



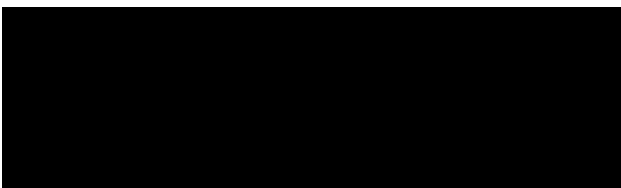
Nick Culhane
Highway Consultant

**18 Number One-Bedroom Flats
57 Queensway Bognor Regis**

Transport Statement

February 2025

Idlewild
Fairclose Drive
Littleton
Winchester
Hampshire
SO22 6QW



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1 Introduction

1.1 Background

- 1.2 This Transport Statement has been commissioned by Hughes Jay and Panter Limited in support of a planning application submission to Arun District Council for a residential development of 18 number one-bedroom flats at 57 Queensway, Bognor Regis. The location of the site is shown below.



- 1.2.1 The site currently consists of a hand car wash facility with an access taken from Crescent Road.
- 1.2.2 A pre-application submission was made to Arun District Council to agree the principle of the development and in their positive response, the Council referred to car parking, when they said:

PARKING AND HIGHWAYS

The relevant policies are:

- ALP policy T SP1
- Arun Parking Standards SPD;
- NPPF.

Arun District Council has adopted its own Parking Standards SPD (Jan 2020). Properties in this location (Parking Zone 4) should provide 1 car parking space for each 1 bed unit and would require a provision of 18 spaces.

The Design and Access statement specifies that there will be 4 parking spaces, with one of them a disabled parking bay. Two of the spaces will have EV charging points. This is short of the requirements. The site is in a highly sustainable location and is within walking distance to Bognor Regis High Street and Bognor Regis Railway Station. Nonetheless as provision is significantly short of requirements a parking survey should be submitted.

A parking survey was undertaken for a neighbouring site at 'Richmond House' to assess the traffic generation and impact of the development on the highway and wider area. The Design and Assessment statement notes the same principles will be applied for this development to demonstrate the parking provision would be acceptable.

Cycle storage should be provided to encourage sustainable transport methods and should be undercover, secure, and easily accessible to occupants. The plans show a covered cycle storage area to the rear of the site, and this would appear acceptable. It does not show how many cycles it can store, and this should be included on the plan.

WSCC Highways would be consulted on the proposal.

Subject to submission of a parking survey to evidence that a lower parking provision is acceptable, it would likely comply with requirements.

- 1.2.3 This Transport Statement therefore addresses the parking issues and concludes that the proposed development is acceptable from a highway point of view.

2 Site Location and Existing Conditions

- 2.1 The site is located in the centre of Bognor Regis where it faces onto Crescent Road which forms a priority junction with Queensway to the south. Queensway to the south connects with West Street / High Street who in turn link up with the wider strategic highway network.
- 2.2 All of these roads are subject to a 30-mph speed limit and benefit from street lighting.
- 2.3 The roads are of conventional design, having wide carriageways with on-street car parking and pedestrian footways on both sides.
- 2.4 The nearest bus stops are located just 75m to the west of the site in Queensway and these serve the 66A, 66c and 700 services.
- 2.5 260m to the north of the site is Bognor Regis Railway Station which has services which run to London Victoria, Littlehampton and Barnham.

3 Development Proposals

- 3.1 It is proposed to provide purpose-built block of 18 number one-bedroom apartments with 4 parking spaces.

4 Sustainable Transport Accessibility

- 4.1 A key part of the national, regional and local policy is to ensure that new developments are located in areas where sustainable travel modes are available. It is important to ensure that developments are not isolated, but are sited close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian accessibility;
 - Accessibility by Cycle; and

- Accessibility by Public Transport

4.3 **Pedestrian Accessibility** – Research has shown that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities and services.

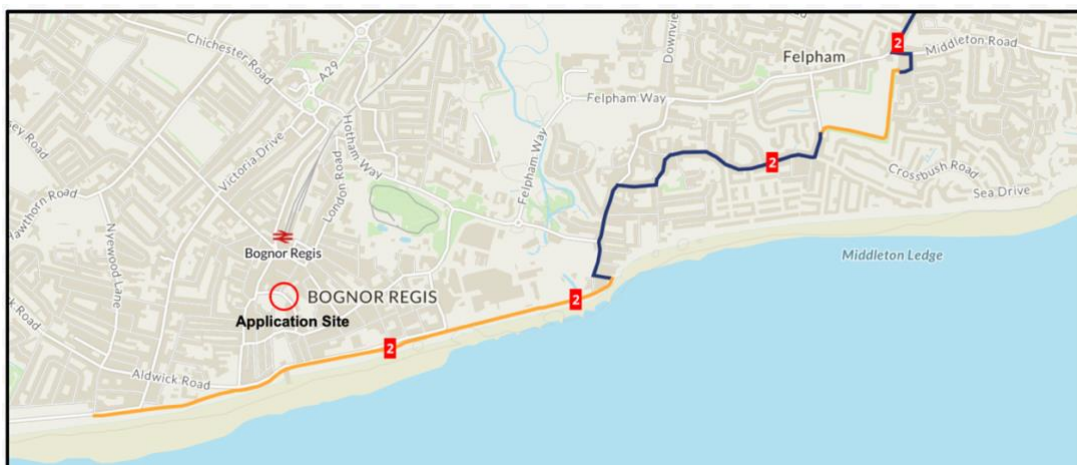
4.4 The Chartered Institute of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot suggests walking distances which are relevant to this proposal. These are demonstrated below.

