English Heritage

Marble Hill Park
London Borough of Richmond upon Thames

Transport Assessment

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1 INTRODUCTION

1.1 Vectos has been appointed by English Heritage to advise on transport issues related to planning application for proposals at Marble Hill Park within the London Borough of Richmond upon Thames.

1.2 The site is situated to the south of St Margarets and is bordered by Richmond Road to the north and the River Thames to the south. The location of the site is shown in **Figure 1**.

1.3 The site is set in 26.7 hectares of parkland known as Marble Hill Park, within which Marble Hill House is situated. Also, within the grounds are leisure facilities, including sports pitches, a nursery/playground area and the Coach House café.

1.4 It is proposed to undertake the following works at Marble Hill Park:

- refurbishment and extension of the existing café within the footprint of the existing building;
- installation of new interpretation to Marble Hill House;
- altering the opening hours of Marble Hill House from 2 days per week to 5 days per week;
- restoration of elements of the 18th century landscape between the house and the River Thames; and
- improving the quality of the sports facilities.

1.5 A planning and listed building consent application for these works was originally submitted to the London Borough of Richmond (LBR) in 2017 (Application Refs: 17/1094/FUL and 17/1096/LBC). Whilst many people living locally were supportive of the proposals, this application also attracted some criticism, and as a result, English Heritage subsequently withdrew the application, in order to consider amendments to the proposals and supporting documentation. The 2017 application was supported by a Transport Assessment (TA) prepared by Vectos (report ref: 172807/R01, March 2017) which considered the transport implications of the proposals. Following submission of the application, comments were received from The London Borough of Richmond upon Thames (LBR) highways officers on the submitted TA.

1.6 This TA has been prepared to support the revised planning application and again considers the potential transport implications of the proposed works. It has been prepared based upon our experience of working in LBR and the Greater London region and incorporates the comments received from LBR on the 2017 application.

1.7 Following this introduction section, the remainder of the TA report is structured as follows:

- **Section 2: Existing Conditions** – A review of transport conditions at the site and surrounding area;
- **Section 3: Policy Context** – A review of key current and emerging transport and land use planning policy at national, regional and local level;
- **Section 4: Development Proposals** – A description of the Proposed Development;
- **Section 5: Trip Generation** – Consideration of the number of additional trips generated as a result of the development;
- **Section 6: Development Impact Assessment** – An assessment of impact of generated trips on the local transport network; and
- **Section 7: Summary & Conclusions** – A review of the key points described in this report.

2 EXISTING CONDITIONS

Site Context

2.1 Marble Hill Park is a public park located within the East Twickenham area of the London Borough of Richmond upon Thames. Located on the north bank of the River Thames, the site is bound by Richmond Road to the north, residential dwellings to the east and Orleans Park School to the west. Further to the south of the site sits Ham House and Gardens and Petersham Meadows with Richmond Park beyond.

2.2 Marble Hill House stands alone towards the centre of Marble Hill Park. A wide range of both formal and informal recreation spaces are provided across the park including football, cricket and rugby pitches as well as tennis courts and practice cricket nets. Changing room facilities are provided towards the northeast corner of the site.

2.3 Marble Hill Playcentre, which is also situated towards the northeast corner of Marble Hill Park, provides nursery facilities and a large playground area for children. Towards the west of the park, the Coach House café provides an opportunity for visitors to purchase food and drinks. The upper floor of the Coach House café building currently houses English Heritage personnel to oversee Marble Hill Park and the Marble Hill House attraction.

2.4 The location of the site is shown in a strategic context and a local context within **Figure 1** and **Figure 2** respectively.

Access and Parking

2.5 A total of six pedestrian/cyclist access points are provided around the perimeter of Marble Hill Park; three direct accesses onto Richmond Road to the north, two access points shared with Orleans Road to the west and a further access leading to the River Thames to the south. All of these access points connect with the internal network of footways provided within Marble Hill Park. **Figure 3** shows these points of access.

2.6 The principal vehicular access point to the site is located to the north and comprises a simple priority junction with Richmond Road. The site access connects with a short internal access road that leads towards the Marble Hill Park car parking area situated within the northeast corner of the site.

2.7 A secondary access is provided towards the northwest of the site via Richmond Road. This access is retained for use by delivery and servicing vehicles only and connects with an internal road on the western side of the park providing onwards access towards the Coach House café and Marble Hill House. The access is signed as 'No Entry' from Richmond Road and is not available for use by visitors to Marble Hill Park.

2.8 The car park provides a total of 76 parking spaces, including 3 disabled parking bays. The car park operates a 'Pay & Display' system, the costs of which are shown below in **Table 2.1**.

