

## Proposed Lidl Store Extension

Shawbridge Street, Clitheroe

Prepared by: Gemma Wheatley

Checked by: Jim Budd

GW/210079/TN01 - 20 January 2022

### Introduction

1. This technical note has been prepared by SCP to support the proposed extension to the Lidl Store located off Shawbridge Street, Clitheroe. The store was constructed and opened in 2011 and the latest proposals are for an extension into the neighbouring Peel Street Car Park which has been acquired by Lidl. The extension was previously approved in December 2017, planning reference 03/2017/0610.
2. It should be noted that two previous documents have been produced and submitted in support of the extension of the store. The first of these documents was submitted in June 2017, with the note detailing a car park review and accumulation exercise for both the existing Lidl car park and the neighbouring Peel Street Car Park in the context of the proposed extension. The second document was submitted in October 2017. It was prepared in response to comments received from LCC Highways, with the document itself detailing parking survey results for the surrounding residential streets in the context of the extension.
3. Following a review of both documents, and a site visit LCC was satisfied that their concerns had been addressed and the extension was granted planning permission in December 2017. LCC concluded *'that the loss of the car park will have little detriment to the local road network with any displaced parking capable of being absorbed within the surrounding area'*.
4. This permission has since lapsed. The current application is almost identical to the previously approved application. The 2017 surveys are considered appropriate, given the fact that they were previously accepted and that the current Covid-19 pandemic prevents any accurate re-surveys taking place.
5. The following texts and analysis are a therefore a combination of both previous documents submitted, for ease of reference.

---

### Re-development Proposals

6. The proposals include an extension of the existing store by a further 375m<sup>2</sup>. This would take the existing gross internal floor area (GIA) of the store from 1,315m<sup>2</sup> to a total GIA of 1,690m<sup>2</sup> though the retail floor space (RFA) would only increase by approximately 100m<sup>2</sup>. The proposals would involve an increase in car parking on the site from the existing 54 spaces including four wheelchair accessible and two parent and child, to 63 spaces, including four wheelchair accessible, two parent and child spaces and nine staff spaces through the acquisition of a neighbouring car park.
7. The car park is located directly to the south of the site and currently accommodates 15 spaces, two of which are for mobility impaired. The car park is currently a Council run long-stay pay and display car park with access taken from Peel Street. The existing site layout is shown at [Appendix 1](#) and the proposed site layout showing the extended store and new parking layout is at [Appendix 2](#).
8. Access to the main car park will remain as existing, with access taken from Shawbridge Street. The existing access to the Peel Street Car Park will be closed off to allow the store to be extended onto part of the land. The access to the staff car park will be moved slightly further south than the existing.
9. The location of the delivery area is proposed to be retained in the same location, with access provided from within the main car park area.
10. The number of deliveries per day will not increase as a result of the expansion of warehouse and sales floor areas. In fact, larger format stores provide the capability for the warehouse to be stocked by a single delivery given the greater storage space available. Deliveries will be unaffected by the redevelopment of the store, with deliveries by 16.5m articulated vehicles taking place at an average of two to three per day.

### Lidl and Peel Street Car Park Survey Results

11. In order to assess the likely impact of the proposed extension to the Lidl Store in relation to the demand for car parking, a parking-beat survey was commissioned for Friday 9th June 2017 between the hours of 10:00-18:00 and Saturday 10th June 2017 between the hours of 10:00-17:00.
12. The results of the parking beat survey are included in [Appendix 3](#). The survey for the Lidl area of the car park identifies that of the total spaces available in the store car park (54 currently

provided) the maximum demand was 52, recorded during a single fifteen minute period, occurring on the Saturday between 10:45 and 11:00.

13. The maximum, average and 85<sup>th</sup> percentile parking accumulation and car park capacity as a percentage for each survey day is summarised below:

**Table 1.1- Parking Accumulation Survey Results**

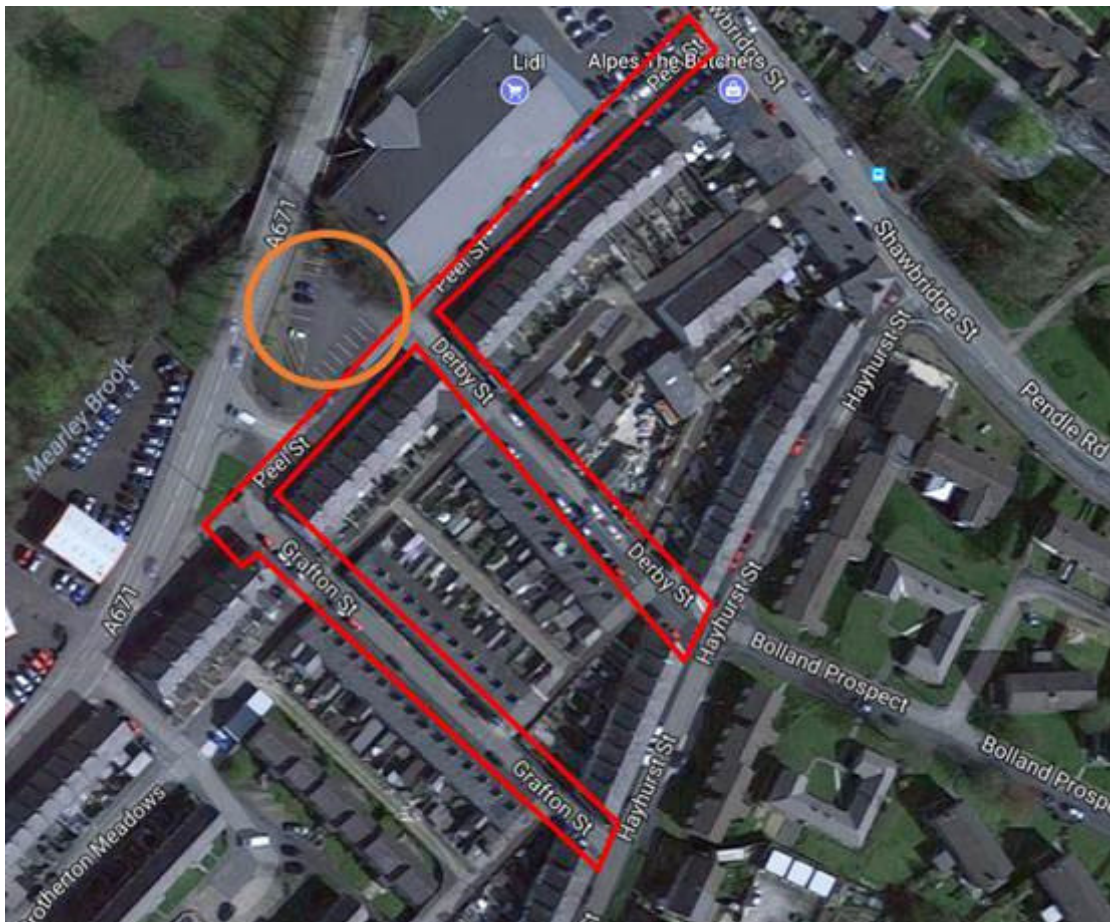
|                             | Friday      |          | Saturday    |          |
|-----------------------------|-------------|----------|-------------|----------|
|                             | No. of Cars | Capacity | No. of Cars | Capacity |
| Average                     | 38          | 71%      | 39          | 72%      |
| 85 <sup>th</sup> percentile | 46          | 86%      | 46          | 85%      |
| Maximum                     | 51          | 94%      | 52          | 96%      |

14. Both the Friday and Saturday surveys are consistent with the average number of cars parked throughout the day being 38 and 39, or 72% of the total car park capacity. The Friday and Saturday surveys show a peak of 51 and 52 cars respectively, which is up to 96% of the car park capacity on a Saturday.
15. At the Peel Street Car Park, average occupancy on a Friday was 10 cars (66% occupancy) and 7 cars on a Saturday (47% occupancy). The maximum occupancy was 14 cars recorded between 14:00 and 14:15 on a Friday.

#### Peel Street and Surrounding Streets Parking Survey Results

16. To further establish the impact of the loss of parking spaces on the highway network, a week long parking survey was carried out on Grafton Street, Derby Street and Peel Street as well as a survey of the Peel Street pay and display car park. The survey took place between Friday 8<sup>th</sup> September and Thursday 14<sup>th</sup> September 2017 between 10:00 and 18:00 each day. The survey results are included at **Appendix 4**. The area included is shown on the plan below:

**Figure 1.1- Study Area**



17. Feedback from the survey company indicated that there were 2 or 3 cars which were parked in the Peel Street car park for the whole survey period in the same spaces, apparently without moving. It is unclear whether these had valid tickets. The pay and display charges apply between the hours of 08:00 and 18:00 with a fee of £2.40 for parking for the full 10 hours each day.
18. The survey results have assumed cars can park on both sides of each of the roads above. However if/when this occurs it takes the main road down to one-way working and in some places results in some cars parked slightly up the kerb. The characteristics of each street local to the store are explored further below:

#### *Grafton Street*

19. This is a residential street with terraced properties fronting both sides of the carriageway. There are four access points to the rear of properties. The remainder of the street has no restrictions to parking. It has been observed that the majority of vehicles park on the road to the south and any

parking on the northern side takes place partially on the kerb to allow single way movement. A maximum of 16 cars could park on each side of Grafton Street.

#### *Derby Street*

20. This is a residential street with 11 terraced properties on the south side and 4 on the north. There are five access points to the rear of dwellings. The carriageway is approximately 5.5m wide with footways on both sides. There is space to park 11 cars on the north and 13 cars on the south, again assuming that all cars on the south would be parked on the road and those to the north would park partially on the kerb, which has been observed to happen.

#### *Peel Street*

21. The carriageway here varies between 7 and 7.5m wide and has residential properties and three shops on the eastern side and the Lidl store, the car park and a grass verge on the western side. Cars consistently park on both sides of the carriageway, which takes the road down to one-way working. It is estimated that 22 cars could park on the eastern side and 24 on the western side.

#### *Results-Peel Street Car Park*

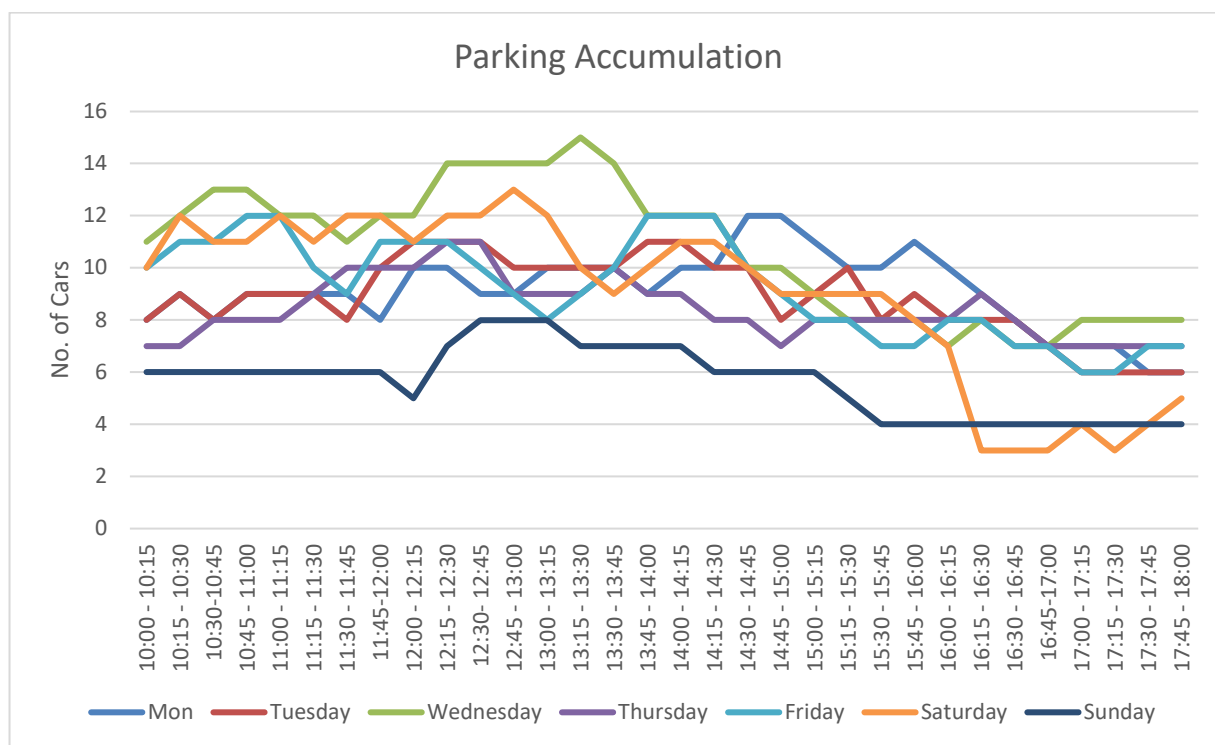
22. The number of cars parked in Peel Street long-stay pay and display has been investigated and summarised in **Table 1.2** This shows that between 4 and 15 cars were parked throughout the week. Of these, 3 did not move for the duration of the survey. The average and maximum number of cars parked is shown in the table below:

**Table 1.2- Car Parking results for Peel Street Car Park**

|                | June 2017 Survey |         | September 2017 survey |         |
|----------------|------------------|---------|-----------------------|---------|
|                | Average          | Maximum | Average               | Maximum |
| Friday         | 10               | 14      | 9                     | 12      |
| Saturday       | 7                | 10      | 9                     | 13      |
| Sunday         |                  |         | 6                     | 8       |
| Monday         |                  |         | 9                     | 12      |
| Tuesday        |                  |         | 9                     | 11      |
| Wednesday      |                  |         | 11                    | 15      |
| Thursday       |                  |         | 8                     | 11      |
| Weekly Average |                  |         | 9                     |         |

23. The busiest day is a Wednesday with 11 cars parked and a maximum of 15 parked for one period between 13:15 and 13:30. This was the only time in the whole seven days that the car park was full. The graph below shows the profile of car parking for each day throughout the survey period.