	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.5 The site lies within the Town Centre and benefits from a good local pedestrian infrastructure and many of the typical facilities and services that may be required by future residents are within an acceptable walking distance as demonstrated in the table below.

Destination	Distance (m)	Walking Time	Cycling Time
Dental Surgery	30	1 min	0 min
Chemist	30	1 min	0 min
Doctors Surgery	150	2 mins	1 min
Morrisons Supermarket	170	2 mins	1 min
Church	180	2 mins	1 min
Bank	250	3 mins	1 min
Railway Station	320	4 mins	1 min
Gym	450	5 mins	2 mins
Secondary School	550	6 mins	2 mins
Mosque	650	8 mins	2 mins
Nursery School	750	9 mins	3 mins
Primary School	750	9 mins	3 mins
Hospital	1300	15 mins	5 mins

4.6 **Cycle Accessibility** – The site is located north of Route 2 of the National Cycle route Network which runs along the south coast of England. Route 23 connect Dover to the east with St Austal to the west, taking in towns the Brighton, Chichester and Portsmouth. The site in relation to NCR 2 is shown below.



- 4.7 **Accessibility to Public Transport** – Bognor Regis benefits from excellent levels of public transport connectivity with local, regional and national connections available from a short distance from the site. The nearest bus stops are located just 75m to the west of the site on Queensway which take the form of covered and uncovered stops.
- 4.8 The Queensway stops are serviced by the Compass Travel 66A and 66C services, whilst the stops also serve the Stagecoach 700 service. A summary of the services is shown in the table below.

Service	Operator	Route	Frequency		
			Mon - Fri	Sat	Sun
66A	Compass Travel	66A – Bognor Regis – Barnham – Yapton – Walberton – Bognor Regis	4 Buses	4 Buses	No Buses
66C	Compass Travel	66A – Bognor Regis – Barnham – Walberton – Yapton – Bognor Regis	3 Buses	3 Buses	No Buses
700	Stagecoach	Littlehampton – Bognor Regis – Chichester – Havant - Portsmouth	Every 15 minutes	Every 15 minutes	15 Buses
700	Stagecoach	Portsmouth – Havant – Chichester – Bognor Regis – Littlehampton	Every 15 minutes	Every 15 minutes	15 Buses

- 4.9 **Rail Services** – The nearest railway station to the site is Bognor Regis which is 260m from the site which equates to a 4-minute walk or 1-minute cycle ride. This provides 2 trains per hour to London Victoria via Horsham together 1 train per hour to Littlehampton and 1 train per hour to Barnham.
- 4.10 From the above it can be surmised that along with excellent short walking distances to facilities and services, cycling connections to local and national cycle routes, the site has excellent levels and frequencies of bus connectivity and train services.

5 Traffic Impact

- 5.1 In order to determine the likely traffic generation from the proposed flats, the TRICS database v7.11.4 has been interrogated. Small privately owned flats located within Town Centre locations were selected for England and Wales excluding Central London. The Trip Rates and likely traffic generation is given below.

TRICS Flats (Privately Owned)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.071	0.133	0.204
PM Peak Hour	0.163	0.102	0.326
Daily Traffic	0.929	0.939	1.868
TRICS Vehicle Trip Generation based on 18 Units			
AM Peak Hour	1.28 (1)	2.39 (2)	3
PM Peak Hour	2.93 (3)	1.84 (2)	5
Daily Traffic	16.72 (17)	16.9 (17)	34

- 5.2 From the above it can be seen that if permitted, the development is likely to generate 3 vehicular movement in the AM peak, 5 movements in the PM peak period, and a total of 34 traffic movements over the course of a day. The TRICS data is included as [Appendix 1](#) to this Statement.

6 Car and Cycle Parking

- 6.1 Car and cycle parking requirements are set out within Table 3.1 of the Arun District Parking Standards SPD, January 2020. The site is located within Zone 4 of the SPD guidance as such a maximum of 1 space would be required for each unit. The proposed use should therefore provide a maximum of 18 parking spaces, although in this case 4 spaces are proposed.
- 6.2 In the pre-application consultation, the LPA referred to a development at Richmond House and suggested that subject to the submission of a parking survey to evidence that a lower parking provision would be acceptable, it would likely comply with requirements.
- 6.3 In order to address this issue, an area was surveyed within 200m of the site, using the Lambeth Methodology. The area surveyed is shown as [Appendix 2](#) to this Statement. Two surveys were undertaken on 14th and 15th January 2025 between the hours of 0030 and 0530. The streets surveyed and the stress levels are shown below.