Table 2.1: Marble Hill Park Car Park Charges

Duration	Parking Charges
Up to 2 hours	£2.50
Up to 3 hours	£3.50
Each additional hour	£3.50

2.9 There is a significant amount of additional on-street parking provision along Richmond Road and in the neighbouring roads. To the west of the site access, Controlled Parking Zone (CPZ) 'S' parking restrictions apply with the option to 'Pay & Display' for non-permit holders. The 'Pay & Display' facilities are subject to fees between the hours of 10:00 – 16:30, Monday to Friday, with a maximum duration of stay of 6.5 hours.

2.10 To the east of the vehicular access, further parking is provided for CPZ 'S' permit holders. The on-street parking bays can also be used by holders of valid 'vouchers' for parking Zone F. This parking scheme allows users to park in accordance with the costs and durations, up to a maximum of 4 hours, as outlined in **Table 2.2** below.

Table 2.2: Voucher Parking Zone F Costs

Time	Type of voucher
Up to 30 minutes	1 x £0.65 voucher
Up to 1 hour	1 x £1.25 voucher
Up to 2 hours	1 x £2.50 voucher
Up to 3 hours	1 x £2.50 voucher and 1 x £0.65 voucher
Up to 4 hours	2 x £2.50 vouchers

2.11 To the west of the site, both Montpelier Row and Orleans Road form part of CPZ 'S1'. Within this zone, parking restrictions apply from Monday to Friday (as well as Saturday and Sunday from April to October) between the hours of 10:00-16:30.

2.12 A short section of CPZ 'S' is provided towards the southern end of Orleans Road where the same restrictions described previously apply.

2.13 **Figure 4** shows the location of the CPZs in the vicinity of the site.

Local Highway Network

2.14 Richmond Road is subject to a 30mph speed limit and has a good widths and visibility throughout. Footways are present on both sides of the road within the vicinity of the site, whilst street lighting is present at regular intervals.

2.15 To the east of the site access, Richmond Road provides connectivity towards Richmond, Ham and the wider area. Towards the west, onwards connectivity is provided to Twickenham, Hampton and Kingston upon Thames.

Pedestrian Accessibility

2.16 Government research suggests that for distances of less than 2km, there is potential for walking to replace car trips. Similarly, The Institution of Highways and Transportation (IHT) guidelines suggest a maximum 'acceptable' walking distance for pedestrians without a mobility impairment of 2km.

2.17 Marble Hill Park provides a network of footways which connect the numerous access points provided around the site perimeter with Marble Hill House itself as well as the other facilities provided within the park.

2.18 Towards the north of the site, the footways along Richmond Road are of reasonable width, lit and generally well maintained. Dropped kerbs are provided at every minor road crossing location, and a number of strategic crossings across Richmond Road also exist with dropped kerbs. These strategic crossings take a variety of forms from uncontrolled crossings, with pedestrian refuge islands, to zebra and signalised crossings. The crossings points are located at frequent intervals along Richmond Road, with an uncontrolled pedestrian refuge island crossing with dropped kerbs approximately 15m to the west of the vehicle access to the site,

a signal-controlled crossing approximately midway along the site frontage and a zebra crossing to the west of the Montpelier Row.

2.19 A wide footpath is provided to the south of the site along the north bank of the River Thames. It enables onwards pedestrian connectivity in both directions following the alignment of the river.

2.20 A ferry crossing over the River Thames to the south of the site provides a connection to Ham House and residential areas south of the River Thames. The ferry operates between the hours of 10:00 and 18:00 weekdays and 10:00 and 18:30 weekends and bank holidays, with prices of £1 for an adult and 50p for a child.

Cycling Accessibility

2.21 Government guidelines suggest that "cycling has potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey by public transport".

2.22 Whilst no formal cycle facilities exist within the immediate vicinity of the site, the general conditions of the majority of the local highway network, especially Richmond Road, offer options for on-carriageway cycling due to good widths, low speed limits and street lighting throughout.

2.23 Route 4 of the National Cycle Network can be joined south of the River Thames, via the river crossing which links with a short off-road cycle route passing through Ham House and eventually joins Route 4. Route 4 provides onwards connectivity to a number of local destinations including Teddington to the southwest and both Putney and Fulham to the northeast.

Public Transport Accessibility

Public Transport Accessibility Level (PTAL)

2.24 Public Transport Accessibility Levels (PTALs) are a measure of the accessibility of a given point to the public transport network, taking into account walk access times and service availability. This method is a way of measuring the density of the public transport network at a particular point.

2.25 A PTAL assessment of the centre of the site has been undertaken and a score is given based on:

- Bus stops within 640 metres of the site (an eight-minute walk at an average speed of 4.8 kph);
- Rail and underground stations within 960 metres of the site (a twelve-minute walk at 4.8 kph); and
- Frequency of bus services between 08:15 and 09:15 on a weekday.

2.26 Due the expansive area that Marble Hill Park covers, it has a varying PTAL rating. However, the northern perimeter of the site, adjacent to Richmond Road, is considered as having a PTAL rating of 4 (good) and this is due to the close proximity of the park to numerous bus services, St Margarets Railway Station and Richmond Underground Station.