**Figure 1.2- Peel Street Car Park Accumulation**

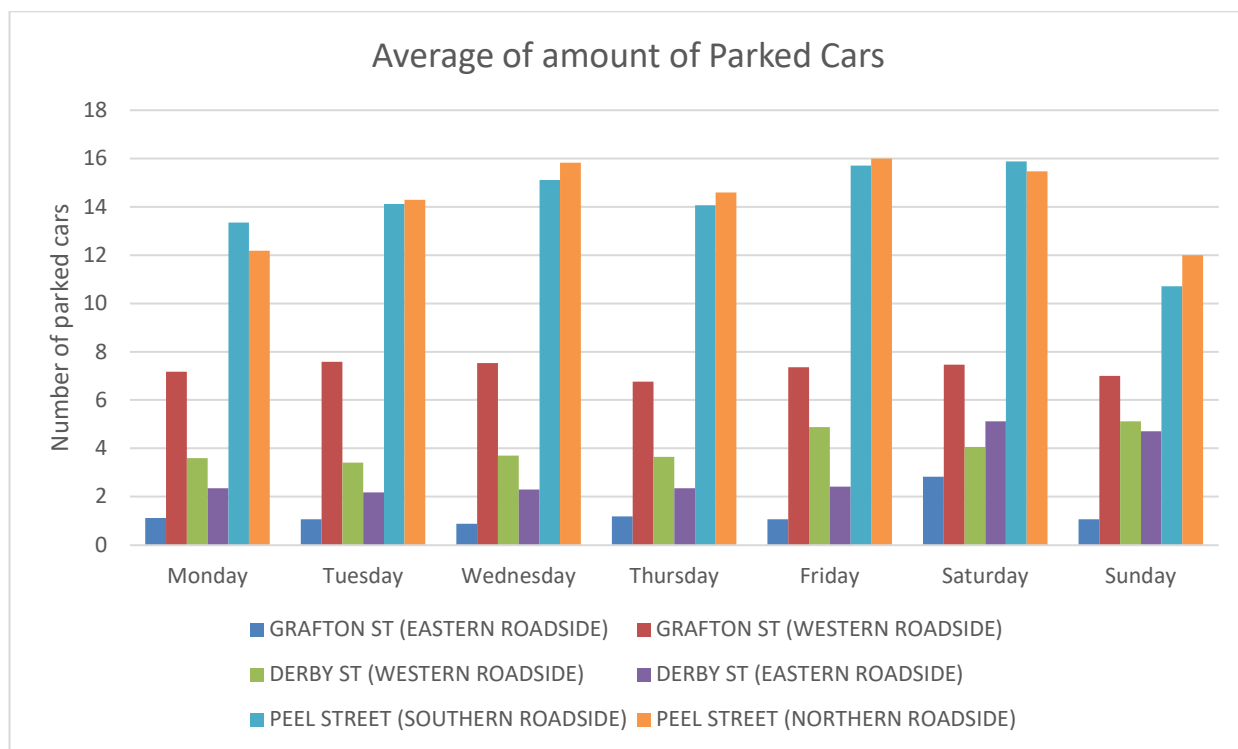


24. Generally, parking demand for the car park is higher in the morning peak than the afternoon, with a peak around lunchtime. Sunday was the quietest day with around 6 cars parked. Three of the cars were parked in the same spaces and did not move for the whole 7 day survey.
25. On average, across the whole week there are 9 cars parked in this car park. The Lidl proposals are to extend the store into the existing car park and create 9 staff parking spaces. Whilst the existing store car park for Lidl will remain the same, any staff currently parking in these spaces will be reallocated to the new staff car park. The overall effect will be an increase in parking provision of 9 spaces for Lidl customers. These spaces will provide short stay parking for up to 90 minutes, which allows people currently using the Peel Street car park to park for short trips such as visits to local shops and businesses. Those parking in Peel Street for long-stay purposes will be displaced to the local highway network. This is explored below.

### On-street capacity

26. The average amount of cars parked on the network is shown below. This demonstrates that, Wednesday, Friday and Saturday have the highest parking demand. As Wednesday is the busiest for the car park, this and Saturday have been selected for further analysis.

**Figure 1.3- Average number of cars parked on Local Highway**



**Table 1.3- Breakdown of on-street capacity and demand- Wednesday**

|          | Peel Street |            | Grafton Street |            | Derby Street |            |
|----------|-------------|------------|----------------|------------|--------------|------------|
|          | Veh. No's   | Percentage | Veh. No's      | Percentage | Veh. No's    | Percentage |
| Capacity | 46          | -          | 32             | -          | 24           | -          |
| Average  | 28          | 61%        | 9              | 28%        | 6            | 25%        |
| Maximum  | 32          | 70%        | 10             | 31%        | 7            | 29%        |

**Table 1.4- Breakdown of on-street capacity and demand- Saturday**

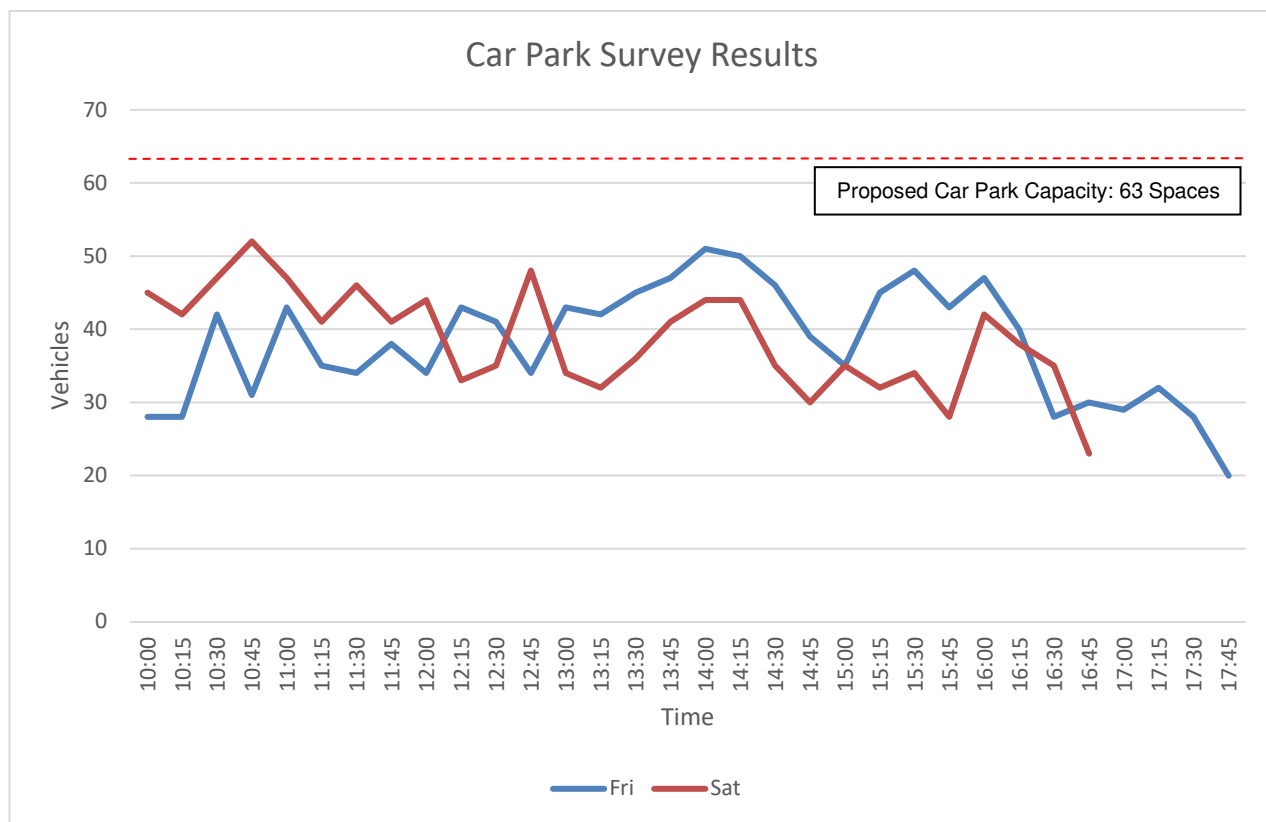
|          | Peel Street |            | Grafton Street |            | Derby Street |            |
|----------|-------------|------------|----------------|------------|--------------|------------|
|          | Veh. No's   | Percentage | Veh. No's      | Percentage | Veh. No's    | Percentage |
| Capacity | 46          | -          | 32             | -          | 24           | -          |
| Average  | 31          | 67%        | 10             | 31%        | 9            | 38%        |
| Maximum  | 39          | 85%        | 14             | 44%        | 11           | 46%        |

27. These results, for the busiest times of the week on both the highway network and Peel Street car park, demonstrate that there is space on the side roads for the small amount of displaced parking. Even if the capacity of Grafton Street and Derby Street is over estimated and we only include one side of the road in calculations, at the very busiest time on a Saturday, there would be two spaces on Grafton Street and two on Derby Street, in addition to the space on Peel Street. However, in reality, the chance of the Lidl car park and the highway network both having peak demand for parking at the same time is unlikely.

#### Proposed Re-development Impact

28. The proposals include an increase in car parking spaces by 9 spaces from 54 to 63 spaces comprising of four mobility impaired, two parent & child and nine staff spaces. Staff currently park within the main customer car park and these spaces will be relocated to a dedicated staff car park, leaving the other 54 spaces for customer use.
29. The proposed increase in GFA is not expected to result in an increase in the number of trips to the site but will result in a better shopping experience for existing customers. The Sales Area of the store will increase by approximately 100m<sup>2</sup> as a result of the extension and rather than attract additional traffic, it is likely to encourage existing customers to spend marginally longer shopping in the store. The greater the depth of stock availability within a store (due to the increased warehouse area), the higher the possibility that customers will be able to buy what they need in a single visit. This can actually lead to a reduced trip generation albeit at the expense of an increase in the average length of stay per customer and therefore a slightly higher demand for car parking.
30. The graph shown below illustrates the recorded parking accumulation and the total car park capacity for the Lidl store with the proposed store extension.

**Figure 1.4- Parking accumulation and capacity**



31. The existing car park currently has sufficient capacity for the existing store although it does almost reach capacity on both surveyed days on Friday and Saturday. At busy times of the year such as Easter and Christmas, it is likely that the existing car park would be at or over capacity for much of the time periods. It is usual to provide enough car parking to allow cars to easily circulate the car park without blocking aisles or having to repeatedly circle the car park looking for a space, which could quickly have a knock-on effect onto the Local Highway Network. The additional spaces will also ensure that there is sufficient capacity for customers staying longer at the site as a result of the store extension.
32. The car park surveys have demonstrated that there is sufficient car parking for the existing store for average weeks. Nonetheless, the proposals will increase the number of parking spaces by nine. The acquisition of Peel Street Car Park will allow the additional nine spaces to be dedicated for staff use and the existing 54 spaces to be for customer use only. There is no impact on the way in which the store will be serviced. There is no evidence of increased localised congestion occurring on the highway as a result of the proposals contrary to any transport-related planning policy

- 
33. As previously discussed, the Lidl car park will be retained as existing (with 54 parking spaces). The pay and display car park will be replaced by a car park for 9 staff. This gives a net loss of five parking spaces.
34. Although there is a considerable amount of on-street parking experienced, there are no parking restrictions in the vicinity of the Lidl store on Peel Street, Grafton Street or Derby Street. There are short sections of double yellow lines along Shawbridge Street mainly around junctions to protect visibility splays and ensure the free flow of traffic. Surveys have shown that there is available on-street parking for any displaced cars as a result of the loss of the Peel Street Car Park.