NUMBER OF VEHICLES PARKED (AT)				NUMBER OF VEHICLES PARKED (AT)			
STREET NAME	00:30 - 05:30			STREET NAME	00:30 - 05:30		
	CAP	TOT	%OCC		CAP	TOT	%OCC
Argyle Rd	6	4	66.7%	Argyle Rd	6	5	83.3%
Bedford Street	19	3	15.8%	Bedford Street	19	2	10.5%
Belmont Street	23	8	34.8%	Belmont Street	23	7	30.4%
Canada Grove	24	25	104.2%	Canada Grove	24	26	108.3%
Crescent Road	36	14	38.9%	Crescent Road	36	14	38.9%
John Street	0	0	N/A	John Street	0	0	N/A
Lennox Street	11	1	9.1%	Lennox Street	11	4	36.4%
London Road	0	0	N/A	London Road	0	3	N/A
Merchant Street	18	16	88.9%	Merchant Street	18	18	100.0%
Norfolk Street	0	4	N/A	Norfolk Street	0	4	N/A
Ockley Road	8	7	87.5%	Ockley Road	8	7	87.5%
Queensway	22	13	59.1%	Queensway	22	11	50.0%
Station Road	21	5	23.8%	Station Road	21	7	33.3%
Steyne Street	23	23	100.0%	Steyne Street	23	21	91.3%
Unnamed Street	56	7	12.5%	Unnamed Street	56	7	12.5%
Waterloo Square	74	42	56.8%	Waterloo Square	74	40	54.1%
West Street	0	1	N/A	West Street	0	1	N/A
York Road	1	2	200.0%	York Road	1	2	200.0%
TOTAL	342	175	51.2%	TOTAL	342	179	52.3%

- 6.4 From the above, it can be seen that within 200m of the site, there are a potential 342 parking spaces, whilst the surveys showed that on both days, a little over 51% of the spaces were occupied, leaving a total of 175 and 179 parking spaces available. The full Parking Survey details are included as [Appendix 3](#) to this Statement.
- 6.5 A secure cycle store is proposed at ground floor level which will accommodate up to 18 cycles which would accord with the adopted parking standards.
- 6.6 The Nation Planning Policy Frameworks sets out the Governments planning policy for England and sets out a framework for local authorities to produce their own local plans. Paragraph 112 specially addresses parking where it says:

If setting local parking standards for residential and non-residential development, policies should take into account:

- The accessibility of the development;
 - The type, mix and use of the development;
 - The availability of opportunities for public transport;
 - Local car ownership levels; and
 - The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 6.7 The provision of four car parking together with secure and undercover cycle parking, is therefore in accordance with Arun District Council parking policies and paragraph 112 of the NPPF.

7 Summary and Conclusions

- 7.1 This Transport Statement has been commissioned in support of a planning application for a residential development of 18 number one-bedroom flats at 57 Queensway, Bognor Regis.
- 7.2 The site benefits from excellent short walking distances to facilities and services, cycling connections to local and national cycle routes and has excellent levels and frequencies of bus connectivity and train services.
- 7.3 It has been demonstrated using TRICS data that the redevelopment of the site will only result in a minimal increase in traffic on the highway network.
- 7.4 The car parking provision is deemed to be appropriate in this case, given the sites accessibility, the availability of public transport connections and the availability of on-street parking within a 200m walk of the site.
- 7.5 The development is therefore considered to be fully in accordance with National, Regional and Local Planning polices and will not result in any demonstrable harm to the safe operation of the adjoining public highway.

Appendix 1

TRICS Data

Calculation Reference: AUDIT-405201-250217-0202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 20 to 40 (units:)
 Range Selected by User: 20 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 12/06/14

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

Selected survey days:

Wednesday 1 days
 Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 3

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 2 days
500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 2 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	CU-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS	CUMBERLAND
	Town Centre Built-Up Zone Total No of Dwellings:	40	
	<i>Survey date: THURSDAY</i>	<i>12/06/14</i>	<i>Survey Type: MANUAL</i>
2	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total No of Dwellings:	20	
	<i>Survey date: FRIDAY</i>	<i>14/10/11</i>	<i>Survey Type: MANUAL</i>
3	HI -03-C-01 SHORE STREET INVERNESS	FLATS	HIGHLAND
	Town Centre Residential Zone Total No of Dwellings:	38	
	<i>Survey date: WEDNESDAY</i>	<i>20/05/09</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	33	0.041	3	33	0.102	3	33	0.143
08:00 - 09:00	3	33	0.071	3	33	0.133	3	33	0.204
09:00 - 10:00	3	33	0.041	3	33	0.061	3	33	0.102
10:00 - 11:00	3	33	0.051	3	33	0.061	3	33	0.112
11:00 - 12:00	3	33	0.031	3	33	0.031	3	33	0.062
12:00 - 13:00	3	33	0.041	3	33	0.020	3	33	0.061
13:00 - 14:00	3	33	0.061	3	33	0.082	3	33	0.143
14:00 - 15:00	3	33	0.031	3	33	0.071	3	33	0.102
15:00 - 16:00	3	33	0.082	3	33	0.031	3	33	0.113
16:00 - 17:00	3	33	0.163	3	33	0.102	3	33	0.265
17:00 - 18:00	3	33	0.163	3	33	0.163	3	33	0.326
18:00 - 19:00	3	33	0.153	3	33	0.082	3	33	0.235
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.929			0.939			1.868

