen Picasso
	9	Y	Black Vauxhall
	Disabled 10	Y	Grey Hyundai
	11	Y	White mini
	12	Y	Silver Pergeot
	13	Y	White Pergeot
	14	Y	Silver Ford
	15	Y	Blue Toyota
	16	Y	Silver VW
	17	N	
	Disabled 18	n	
	19	Y	Black Audi
	20	Y	Red Mini
	21	Y	Silver peugeot
	22	Y	Red ford
	23	Y	White Fiat
	24	Y	Black mitsubishi
	25	Y	White
	26	Y	White
	MC	N	

09:15

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Ford
	2	Y	Black VW
	3	Y	White Nissan
	4	Y	Black VW
	5	Y	Grey Toyota
	6	Y	Blue Ford
	7	Y	Red Peugeot
	8	Y	Red Nissan
	9	Y	Black Mini
	10	Y	Blue Citroen
	11	Y	Green Merc
	12	Y	Black Vauxhall
	13	Y	White Ford
	14	Y	black ford
	MC	N	
	15	Y	Black Mitsubishi
	16	Y	Black Vauxhall
	MC	N	
	17	Y	Silver Ford
	18	Y	White Toyota
	19	Y	Black Mini
	20	Y	Silver VW
	21	Y	White renault
	22	Y	Red ford
	23	Y	Green Skoda
	24	Y	Metallic blue
	Reserved 25		
	OS1	Y	Red Peugeot
	Reserved 26	Y	Red Honda
	Reserved 27	Y	Blue ford
	Reserved 28	Y	Black Merc
	Disabled 29	Y	Black Fiat
	30	Y	Black Chevrolet
	31	Y	Gold Vauxhall
	32	Y	Red Smartcar
	33	Y	Red Peugeot
	34	Y	Red Ford
	35	Y	Red VW
	MC	N	
	36	Y	Blue Mitsubishi
	37	Y	Red Citroen
	OS2	Y	Light blue ford
	Disabled 38	Y	Silver Ford
	39	Y	Silver Ford
	40	Y	Pale blue Mini
	41	Y	Black Honda
	42	Y	Black VW
	43	Y	White Merc
	44	Y	Red Citroen
	45	Y	Solver Peugeot
	46	Y	Green Ford
	47	Y	Blue BMW
	OS3	Y	Grey Merc

09:15

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	Y	White ford
	2	Y	Silver
	3	Y	Blue focus
	4	Y	Red nissan
	5	Y	White kia
	6	N	
	7	Y	Black Seat
	8	Y	Silver Ford
	9	N	
	10	Y	Black bmw
	11	Y	Red vauxhall
	12	Y	White kia
	13	N	
	Allocated 1	Y	Red car
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Audi white
	Allocated 4	Y	Silver range
	Allocated 5	Y	Ford Focus
	Allocated 6	Y	Ford
	Allocated 7	Y	Vauxhall Corsa red
	Allocated 8	Y	Mazda
	Allocated 9	Y	Red ford
	Doctor 1	Y	Silver mercedes
	Doctor 2	Y	Blue Audi
	Doctor 3	Y	Mercedes
	Disabled 1	Y	Jeep
	Disabled 2	Y	Range rover
	Disabled 3	Y	Black Renault
	OS1	N	
	OS2	N	
	OS3	Y	Nissan white
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	Y	Mini
	2	Y	Mercedes
	3	N	
	4	Y	Blue peugeot
	OS1	N	
	OS2	N	
	OS3	N	

09:15

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	Y	Mini
	2	Y	Ford Focus
	3	Y	Ford
	4	Y	Mercedes
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	Y	Yellow seat
	9	Y	Red ford focus
	10	Y	Range rover
	11	Y	Bmw
	12	Y	Fiat
	13	Y	Vauxhall
	14	Y	Nissan grey
	15	Y	Black seat
	16	Y	Blue bmw
	17	Y	Hauyundi
	18	Y	Audi
	19	Y	Vw
	20	Y	Fiat 500
	21	Y	Renault
	22	Y	Bmw
	23	Y	Honda
	24	Y	Kia
	25	Y	Kia
	26	Y	Volvo
	27	N	
	28	N	
	29	Y	Nissan
	30	Y	Vauxhall
	31	Y	Renault
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

09:15

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	Y	Silver focus
	2	Y	Nissan silver
	3	Y	Peugeot
	4	Y	Kia grey
	5	Y	Skoda
	6	Y	Blue peugeot
	7	Y	White peugeot
	8	N	
	9	Y	Vauxhall
	10	Y	Citroen
	OS1	Y	Polo
	OS2	Y	
	OS3	Y	Blue skoda
	OS4	Y	Blue bmw
	OS5	Y	Silver vauxhall

PARKING SURVEY TOTALS : 09:15					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	6	0	6	43%
B	26	23	NA	23	88%
C	47	46	3	49	104%
D	28	25	1	26	93%
E	4	3	0	3	75%
F	32	29	0	29	91%
G	10	9	5	14	140%

12:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	Y	Red ford
	2	N	
	3	Y	Silver ford
	4	N	
	5	Y	Bright blue ford
	6	Y	Silver sports
	OS1	N	
	7	Y	White Pergeot
	8	N	
	9	Y	Silver Hyundai
	10	Y	Silver Vauxhall
	11	Y	White Audi
	12	Y	White Range Rover
	13	N	
	14	Y	Silver Vauxhall
B	1	N	
	2	Y	Silver Nissan
	3	Y	Turquoise Citroen
	4	Y	Black Hyundai
	5	N	
	6	Y	Silver ford
	7	Y	Silver Renault
	8	N	
	9	N	
	Disabled 10	N	
	11	Y	White mini
	12	Y	Silver Pergeot
	13	Y	Red Hyundai
	14	Y	Silver Ford
	15	Y	Blue Toyota
	16	Y	Silver VW
	17	N	
	Disabled 18	N	
	19	Y	Black Audi
	20	Y	Nissan
	21	Y	Silver peugeot
	22	Y	Red ford
	23	Y	White Fiat
	24	Y	Black mitsubishi
	25	Y	White
	26	N	
	MC	N	

12:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Ford
	2	Y	Black VW
	3	Y	White Nissan
	4	Y	Aubergine Mazda
	5	Y	Grey Toyota
	6	Y	Bright blue Landrover
	7	Y	Red Peugeot
	8	Y	Red Nissan
	9	Y	Black Mini
	10	Y	Blue Citroen
	11	Y	Green Merc
	12	Y	Black Vauxhall
	13	Y	White Ford
	14	Y	black ford
	MC	N	
	15	Y	Black Mitsubishi
	16	Y	Red Peugeot
	MC	N	
	17	Y	Silver Ford
	18	Y	Silver Ford
	19	Y	Black Mini
	20	N	
	21	Y	White renault
	22	Y	Red ford
	23	Y	Green Skoda
	24	Y	Navy Volvo
	Reserved 25	Y	Black Vauxhall
	OS1	Y	Red Peugeot
	Reserved 26	Y	Red Honda
	Reserved 27	Y	Blue ford
	Reserved 28	Y	Black Merc
	Disabled 29	Y	Black Fiat
	30	Y	Black Chevrolet
	31	Y	White Ford
	32	Y	White Fiat
	33	Y	Red Peugeot
	34	Y	Red Ford
	35	Y	Red VW
	MC	N	
	36	Y	Blue Mitsubishi
	37	Y	Red Citroen
	OS2	Y	Grey Peugeot
	Disabled 38	Y	Black Ford
	39	Y	Silver Ford
	40	Y	White Ford
	41	Y	Black Mitsubishi
	42	Y	White Ford
	43	Y	White Merc
	44	Y	Red Suzuki
	45	Y	Red Smartcar
	46	Y	Green Ford
	47	Y	Blue BMW
	OS3	Y	Grey Merc

12:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	Y	White ford
	2	Y	Red kia
	3	N	
	4	Y	Red nissan
	5	Y	White kia
	6	N	
	7	Y	Black seat
	8	Y	Silver focus
	9	Y	Silver ford
	10	Y	Black bmw
	11	Y	Red vauxhall
	12	Y	White kia
	13	N	
	Allocated 1	Y	Red car
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Audi white
	Allocated 4	Y	Silver range
	Allocated 5	Y	Ford Focus
	Allocated 6	Y	Ford
	Allocated 7	Y	Vauxhall Corsa
	Allocated 8	Y	Mazda
	Allocated 9	Y	Red ford
	Doctor 1	Y	Silver mercedes
	Doctor 2	Y	Blueaudi
	Doctor 3	Y	Mercedes
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	Y	Black Renault
	OS1	N	
	OS2	Y	White ford
	OS3	Y	Black range rover
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	Y	Mini
	2	Y	Mercedes
	3	N	
	4	Y	Blue peugeot
	OS1	N	
	OS2	N	
	OS3	N	

12:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	Y	Mini
	2	Y	White bmw
	3	Y	Ford
	4	N	
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	Y	Yellow seat
	9	N	
	10	Y	Range rover
	11	Y	Bmw
	12	Y	Fiat
	13	Y	Vauxhall
	14	Y	Nissan grey
	15	Y	Black seat
	16	Y	Blue bmw
	17	Y	Hauyundi
	18	Y	Audi
	19	Y	Vw
	20	Y	Fiat 500
	21	Y	Renault
	22	Y	Bmw
	23	Y	Honda
	24	Y	Kia
	25	Y	Kia
	26	Y	Skoda silver
	27	Y	Blue vauxhall
	28	Y	Green Citroen
	29	Y	Nissan
	30	Y	Vauxhall
	31	Y	Renault
	32	Y	Vow golf
	OS1	Y	Red honda
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

12:30

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	Y	Silver focus
	2	Y	Nissan silver
	3	Y	Peugeot
	4	Y	Kia grey
	5	Y	Skoda
	6	Y	Blue peugeot
	7	Y	White peugeot
	8	N	
	9	Y	Vauxhall
	10	Y	Citroen
	OS1	Y	Polo
	OS2	N	
	OS3	Y	Blue skoda
	OS4	Y	Blue bmw
	OS5	Y	Black ford

PARKING SURVEY TOTALS : 12:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	8	1	9	64%
B	26	19	NA	19	73%
C	47	45	3	48	102%
D	28	22	3	25	89%
E	4	2	1	3	75%
F	32	29	2	31	97%
G	10	8	4	12	120%

15:00

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	Y	Silver sports
	OS1	N	
	7	Y	White Pergeot
	8	N	
	9	N	
	10	N	
	11	Y	White Audi
	12	N	
	13	N	
B	14	Y	Silver Vauxhall
	1	Y	Red ford
	2	N	
	3	N	
	4	Y	Black Hyundai
	5	N	
	6	Y	Silver ford
	7	Y	Black ford
	8	N	
	9	Y	Gold Citroen
	Disabled 10	Y	Blue Renault
	11	Y	Red Hyundai
	12	Y	Blue VW
	13	Y	Red Hyundai
	14	Y	Silver Ford
	15	N	
	16	Y	Silver VW
	17	Y	Blue Citroen
	Disabled 18	N	
	19	Y	Black Audi
	20	Y	Nissan
	21	N	
	22	Y	Red ford
	23	Y	White Fiat
	24	Y	Blue ford
	25	Y	Black Vauxhall
	26	Y	Black VW
	MC	N	