#### Summary and Conclusions

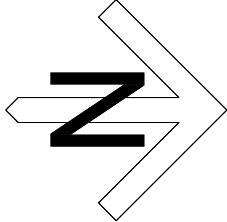
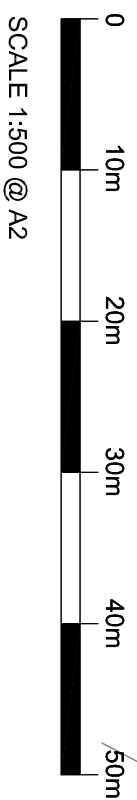
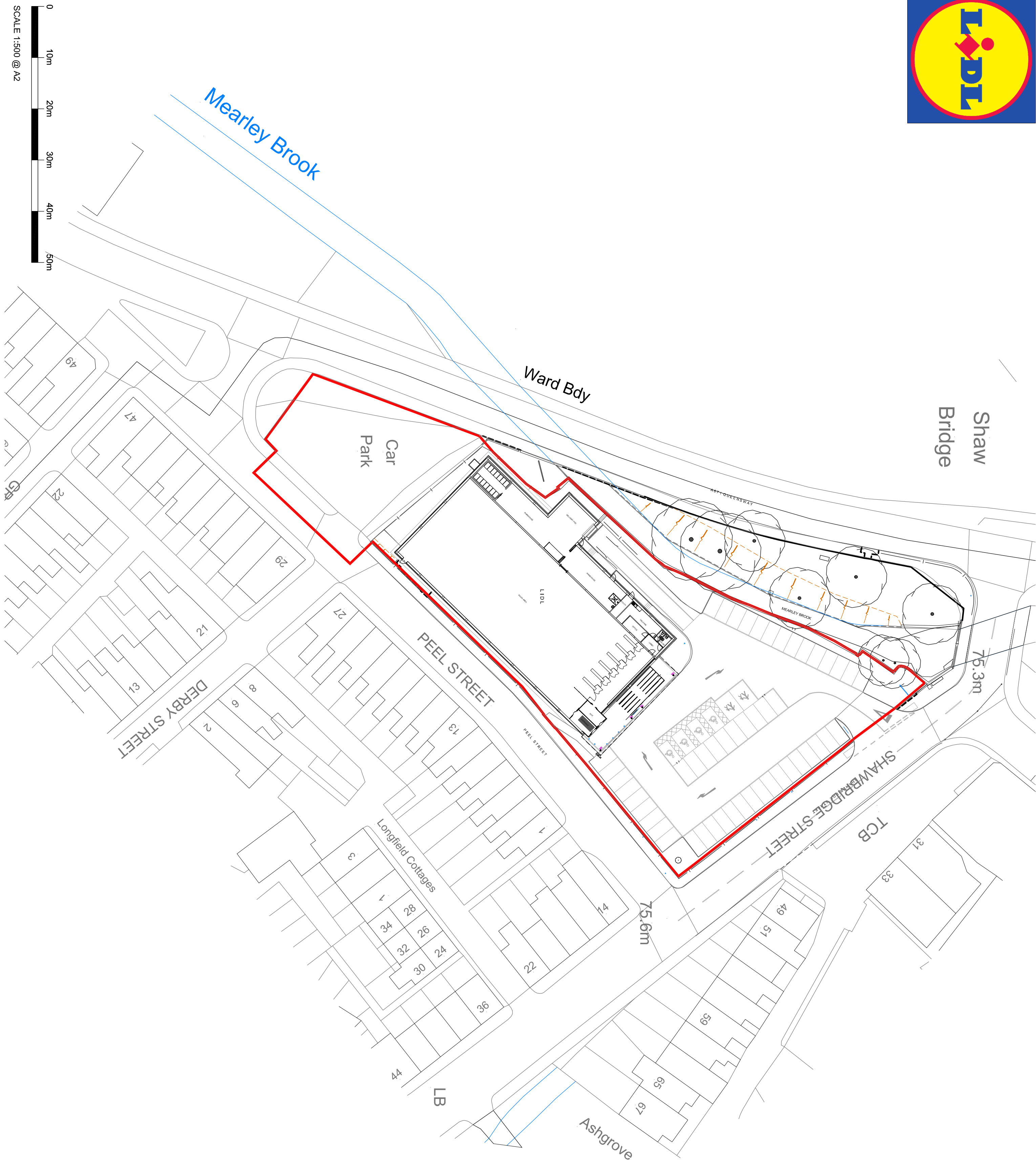
35. Overall, the extension to the Lidl store will result in the net loss of five parking spaces by virtue of the loss of the Peel Street Car Park for public parking. The nine spaces retained on the Peel Street car park land will be for Lidl staff use only. Effectively, this will increase Lidl's customer car park by nine spaces as staff cars will be displaced to the rear of the store.
36. The survey results have shown that on average across the whole week there are 9 cars parked in the Peel Street car park. The additional provision at the Lidl car park will therefore be able to accommodate those requiring short-stay parking for up to 90 minutes. The few people requiring long-stay car parking will be displaced on to the local highway network. It has been demonstrated that the local highway network has spare capacity for on-street, non-Lidl-related parking even during the busiest times of the week. This situation was previously accepted for the original extension application by LCC as the Highway Authority.
37. Given that the Peel Street car park is rarely fully occupied, that the Lidl store car park will be increased by 9 spaces, there is additional on street capacity for cars to park and that the proposals remain the same as the original extension application, there cannot be any traffic, transport or highways reason to withhold permission.

**S|C|P**

## **APPENDIX 1**



Shaw  
Bridge



IMPORTANT INFORMATION

Dimensions to be confirmed on site prior to start of works and OQAS is to be informed of discrepancies immediately. No dimensions to be scaled. All materials and works are to be carried out in accordance with current British Standards, Planning Approval, current Building Regulations and Codes of Practice.  
Party Wall Act - Party Wall Act are to be served by the property owner or appointed third party by property owner.  
Health and Safety - CD4 2015 Regulations apply to all construction works to be carried out and apply to designers, contractors and the client. As such all parties have duties under these regulations.

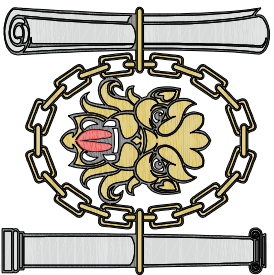
| No. | Date | Description | Revised<br>By |
|-----|------|-------------|---------------|
|-----|------|-------------|---------------|

STATUS: PLANNING

Client  
LIDL UK GMBH - BLACKHEATH LANE,  
RUNCORN, WA7 1SE  
Project  
SHAWBRIDGE STREET, CLITHEROE

Title  
EXISTING SITE PLAN

Job No. 16074  
Drawing No. AD 101  
Drawn by JA  
Checked by SPN  
Date MAY 2017  
Scale 1:500  
Sheet A2



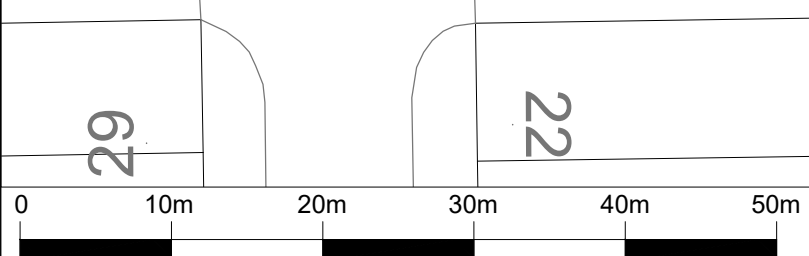
Chartered Institute of  
Architectural Technologists  
Registered Practice  
One Design Architectural Services Ltd  
Unit 1, Merchants Quay,  
Phase II, Ashley Lane, Shipley  
West Yorkshire, BD17 7DB  
0 1 2 7 4 5 9 1 1 8 8  
www.onedesignarchts.com  
mail@onedesignarchts.com

ONE DESIGN  
ARCHITECTURAL SERVICES

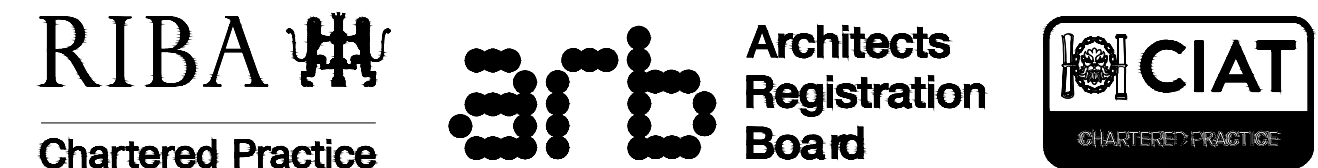
**S|C|P**

## **APPENDIX 2**

Brook

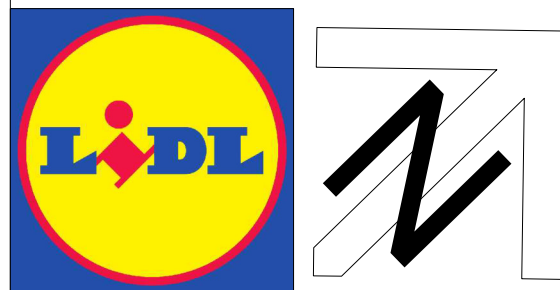


SCALE 1:500 @ A1



DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO START OF WORKS AND ODA TO BE INFORMED OF DISCREPANCIES IMMEDIATELY. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING. ALL MATERIALS AND WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE LATEST REVISION OF THE APPROPRIATE BRITISH STANDARDS OR EURO CODE. PLANNING APPROVAL, CURRENT BUILDING REGULATIONS AND CODES OF PRACTICE. PARTY WALL ACT - NOTICES UNDER THE PARTY WALL ACT ARE TO BE SERVED BY THE PROPERTY OWNER OR APPOINTED THIRD PARTY BY PROPERTY OWNER. HEALTH AND SAFETY - CDM 2015 REGULATIONS APPLY TO ALL CONSTRUCTION WORKS TO BE CARRIED OUT AND APPLY TO DESIGNERS, CONTRACTORS AND THE CLIENT, AS SUCH ALL PARTIES HAVE DUTIES UNDER THESE REGULATIONS.

Notes



| Rev | Description | Date | Rev | Chk | By |
|-----|-------------|------|-----|-----|----|
|-----|-------------|------|-----|-----|----|

Revisions

Client  
LIDL GREAT BRITAIN LTD  
BLACKHEATH LANE, RUNCORN  
WAT 1SE  
Project  
SHAWBRIDGE STREET,  
CLITHEROE  
Drawing  
PROPOSED SITE PLAN

Project No:  
16074  
Drawing No:  
AD\_110

Purpose of Issue  
PLANNING

Scale @ A1  
1:250

Drawn  
SMT

Revision  
-

Checked  
GAP

Date  
MAY 2021

DO NOT USE FOR CONSTRUCTION



One Design Architects Ltd, Unit 1 Merchants Quay, Phase II, Ashley Lane,  
Shipley, West Yorkshire, BD17 7DB  
Tel: 01274 591188  
www.onedesignarchs.com mail@onedesignarchs.com  
Registered in England & Wales No: 8355643

Architectural

| SCHEDULE                                   |           |
|--------------------------------------------|-----------|
| LIDL - EXTENSION                           |           |
| Sales Area                                 | 1102 m²   |
| Warehouse (Inc. Freezer/Chiller & Storage) | 387 m²    |
| Ancillary                                  | 169 m²    |
| Internal Walls                             | 32 m²     |
| GIA (Without Canopy)                       | 1690 m²   |
| GEA (Without Canopy)                       | 1778 m²   |
| Total Site Area Red (Approximate)          | 4629 m²   |
| Standard Parking Spaces                    | 00 spaces |
| Disabled Parking Spaces                    | 00 spaces |
| P&C Parking Spaces                         | 00 spaces |
| EVC (Electric Vehicle Charging) Spaces     | 00 spaces |
| Staff Parking Spaces                       | 09 spaces |
| Total Parking Spaces                       | 09 spaces |