Bus Services

2.27 The closest bus stops to the site are located on Richmond Road, approximately 150m west of the principal access location, and opposite the Rising Sun Public House to the north of Beaufort Road. **Table 2.3** provides a summary of the bus routes serving these stops. Average frequencies have been taken from the assumed peak daytime periods.

Table 2.3: Local Bus Services

Service	Route	Weekday			Saturday		
		First Bus	Last Bus	Freq.	First Bus	Last Bus	Freq.
33	Hammersmith – Barnes – Richmond - Twickenham – Fulwell	00:16	23:57	Every 8 minutes	00:16	23:57	Every 8 minutes
490	Heathrow – Feltham – Fulwell – Twickenham - Richmond	00:13	23:54	Every 12 minutes	00:14	23:53	Every 12 minutes
H22	Richmond – Twickenham – Fulwell – Whitton - Hounslow	00:24	23:44	Every 12 minutes	00:24	23:44	Every 12 minutes
N22	Piccadilly Circus – Chelsea – Richmond – Twickenham - Fulwell	00:16	23:47	*Every 30 minutes	00:07	23:47	*Every 20 minutes
R68	Kew – Richmond – Twickenham – Teddington - Hampton	00:14	23:57	Every 15 minutes	00:14	23:57	Every 15 minutes
R70	North Sheen – Richmond – Twickenham - Hampton	00:20	23:46	Every 10 minutes	00:20	23:48	Every 10 minutes

* Service doesn't run between 06:23 and 23:47

Rail Services

2.28 The closest railway station to the site is St Margarets Railway Station, approximately 750m north of the site. St Margarets Railway Station operates on the Waterloo to Windsor line. Notable destinations from that are served from the station include London Waterloo, Clapham Junction, Richmond, Twickenham, Wimbledon and Hounslow.

London Underground

2.29 Richmond Underground station is located approximately 1.7km to the northeast of the site. District Line trains originate from here, offering direct eastbound services to destinations such Ealing Broadway, Acton Town, Hammersmith, Earl's Court and Victoria.

2.30 A summary of the available services from Richmond Underground Station are provided in **Table 2.4** below.

Table 2.4: Summary of London Underground Services from Richmond Underground Station

Direction	Service Frequency (per Hour)		
	Weekday AM	Weekday PM	Weekend
Eastbound (District Line)	7	6	6

London Overground Services

2.31 A number of London Overground stations also originate from Richmond Station. Richmond forms the westernmost destination on the Richmond-Stratford branch of the London Overground system. A summary of the services available from here is provided below in **Table 2.5**.

Table 2.5: Summary of London Overground Services from Richmond Station

Direction	Service Frequency (per Hour)		
	Weekday AM	Weekday PM	Weekend
Eastbound (Richmond-Stratford Branch)	4	4	4

Personal Injury Accidents

2.32 Personal Injury Accident (PIA) data has been obtained from Transport for London (TfL) for the most recently available five-year period, up to 31 December 2017. A summary of the accident data is shown below in **Table 2.6**. The raw accident data, as well as a plot of the accident data, can be found in **Appendix A**.

Table 2.6: Summary of Accident Data

Location	Severity			Total
	Slight	Serious	Fatal	
Richmond Road	3	1	0	4
Richmond Road/Crown Road	3	1	0	4
Richmond Road/St Margarets Road	1	0	0	1
Richmond Road/Orleans Road	1	0	0	1
Richmond Road/Sandycoombe Road	1	0	0	1
Richmond Road/Cambridge Park	1	0	0	1
Richmond Road/St Stephen's Gardens	0	1	0	1
Total	10	3	0	13

2.33 The records show that there have been 13 accidents during this period, comprising 10 slight accidents and 3 serious accidents. There were no fatal accidents recorded during the five year period.

2.34 The first serious accident took place in July 2014 and occurred when a motorcyclist, who was travelling in a southwest direction along St Margarets Road, collided with the front of a parked car. Contributory factors cited included a failure to look properly and a failure to judge another person's path or speed.

2.35 The second serious accident took place at the Richmond Road/St Stephens Gardens junction to the northeast of the site. The accident took place as the motorcyclist was travelling in a southbound direction along the main carriageway and lost control whilst moving around the bend. Contributory factors including loss of control, exceeding the speed limit, driving carelessly and poor turn/manoeuvre were cited in relation to the accident. Road layout was also cited as a causation factor as the driver was travelling around a bend.

2.36 The third serious accident occurred at the junction of Richmond Road with Crown Road in November 2017. The driver of a car failed to look properly when turning right onto Richmond Road and hit a cyclist travelling eastbound.

2.37 All of the serious accidents that have been recorded were as a result of causes that were not due to highway conditions and could not typically be mitigated against.