15:00

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Ford
	2	Y	Black VW
	3	Y	White Nissan
	4	N	
	5	Y	Grey Toyota
	6	N	
	7	Y	Red Peugeot
	8	Y	Red Nissan
	9	Y	Black Mini
	10	Y	Blue Citroen
	11	Y	Green Merc
	12	Y	Black Vauxhall
	13	Y	Silver Ford
	14	Y	black ford
	MC	N	
	15	Y	Black Mitsubishi
	16	N	
	MC	N	
	17	Y	Silver Ford
	18	Y	Red Proton
	19	Y	White Nissan
	20	Y	White BMW
	21	Y	White renault
	22	Y	Red ford
	23	Y	Green Skoda
	24	Y	Navy Volvo
	Reserved 25	Y	Black Vauxhall
	OS1	N	
	Reserved 26	Y	Black Audi
	Reserved 27	Y	Blue ford
	Reserved 28	Y	Black Merc
	Disabled 29	Y	Black Fiat
	30	Y	Black Chevrolet
	31	Y	White Ford
	32	Y	Blue Ford
	33	Y	Silver BMW
	34	Y	Red Ford
	35	Y	Red VW
	MC	N	
	36	N	
	37	Y	Red Ford
	OS2	N	
	Disabled 38	N	
	39	Y	Silver Ford
	40	Y	Black Ford
	41	N	
	42	Y	Grey Vauxhall
	43	Y	White Merc
	44	N	
	45	Y	Red Smartcar
	46	Y	Green Ford
	47	Y	Blue Toyota
	OS3	Y	Grey merc

15:00

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	Y	Black Citroen
	2	Y	Red skoda
	3	Y	Blue focus
	4	Y	Rednissan
	5	Y	Silver volvo
	6	Y	Audi
	7	Y	Black seat
	8	N	
	9	Y	Blue vw
	10	Y	Silver mazda
	11	Y	Red vauxhall
	12	Y	White kia
	13	N	
	Allocated 1	Y	White porsche
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Silver toyota
	Allocated 4	Y	Silver range
	Allocated 5	N	
	Allocated 6	Y	Ford
	Allocated 7	Y	Silver ford
	Allocated 8	Y	Silver Mercedes
	Allocated 9	Y	Red ford
	Doctor 1	Y	Silver mercedes
	Doctor 2	Y	Blue audi
	Doctor 3	Y	Mercedes
	Disabled 1	Y	Black seat
	Disabled 2	Y	Mauve peogeut
	Disabled 3	Y	Black Renault
	OS1	N	
	OS2	Y	White ford
	OS3	Y	Black range rover
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	Y	Mini
	2	Y	Mercedes
	3	Y	Black audi
	4	Y	Blue peugeot
	OS1	N	
	OS2	N	
	OS3	N	

15:00

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	Y	Mini
	2	Y	Red kia
	3	Y	Ford
	4	Y	Citroen
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	N	
	9	N	
	10	Y	Range rover
	11	Y	Bmw
	12	Y	Fiat 500
	13	Y	Blue vauxhall
	14	Y	Nissan grey
	15	Y	Black seat
	16	Y	Black vw
	17	Y	Hauyundi
	18	N	
	19	Y	Vw
	20	Y	Fiat 500
	21	Y	Renault
	22	Y	Bmw
	23	Y	Honda
	24	N	
	25	Y	Blue audi
	26		
	27	Y	Silver kia
	28	Y	Hyauni
	29	Y	Nissan
	30	Y	Vauxhall
	31	Y	Renault
	32	N	
	OS1	Y	White nissan
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

15:00

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	Y	Silver focus
	2	Y	Nissan silver
	3	Y	Peugeot
	4	Y	Kia grey
	5	Y	Skoda
	6	Y	Blue peugeot
	7	Y	White peugeot
	8	Y	Black focus
	9	Y	Vauxhall
	10	Y	Citroen
	OS1	Y	Polo
	OS2	Y	Audi
	OS3	Y	Blue skoda
	OS4	Y	Blue bmw
	OS5	Y	Black ford

PARKING SURVEY TOTALS : 15:00					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	2	1	3	21%
B	26	20	NA	20	77%
C	47	37	3	40	85%
D	28	24	3	27	96%
E	4	3	1	4	100%
F	32	26	1	27	84%
G	10	9	5	14	140%

17:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	Y	Blue
	4	Y	Silver Vauxhall
	5	N	
	6	N	
	OS1	N	
	7	N	
	8	N	
	9	N	
	10	Y	Blue
	11	Y	White Audi
	12	N	
	13	N	
B	14	Y	Silver Vauxhall
	1	Y	Red ford
	2	N	
	3	N	
	4	N	
	5	N	
	6	Y	BMW
	7	Y	Red peugeot
	8	N	
	9	N	
	Disabled 10	N	
	11	N	
	12	N	
	13	N	
	14	Y	Silver Ford
	15	N	
	16	N	
	17	Y	Blue Citroen
	Disabled 18	Y	Gold VW
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	Y	Blue ford
	25	N	
	26	N	
	MC	N	

17:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	Y	Silver Vauxhall
	2	N	
	3	N	
	4	Y	BMW
	5	N	
	6	Y	White BMW
	7	N	
	8	Y	Red Nissan
	9	N	
	10	N	
	11	Y	Fiat
	12	N	
	13	Y	Volvo
	14	Y	black ford
	MC	N	
	15	N	
	16	Y	Black Honda
	MC	N	
	17	Y	White Ford
	18	Y	Red Vauxhall
	19	Y	Silver Ford
	20	N	
	21	Y	White Fiat
	22	Y	Red ford
	23	N	
	24	Y	Black Nissan
	Reserved 25	N	
	OS1	N	
	Reserved 26	Y	Black audi
	Reserved 27	N	
	Reserved 28	N	
	Disabled 29	N	
	30	Y	Black Chevrolet
	31	Y	White ford
	32	Y	Silver ford
	33	N	
	34	y	Silver peugeot
	35	N	
	MC	N	
	36	Y	Black vauxhall
	37	Y	Red ford
	OS2	N	
	Disabled 38	N	
	39	Y	pale blue ford
	40	N	
	41	N	
	42	Y	Grey Vauxhall
	43	N	
	44	N	
	45	N	Red smartcar
	46	N	
	47	Y	Blue Toyota
	OS3	N	

17:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	N	
	2	N	
	3	N	
	4	Y	Red Focus
	5	Y	Silver volvo
	6	Y	BMW
	7	N	
	8	Y	Red Vauxhall
	9	Y	
	10	Y	
	11	Y	
	12	Y	White kia
	13	N	
	Allocated 1	Y	White porsche
	Allocated 2	Y	Audi blue
	Allocated 3	Y	Silver toyota
	Allocated 4	Y	Silver range
	Allocated 5	N	
	Allocated 6	N	
	Allocated 7	Y	Silver ford
	Allocated 8	Y	Silver Mercedes
	Allocated 9	Y	Red ford
	Doctor 1	N	
	Doctor 2	Y	Blueaudi
	Doctor 3	Y	Mercedes
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	N	
	OS1	N	
	OS2	N	
	OS3	Y	Black range rover
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	N	
	2	N	
	3	N	
	4	N	
	OS1	N	
	OS2	N	
	OS3	N	

17:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	N	
	2	N	
	3	Y	Ford
	4	N	
	5	Y	Audi
	6	Y	Vauxhall
	7	Y	Nissan
	8	N	
	9	N	
	10	Y	Range rover
	11	Y	Bmw
	12	N	
	13	Y	Blue vauxhall
	14	N	
	15	Y	Black seat
	16	N	
	17	N	
	18	N	
	19	Y	Red Toyota
	20	N	
	21	N	
	22	N	
	23	Y	Honda
	24	N	
	25	N	
	26	N	
	27	N	
	28	Y	Hyauni
	29	N	
	30	N	
	31	Y	Renault
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

17:30

Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	N	
	2	N	
	3	N	
	4	Y	Grey Seat
	5	N	
	6	N	
	7	N	
	8	Y	Black focus
	9	N	
	10	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	

PARKING SURVEY TOTALS : 17:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	5	0	5	36%
B	26	8	NA	8	31%
C	47	22	2	24	51%
D	28	17	1	18	64%
E	4	0	0	0	0%
F	32	12	0	12	38%
G	10	2	0	2	20%

19:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
A	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	OS1	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	14	N	
B	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	Disabled 10	N	
	11	N	
	12	Y	BMW
	13	N	
	14	N	
	15	N	
	16	Y	white ford
	17	N	
	Disabled 18	N	
	19	N	
	20	N	
	21	N	
	22	N	
	23	N	
	24	N	
	25	N	
	26	N	
	MC	N	

19:30

Northern Car Park - The Centre Surgery & Resource Centre			
Area	Space No	Occupied Y/N	Description of Veh
C	1	N	
	2	N	
	3	N	
	4	Y	Blue BMW
	5	Y	BWM
	6	N	
	7	N	
	8	N	
	9	N	
	10	N	
	11	N	
	12	N	
	13	Y	Volvo
	14	N	
	MC	N	
	15	N	
	16	N	
	MC	N	
	17	N	
	18	N	
	19	N	
	20	N	
	21	Y	White Fiat
	22	N	
	23	N	
	24	N	
	Reserved 25	N	
	OS1	N	
	Reserved 26	N	Black audi
	Reserved 27	N	
	Reserved 28	N	
	Disabled 29	N	
	30	N	
	31	N	
	32	Y	Range Rover
	33	N	
	34	N	
	35	N	
	MC	N	
	36	N	
	37	N	
	OS2	N	
	Disabled 38	N	
	39	Y	pale blue ford
	40	N	
	41	N	
	42	N	
	43	N	
	44	N	
	45	N	
	46	N	
	47	N	
	OS3	N	

19:30

Central Car Park - Hospital & Maples			
Area	Space No	Occupied Y/N	Description of Veh
D	1	N	
	2	N	
	3	N	
	4	Y	Red Focus
	5	N	
	6	N	
	7	N	
	8	Y	Red Vauxhall
	9	N	
	10	N	
	11	N	
	12	N	
	13	N	
	Allocated 1	N	
	Allocated 2	N	
	Allocated 3	Y	Silver toyota
	Allocated 4	Y	Ford Focus
	Allocated 5	N	
	Allocated 6	N	
	Allocated 7	N	
	Allocated 8	N	
	Allocated 9	N	
	Doctor 1	N	
	Doctor 2	N	
	Doctor 3	N	
	Disabled 1	N	
	Disabled 2	N	
	Disabled 3	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	
	OS8	N	
E	1	N	
	2	N	
	3	N	
	4	N	
	OS1	N	
	OS2	N	
	OS3	N	

19:30

Southern Car Park - Mount Road			
Area	Space No	Occupied Y/N	Description of Veh
F	1	N	
	2	N	
	3	Y	Ford
	4	N	
	5	Y	Silver Focus
	6	N	
	7	Y	White Audi
	8	Y	Mini
	9	N	
	10	Y	Vauxhall
	11	Y	White Nissan
	12	N	
	13	Y	Blue vauxhall
	14	N	
	15	Y	Black seat
	16	N	
	17	N	
	18	N	
	19	Y	Red Toyota
	20	N	
	21	N	
	22	N	
	23	Y	Honda
	24	N	
	25	N	
	26	N	
	27	N	
	28	Y	Hayumdni
	29	N	
	30	N	
	31	Y	Renault
	32	N	
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	
	OS6	N	
	OS7	N	