**S|C|P**

## **APPENDIX 3**

Entry And Exit Counts, Lidl, Clitheroe

DATE: FRIDAY 9th JUNE 2017  
LOCATION: LIDL

ARM: PEEL STREET

| TIME / CLASS  | ENTERING        |                 |            |     |     |       |       | EXITING         |                 |            |     |     |       |       | TOTAL<br>MOVEMENT<br>FROM ARM |
|---------------|-----------------|-----------------|------------|-----|-----|-------|-------|-----------------|-----------------|------------|-----|-----|-------|-------|-------------------------------|
|               | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL |                               |
| 10:00 - 10:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 10:15 - 10:30 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| 10:30 - 10:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 10:45 - 11:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| HOURLY TOTAL  | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 3                             |
| 11:00 - 11:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 11:15 - 11:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 11:30 - 11:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 11:45 - 12:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| HOURLY TOTAL  | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 2                             |
| 12:00 - 12:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 12:15 - 12:30 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| 12:30 - 12:45 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| 12:45 - 13:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| HOURLY TOTAL  | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 2                             |
| 13:00 - 13:15 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| 13:15 - 13:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 13:30 - 13:45 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| 13:45 - 14:00 | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 2                             |
| HOURLY TOTAL  | 0               | 0               | 4          | 0   | 0   | 0     | 4     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 4                             |
| 14:00 - 14:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 14:15 - 14:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 14:30 - 14:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 14:45 - 15:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| HOURLY TOTAL  | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 2                             |
| 15:00 - 15:15 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| 15:15 - 15:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 15:30 - 15:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 15:45 - 16:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| HOURLY TOTAL  | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 3          | 0   | 0   | 0     | 3     | 4                             |
| 16:00 - 16:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 16:15 - 16:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 16:30 - 16:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 16:45 - 17:00 | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 2                             |
| HOURLY TOTAL  | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 0               | 0               | 3          | 0   | 0   | 0     | 3     | 5                             |
| 17:00 - 17:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 17:15 - 17:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 17:30 - 17:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 17:45 - 18:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| HOURLY TOTAL  | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 2                             |
| PERIOD TOTAL  | 0               | 0               | 10         | 0   | 0   | 0     | 10    | 0               | 0               | 14         | 0   | 0   | 0     | 14    | 24                            |

Accumulation, Clitheroe

DATE: FRIDAY 9th JUNE 2017

LOCATION: LIDL

| TIME  | ENTERING | EXITING | ACCUMU-<br>LATION |
|-------|----------|---------|-------------------|
| 10:00 | 0        | 0       | 11                |
| 10:15 | 1        | 0       | 12                |
| 10:30 | 0        | 1       | 11                |
| 10:45 | 0        | 1       | 10                |
| 11:00 | 0        | 0       | 10                |
| 11:15 | 0        | 1       | 9                 |
| 11:30 | 0        | 0       | 9                 |
| 11:45 | 0        | 1       | 8                 |
| 12:00 | 0        | 0       | 8                 |
| 12:15 | 1        | 0       | 9                 |
| 12:30 | 1        | 0       | 10                |
| 12:45 | 0        | 0       | 10                |
| 13:00 | 1        | 0       | 11                |
| 13:15 | 0        | 0       | 11                |
| 13:30 | 1        | 0       | 12                |
| 13:45 | 2        | 0       | 14                |
| 14:00 | 0        | 0       | 14                |
| 14:15 | 0        | 1       | 13                |
| 14:30 | 0        | 1       | 12                |
| 14:45 | 0        | 0       | 12                |
| 15:00 | 1        | 0       | 13                |
| 15:15 | 0        | 1       | 12                |
| 15:30 | 0        | 1       | 11                |
| 15:45 | 0        | 1       | 10                |
| 16:00 | 0        | 1       | 9                 |
| 16:15 | 0        | 1       | 8                 |
| 16:30 | 0        | 1       | 7                 |
| 16:45 | 2        | 0       | 9                 |
| 17:00 | 0        | 0       | 9                 |
| 17:15 | 0        | 1       | 8                 |
| 17:30 | 0        | 0       | 8                 |
| 17:45 | 0        | 1       | 7                 |

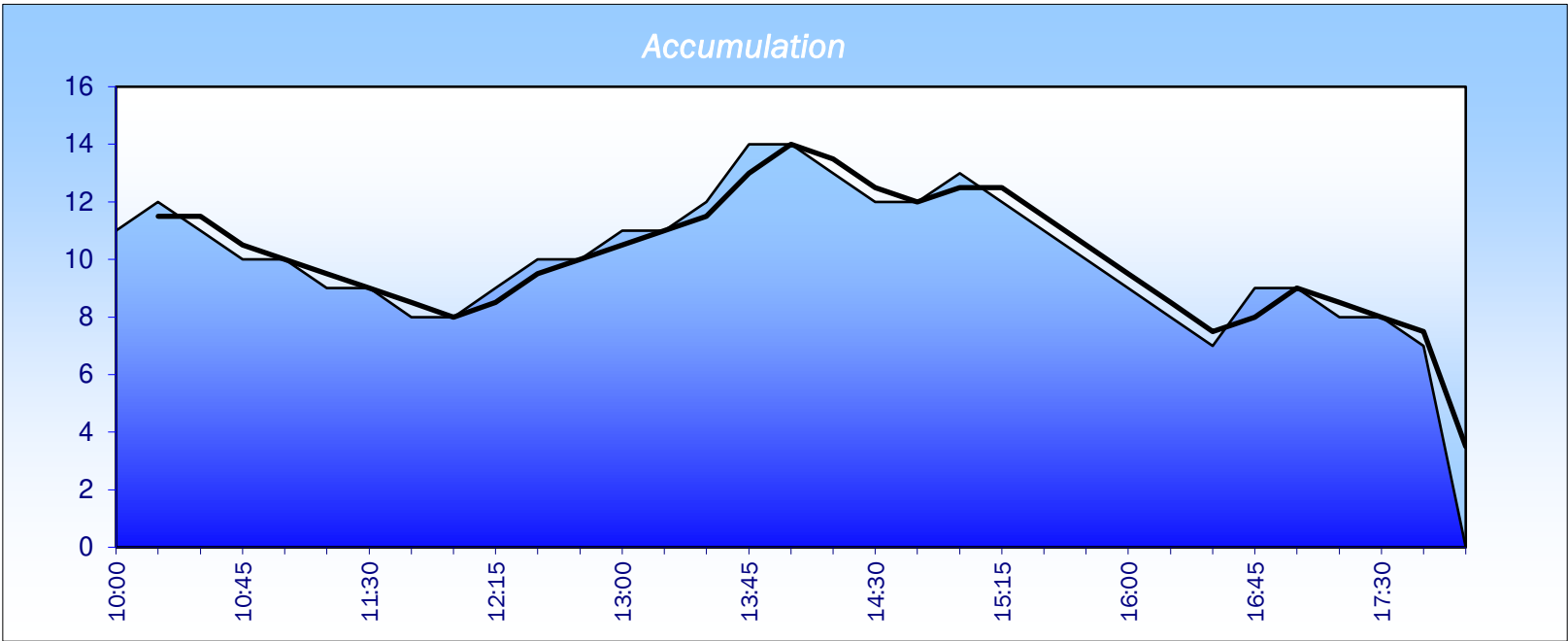
TOTAL PARKING SPACES: 15  
REGULAR PARKING SPACES: 13  
DISABLED PARKING SPACES: 2

VEHICLES PARKED AT 0700: 11  
VEHICLES PARKED AT 1800: 7

Accumulation, Clitheroe

DATE: FRIDAY 9th JUNE 2017

LOCATION: LIDL



TRENDLINE IS BASED ON HALF-HOURLY AVERAGES

Entry And Exit Counts, Lidl, Clitheroe

DATE: FRIDAY 9th JUNE 2017

LOCATION: LIDL

| ARM: PEEL STREET |                 |                 |            |     |     |       |       |                 |                 |            |     |     |       |       |                               |  |
|------------------|-----------------|-----------------|------------|-----|-----|-------|-------|-----------------|-----------------|------------|-----|-----|-------|-------|-------------------------------|--|
| TIME / CLASS     | ENTERING        |                 |            |     |     |       |       | EXITING         |                 |            |     |     |       |       | TOTAL<br>MOVEMENT<br>FROM ARM |  |
|                  | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL |                               |  |
| 10:00 - 10:15    | 0               | 0               | 10         | 0   | 1   | 0     | 11    | 0               | 0               | 4          | 0   | 0   | 0     | 4     | 15                            |  |
| 10:15 - 10:30    | 0               | 0               | 17         | 1   | 0   | 0     | 18    | 0               | 0               | 17         | 0   | 1   | 0     | 18    | 36                            |  |
| 10:30 - 10:45    | 0               | 0               | 27         | 0   | 0   | 0     | 27    | 0               | 0               | 12         | 1   | 0   | 0     | 13    | 40                            |  |
| 10:45 - 11:00    | 0               | 0               | 17         | 2   | 0   | 0     | 19    | 0               | 0               | 30         | 0   | 0   | 0     | 30    | 49                            |  |
| HOURLY TOTAL     | 0               | 0               | 71         | 3   | 1   | 0     | 75    | 0               | 0               | 63         | 1   | 1   | 0     | 65    | 140                           |  |
| 11:00 - 11:15    | 0               | 0               | 30         | 0   | 0   | 0     | 30    | 0               | 0               | 17         | 1   | 0   | 0     | 18    | 48                            |  |
| 11:15 - 11:30    | 0               | 0               | 18         | 0   | 0   | 0     | 18    | 0               | 0               | 26         | 0   | 0   | 0     | 26    | 44                            |  |
| 11:30 - 11:45    | 0               | 0               | 19         | 2   | 0   | 0     | 21    | 0               | 0               | 21         | 1   | 0   | 0     | 22    | 43                            |  |
| 11:45 - 12:00    | 0               | 0               | 29         | 0   | 0   | 0     | 29    | 0               | 0               | 23         | 2   | 0   | 0     | 25    | 54                            |  |
| HOURLY TOTAL     | 0               | 0               | 96         | 2   | 0   | 0     | 98    | 0               | 0               | 87         | 4   | 0   | 0     | 91    | 189                           |  |
| 12:00 - 12:15    | 0               | 0               | 19         | 2   | 0   | 0     | 21    | 0               | 0               | 24         | 1   | 0   | 0     | 25    | 46                            |  |
| 12:15 - 12:30    | 0               | 0               | 25         | 0   | 0   | 0     | 25    | 0               | 0               | 15         | 1   | 0   | 0     | 16    | 41                            |  |
| 12:30 - 12:45    | 0               | 0               | 11         | 1   | 0   | 0     | 12    | 0               | 0               | 14         | 0   | 0   | 0     | 14    | 26                            |  |
| 12:45 - 13:00    | 0               | 1               | 10         | 0   | 0   | 0     | 11    | 0               | 0               | 18         | 0   | 0   | 0     | 18    | 29                            |  |
| HOURLY TOTAL     | 0               | 1               | 65         | 3   | 0   | 0     | 69    | 0               | 0               | 71         | 2   | 0   | 0     | 73    | 142                           |  |
| 13:00 - 13:15    | 0               | 0               | 20         | 3   | 0   | 0     | 23    | 0               | 1               | 10         | 3   | 0   | 0     | 14    | 37                            |  |
| 13:15 - 13:30    | 0               | 0               | 15         | 0   | 0   | 0     | 15    | 0               | 0               | 16         | 0   | 0   | 0     | 16    | 31                            |  |
| 13:30 - 13:45    | 0               | 0               | 23         | 4   | 0   | 0     | 27    | 0               | 0               | 21         | 3   | 0   | 0     | 24    | 51                            |  |
| 13:45 - 14:00    | 0               | 0               | 18         | 2   | 0   | 0     | 20    | 0               | 0               | 16         | 2   | 0   | 0     | 18    | 38                            |  |
| HOURLY TOTAL     | 0               | 0               | 76         | 9   | 0   | 0     | 85    | 0               | 1               | 63         | 8   | 0   | 0     | 72    | 157                           |  |
| 14:00 - 14:15    | 0               | 0               | 22         | 0   | 0   | 0     | 22    | 0               | 0               | 17         | 1   | 0   | 0     | 18    | 40                            |  |
| 14:15 - 14:30    | 0               | 0               | 23         | 2   | 0   | 0     | 25    | 0               | 0               | 26         | 0   | 0   | 0     | 26    | 51                            |  |
| 14:30 - 14:45    | 0               | 0               | 13         | 0   | 0   | 0     | 13    | 0               | 0               | 16         | 1   | 0   | 0     | 17    | 30                            |  |
| 14:45 - 15:00    | 0               | 0               | 14         | 1   | 0   | 0     | 15    | 0               | 0               | 21         | 1   | 0   | 0     | 22    | 37                            |  |
| HOURLY TOTAL     | 0               | 0               | 72         | 3   | 0   | 0     | 75    | 0               | 0               | 80         | 3   | 0   | 0     | 83    | 158                           |  |
| 15:00 - 15:15    | 0               | 0               | 17         | 2   | 0   | 0     | 19    | 0               | 0               | 22         | 1   | 0   | 0     | 23    | 42                            |  |
| 15:15 - 15:30    | 0               | 0               | 24         | 1   | 0   | 0     | 25    | 0               | 0               | 15         | 0   | 0   | 0     | 15    | 40                            |  |
| 15:30 - 15:45    | 0               | 0               | 19         | 1   | 0   | 0     | 20    | 0               | 0               | 15         | 2   | 0   | 0     | 17    | 37                            |  |
| 15:45 - 16:00    | 0               | 0               | 19         | 2   | 0   | 0     | 21    | 0               | 0               | 23         | 3   | 0   | 0     | 26    | 47                            |  |
| HOURLY TOTAL     | 0               | 0               | 79         | 6   | 0   | 0     | 85    | 0               | 0               | 75         | 6   | 0   | 0     | 81    | 166                           |  |
| 16:00 - 16:15    | 0               | 1               | 21         | 0   | 0   | 0     | 22    | 0               | 1               | 16         | 1   | 0   | 0     | 18    | 40                            |  |
| 16:15 - 16:30    | 0               | 0               | 18         | 2   | 0   | 0     | 20    | 0               | 0               | 27         | 0   | 0   | 0     | 27    | 47                            |  |
| 16:30 - 16:45    | 0               | 0               | 21         | 0   | 0   | 0     | 21    | 0               | 0               | 31         | 2   | 0   | 0     | 33    | 54                            |  |
| 16:45 - 17:00    | 0               | 0               | 22         | 2   | 0   | 0     | 24    | 0               | 0               | 22         | 0   | 0   | 0     | 22    | 46                            |  |
| HOURLY TOTAL     | 0               | 1               | 82         | 4   | 0   | 0     | 87    | 0               | 1               | 96         | 3   | 0   | 0     | 100   | 187                           |  |
| 17:00 - 17:15    | 0               | 0               | 15         | 2   | 0   | 0     | 17    | 0               | 0               | 16         | 2   | 0   | 0     | 18    | 35                            |  |
| 17:15 - 17:30    | 0               | 0               | 22         | 1   | 0   | 0     | 23    | 0               | 0               | 18         | 2   | 0   | 0     | 20    | 43                            |  |
| 17:30 - 17:45    | 0               | 0               | 17         | 1   | 0   | 0     | 18    | 0               | 0               | 21         | 1   | 0   | 0     | 22    | 40                            |  |
| 17:45 - 18:00    | 0               | 0               | 8          | 1   | 0   | 0     | 9     | 0               | 0               | 15         | 2   | 0   | 0     | 17    | 26                            |  |
| HOURLY TOTAL     | 0               | 0               | 62         | 5   | 0   | 0     | 67    | 0               | 0               | 70         | 7   | 0   | 0     | 77    | 144                           |  |
| PERIOD TOTAL     | 0               | 2               | 603        | 35  | 1   | 0     | 641   | 0               | 2               | 605        | 34  | 1   | 0     | 642   | 1283                          |  |