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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Parameter summary

Trip rate parameter range selected: 20 - 40 (units:)
 Survey date range: 01/01/09 - 12/06/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

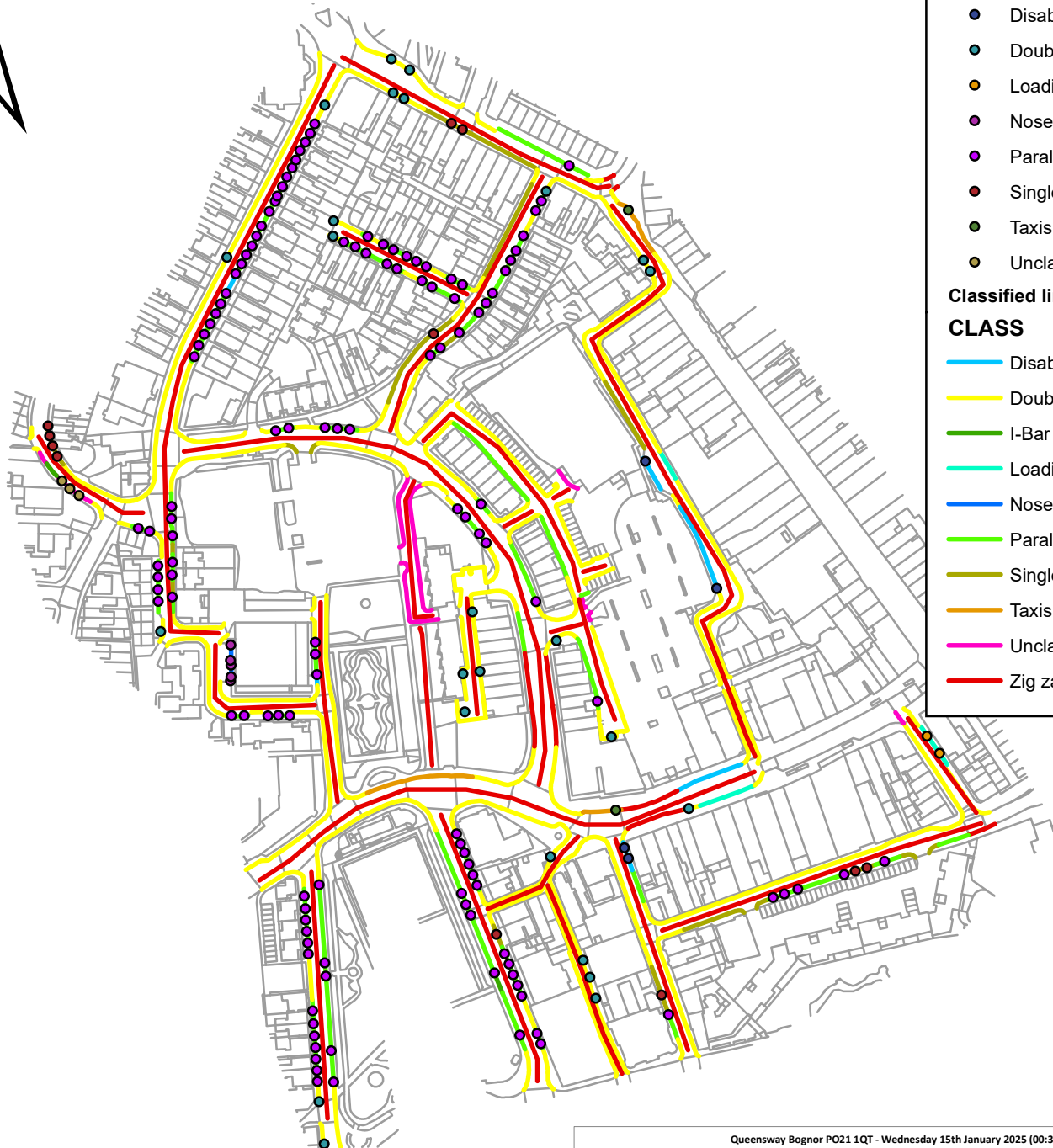
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix 2

Car Parking Survey Location

Queensway Bognor - Wednesday 15th January 2025 (00:30 - 05:30)