19:30

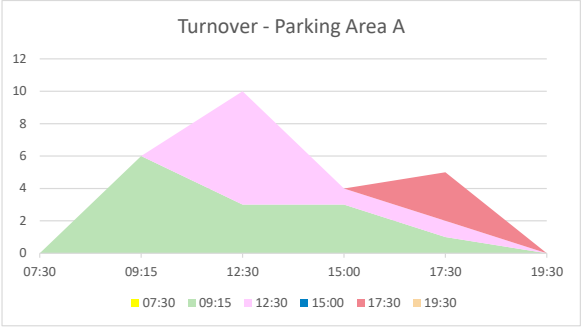
Western Car Park - Staff Only			
Area	Space No	Occupied Y/N	Description of Veh
G	1	N	
	2	N	
	3	N	
	4	N	
	5	N	
	6	N	
	7	N	
	8	N	
	9	N	
	10	Y	White Ford
	OS1	N	
	OS2	N	
	OS3	N	
	OS4	N	
	OS5	N	

PARKING SURVEY TOTALS : 19:30					
Area	Total Spaces	Total Occupied	Total Overspill	Grand Total	%Stress
A	14	0	0	0	0%
B	26	2	NA	2	8%
C	47	6	0	6	13%
D	28	4	0	4	14%
E	4	0	0	0	0%
F	32	12	0	12	38%
G	10	0	1	1	10%

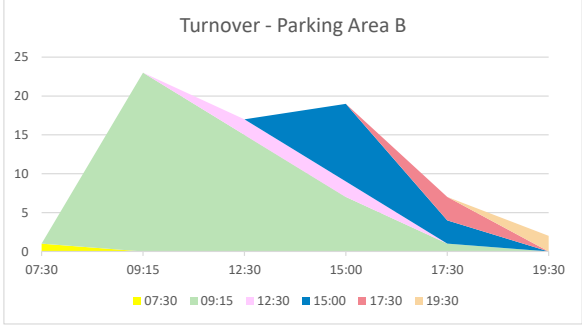
Parking Area	No. Standard Parking Spaces	Disabled Spaces	Allocated Spaces	Motorcycle Spaces	Total Formal Parking Provision	No. Potential Overspill Parking Locations
A	14	0	0	0	14	1
B	24	2	0	1	27	0
C	41	2	4	3	50	3
D	13	3	12	0	28	3
E	4	0	0	0	4	1
F	32	0	0	0	32	5
G	10	0	0	0	10	5
Total	138	7	16	4	165	18

Parking Area	% Parking Stress at Hour of Survey					
	07:30	09:15	12:30	15:00	17:30	19:30
A	0%	43%	64%	21%	36%	0%
B	4%	88%	73%	77%	31%	8%
C	9%	104%	102%	85%	51%	13%
D	11%	93%	89%	96%	64%	14%
E	25%	75%	75%	100%	0%	0%
F	19%	91%	97%	84%	38%	38%
G	40%	140%	120%	140%	20%	10%

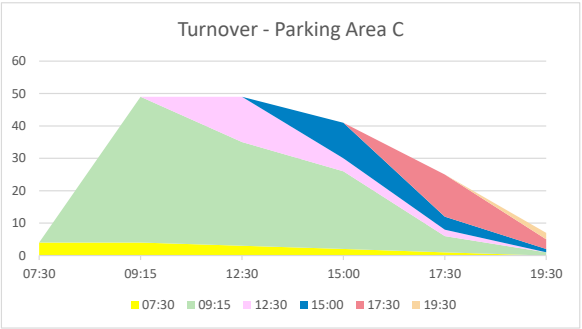
Turnover Parking Area A	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	0	0	0	0	0	0
09:15		6	3	3	1	0
12:30			7	1	1	0
15:00				0	0	0
17:30					3	0
19:30						0
Total	0	6	10	4	5	0



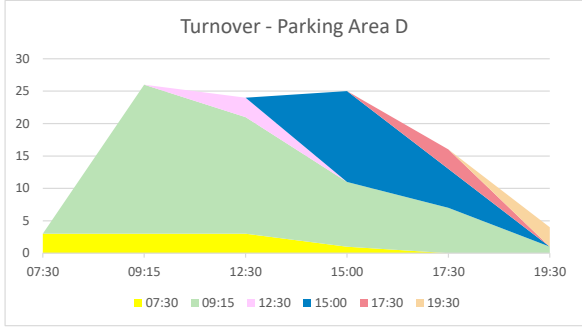
Turnover Parking Area B	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	1	0	0	0	0	0
09:15		23	15	7	1	0
12:30			2	2	0	0
15:00				10	3	0
17:30					3	0
19:30						2
Total	1	23	17	19	7	2



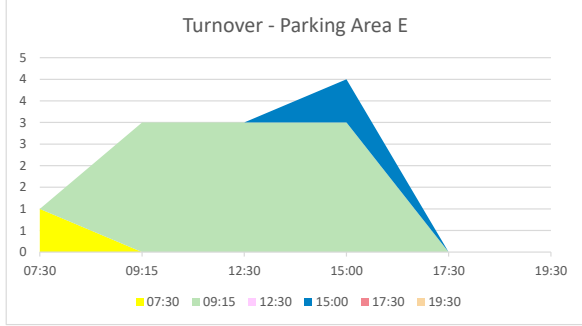
Turnover Parking Area C	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	4	4	3	2	1	0
09:15		45	32	24	5	1
12:30			14	4	2	0
15:00				11	4	1
17:30					13	3
19:30						2
Total	4	49	49	41	25	7



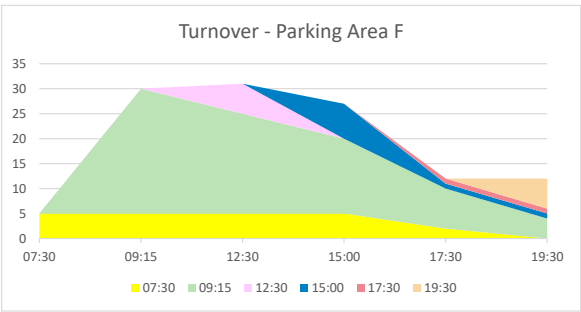
Turnover Parking Area D	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	3	3	3	1	0	0
09:15		23	18	10	7	1
12:30			3	0	0	0
15:00				14	6	0
17:30					3	0
19:30						3
Total	3	26	24	25	16	4