2.38 The remaining 10 slight accidents occurred across the study area, with three at various locations on Richmond Road and 3 at the junction of Richmond Road with Crown Road. All of these accidents have been attributed to human error with likely causes including a failure to look properly, exceeding the speed limit and loss of control. In summary, none of the accidents were as a result of causes relating to highway conditions and therefore could not typically be mitigated against. It is also noted that only 3 accidents involved cyclists and none involved pedestrians. The existing accident record demonstrates that there are no significant road safety issues with the highway network, with only 3 serious and 10 slight accidents over a 5 year period.

Summary

2.39 The site has a 'good' level of public transport accessibility (PTAL 4), particularly due to its proximity to a number of frequent bus services as well as National Rail services available from St Margarets Station and both Underground and Overground services available from Richmond Station.

3 POLICY CONTEXT

National Policy

National Planning Policy Framework (NPPF)

3.1 The National Planning Policy Framework (NPPF) is a central government planning document produced by the Ministry of Housing, Communities and Local Government. NPPF2, "Revised National Planning Policy Guidance" was released on 24 July 2018 as a revised version of NPPF originally published in 2012. The document introduces and sets expectations for planning policies in England.

3.2 The document recognises importance of transport issues when considering new development proposals, so that:

- *"the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

3.3 Paragraph 108 states "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

3.4 Paragraph 109 replicates paragraph 32 of 2012 NPPF and states *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Regional Policy

The London Plan

3.1 The London Plan, Spatial Development Strategy for Greater London was adopted in July 2011 and has been subject to several alterations since.

3.2 The Revised Early Minor Alterations to the London Plan was published in October 2013 which aimed to ensure that the London Plan is fully consistent with NPPF. Following this, The Draft Further Alterations to the London Plan was adopted in March 2015 to address key housing and employment issues emerging from analysis of Census 2011 data. In March 2016, the Mayor published the Housing Standards and the Parking Standards Minor Alterations to the London Plan (MALPs) to form the consolidated version. From this date, these alterations are operative as formal alterations to the London Plan and form part of the development plan for London.

3.3 The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

3.4 One of the Mayor's six objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

3.5 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the Mayor will encourage the closer integration of transport and development by:

"a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b. seeking to improve the capacity and accessibility of public transport, walking and cycling;

g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

i. promoting walking by ensuring an improved urban realm".

3.6 Within the consolidated London Plan document, the Mayor notes that transport infrastructure will: *"have a vital part to play in supporting the capital's success...The planning of transport services and the physical infrastructure they require will need to be carefully coordinated with the growth and development envisaged by this Plan" (para. 1.39).*

3.7 The Mayor states that the London Plan will have a new focus on quality of life and transport provision will play a part in this: *"ensuring Londoners in all parts of the city have adequate efficient transport networks and services, and the support for cycling and walking, to enable them to access job, social and other life opportunities while minimising any adverse impacts on the environment or quality of life"* (para. 1.44).

3.8 The Mayor's target for cycling is that it accounts for at least a five per cent modal share by 2026. Specifically, the Mayor will (Policy 6.9):

- *Identify promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietways;*
- *Continue to operate and improve the cycle hire scheme; and*
- *Fund the transformation of up to four outer London borough town centres into cycle friendly 'mini Hollands'.*
- *Among other things, development should, among other things, (Policy 6.9B):*
- *Contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable; and*
- *Provide links to existing and planned cycle infrastructure projects including Cycle superhighways, Quiet-ways, the Central London Grid and the 'mini-Hollands'.*

Draft New London Plan 2017

3.9 Whilst the current 2016 Plan (The London Plan consolidated with alterations since 2011) remains adopted policy, a draft New London Plan was published in by the Mayor for consultation in December 2017 and is currently under consideration.

3.10 Development plans and proposals should support the delivery of the Mayor's strategic target that 80% of all trips in London are to be made on foot, by bicycle and by public transport by 2041.

3.11 Policy T4 states "Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance".

Local Policy

London Borough of Richmond upon Thames Local Plan

3.12 The LBR Local Plan was adopted in July 2018 and replaces the previous Core Strategy and Development Management Plan. The Local Plan sets out the policies and guidance for the development of the borough to 2033. Transport policies are set out in Section 11 of the Local Plan, and specifically policies LP44 and LP45 are considered relevant.

3.13 Policy LP44- *Sustainable Travel Choices* sets out how the Council will work to ensure safe, sustainable and accessible transport to minimise the impact on development. This includes the following seven key areas:

- Location of development- encouraging developments that generate significant trips to be located in areas with good accessibility;
- Walking and cycling- ensuring new development maximises permeability for walking and cycling routes;
- Public transport- ensuring major development maximise opportunities to travel by public transport by maximising accessibility to services;
- The road network- ensuring that new development does not have a severe impact on the operation, safety or accessibility to the local and strategic highways networks;

- River transport- encourage the use of the River Thames for passenger and freight transport;
- Safeguarding or routes and facilities- land required for identified transport schemes will be protected from developments that may affect the delivery of the relevant scheme; and
- Taxis and private hire vehicles- ensure that taxis and private hire vehicles are adequately catered for.