Occupancy



Parking Locations

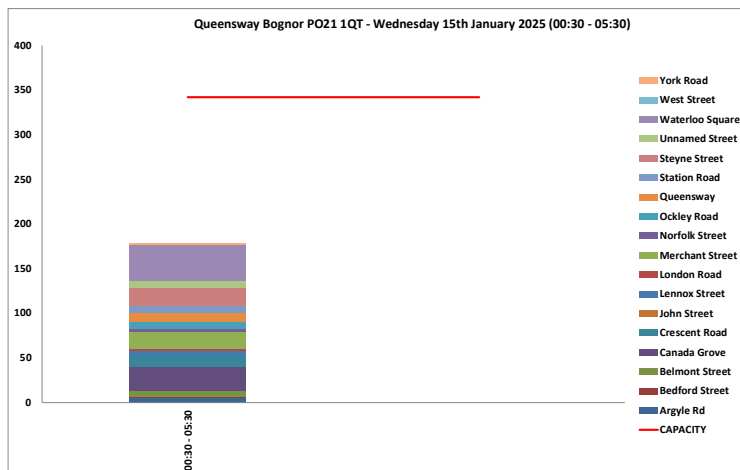
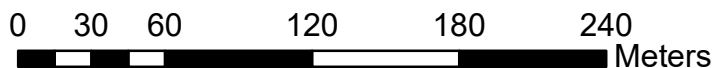
CLASS

- Disabled
- Double yellow lines
- Loading
- Nose-in Bay
- Parallel Bay
- Single yellow line
- Taxis
- Unclassified