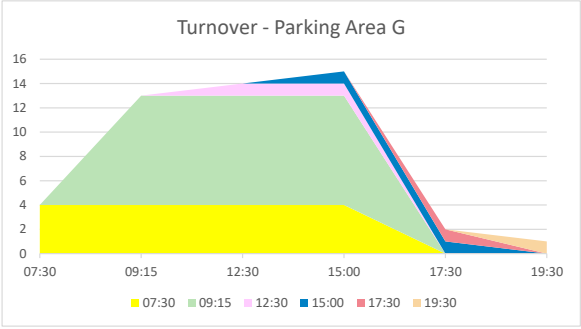
Turnover Parking Area E	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	1	0	0	0	0	0
09:15		3	3	3	0	0
12:30			0	0	0	0
15:00				1	0	0
17:30					0	0
19:30						0
Total	1	3	3	4	0	0



Turnover Parking Area F	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	5	5	5	5	2	0
09:15		25	20	15	8	4
12:30			6	0	0	0
15:00				7	1	1
17:30					1	1
19:30						6
Total	5	30	31	27	12	12

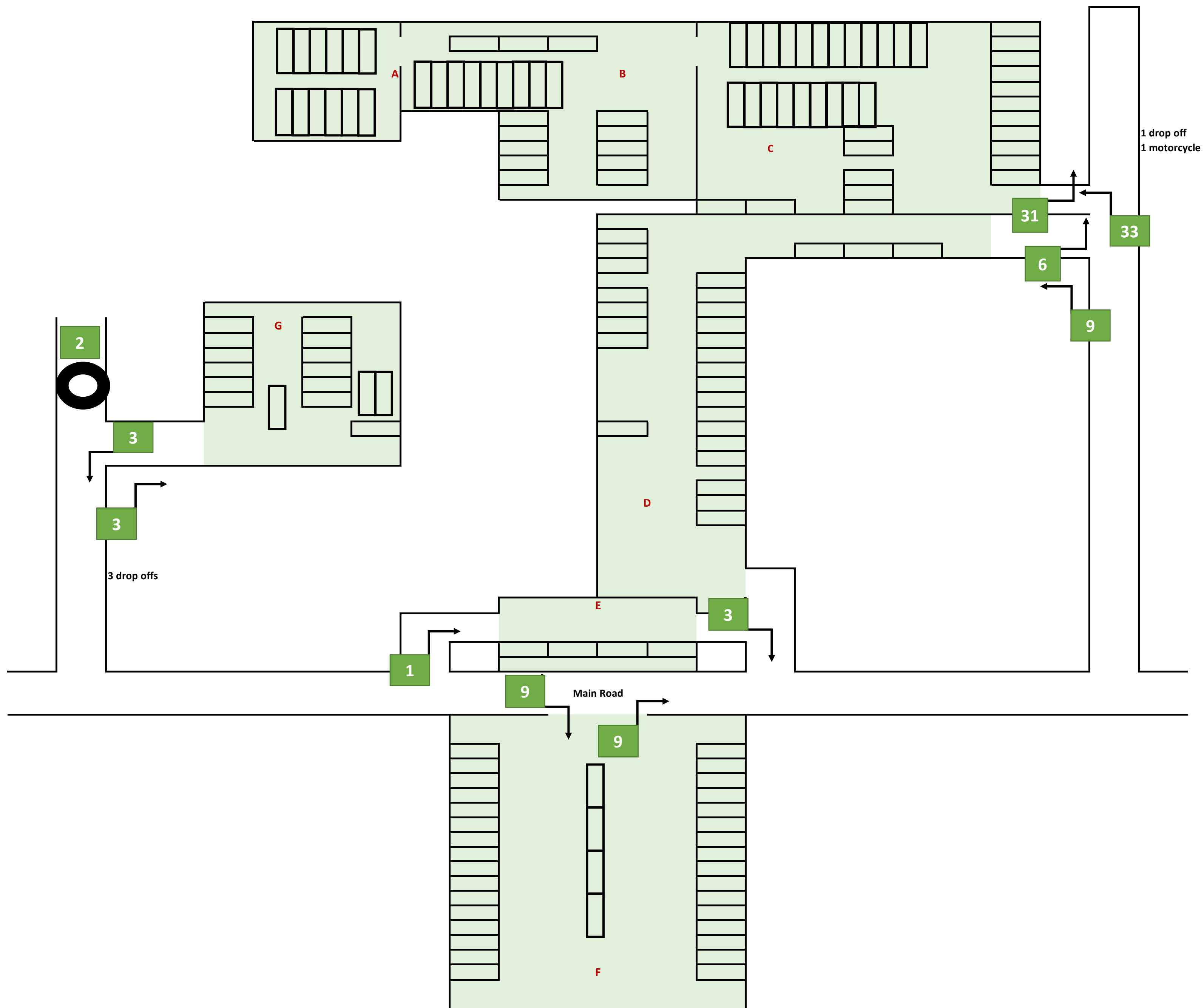


Turnover Parking Area G	Survey Time					
Vehicles parked from:	07:30	09:15	12:30	15:00	17:30	19:30
07:30	4	4	4	4	0	0
09:15		9	9	9	0	0
12:30			1	1	0	0
15:00				1	1	0
17:30					1	0
19:30						1
Total	4	13	14	15	2	1