Accumulation, Clitheroe

DATE: FRIDAY 9th JUNE 2017

LOCATION: LIDL

| TIME  | ENTERING | EXITING | ACCUMU-<br>LATION |
|-------|----------|---------|-------------------|
| 10:00 | 11       | 4       | 28                |
| 10:15 | 18       | 18      | 28                |
| 10:30 | 27       | 13      | 42                |
| 10:45 | 19       | 30      | 31                |
| 11:00 | 30       | 18      | 43                |
| 11:15 | 18       | 26      | 35                |
| 11:30 | 21       | 22      | 34                |
| 11:45 | 29       | 25      | 38                |
| 12:00 | 21       | 25      | 34                |
| 12:15 | 25       | 16      | 43                |
| 12:30 | 12       | 14      | 41                |
| 12:45 | 11       | 18      | 34                |
| 13:00 | 23       | 14      | 43                |
| 13:15 | 15       | 16      | 42                |
| 13:30 | 27       | 24      | 45                |
| 13:45 | 20       | 18      | 47                |
| 14:00 | 22       | 18      | 51                |
| 14:15 | 25       | 26      | 50                |
| 14:30 | 13       | 17      | 46                |
| 14:45 | 15       | 22      | 39                |
| 15:00 | 19       | 23      | 35                |
| 15:15 | 25       | 15      | 45                |
| 15:30 | 20       | 17      | 48                |
| 15:45 | 21       | 26      | 43                |
| 16:00 | 22       | 18      | 47                |
| 16:15 | 20       | 27      | 40                |
| 16:30 | 21       | 33      | 28                |
| 16:45 | 24       | 22      | 30                |
| 17:00 | 17       | 18      | 29                |
| 17:15 | 23       | 20      | 32                |
| 17:30 | 18       | 22      | 28                |
| 17:45 | 9        | 17      | 20                |

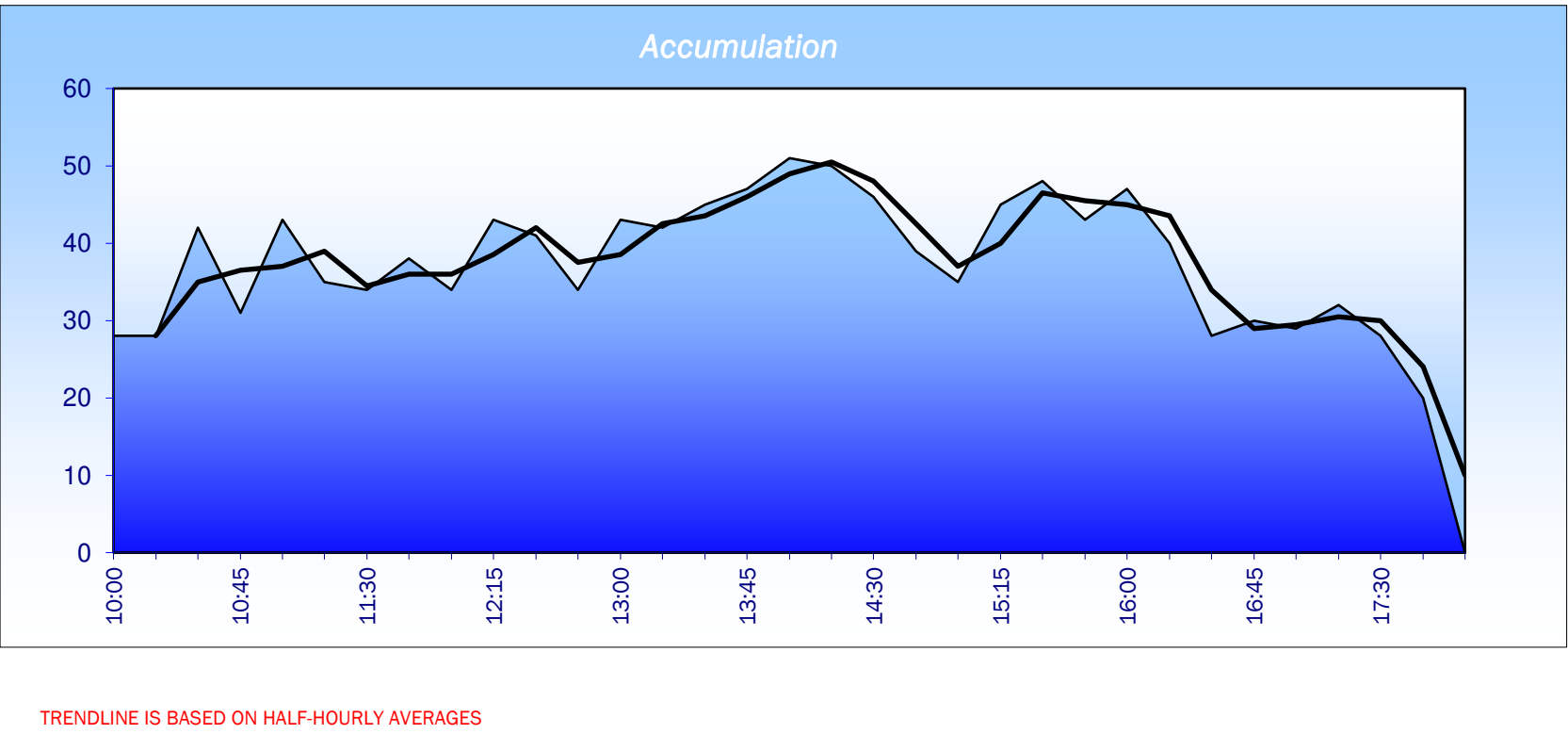
TOTAL PARKING SPACES: 54  
REGULAR PARKING SPACES: 48  
DISABLED PARKING SPACES: 4  
PARENT & CHILD 2

VEHICLES PARKED AT 0700: 21  
VEHICLES PARKED AT 1800: 20

Accumulation, Clitheroe

DATE: FRIDAY 9th JUNE 2017

LOCATION: LIDL



Entry And Exit Counts, Lidl, Clitheroe

DATE: SATURDAY 10th JUNE 2017

LOCATION: LIDL

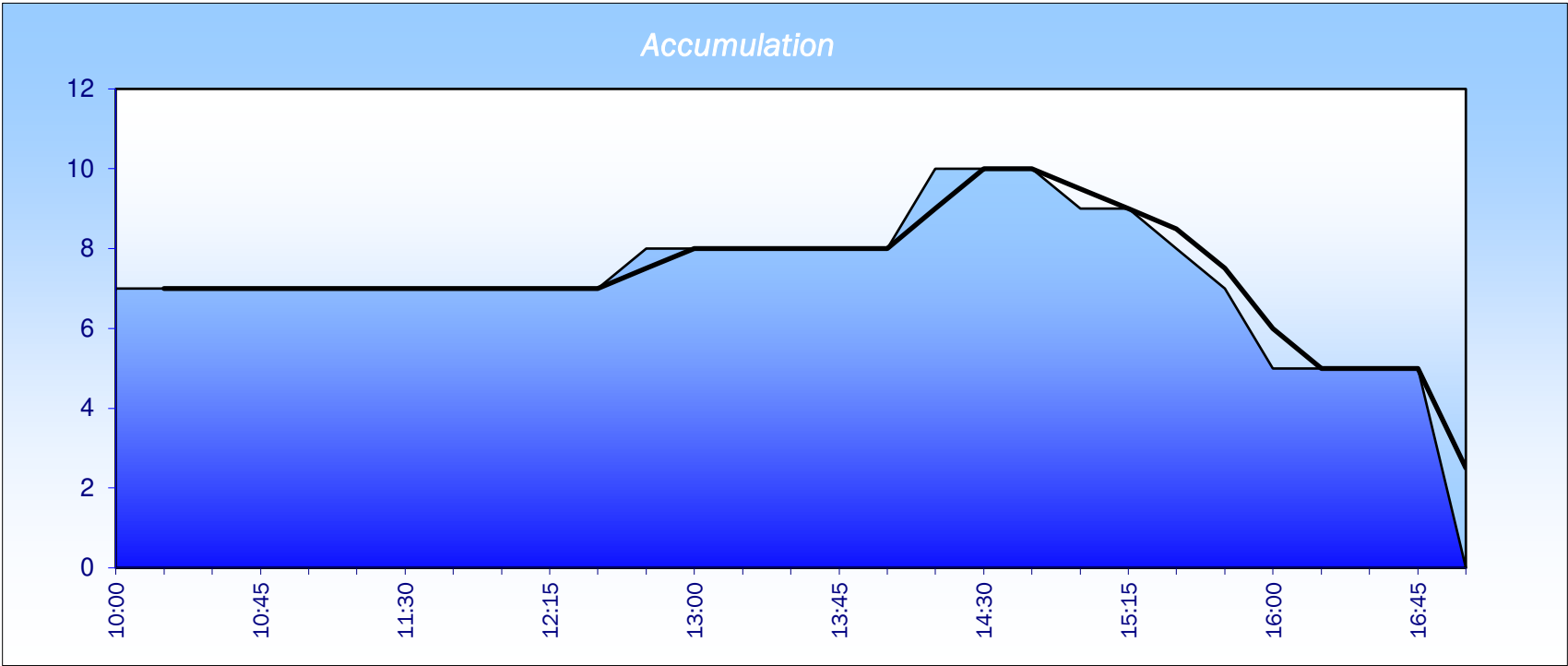
ARM: PEEL STREET

| TIME / CLASS  | ENTERING        |                 |            |     |     |       |       | EXITING         |                 |            |     |     |       |       | TOTAL<br>MOVEMENT<br>FROM ARM |
|---------------|-----------------|-----------------|------------|-----|-----|-------|-------|-----------------|-----------------|------------|-----|-----|-------|-------|-------------------------------|
|               | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL |                               |
| 10:00 - 10:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 10:15 - 10:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 10:30 - 10:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 10:45 - 11:00 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 2                             |
| HOURLY TOTAL  | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 2                             |
| 11:00 - 11:15 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 2                             |
| 11:15 - 11:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 11:30 - 11:45 | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 4                             |
| 11:45 - 12:00 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 2                             |
| HOURLY TOTAL  | 0               | 0               | 4          | 0   | 0   | 0     | 4     | 0               | 0               | 4          | 0   | 0   | 0     | 4     | 8                             |
| 12:00 - 12:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 12:15 - 12:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 12:30 - 12:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 12:45 - 13:00 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| HOURLY TOTAL  | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 1                             |
| 13:00 - 13:15 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 2                             |
| 13:15 - 13:30 | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 4                             |
| 13:30 - 13:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 13:45 - 14:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| HOURLY TOTAL  | 0               | 0               | 3          | 0   | 0   | 0     | 3     | 0               | 0               | 3          | 0   | 0   | 0     | 3     | 6                             |
| 14:00 - 14:15 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 2                             |
| 14:15 - 14:30 | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 2                             |
| 14:30 - 14:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 14:45 - 15:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| HOURLY TOTAL  | 0               | 0               | 3          | 0   | 0   | 0     | 3     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 4                             |
| 15:00 - 15:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| 15:15 - 15:30 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 15:30 - 15:45 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 3                             |
| 15:45 - 16:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 1                             |
| HOURLY TOTAL  | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 4          | 0   | 0   | 0     | 4     | 5                             |
| 16:00 - 16:15 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 2          | 0   | 0   | 0     | 2     | 2                             |
| 16:15 - 16:30 | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 2                             |
| 16:30 - 16:45 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| 16:45 - 17:00 | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0               | 0               | 0          | 0   | 0   | 0     | 0     | 0                             |
| HOURLY TOTAL  | 0               | 0               | 1          | 0   | 0   | 0     | 1     | 0               | 0               | 3          | 0   | 0   | 0     | 3     | 4                             |
| PERIOD TOTAL  | 0               | 0               | 14         | 0   | 0   | 0     | 14    | 0               | 0               | 16         | 0   | 0   | 0     | 16    | 30                            |