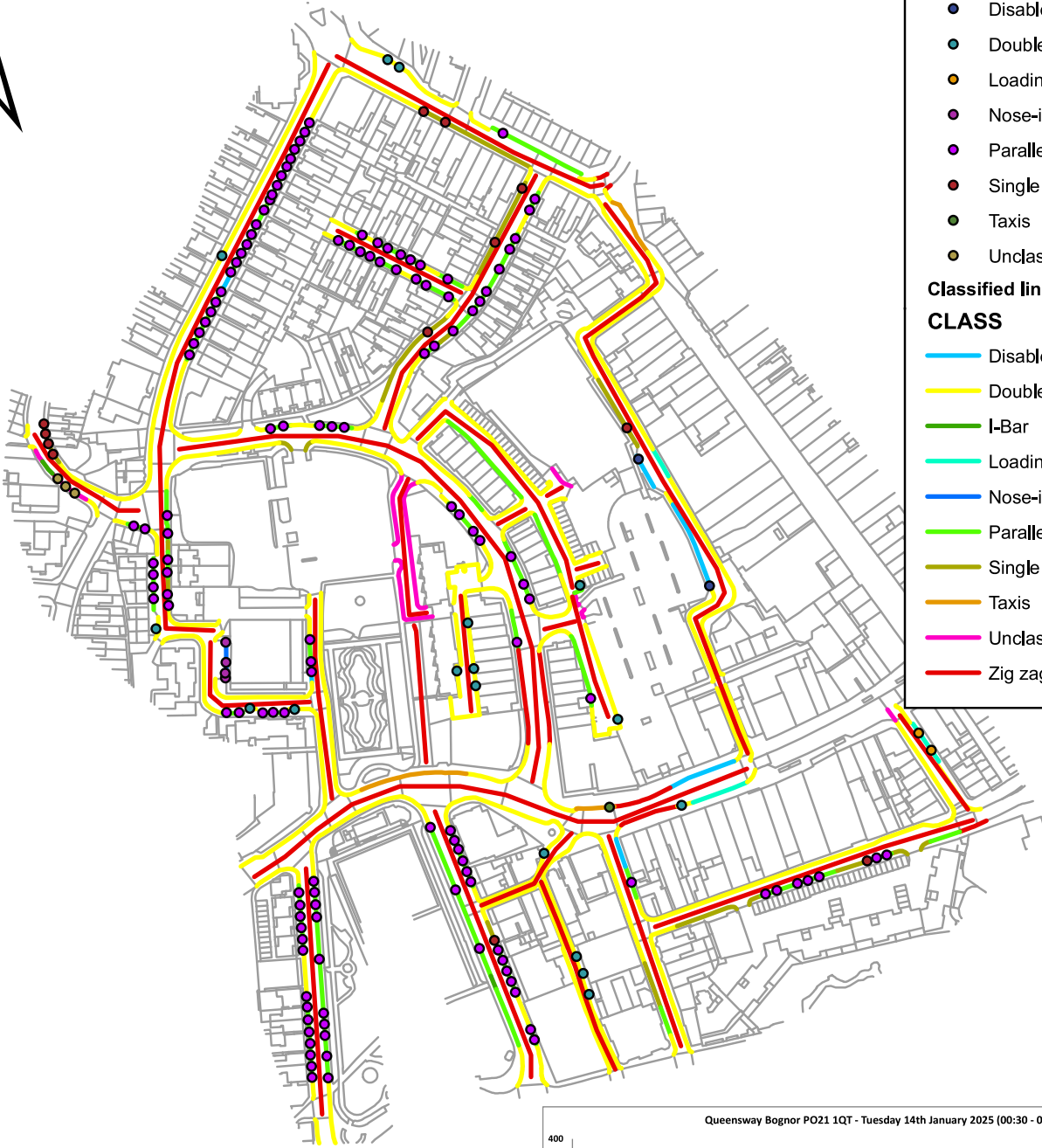
Classified links

CLASS

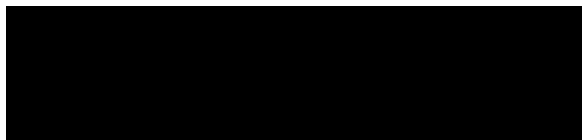
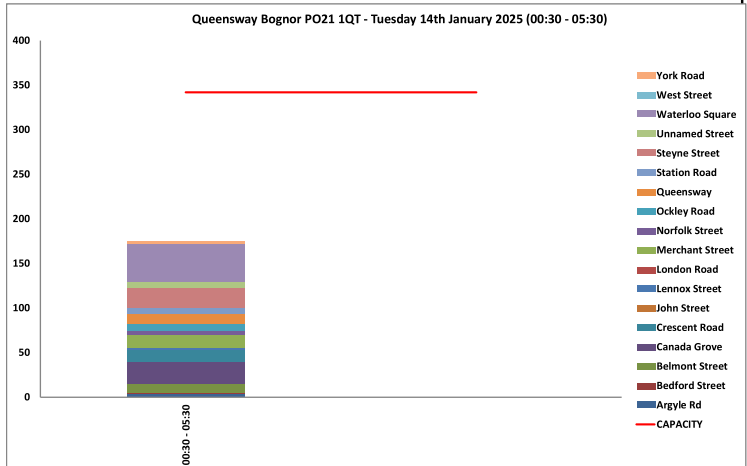
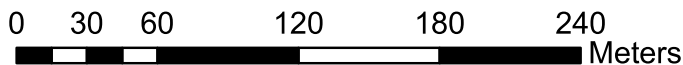
- Disabled
- Double yellow lines
- I-Bar
- Loading
- Nose-in Bay
- Parallel Bay
- Single yellow line
- Taxis
- Unclassified
- Zig zag



Queensway Bognor - Tuesday 14th January 2025 (00:30 - 05:30)
Occupancy



- Parking Locations CLASS**
- Disabled
 - Double yellow lines
 - Loading
 - Nose-in Bay
 - Parallel Bay
 - Single yellow line
 - Taxis
 - Unclassified
- Classified links CLASS**
- Disabled
 - Double yellow lines
 - I-Bar
 - Loading
 - Nose-in Bay
 - Parallel Bay
 - Single yellow line
 - Taxis
 - Unclassified
 - Zig zag

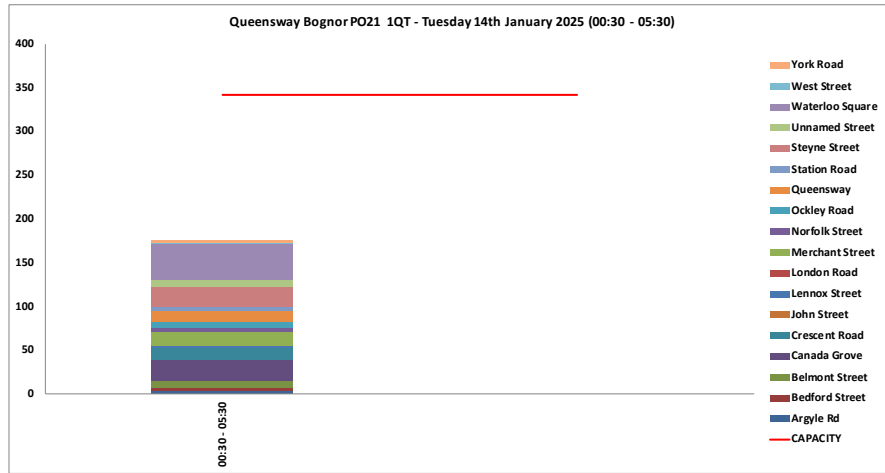


Appendix 3

Car Parking Survey Data



Vehicle Occupancy by Link	
LINK	00:30 - 05:30
Argyle Rd	4
Bedford Street	3
Belmont Street	8
Canada Grove	25
Crescent Road	14
John Street	0
Lennox Street	1
London Road	0
Merchant Street	16
Norfolk Street	4
Ockley Road	7
Queensway	13
Station Road	5
Styems Street	23
Unnamed Street	7
Waterloo Square	42
West Street	1
York Road	2
OCCUPANCY	175
CAPACITY	342