3.14 Policy LP45- *Parking Standards and Servicing* sets out the approach to accommodating vehicle trips within new developments. In relation to parking, the policy sets out how new developments will be required to provide parking for all vehicles to the standards set out within the Local Plan, the parameters for front garden parking and car free housing development and how publicly available car parking will be managed to support the vitality and viability of town and local centres.

3.15 With regard to freight and servicing, the policy sets out how major development will be required to demonstrate that delivery and servicing activities and construction logistics do not create a severe impact on the efficient and safe operation of the road network and there is no material harm to nearby residents.

Summary

3.16 The development proposals accord with policy requirements. As set out in detail in this report, the site is located in an accessible location for ease of access by walking, cycling and public transport. This supports national, regional and local governmental aspirations for encouraging sustainable travel behaviour.

4 DEVELOPMENT PROPOSALS

4.1 This section of the report describes the development proposals, including details of access, parking and servicing.

The Development

4.2 It is proposed to undertaken the following works at Marble Hill Park:

- refurbishment and extension of the existing café within the footprint of the existing building;
- installation of a lift and new interpretation to Marble Hill House;
- altering the opening hours of Marble Hill House from 2 days per week to 5 days per week and removing entry charges to the house;
- restoration of elements of the 18th century landscape between the house and the River Thames; and
- improving the quality of the existing sports facilities.

4.3 The amendments from the previous application are a significant reduction in scope from the previously proposed café extension. They also contain a reduction in scope and scale of the landscaping proposals. Furthermore, the application includes no proposals for weddings to take place at the site.

Coach House Café

4.4 The Coach House café currently provides a combined total of approximately 30 covers, both internally and externally. As part of the proposals to provide an enhanced offer at the Coach House café, up to 62 covers will be provided internally and a further 100 covers will be provided externally. Currently the café opens 7 days a week between 10:00-16:00 in winter and 10:00 to 17:00. The new café will also be open 7 days a week between 09:00 to 18:00 during main season and 09:00 to 16:00 during winter season. In addition to these opening times, a facility will be provided to allow takeaway teas and coffees to be served before 09:00 through a serving hatch.

Marble Hill House

4.5 The existing Marble Hill House attraction is currently open by guided tour only on Saturdays and Sundays from March to October. At all other times the attraction is closed to visitors. As part of the proposals, the opening hours will be altered to 10:00 to 17:00, 5 days per week from April to October. As the house will open at 10:00, visitors will not conflict with the traditional weekday am peak hour on the highway network.

Sports Facilities

4.6 The development proposals will also include improvements to the existing sports facilities provided within Marble Hill Park – both in terms of upgrading the changing facilities and increasing the quality of the sports pitches. It should be noted that no additional facilities will be provided and so at peak times, there will be no increase in the maximum potential usage. The improved quality of the existing sports pitches will mean that it will be possible to use the facilities on more occasions but at the same level of intensity as the existing use.

Large Scale Events

4.7 Separate large events, such as the House Festival, have previously taken place at Marble Hill Park and operated under separate planning permissions. Currently, English Heritage has no plans to hold any new large-scale events at Marble Hill, but should any event be proposed in the future, it would require its own planning permission and supporting Transport Assessment. As such, large scale events do not form part of this assessment.

Site Access

4.8 Both of the existing priority junction accesses via Richmond Road to the north of the site will be retained. No amendments to either of the existing junction arrangements are proposed.

Car Parking

4.9 The car parking provision is proposed to remain as existing. A total of 76 parking spaces, including 3 disabled parking bays will continue to be provided. The car park will continue to operate a 'Pay & Display' system; further information is provided in Section Six below.

Coach Parking

4.10 English Heritage does not allow travel trade groups to arrive at any of its properties without pre-booking and has made it very clear to travel trade operators that Marble Hill is not a travel trade site. As a result, coach bookings will not be allowed for Marble Hill. Further detail on coach parking is provided in Section 6. School Groups will be managed by Orleans House Gallery and will comply with their current travel restrictions for school groups.

Delivery and Servicing

4.11 The access located towards the northwest of the site and accessed via Richmond Road, will be retained for delivery and servicing purposes only. This is the current arrangement and allows direct access from Richmond Road onto the internal Marble Hill Park access road leading towards the Coach House café and Marble Hill House. The access is signed as 'No Entry' from Richmond Road and is not available for use by visitors to Marble Hill Park. Access for service vehicles will continue to be via prior appointment as at present and as such will be restricted to set times. There are therefore no changes to the access arrangements for service vehicles as part of the development.

4.12 The delivery schedule is anticipated to be 2-3 deliveries per week from the main supplier plus additional smaller vehicles from local supplier either on a daily basis or three times a week during peak season, and once a week during winter.