| TIME  | ENTERING | EXITING | ACCUMU-<br>LATION |
|-------|----------|---------|-------------------|
| 10:00 | 0        | 0       | 7                 |
| 10:15 | 0        | 0       | 7                 |
| 10:30 | 0        | 0       | 7                 |
| 10:45 | 1        | 1       | 7                 |
| 11:00 | 1        | 1       | 7                 |
| 11:15 | 0        | 0       | 7                 |
| 11:30 | 2        | 2       | 7                 |
| 11:45 | 1        | 1       | 7                 |
| 12:00 | 0        | 0       | 7                 |
| 12:15 | 0        | 0       | 7                 |
| 12:30 | 0        | 0       | 7                 |
| 12:45 | 1        | 0       | 8                 |
| 13:00 | 1        | 1       | 8                 |
| 13:15 | 2        | 2       | 8                 |
| 13:30 | 0        | 0       | 8                 |
| 13:45 | 0        | 0       | 8                 |
| 14:00 | 1        | 1       | 8                 |
| 14:15 | 2        | 0       | 10                |
| 14:30 | 0        | 0       | 10                |
| 14:45 | 0        | 0       | 10                |
| 15:00 | 0        | 1       | 9                 |
| 15:15 | 0        | 0       | 9                 |
| 15:30 | 1        | 2       | 8                 |
| 15:45 | 0        | 1       | 7                 |
| 16:00 | 0        | 2       | 5                 |
| 16:15 | 1        | 1       | 5                 |
| 16:30 | 0        | 0       | 5                 |
| 16:45 | 0        | 0       | 5                 |

TOTAL PARKING SPACES: 15  
REGULAR PARKING SPACES: 13  
DISABLED PARKING SPACES: 2

VEHICLES PARKED AT 0700: 7  
VEHICLES PARKED AT 1800: 5



Entry And Exit Counts, Lidl, Clitheroe

DATE: SATURDAY 10th JUNE 2017

LOCATION: LIDL

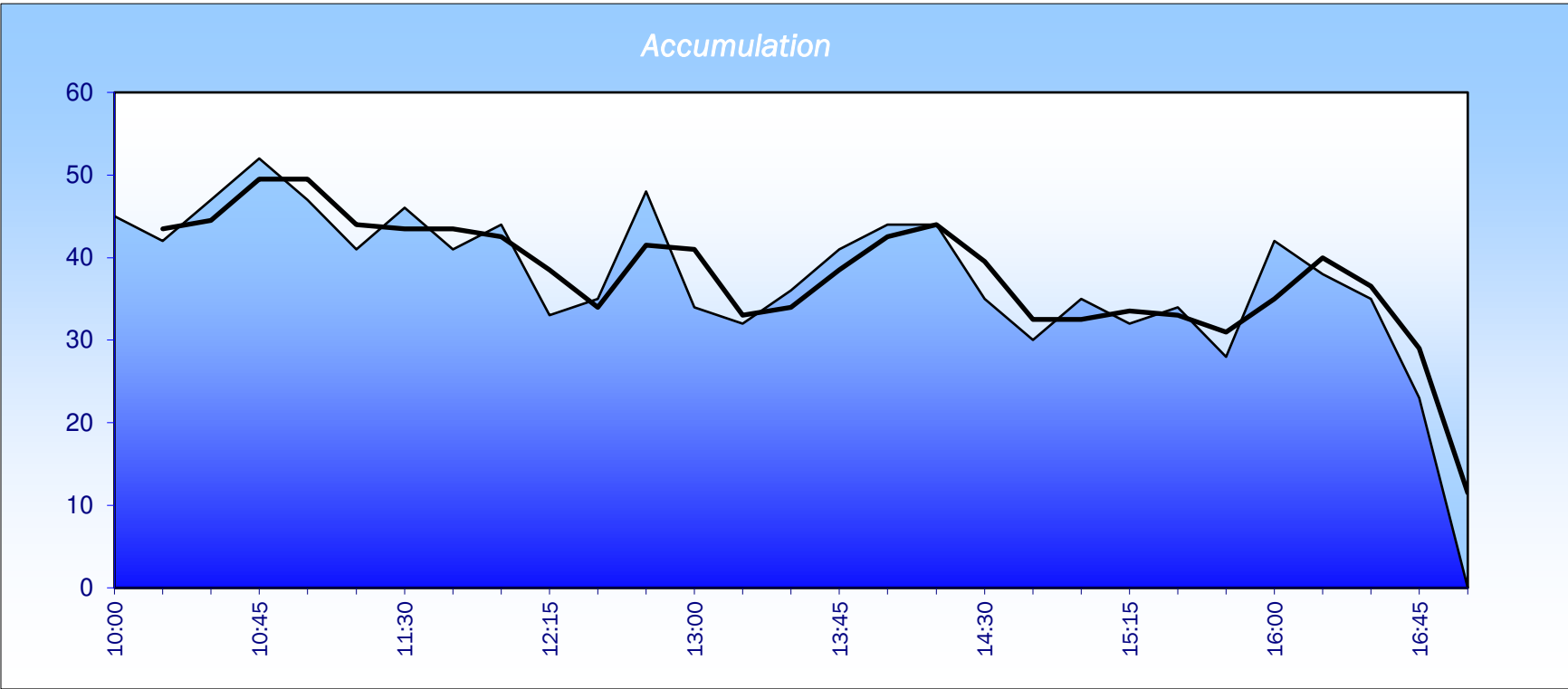
ARM: PEEL STREET

| TIME / CLASS  | ENTERING        |                 |            |     |     |       |       | EXITING         |                 |            |     |     |       |       | TOTAL<br>MOVEMENT<br>FROM ARM |
|---------------|-----------------|-----------------|------------|-----|-----|-------|-------|-----------------|-----------------|------------|-----|-----|-------|-------|-------------------------------|
|               | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL | PEDAL<br>CYCLES | MOTOR<br>CYCLES | CAR / TAXI | LGV | HGV | BUSES | TOTAL |                               |
| 10:00 - 10:15 | 0               | 0               | 35         | 0   | 0   | 0     | 35    | 0               | 0               | 14         | 0   | 0   | 0     | 14    | 49                            |
| 10:15 - 10:30 | 0               | 0               | 27         | 1   | 0   | 0     | 28    | 0               | 0               | 31         | 0   | 0   | 0     | 31    | 59                            |
| 10:30 - 10:45 | 0               | 0               | 28         | 0   | 0   | 0     | 28    | 0               | 0               | 23         | 0   | 0   | 0     | 23    | 51                            |
| 10:45 - 11:00 | 0               | 0               | 30         | 0   | 0   | 0     | 30    | 0               | 0               | 24         | 1   | 0   | 0     | 25    | 55                            |
| HOURLY TOTAL  | 0               | 0               | 120        | 1   | 0   | 0     | 121   | 0               | 0               | 92         | 1   | 0   | 0     | 93    | 214                           |
| 11:00 - 11:15 | 0               | 0               | 24         | 0   | 0   | 0     | 24    | 0               | 0               | 29         | 0   | 0   | 0     | 29    | 53                            |
| 11:15 - 11:30 | 0               | 0               | 28         | 0   | 0   | 0     | 28    | 0               | 0               | 34         | 0   | 0   | 0     | 34    | 62                            |
| 11:30 - 11:45 | 0               | 0               | 36         | 0   | 0   | 0     | 36    | 0               | 0               | 31         | 0   | 0   | 0     | 31    | 67                            |
| 11:45 - 12:00 | 0               | 0               | 26         | 0   | 0   | 0     | 26    | 0               | 0               | 31         | 0   | 0   | 0     | 31    | 57                            |
| HOURLY TOTAL  | 0               | 0               | 114        | 0   | 0   | 0     | 114   | 0               | 0               | 125        | 0   | 0   | 0     | 125   | 239                           |
| 12:00 - 12:15 | 0               | 0               | 29         | 1   | 0   | 0     | 30    | 0               | 0               | 27         | 0   | 0   | 0     | 27    | 57                            |
| 12:15 - 12:30 | 0               | 0               | 25         | 0   | 0   | 0     | 25    | 0               | 0               | 35         | 1   | 0   | 0     | 36    | 61                            |
| 12:30 - 12:45 | 0               | 0               | 22         | 0   | 0   | 0     | 22    | 0               | 0               | 20         | 0   | 0   | 0     | 20    | 42                            |
| 12:45 - 13:00 | 0               | 0               | 34         | 0   | 0   | 0     | 34    | 0               | 0               | 21         | 0   | 0   | 0     | 21    | 55                            |
| HOURLY TOTAL  | 0               | 0               | 110        | 1   | 0   | 0     | 111   | 0               | 0               | 103        | 1   | 0   | 0     | 104   | 215                           |
| 13:00 - 13:15 | 0               | 0               | 22         | 0   | 0   | 0     | 22    | 0               | 0               | 36         | 0   | 0   | 0     | 36    | 58                            |
| 13:15 - 13:30 | 0               | 0               | 17         | 0   | 0   | 0     | 17    | 0               | 0               | 19         | 0   | 0   | 0     | 19    | 36                            |
| 13:30 - 13:45 | 0               | 0               | 20         | 1   | 0   | 0     | 21    | 0               | 0               | 17         | 0   | 0   | 0     | 17    | 38                            |
| 13:45 - 14:00 | 0               | 0               | 23         | 0   | 0   | 0     | 23    | 0               | 0               | 18         | 0   | 0   | 0     | 18    | 41                            |
| HOURLY TOTAL  | 0               | 0               | 82         | 1   | 0   | 0     | 83    | 0               | 0               | 90         | 0   | 0   | 0     | 90    | 173                           |
| 14:00 - 14:15 | 0               | 0               | 24         | 0   | 0   | 0     | 24    | 0               | 0               | 20         | 1   | 0   | 0     | 21    | 45                            |
| 14:15 - 14:30 | 0               | 0               | 27         | 0   | 0   | 0     | 27    | 0               | 0               | 27         | 0   | 0   | 0     | 27    | 54                            |
| 14:30 - 14:45 | 0               | 0               | 22         | 0   | 0   | 0     | 22    | 0               | 0               | 31         | 0   | 0   | 0     | 31    | 53                            |
| 14:45 - 15:00 | 0               | 0               | 20         | 0   | 0   | 0     | 20    | 0               | 0               | 25         | 0   | 0   | 0     | 25    | 45                            |
| HOURLY TOTAL  | 0               | 0               | 93         | 0   | 0   | 0     | 93    | 0               | 0               | 103        | 1   | 0   | 0     | 104   | 197                           |
| 15:00 - 15:15 | 0               | 0               | 24         | 1   | 0   | 0     | 25    | 0               | 0               | 20         | 0   | 0   | 0     | 20    | 45                            |
| 15:15 - 15:30 | 0               | 0               | 22         | 0   | 0   | 0     | 22    | 0               | 0               | 24         | 1   | 0   | 0     | 25    | 47                            |
| 15:30 - 15:45 | 0               | 0               | 22         | 1   | 0   | 0     | 23    | 0               | 0               | 21         | 0   | 0   | 0     | 21    | 44                            |
| 15:45 - 16:00 | 0               | 0               | 20         | 0   | 0   | 0     | 20    | 0               | 0               | 26         | 0   | 0   | 0     | 26    | 46                            |
| HOURLY TOTAL  | 0               | 0               | 88         | 2   | 0   | 0     | 90    | 0               | 0               | 91         | 1   | 0   | 0     | 92    | 182                           |
| 16:00 - 16:15 | 0               | 0               | 34         | 0   | 0   | 0     | 34    | 0               | 0               | 20         | 0   | 0   | 0     | 20    | 54                            |
| 16:15 - 16:30 | 0               | 0               | 16         | 0   | 0   | 0     | 16    | 0               | 0               | 20         | 0   | 0   | 0     | 20    | 36                            |
| 16:30 - 16:45 | 0               | 0               | 23         | 0   | 0   | 0     | 23    | 0               | 0               | 25         | 1   | 0   | 0     | 26    | 49                            |
| 16:45 - 17:00 | 0               | 0               | 12         | 0   | 0   | 0     | 12    | 0               | 0               | 24         | 0   | 0   | 0     | 24    | 36                            |
| HOURLY TOTAL  | 0               | 0               | 85         | 0   | 0   | 0     | 85    | 0               | 0               | 89         | 1   | 0   | 0     | 90    | 175                           |
| PERIOD TOTAL  | 0               | 0               | 692        | 5   | 0   | 0     | 697   | 0               | 0               | 693        | 5   | 0   | 0     | 698   | 1395                          |