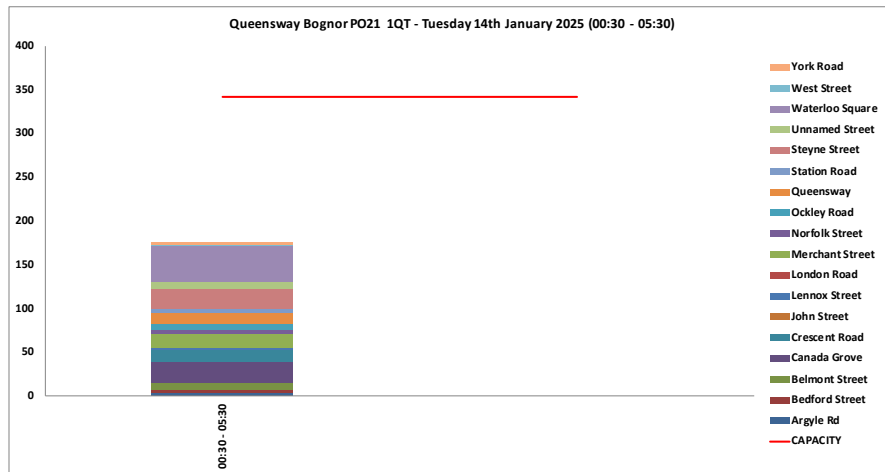


Length of Classifications by Link (Metres)												
Link	Disabled	Double ye	I-Bar	Loading	Nose-in Bay	Parallel Bay	Single ye	Taxis	Unclassified	Zig zag	Grand Total	
Argyle Rd	0.00	33.62	0.00	0.00	0.00	36.66	0.00	0.00	0.00	0.00	70.28	
Bedford Street	63.10	304.26	0.00	15.11	0.00	0.00	37.51	0.00	0.00	0.00	419.98	
Belmont Street	0.00	173.29	0.00	0.00	0.00	66.34	69.33	0.00	0.00	13.97	322.94	
Canada Grove	6.83	299.56	0.00	0.00	0.00	123.13	0.00	0.00	0.00	0.00	429.53	
Crescent Road	0.00	99.42	0.00	0.00	0.00	80.57	110.65	0.00	0.00	0.00	290.63	
John Street	0.00	129.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	129.52	
Lennox Street	14.13	153.93	0.00	0.00	0.00	30.30	22.84	0.00	0.00	0.00	221.20	
London Road	0.00	65.81	0.00	0.00	0.00	0.00	0.00	30.51	0.00	0.00	96.33	
Merchant Street	0.00	48.15	0.00	0.00	0.00	100.73	0.00	0.00	0.00	0.00	148.87	
Norfolk Street	0.00	275.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	275.51	
Ockley Road	0.00	55.67	7.78	0.00	0.00	0.00	19.10	0.00	26.95	0.00	109.50	
Queensway	0.00	327.26	0.00	0.00	0.00	116.31	13.13	0.00	0.00	91.31	548.01	
Station Road	0.00	148.27	0.00	0.00	0.00	48.79	62.55	0.00	0.00	10.04	269.64	
Stevne Street	5.32	360.43	0.00	0.00	18.70	86.44	10.36	0.00	0.00	0.00	481.25	
Unnamed Street	0.00	521.62	0.00	0.00	0.00	122.82	0.00	0.00	176.58	0.00	821.02	
Waterloo Square	33.68	271.33	6.93	28.14	0.00	350.48	11.19	0.00	0.00	57.88	759.63	
West Street	0.00	249.33	0.00	0.00	0.00	0.00	0.00	70.94	0.00	0.00	320.27	
York Road	0.00	96.83	0.00	22.21	0.00	0.00	0.00	0.00	6.55	0.00	125.59	
Grand Total	123.06	3613.81	14.71	65.46	18.70	1162.57	356.67	101.45	210.08	173.20	5839.71	

Calculated Capacity by Link (Official - No. of Spaces)												
Link	Disabled	Double ye	I-Bar	Loading	Nose-in Bay	Parallel Bay	Single ye	Taxis	Unclassified	Zig zag	Grand Total	
Argyle Rd	0	0	0	0	0	6	0	0	0	0	6	
Bedford Street	12	0	0	0	0	0	7	0	0	0	19	
Belmont Street	0	0	0	0	0	11	12	0	0	0	23	
Canada Grove	1	0	0	0	0	23	0	0	0	0	24	
Crescent Road	0	0	0	0	0	15	21	0	0	0	36	
John Street	0	0	0	0	0	0	0	0	0	0	0	
Lennox Street	2	0	0	0	0	5	4	0	0	0	11	
London Road	0	0	0	0	0	0	0	0	0	0	0	
Merchant Street	0	0	0	0	0	18	0	0	0	0	18	
Norfolk Street	0	0	0	0	0	0	0	0	0	0	0	
Ockley Road	0	0	0	0	0	0	3	0	5	0	8	
Queensway	0	0	0	0	0	20	2	0	0	0	22	
Station Road	0	0	0	0	0	9	12	0	0	0	21	
Stevne Street	1	0	0	0	7	14	1	0	0	0	23	
Unnamed Street	0	0	0	0	0	24	0	0	32	0	56	
Waterloo Square	6	0	0	0	0	66	2	0	0	0	74	
West Street	0	0	0	0	0	0	0	0	0	0	0	
York Road	0	0	0	0	0	0	0	0	1	0	1	
Grand Total	22	0	0	0	7	211	64	0	38	0	342	