5 TRIP GENERATION

Introduction

5.1 This section provides details of the methodology used to quantify the additional trips generated as a result of the proposed development.

Existing Site Usage

Monthly Visitor Numbers

5.2 It is understood that Marble Hill Park currently attracts approximately 2,100 visitors on an average weekday, and approximately 3,000 visitors on an average weekend day. The majority of these visitors are park users. These estimates are based on survey data collected at the site in June 2015, which is outlined in more detail below.

5.3 Of these daily visitors, the majority are park users. Further data provided by English Heritage indicates that during June 2015, there were 321 visitors to Marble Hill House and the existing Coach House café. There will also be visitors using other facilities such as sports pitches (which will be included in the total visitor numbers presented above), however this data indicates that at present, the majority of visitors to the Marble Hill Park site are park users, that do not use any of the facilities on offer.

Modal Split

5.4 To provide further data on the mode of travel of existing site visitors, interview surveys were undertaken in July 2017. These surveys indicate that approximately 75-82% of visitors arrive on foot, with only some 10-15% arriving by car. These figures vary across weekday and weekend days. Many of those that arrived by car did so in groups (e.g. families and friends travelling in the same vehicle). Of the trips undertaken by car, a mix of on and off-site parking locations were recorded.

5.5 The calculation of existing visitor numbers is set out in more detail below.

Calculation of Existing Visitor Numbers

5.6 In June 2015, English Heritage commissioned a number of survey counts to establish the number of daily visitors to the park. Cameras were placed at each of the six pedestrian

access points and the main vehicle access. The number of people and vehicles entering and exiting the park were then counted for two full days; Saturday 20th June and Monday 22nd June 2015 between 06:00 and 21:00.

5.7 These dates represented normal operating conditions for both a weekend and a weekday. The weather on the day of the surveys was fair and generally representative of early summer. The raw data showed that, on Saturday 20th, a total of 3,072 people entered the park whilst a total of 2,137 people arrived on Monday 22nd.

5.8 These daily totals were then used to estimate the total visitor numbers for the month of June. This was achieved by calculating the average number of weekdays and weekends in June and multiplying the figures by the recorded totals. This calculation placed the estimate for the total number of visitors to Marble Hill Park in June 2015 at 73,126. The calculations are shown in **Table 5.1** below.

Table 5.1: Marble Hill Baseline Month Based on June 2015 Survey Data

Average days in a month	30.42
Average weeks in a month	4.35
Average number weekend days in a month	8.69
Average number weekdays in a month	21.73
Weekend visitor numbers per day	3,072
Weekday visitor numbers per day	2,137
Total number visitors in June weekends	26,697
Total number visitors in June weekdays	46,429
Estimated monthly total	73,126

5.9 As there will be fluctuations in visitor numbers throughout the year, with more visitors expected during the summer months, it is considered appropriate to calculate an annual profile which then allows consideration of anticipated visitor numbers during this summer peak.

5.10 Taking June as a baseline month, an annual profile of visitor trips was estimated by looking at the recorded visitation numbers to three other London Parks: Bushy Park, Primrose Hill and Greenwich Park.

5.11 Data from the Royal Parks sites is considered the most appropriate data available to derive this annual profile. It is recognised that there will be differences in the detailed characteristics of each site which will influence factors such as the mode split of trips

however the data for all visitors to the site (regardless of mode of travel) has been used solely to derive the annual profile of total visitor numbers (regardless of mode of travel) and therefore this is considered suitable for the calculation of an annual profile at Marble Hill Park. The more site specific travel characteristics such as mode split have been calculated from surveys carried out at the Marble Hill site and therefore are representative of the actual conditions at the site and not reliant on data from other sites.

5.12 The data used from these sites is the annual spread of total visitors (regardless of mode of travel) throughout the year which gives an annual profile that reflects the seasonal changes across the year including the increased numbers of visitors during summer months. This seasonal profile was then applied to specific survey data collected at Marble Hill Park in 2015 and 2017. This is considered a robust approach to calculating the annual profile of visitors at Marble Hill.

5.13 The recorded visitation numbers to these parks have only been used to derive the annual profile of visitors at Marble Hill Park that has subsequently been applied to the actual survey data collected at the site. The data for the other London parks has been taken from a research document commissioned by the Royal Parks Agency titled '*Visitors to the Royal Parks: Results of a Steady State Count'.* This is contained at **Appendix B**. The relevant raw data can be found in tables contained at pp.7-8 of the document.

5.14 Using June as the baseline in each park, the percentage change for each month was calculated to give a seasonal profile that could be applied to the Marble Hill data. Further details on the calculations are contained at **Appendix C**. The resulting monthly profile of visitors to Marble Hill House is shown in **Table 5.2** below.