| TIME  | ENTERING | EXITING | ACCUMU-<br>LATION |
|-------|----------|---------|-------------------|
| 10:00 | 35       | 14      | 45                |
| 10:15 | 28       | 31      | 42                |
| 10:30 | 28       | 23      | 47                |
| 10:45 | 30       | 25      | 52                |
| 11:00 | 24       | 29      | 47                |
| 11:15 | 28       | 34      | 41                |
| 11:30 | 36       | 31      | 46                |
| 11:45 | 26       | 31      | 41                |
| 12:00 | 30       | 27      | 44                |
| 12:15 | 25       | 36      | 33                |
| 12:30 | 22       | 20      | 35                |
| 12:45 | 34       | 21      | 48                |
| 13:00 | 22       | 36      | 34                |
| 13:15 | 17       | 19      | 32                |
| 13:30 | 21       | 17      | 36                |
| 13:45 | 23       | 18      | 41                |
| 14:00 | 24       | 21      | 44                |
| 14:15 | 27       | 27      | 44                |
| 14:30 | 22       | 31      | 35                |
| 14:45 | 20       | 25      | 30                |
| 15:00 | 25       | 20      | 35                |
| 15:15 | 22       | 25      | 32                |
| 15:30 | 23       | 21      | 34                |
| 15:45 | 20       | 26      | 28                |
| 16:00 | 34       | 20      | 42                |
| 16:15 | 16       | 20      | 38                |
| 16:30 | 23       | 26      | 35                |
| 16:45 | 12       | 24      | 23                |

TOTAL PARKING SPACES: 54  
REGULAR PARKING SPACES: 48  
DISABLED PARKING SPACES: 4  
PARENT & CHILD 2

VEHICLES PARKED AT 0700: 24  
VEHICLES PARKED AT 1800: 23



**S|C|P**

## **APPENDIX 4**

Parking Beats, Clitheroe

LOCATION: AREA SURROUNDING PEEL STREET

| FRIDAY 08/09/2017               |  | 10:00   |           | 10:30   |           | 11:00   |           | 11:30   |           | 12:00   |           | 12:30   |           | 13:00   |           | 13:30   |           | 14:00   |           | 14:30   |           | 15:00   |           | 15:30   |           | 16:00   |           | 16:30   |           | 17:00   |           | 17:30   |           | 18:00   |           | MAX     |           | AVE     |           | AVAILABLE SPACES |     |    |
|---------------------------------|--|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|------------------|-----|----|
| AREA / TIME OF BEAT / NO PARKED |  | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY |                  |     |    |
| GRAFTON ST (EASTERN ROADSIDE)   |  | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 7%        | 16      |           |                  |     |    |
| GRAFTON ST (WESTERN ROADSIDE)   |  | 6       | 38%       | 7       | 44%       | 7       | 44%       | 6       | 38%       | 6       | 38%       | 7       | 44%       | 8       | 50%       | 7       | 44%       | 8       | 50%       | 9       | 56%       | 9       | 56%       | 8       | 50%       | 8       | 50%       | 8       | 50%       | 8       | 50%       | 7       | 44%       | 6       | 38%       | 9       | 56%       | 7       | 46%       | 16               |     |    |
| DERBY ST (WESTERN ROADSIDE)     |  | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 5       | 38%       | 6       | 46%       | 5       | 38%       | 6       | 46%       | 7       | 54%       | 6       | 46%       | 6       | 46%       | 6       | 46%       | 6       | 46%       | 7       | 54%       | 5       | 38%       | 13      |           |                  |     |    |
| DERBY ST (EASTERN ROADSIDE)     |  | 2       | 18%       | 2       | 18%       | 3       | 27%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 1       | 9%        | 3       | 27%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 4       | 36%       | 4       | 36%       | 3       | 27%       | 3       | 27%       | 3       | 27%       | 2       | 22%       | 11               |     |    |
| PEEL STREET (SOUTHERN ROADSIDE) |  | 15      | 68%       | 16      | 73%       | 14      | 64%       | 11      | 50%       | 16      | 73%       | 15      | 68%       | 17      | 77%       | 16      | 73%       | 16      | 73%       | 18      | 82%       | 16      | 73%       | 14      | 64%       | 17      | 77%       | 18      | 82%       | 19      | 86%       | 16      | 73%       | 13      | 59%       | 18      | 82%       | 16      | 71%       | 22               |     |    |
| PEEL STREET (NORTHERN ROADSIDE) |  | 17      | 71%       | 17      | 71%       | 17      | 71%       | 16      | 67%       | 16      | 67%       | 14      | 58%       | 17      | 71%       | 18      | 75%       | 15      | 63%       | 16      | 67%       | 17      | 71%       | 17      | 71%       | 17      | 71%       | 16      | 67%       | 14      | 58%       | 14      | 58%       | 14      | 58%       | 18      | 75%       | 16      | 67%       | 24               |     |    |
| TOTAL AREA                      |  | 44      | 43%       | 46      | 45%       | 45      | 44%       | 39      | 38%       | 45      | 44%       | 44      | 43%       | 49      | 48%       | 49      | 48%       | 47      | 46%       | 52      | 51%       | 51      | 50%       | 49      | 48%       | 51      | 50%       | 53      | 52%       | 52      | 51%       | 47      | 46%       | 43      | 42%       | 52      | 51%       | 47      | 46%       | 102              |     |    |
| SATURDAY 09/09/2017             |  | 10:00   |           | 10:30   |           | 11:00   |           | 11:30   |           | 12:00   |           | 12:30   |           | 13:00   |           | 13:30   |           | 14:00   |           | 14:30   |           | 15:00   |           | 15:30   |           | 16:00   |           | 16:30   |           | 17:00   |           | 17:30   |           | 18:00   |           | MAX     |           | AVE     |           | AVAILABLE SPACES |     |    |
| AREA / TIME OF BEAT / NO PARKED |  | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY |                  |     |    |
| GRAFTON ST (EASTERN ROADSIDE)   |  | 2       | 13%       | 2       | 13%       | 3       | 19%       | 5       | 31%       | 5       | 31%       | 6       | 38%       | 4       | 25%       | 4       | 25%       | 2       | 13%       | 2       | 13%       | 2       | 13%       | 2       | 13%       | 2       | 13%       | 2       | 13%       | 2       | 13%       | 2       | 13%       | 1       | 6%        | 6       | 38%       | 3       | 18%       | 16               |     |    |
| GRAFTON ST (WESTERN ROADSIDE)   |  | 8       | 50%       | 8       | 50%       | 9       | 56%       | 7       | 44%       | 9       | 56%       | 8       | 50%       | 8       | 50%       | 7       | 44%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 6       | 38%       | 7       | 44%       | 8       | 50%       | 6       | 38%       | 7       | 44%       | 7       | 44%       | 9       | 56%       | 7       | 47%       | 16               |     |    |
| DERBY ST (WESTERN ROADSIDE)     |  | 5       | 38%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 5       | 38%       | 4       | 31%       | 13               |     |    |
| DERBY ST (EASTERN ROADSIDE)     |  | 6       | 55%       | 6       | 55%       | 6       | 55%       | 6       | 55%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 4       | 36%       | 4       | 36%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 6       | 55%       | 5       | 47%       | 11               |     |    |
| PEEL STREET (SOUTHERN ROADSIDE) |  | 18      | 82%       | 19      | 86%       | 21      | 95%       | 19      | 86%       | 18      | 82%       | 19      | 86%       | 17      | 77%       | 14      | 64%       | 16      | 73%       | 16      | 73%       | 16      | 73%       | 15      | 68%       | 13      | 59%       | 10      | 45%       | 11      | 50%       | 12      | 55%       | 21      | 95%       | 16      | 72%       | 22      |           |                  |     |    |
| PEEL STREET (NORTHERN ROADSIDE) |  | 18      | 75%       | 18      | 75%       | 18      | 75%       | 18      | 75%       | 16      | 67%       | 17      | 71%       | 16      | 67%       | 14      | 58%       | 14      | 58%       | 13      | 54%       | 14      | 58%       | 18      | 75%       | 16      | 67%       | 14      | 58%       | 13      | 54%       | 14      | 58%       | 12      | 50%       | 18      | 75%       | 15      | 64%       | 24               |     |    |
| TOTAL AREA                      |  | 57      | 56%       | 57      | 56%       | 61      | 60%       | 59      | 58%       | 57      | 56%       | 59      | 58%       | 54      | 53%       | 48      | 47%       | 48      | 47%       | 46      | 45%       | 48      | 47%       | 51      | 50%       | 49      | 48%       | 46      | 45%       | 40      | 39%       | 43      | 42%       | 41      | 40%       | 61      | 60%       | 53      | 52%       | 102              |     |    |
| SUNDAY 10/09/2017               |  | 10:00   |           | 10:30   |           | 11:00   |           | 11:30   |           | 12:00   |           | 12:30   |           | 13:00   |           | 13:30   |           | 14:00   |           | 14:30   |           | 15:00   |           | 15:30   |           | 16:00   |           | 16:30   |           | 17:00   |           | 17:30   |           | 18:00   |           | MAX     |           | AVE     |           | AVAILABLE SPACES |     |    |
| AREA / TIME OF BEAT / NO PARKED |  | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY |                  |     |    |
| GRAFTON ST (EASTERN ROADSIDE)   |  | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 7%        | 16               |     |    |
| GRAFTON ST (WESTERN ROADSIDE)   |  | 7       | 44%       | 6       | 38%       | 6       | 38%       | 6       | 38%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 7       | 44%       | 8       | 50%       | 6       | 38%       | 7       | 44%       | 7       | 44%       | 8       | 50%       | 7       | 44%       | 6       | 38%       | 7       | 44%       | 9       | 56%       | 8       | 50%       | 7       | 44%       | 16               |     |    |
| DERBY ST (WESTERN ROADSIDE)     |  | 5       | 38%       | 6       | 46%       | 5       | 38%       | 5       | 38%       | 4       | 31%       | 5       | 38%       | 5       | 38%       | 5       | 38%       | 5       | 38%       | 5       | 38%       | 5       | 38%       | 6       | 46%       | 6       | 46%       | 4       | 31%       | 5       | 38%       | 6       | 46%       | 6       | 46%       | 5       | 39%       | 13      |           |                  |     |    |
| DERBY ST (EASTERN ROADSIDE)     |  | 5       | 45%       | 5       | 45%       | 5       | 45%       | 4       | 36%       | 4       | 36%       | 4       | 36%       | 3       | 27%       | 3       | 27%       | 4       | 36%       | 4       | 36%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 5       | 45%       | 7       | 64%       | 7       | 64%       | 7       | 64%       | 5       | 45%       | 5       | 43%       | 11               |     |    |
| PEEL STREET (SOUTHERN ROADSIDE) |  | 10      | 45%       | 10      | 45%       | 8       | 36%       | 7       | 32%       | 9       | 41%       | 10      | 45%       | 10      | 45%       | 11      | 50%       | 11      | 50%       | 10      | 45%       | 12      | 55%       | 11      | 50%       | 10      | 45%       | 12      | 55%       | 12      | 55%       | 15      | 68%       | 14      | 64%       | 12      | 55%       | 11      | 49%       | 22               |     |    |
| PEEL STREET (NORTHERN ROADSIDE) |  | 12      | 50%       | 12      | 50%       | 11      | 46%       | 11      | 46%       | 11      | 46%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 13      | 54%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 14      | 58%       | 13      | 54%       | 12      | 50%       | 24               |     |    |
| TOTAL AREA                      |  | 40      | 39%       | 40      | 39%       | 36      | 35%       | 34      | 33%       | 37      | 36%       | 39      | 38%       | 38      | 37%       | 40      | 39%       | 40      | 39%       | 38      | 37%       | 41      | 40%       | 42      | 41%       | 42      | 41%       | 43      | 42%       | 42      | 41%       | 47      | 46%       | 51      | 50%       | 42      | 41%       | 39      | 38%       | 102              |     |    |
| MONDAY 11/09/2017               |  | 10:00   |           | 10:30   |           | 11:00   |           | 11:30   |           | 12:00   |           | 12:30   |           | 13:00   |           | 13:30   |           | 14:00   |           | 14:30   |           | 15:00   |           | 15:30   |           | 16:00   |           | 16:30   |           | 17:00   |           | 17:30   |           | 18:00   |           | MAX     |           | AVE     |           | AVAILABLE SPACES |     |    |
| AREA / TIME OF BEAT / NO PARKED |  | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY |                  |     |    |
| GRAFTON ST (EASTERN ROADSIDE)   |  | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 2       | 13%       | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 7%        | 16               |     |    |
| GRAFTON ST (WESTERN ROADSIDE)   |  | 6       | 38%       | 7       | 44%       | 7       | 44%       | 6       | 38%       | 7       | 44%       | 6       | 38%       | 6       | 38%       | 6       | 38%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 6       | 38%       | 8       | 50%       | 8       | 50%       | 10      | 63%       | 10      | 63%       | 8       | 50%       | 7       | 45%       | 16      |           |                  |     |    |
| DERBY ST (WESTERN ROADSIDE)     |  | 4       | 31%       | 4       | 31%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 2       | 15%       | 2       | 15%       | 3       | 23%       | 4       | 31%       | 4       | 31%       | 3       | 23%       | 3       | 23%       | 4       | 31%       | 5       | 38%       | 5       | 38%       | 6       | 46%       | 4       | 31%       | 4       | 28%       | 13               |     |    |
| DERBY ST (EASTERN ROADSIDE)     |  | 3       | 27%       | 4       | 36%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 3       | 27%       | 2       | 18%       | 2       | 18%       | 3       | 27%       | 2       | 18%       | 2       | 18%       | 1       | 9%        | 2       | 18%       | 2       | 18%       | 3       | 27%       | 3       | 27%       | 4       | 36%       | 2       | 21%       | 11      |           |                  |     |    |
| PEEL STREET (SOUTHERN ROADSIDE) |  | 13      | 59%       | 12      | 55%       | 13      | 59%       | 14      | 64%       | 13      | 59%       | 15      | 68%       | 16      | 73%       | 14      | 64%       | 16      | 73%       | 15      | 68%       | 13      | 59%       | 15      | 68%       | 13      | 59%       | 12      | 55%       | 12      | 55%       | 11      | 50%       | 10      | 45%       | 16      | 73%       | 13      | 61%       | 22               |     |    |
| PEEL STREET (NORTHERN ROADSIDE) |  | 12      | 50%       | 12      | 50%       | 11      | 46%       | 14      | 58%       | 13      | 54%       | 11      | 46%       | 12      | 50%       | 11      | 46%       | 14      | 58%       | 13      | 54%       | 12      | 50%       | 10      | 42%       | 14      | 58%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 12      | 50%       | 14      | 58%       | 12      | 51%       | 24               |     |    |
| TOTAL AREA                      |  | 39      | 38%       | 40      | 39%       | 37      | 36%       | 40      | 39%       | 40      | 39%       | 40      | 39%       | 39      | 38%       | 36      | 35%       | 45      | 44%       | 42      | 41%       | 39      | 38%       | 38      | 37%       | 38      | 37%       | 39      | 38%       | 40      | 39%       | 42      | 41%       | 42      | 41%       | 45      | 44%       | 39      | 39%       | 102              |     |    |
| TUESDAY 12/09/2017              |  | 10:00   |           | 10:30   |           | 11:00   |           | 11:30   |           | 12:00   |           | 12:30   |           | 13:00   |           | 13:30   |           | 14:00   |           | 14:30   |           | 15:00   |           | 15:30   |           | 16:00   |           | 16:30   |           | 17:00   |           | 17:30   |           | 18:00   |           | MAX     |           | AVE     |           | AVAILABLE SPACES |     |    |
| AREA / TIME OF BEAT / NO PARKED |  | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY |                  |     |    |
| GRAFTON ST (EASTERN ROADSIDE)   |  | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 7%        | 16               |     |    |
| GRAFTON ST (WESTERN ROADSIDE)   |  | 6       | 38%       | 7       | 44%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 8       | 50%       | 7       | 44%       | 8       | 50%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 8       | 50%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 9       | 56%       | 10      | 63%       | 8       | 50%       | 8       | 47%       | 16               |     |    |
| DERBY ST (WESTERN ROADSIDE)     |  | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 2       | 15%       | 2       | 15%       | 4       | 31%       | 4       | 31%       | 5       | 38%       | 3       | 23%       | 3       | 23%       | 2       | 15%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 6       | 46%       | 5       | 38%       | 3                | 26% | 13 |