APPENDIX B – FLOW DIAGRAMS







APPENDIX D – VEHICLE COUNTS

CAMERA 1 - ARGENTS MEAD ACCESS AND PHYSIO UNIT

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow	(of which U-turn)	of which Drop-off/Pick up	Comments
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total				
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4	2%	0	0	Delivery and waste collection hospital
05:00-06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1%	0	0	
06:00-07:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	2%	1	0	
07:00-08:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	6%	0	0	
08:00-09:00	11	4	15	0	0	0	1	1	2	0	0	0	0	0	0	12	5	17	10%	4	2	
09:00-10:00	9	9	18	0	0	0	0	0	0	0	0	0	0	0	0	9	9	18	11%	6	0	
10:00-11:00	9	7	16	0	0	0	0	0	0	0	0	0	0	0	0	9	7	16	9%	4	3	
11:00-12:00	7	10	17	0	0	0	0	0	0	0	0	0	0	0	0	7	10	17	10%	5	1	
12:00-13:00	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10	6%	3	2	
13:00-14:00	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	1	2	1%	0	0	
14:00-15:00	7	8	15	0	0	0	0	0	0	0	1	1	0	0	0	7	9	16	9%	5	3	Delivery to hospital
15:00-16:00	6	6	12	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12	7%	2	1	
16:00-17:00	3	12	15	0	0	0	0	0	0	0	0	0	0	0	0	3	12	15	9%	3	2	
17:00-18:00	4	10	14	0	0	0	0	0	0	0	0	0	0	0	0	4	10	14	8%	3	1	
18:00-19:00	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	5%	2	1	
19:00-20:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1%	1	0	
20:00-21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1%	0	0	
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	
22:00-23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1%	0	0	
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%			
Daily	79	81	160	0	0	0	1	1	2	3	4	7	0	0	0	83	86	169	100%	39	16	
% mode	95%			0%			1%			4%			0%			100%						

CAMERA 2 - ACCESS A - Access from Hill Street into internal road

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow	Comments
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
07:00-08:00	5	1	6	0	0	0	1	0	1	0	0	0	0	0	0	6	1	7	3%	
08:00-09:00	11	3	14	0	0	0	1	0	1	0	0	0	1	0	1	13	3	16	8%	Ambulance car
09:00-10:00	12	7	19	0	0	0	4	2	6	1	1	2	0	0	0	17	10	27	13%	Ambulance car out. Royal mail in and out.
10:00-11:00	9	5	14	0	0	0	0	0	0	0	0	0	0	0	0	9	5	14	7%	
11:00-12:00	10	6	16	0	0	0	2	2	4	0	0	0	0	0	0	12	8	20	10%	Delivery UPS
12:00-13:00	11	6	17	0	0	0	0	0	0	0	0	0	0	1	1	11	7	18	9%	
13:00-14:00	7	7	14	0	0	0	1	1	2	0	0	0	1	0	1	9	8	17	8%	
14:00-15:00	7	4	11	0	0	0	1	1	2	1	1	2	0	0	0	9	6	15	7%	
15:00-16:00	5	11	16	0	0	0	3	2	5	0	0	0	0	0	0	8	13	21	10%	HBDC Transport
16:00-17:00	5	11	16	0	0	0	1	1	2	0	0	0	0	1	1	6	13	19	9%	Royal Mail
17:00-18:00	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	2%	
18:00-19:00	1	6	7	0	0	0	1	1	2	0	0	0	0	0	0	2	7	9	4%	
19:00-20:00	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	4%	
20:00-21:00	1	3	4	0	1	1	0	0	0	0	0	0	0	0	0	1	4	5	2%	
21:00-22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Daily	92	76	168	0	1	1	15	10	25	2	2	4	2	2	4	111	91	202	100%	
% mode	83%			0%			12%			2%			2%			100%				

CAMERA 2 - ACCESS B - Northern Access to Main Carpark

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow	Comments
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
02:00-03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
05:00-06:00	0	1	1	0	0	0	0	0	0	1	1	2	0	0	0	1	2	3	0%	Waste Collection
06:00-07:00	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0%	
07:00-08:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	2%	
08:00-09:00	66	19	85	0	0	0	2	1	3	0	0	0	0	0	0	68	20	88	11%	
09:00-10:00	41	33	74	0	0	0	2	3	5	0	0	0	0	0	0	43	36	79	10%	Alliance medical in and out
10:00-11:00	35	23	58	0	0	0	4	3	7	0	0	0	0	0	0	39	26	65	8%	4 x delivery
11:00-12:00	31	32	63	0	0	0	1	1	2	0	0	0	0	0	0	32	33	65	8%	Delivery
12:00-13:00	27	33	60	0	0	0	0	1	1	0	0	0	0	0	0	27	34	61	8%	
13:00-14:00	26	30	56	1	0	1	1	1	2	0	0	0	0	0	0	28	31	59	7%	
14:00-15:00	31	31	62	0	1	1	3	2	5	0	0	0	0	0	0	34	34	68	8%	
15:00-16:00	21	35	56	1	1	2	0	1	1	0	0	0	0	0	0	22	37	59	7%	
16:00-17:00	34	31	65	0	0	0	1	0	1	0	0	0	0	0	0	35	31	66	8%	
17:00-18:00	25	45	70	0	0	0	1	0	1	0	0	0	0	0	0	26	45	71	9%	
18:00-19:00	18	32	50	0	0	0	0	1	1	0	0	0	0	0	0	18	33	51	6%	
19:00-20:00	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	1%	
20:00-21:00	11	11	22	1	0	1	0	0	0	0	0	0	0	0	0	12	11	23	3%	
21:00-22:00	4	5	9	0	0	0	0	0	0	0	0	0	0	0	0	4	5	9	1%	
22:00-23:00	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	1%	
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Daily	393	372	765	3	2	5	15	15	30	1	1	2	0	0	0	412	390	802	100%	
% mode	95%			1%			4%			0%			0%			100%				

Vehicle Counts by Mode
Wednesday 9th October 2019

23013 - Hinckley District Hospital

Markides Associates

CAMERA 3 -
COVERED BY CAMERA 2

CAMERA 4 - MOUNT ROAD CAR PARK (Right hand side)