Table 5.2: Estimated Annual Visitation to Marble Hill Park by Month

Month	Average % Change Compared to June	Marble Hill Count Using Average Change	% of Annual Visitors
January	42%	30,713	4.4%
February	79%	57,770	8.4%
March	51%	37,294	5.4%
April	76%	55,576	8.0%
May	88%	64,351	9.3%
June	100%	73,126	10.6%
July	120%	87,751	12.7%
August	166%	121,389	17.5%
September	105%	76,782	11.1%
October	52%	38,026	5.5%
November	38%	27,788	4.0%
December	29%	21,207	3.1%
Total		691,772	100%

5.15 In addition to the estimated 691,772 Marble Hill Park visitors shown in **Table 5.2**, approximately 2,900 visitors to Marble Hill House itself are also recorded annually. Therefore, the total number of visitors to Marble Hill Park is considered to be 694,672. For the purposes of the remainder of this assessment, this figure has been rounded up to 695,000. This figure includes all visitors to the park including to the house, café, sports facilities or general park users.

5.16 To determine the mode of travel of existing visitors to the site, it was agreed with LBR officers that a sample survey at the entrance points would be undertaken. This survey covered all entrance points to the site to gain further information on travel characteristics that was then applied to the previously collected video survey data. It was agreed with LBR officers that the sample surveys would be undertaken on Friday 30 June and Saturday 1 July 2017 between 12:00-16:00. These surveys were undertaken by an independent specialist survey company and the raw survey data is provided at **Appendix D.**

5.17 The surveys recorded the mode of transport of all those entering the park and for those that entered on foot but travelled by car, their parking location was also recorded. The results of the survey are summarised in **Table 5.3** below.

Table 5.3: Method of Travel of Existing Park Users

Mode of Travel	Friday		Saturday	
Walk / Run	392	81.8%	497	74.8%
Car Driver- Parked On-Site	10	2.1%	14	2.1%
Car Passenger- Parked On-Site	7	1.5%	12	1.8%
Car Driver- Parked Off-Site	24	5.0%	31	4.7%
Car passenger- Parked Off-Site	10	2.1%	42	6.3%
Cycle	18	3.8%	26	3.9%
Train	10	2.1%	22	3.3%
Bus	8	1.7%	20	3.0%
Total	479		664	

5.18 Table 5.3 demonstrates that of all those that were surveyed entering the park some 10-15% had used a car (either as driver or passenger) as their main mode of travel to the site.

5.19 The survey results also indicate that each of these visitors arriving by car did not do so individually, with many arriving in groups (e.g. families and friends travelling in the same vehicle). As such, the 51 visitors arriving by car on the Friday equates to 34 cars, a ratio of 67% equating to a car occupancy of 1.5 visitors/car. On a Saturday, the 99 arrivals by car equates to 45 cars, a ratio of 45% or 2.2 visitors/car.

5.20 Of the 34 car trips on a Friday, 10 were parked within the car park. The remaining 24 cars were parked in off-site locations or did not give a parking location. On the Saturday, 14 cars parked in the car park, with the remaining 31 cars parked off-site.

Future Visitor Numbers

5.21 The full methodology for calculating future visitor numbers has been produced by Jura Consultants Ltd and is contained at **Appendix C**. This data has previously been used by English Heritage to support applications for funding to the Heritage Lottery Fund.

5.22 Trips to the site have been divided into two categories; visitors to the park and visitors to the House. This distinction has been made as visitors to the house will increase as a result of the proposals.

5.23 **Table 5.4** below shows the anticipated number of total annual visitors by year to both Marble Hill Park and Marble Hill House. Further details on the numbers contained within the table are provided below the table.

Table 5.4: Marble Hill Park and House Visitor Numbers

Year	Total Visitors	Total High Season Visitors	Total Low Season Visitors	Total House Visitors	Average High Season Weekend Day House Visitors	Average High Season Weekend Day Park Only Visitors[2]
2016/2017	695,000	463,333	231,667	2,940	47	3,253
2017/2018	695,000	463,333	231,667	2,940	47	3,253
2018/2019	695,000	463,333	231,667	2,940	47	3,253
2019/2020	695,000	463,333	231,667	2,940	47	3,253
2020/2021	631,818	421,212	210,606	2,940	47	2,957
2021/2022	806,200	537,467	268,733	67,183	632	3,773
2022/2023	792,300	528,200	264,100	52,820	497	3,708
2023/2024	778,400	518,933	259,467	51,893	488	3,643
2024/2025	764,500	509,667	254,833	50,967	480	3,578
2025/2026	779,790	519,860	259,930	51,986	489	3,650
2026/2027	795,386	530,257	265,129	53,026	499	3,723
2027/2028	811,294	540,863	270,431	54,086	509	3,797

1- Based on 2016 opening dates (25/03/16 – 30/10/16, weekends only): 63 days

2- Based on a 6-month High Season

5.24 Based on the annual profile calculated in Table 5.2 above, the six-month period from April to September accounts for 69% of the total annual visitors. As the 'high season' will not last for this full six month period (since early April and late September will have lower visitor numbers) for the purposes of this assessment it is assumed that the high season comprises two thirds of total visitor numbers, with the remaining one third visiting in the low season.