Vehicle Occupancy by Link	
LINK	00:30 - 05:30
Argyle Rd	4
Bedford Street	3
Belmont Street	8
Canada Grove	25
Crescent Road	14
John Street	0
Lennox Street	1
London Road	0
Merchant Street	16
Norfolk Street	4
Ockley Road	7
Queensway	13
Station Road	5
Styems Street	23
Unnamed Street	7
Waterloo Square	42
West Street	1
York Road	2
OCCUPANCY	175
CAPACITY	342





Length of Classifications by Link (Metres)											
Link	Disabled	Double ye	I-Bar	Loading	Nose-in Bay	Parallel Bay	Single ye	Taxis	Unclassified	Zig zag	Grand Total
Argyle Rd	0.00	33.62	0.00	0.00	0.00	36.66	0.00	0.00	0.00	0.00	70.28
Bedford Street	63.10	304.26	0.00	15.11	0.00	0.00	37.51	0.00	0.00	0.00	419.98
Belmont Street	0.00	173.29	0.00	0.00	0.00	66.34	69.33	0.00	0.00	13.97	322.94
Canada Grove	6.83	299.56	0.00	0.00	0.00	123.13	0.00	0.00	0.00	0.00	429.53
Crescent Road	0.00	99.42	0.00	0.00	0.00	80.57	110.65	0.00	0.00	0.00	290.63
John Street	0.00	129.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	129.52
Lennox Street	14.13	153.93	0.00	0.00	0.00	30.30	22.84	0.00	0.00	0.00	221.20
London Road	0.00	65.81	0.00	0.00	0.00	0.00	0.00	30.51	0.00	0.00	96.33
Merchant Street	0.00	48.15	0.00	0.00	0.00	100.73	0.00	0.00	0.00	0.00	148.87
Norfolk Street	0.00	275.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	275.51
Ockley Road	0.00	55.67	7.78	0.00	0.00	0.00	19.10	0.00	26.95	0.00	109.50
Queensway	0.00	327.26	0.00	0.00	0.00	116.31	13.13	0.00	0.00	91.31	548.01
Station Road	0.00	148.27	0.00	0.00	0.00	48.79	62.55	0.00	0.00	10.04	269.64
Steyne Street	5.32	360.43	0.00	0.00	18.70	86.44	10.36	0.00	0.00	0.00	481.25
Unnamed Street	0.00	521.62	0.00	0.00	0.00	122.82	0.00	0.00	176.58	0.00	821.02
Waterloo Square	33.68	271.33	6.93	28.14	0.00	350.48	11.19	0.00	0.00	57.88	759.63
West Street	0.00	249.33	0.00	0.00	0.00	0.00	0.00	70.94	0.00	0.00	320.27
York Road	0.00	96.83	0.00	22.21	0.00	0.00	0.00	0.00	6.55	0.00	125.59
Grand Total	123.06	3613.81	14.71	65.46	18.70	1162.57	356.67	101.45	210.08	173.20	5839.71

Calculated Capacity by Link (Official - No. of Spaces)											
Link	Disabled	Double ye	I-Bar	Loading	Nose-in Bay	Parallel Bay	Single ye	Taxis	Unclassified	Zig zag	Grand Total
Argyle Rd	0	0	0	0	0	6	0	0	0	0	6
Bedford Street	12	0	0	0	0	0	7	0	0	0	19
Belmont Street	0	0	0	0	0	11	12	0	0	0	23
Canada Grove	1	0	0	0	0	23	0	0	0	0	24
Crescent Road	0	0	0	0	0	15	21	0	0	0	36
John Street	0	0	0	0	0	0	0	0	0	0	0
Lennox Street	2	0	0	0	0	5	4	0	0	0	11
London Road	0	0	0	0	0	0	0	0	0	0	0
Merchant Street	0	0	0	0	0	18	0	0	0	0	18
Norfolk Street	0	0	0	0	0	0	0	0	0	0	0
Ockley Road	0	0	0	0	0	0	3	0	5	0	8
Queensway	0	0	0	0	0	20	2	0	0	0	22
Station Road	0	0	0	0	0	9	12	0	0	0	21
Steyne Street	1	0	0	0	7	14	1	0	0	0	23
Unnamed Street	0	0	0	0	0	24	0	0	32	0	56
Waterloo Square	6	0	0	0	0	66	2	0	0	0	74
West Street	0	0	0	0	0	0	0	0	0	0	0
York Road	0	0	0	0	0	0	0	0	1	0	1
Grand Total	22	0	0	0	7	211	64	0	38	0	342