|                                 |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |                  |
|---------------------------------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|------------------|
| DERBY ST (EASTERN ROADSIDE)     | 3       | 27%       | 3       | 27%       | 2       | 18%       | 1       | 9%        | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 1       | 9%        | 1       | 9%        | 2       | 18%       | 3       | 27%       | 2       | 18%       | 2       | 18%       | 5       | 45%       | 3       | 27%       | 2       | 20%       | 11      |           |         |           |                  |
| PEEL STREET (SOUTHERN ROADSIDE) | 12      | 55%       | 15      | 68%       | 16      | 73%       | 14      | 64%       | 13      | 59%       | 15      | 68%       | 14      | 64%       | 16      | 73%       | 15      | 68%       | 14      | 64%       | 14      | 64%       | 15      | 68%       | 15      | 68%       | 12      | 55%       | 11      | 50%       | 16      | 73%       | 14      | 64%       | 22      |           |         |           |                  |
| PEEL STREET (NORTHERN ROADSIDE) | 13      | 54%       | 13      | 54%       | 15      | 63%       | 15      | 63%       | 13      | 54%       | 16      | 67%       | 15      | 63%       | 14      | 58%       | 16      | 67%       | 15      | 63%       | 15      | 63%       | 14      | 58%       | 13      | 54%       | 14      | 58%       | 14      | 58%       | 16      | 67%       | 14      | 60%       | 24      |           |         |           |                  |
| TOTAL AREA                      | 38      | 37%       | 42      | 41%       | 45      | 44%       | 41      | 40%       | 40      | 39%       | 44      | 43%       | 41      | 40%       | 45      | 44%       | 46      | 45%       | 43      | 42%       | 41      | 40%       | 44      | 43%       | 43      | 42%       | 41      | 40%       | 43      | 42%       | 42      | 41%       | 46      | 45%       | 46      | 45%       | 43      | 42%       | 102              |
| WEDNESDAY 13/09/2017            | 10:00   |           | 10:30   |           | 11:00   |           | 11:30   |           | 12:00   |           | 12:30   |           | 13:00   |           | 13:30   |           | 14:00   |           | 14:30   |           | 15:00   |           | 15:30   |           | 16:00   |           | 16:30   |           | 17:00   |           | 17:30   |           | 18:00   |           | MAX     |           | AVE     |           | AVAILABLE SPACES |
| AREA / TIME OF BEAT / NO PARKED | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY |                  |
| GRAFTON ST (EASTERN ROADSIDE)   | 0       | 0%        | 0       | 0%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 16               |
| GRAFTON ST (WESTERN ROADSIDE)   | 9       | 56%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 7       | 44%       | 9       | 56%       | 7       | 44%       | 6       | 38%       | 8       | 50%       | 7       | 44%       | 7       | 44%       | 7       | 44%       | 8       | 50%       | 7       | 44%       | 8       | 50%       | 9       | 56%       | 9       | 56%       | 8       | 47%       | 16      |           |                  |
| DERBY ST (WESTERN ROADSIDE)     | 4       | 31%       | 4       | 31%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 3       | 23%       | 4       | 31%       | 4       | 31%       | 3       | 23%       | 5       | 38%       | 6       | 46%       | 6       | 46%       | 4       | 31%       | 4       | 29%       | 13      |           |                  |
| DERBY ST (EASTERN ROADSIDE)     | 3       | 27%       | 3       | 27%       | 2       | 18%       | 3       | 27%       | 3       | 27%       | 3       | 27%       | 3       | 27%       | 3       | 27%       | 2       | 18%       | 2       | 18%       | 3       | 27%       | 2       | 18%       | 1       | 9%        | 1       | 9%        | 1       | 9%        | 3       | 27%       | 3       | 27%       | 2       | 21%       | 11      |           |                  |
| PEEL STREET (SOUTHERN ROADSIDE) | 14      | 64%       | 17      | 77%       | 17      | 77%       | 18      | 82%       | 14      | 64%       | 16      | 73%       | 17      | 77%       | 14      | 64%       | 13      | 59%       | 14      | 64%       | 15      | 68%       | 14      | 64%       | 15      | 68%       | 16      | 73%       | 14      | 64%       | 14      | 64%       | 15      | 68%       | 18      | 82%       | 15      | 69%       | 22               |
| PEEL STREET (NORTHERN ROADSIDE) | 15      | 63%       | 16      | 67%       | 13      | 54%       | 16      | 67%       | 17      | 71%       | 16      | 67%       | 19      | 79%       | 20      | 83%       | 18      | 75%       | 17      | 71%       | 16      | 67%       | 15      | 63%       | 14      | 58%       | 13      | 54%       | 16      | 67%       | 14      | 58%       | 20      | 83%       | 16      | 66%       | 24      |           |                  |
| TOTAL AREA                      | 45      | 44%       | 48      | 47%       | 43      | 42%       | 48      | 47%       | 45      | 44%       | 48      | 47%       | 50      | 49%       | 47      | 46%       | 45      | 44%       | 44      | 43%       | 46      | 45%       | 43      | 42%       | 41      | 40%       | 42      | 41%       | 44      | 43%       | 44      | 43%       | 48      | 47%       | 50      | 49%       | 46      | 45%       | 102              |
| THURSDAY 14/09/2017             | 10:00   |           | 10:30   |           | 11:00   |           | 11:30   |           | 12:00   |           | 12:30   |           | 13:00   |           | 13:30   |           | 14:00   |           | 14:30   |           | 15:00   |           | 15:30   |           | 16:00   |           | 16:30   |           | 17:00   |           | 17:30   |           | 18:00   |           | MAX     |           | AVE     |           | AVAILABLE SPACES |
| AREA / TIME OF BEAT / NO PARKED | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY | PARK ED | CAPA CITY |                  |
| GRAFTON ST (EASTERN ROADSIDE)   | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 2       | 13%       | 2       | 13%       | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 1       | 6%        | 2       | 13%       | 1       | 7%        | 16      |           |                  |
| GRAFTON ST (WESTERN ROADSIDE)   | 8       | 50%       | 6       | 38%       | 7       | 44%       | 10      | 63%       | 9       | 56%       | 7       | 44%       | 7       | 44%       | 6       | 38%       | 6       | 38%       | 6       | 38%       | 6       | 38%       | 5       | 31%       | 6       | 38%       | 6       | 38%       | 6       | 38%       | 8       | 50%       | 10      | 63%       | 7       | 42%       | 16      |           |                  |
| DERBY ST (WESTERN ROADSIDE)     | 4       | 31%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 3       | 23%       | 4       | 31%       | 3       | 23%       | 2       | 15%       | 3       | 23%       | 2       | 15%       | 3       | 23%       | 3       | 23%       | 4       | 31%       | 4       | 31%       | 4       | 31%       | 5       | 38%       | 6       | 46%       | 4       | 31%       | 4       | 28%       | 13               |
| DERBY ST (EASTERN ROADSIDE)     | 3       | 27%       | 4       | 36%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 2       | 18%       | 1       | 9%        | 3       | 27%       | 2       | 18%       | 3       | 27%       | 3       | 27%       | 3       | 27%       | 4       | 36%       | 2       | 21%       | 11               |
| PEEL STREET (SOUTHERN ROADSIDE) | 12      | 55%       | 13      | 59%       | 21      | 95%       | 14      | 64%       | 13      | 59%       | 15      | 68%       | 13      | 59%       | 14      | 64%       | 12      | 55%       | 12      | 55%       | 15      | 68%       | 16      | 73%       | 13      | 59%       | 14      | 64%       | 16      | 73%       | 13      | 59%       | 13      | 59%       | 21      | 95%       | 14      | 64%       | 22               |
| PEEL STREET (NORTHERN ROADSIDE) | 10      | 42%       | 13      | 54%       | 13      | 54%       | 12      | 50%       | 15      | 63%       | 13      | 54%       | 15      | 63%       | 14      | 58%       | 15      | 63%       | 14      | 58%       | 17      | 71%       | 15      | 63%       | 16      | 67%       | 16      | 67%       | 16      | 67%       | 15      | 63%       | 19      | 79%       | 17      | 71%       | 15      | 61%       | 24               |
| TOTAL AREA                      | 38      | 37%       | 41      | 40%       | 48      | 47%       | 43      | 42%       | 43      | 42%       | 43      | 42%       | 42      | 41%       | 40      | 39%       | 39      | 38%       | 37      | 36%       | 44      | 43%       | 41      | 40%       | 43      | 42%       | 43      | 42%       | 46      | 45%       | 43      | 42%       | 50      | 49%       | 48      | 47%       | 42      | 41%       | 102              |