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow	Comments
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
06:00-07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0%	
07:00-08:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	8%	
08:00-09:00	13	2	15	0	0	0	0	0	0	0	0	0	0	0	0	13	2	15	7%	
09:00-10:00	4	3	7	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	3%	
10:00-11:00	6	7	13	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13	6%	
11:00-12:00	8	5	13	0	0	0	0	0	0	0	0	0	0	0	0	8	5	13	6%	
12:00-13:00	6	8	14	0	0	0	0	0	0	0	0	0	0	0	0	6	8	14	7%	
13:00-14:00	12	13	25	0	0	0	0	0	0	0	0	0	0	0	0	12	13	25	12%	
14:00-15:00	10	11	21	0	0	0	0	0	0	0	0	0	0	0	0	10	11	21	10%	
15:00-16:00	7	10	17	0	0	0	0	0	0	0	0	0	0	0	0	7	10	17	8%	
16:00-17:00	2	12	14	0	0	0	0	0	0	0	0	0	0	0	0	2	12	14	7%	
17:00-18:00	6	15	21	0	0	0	0	0	0	0	0	0	0	0	0	6	15	21	10%	
18:00-19:00	10	6	16	0	0	0	0	0	0	0	0	0	0	0	0	10	6	16	7%	number of trips appear to be associated with the
19:00-20:00	2	7	9	0	0	0	0	0	0	0	0	0	0	0	0	2	7	9	4%	number of trips appear to be associated with the
20:00-21:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	2%	
21:00-22:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1%	
22:00-23:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1%	
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Daily	107	107	214	0	0	0	0	0	0	0	0	0	0	0	0	107	107	214	100%	
% mode	100%			0%			0%			0%			0%			100%				

CAMERA 5 - LOOP

Hour	Car or small Van				P2W			LGV			HGV			Bicycle			Total			% Daily Flow	Comments
	In	Out	Total	of which U turn	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
05:00-06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3%	
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
07:00-08:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	10%	
08:00-09:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	13%	
09:00-10:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6%	
10:00-11:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6%	
11:00-12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3%	
12:00-13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3%	
13:00-14:00	3	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	16%	
14:00-15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3%	
15:00-16:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6%	
16:00-17:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	10%	
17:00-18:00	2	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	19%	
18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Daily	16	15	31	6	0	0	0	0	0	0	0	0	0	0	0	0	16	15	31	100%	
% mode	100%				0%			0%			0%			0%			100%				

CAMERA 5 - SIDE ACCESS

Hour	Car or small Van				P2W			LGV			HGV			Bicycle			Total			% Daily Flow	Comments
	In	Out	Total	of which U turn	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	3%	
05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
07:00-08:00	10	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	12	39%	
08:00-09:00	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	23%	
09:00-10:00	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	23%	
10:00-11:00	2	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	10	32%	
11:00-12:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	16%	
12:00-13:00	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	19%	
13:00-14:00	6	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	12	39%	
14:00-15:00	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	13%	
15:00-16:00	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	13%	
16:00-17:00	2	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	23%	
17:00-18:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	13%	
18:00-19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3%	
19:00-20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6%	
20:00-21:00	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	6%	
21:00-22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3%	
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Daily	32	51	83	0	1	0	1	0	0	0	0	0	0	1	0	1	34	51	85	274%	
% mode	98%				1%			0%			0%			1%			100%				

TOTAL FLOWS

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total			% Daily Flow
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
02:00-03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.1%
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
04:00-05:00	0	0	0	0	0	0	0	0	0	2	2	4	1	0	1	3	2	5	0.3%
05:00-06:00	2	1	3	0	0	0	0	0	0	1	1	2	0	0	0	3	2	5	0.3%
06:00-07:00	3	3	6	0	0	0	0	1	1	0	0	0	0	0	0	3	4	7	0.5%
07:00-08:00	66	3	69	0	0	0	1	0	1	0	0	0	0	0	0	67	3	70	4.7%
08:00-09:00	109	31	140	0	0	0	4	2	6	0	0	0	1	0	1	114	33	147	9.8%
09:00-10:00	70	57	127	0	0	0	6	5	11	1	1	2	0	0	0	77	63	140	9.3%
10:00-11:00	62	51	113	0	0	0	4	3	7	0	0	0	0	0	0	66	54	120	8.0%
11:00-12:00	56	59	115	0	0	0	3	3	6	0	0	0	0	0	0	59	62	121	8.1%
12:00-13:00	50	58	108	0	0	0	0	1	1	0	0	0	0	1	1	50	60	110	7.3%
13:00-14:00	54	58	112	1	0	1	2	2	4	1	1	2	1	0	1	59	61	120	8.0%
14:00-15:00	57	57	114	0	1	1	4	3	7	1	2	3	0	0	0	62	63	125	8.3%
15:00-16:00	41	66	107	1	1	2	3	3	6	0	0	0	0	0	0	45	70	115	7.7%
16:00-17:00	47	73	120	0	0	0	2	1	3	0	0	0	0	1	1	49	75	124	8.3%
17:00-18:00	40	80	120	0	0	0	1	0	1	0	0	0	0	0	0	41	80	121	8.1%
18:00-19:00	33	49	82	0	0	0	1	2	3	0	0	0	0	0	0	34	51	85	5.7%
19:00-20:00	8	20	28	0	0	0	0	0	0	0	0	0	0	0	0	8	20	28	1.9%
20:00-21:00	12	22	34	2	1	3	0	0	0	0	0	0	0	0	0	14	23	37	2.5%
21:00-22:00	6	8	14	0	0	0	0	0	0	0	0	0	0	0	0	6	8	14	0.9%
22:00-23:00	2	6	8	0	0	0	0	0	0	0	0	0	0	0	0	2	6	8	0.5%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Daily	719	702	1,421	4	3	7	31	26	57	6	7	13	3	2	5	763	740	1,503	100.0%
% mode	94.5%			0.5%			3.8%			0.9%			0.3%			100.0%			