5.25 The house will be open for an approximate 7-month period from April until October for 5 days each week, resulting in a total of 152 open days. To provide a robust assessment, visitors to the house have been based on the high season visitors to the park. The year-on-year visitor numbers, to both the park and the house, have then been calculated as follows:

- **2017/18, 2018/19 and 2019/20**- No works will be undertaken on site and opening arrangements for the house will remain as at present, therefore visitor numbers will remain at current levels.
- **2020/21:** Work starts on site so an approximate 10% decrease in visitors is predicted for the park whilst work is carried out. It is assumed that the house will remain open and delivering guided tours whilst the capital works team are mobilised which will allow for a full season at current levels.

- **2021/22:** A 16% uplift on previous visitor figures signified by there-opening of a much improved Marble Hill Park, with a reinstated historic landscape, new facilities and the implementation of a new and innovative activity plan. There is likely to be considerable interest in the house offer and it is anticipated that there will be a 12.5% conversion from the high season park visitors to achieve approximately 67,000 visitors to the house and a total of 806,200 visitors to the Park
- **2022/23:** For the park, a 14% uplift on pre-restoration visitor figures reflects a likely drop from the first year peak of interest. Visitors to the house also make a modest reduction falling to a steady state 10% conversion from high season visitor numbers.
- **2023/24:** A 12% increase in park visitors from pre-restoration visitor figures with visitors to the house remaining at a conversion rate of 10% from park visitors.
- **2024/25:** A steady state year with visitors to the park as a 10% increase from pre-restoration visitor figures.
- **2025/26 onwards:** A 1% increase in visitors to the park for each subsequent year.

5.26 To calculate the proportion of trips that occur on a weekend day, the baseline data presented in Table 5.1 has been utilised. From this, it has been calculated that for park visitors 18.3% of visits occur on a weekend day (i.e. 36.6% across the full weekend), with 12.7% on a weekday (63.5% across all five weekdays).

5.27 As the house will only be open for five days (two weekend days and three weekdays), it has been calculated that 24.5% of house visitors will occur on a weekend day (i.e. 49% across the two weekend days) and 17% on a weekday (51% in total across the three weekdays). These proportions have been applied when calculating the visitor numbers below.

Net Increase in Visitor Numbers

5.28 To assess the impact of the development, it is important to consider the net increase in daily visitor numbers against existing park and house usage (i.e. 2016/2017). This is presented in **Table 5.5** below for an average high season weekend day, for both 2021/2022, when house visits peak, and 2027/2028, when park only visits are at their peak.

Table 5.5: Net Increase in High Season Average Weekend Day Visitor Numbers

Scenario	Park Only Visitors	House Visitors	Total Visitors
Existing (2016/2017)	3,253	47	3,300
2021/2022	3,773	632	4,406
[Increase]	[+520]	[+586]	[+1,106]
2027/2028	3,797	509	4,306
[Increase]	[+544]	[+462]	[+1,007]

5.29 Table 5.5 demonstrates that in there will be an additional 1,106 trips to the Marble Hill site on an average high season weekend day, by all modes of travel in the first year of opening of Marble Hill House (2021/2022). In 2027/2028 the number of additional trips is estimated to be 1,007.

5.30 The data presented above is based on a high season average weekend day. When considering vehicle trips in the following sections, high season weekdays and August peak weekend days are also presented for completeness.

Vehicle Trip Generation

5.31 In order to quantify the impact of altering the opening hours of the Marble Hill House attraction on future vehicle trips to the site, a trip generation assessment has been undertaken. The high season average weekend day future visitor numbers, for both the park and the house, as presented in Tables 5.4 and 5.5 above form the basis of this assessment.

Marble Hill Park

5.32 Using the mode split and vehicle occupancy data presented in Table 5.3 above (which has been taken from surveys carried out at the site), 14.9% of existing visitors arrive at the site by car on weekend days (including those that park both on and off-site). This proportion has been applied to the 'Daily Park Visitors' numbers shown above as it is anticipated that the proportion of vehicle trips to Marble Hill Park will remain as existing. There is no evidence to suggest that the mode share of visitors to the park (and not to the house) will change as a result of the proposals.

5.33 To estimate the number of people that are likely to arrive by car, rather than number of vehicles, a car occupancy rate of 2.2 people per car has been used based on the existing car occupancy on weekdays, as taken from the surveys undertaken at the site.

5.34 The predicted vehicle trips generated by Marble Hill Park for an average high season weekend day are set out in **Table 5.6** below.

Table 5.6: High Season Average Weekend Day Park Visitor Vehicle Trip Generation

Year	Marble Hill Park		
	Arrivals via Car	Total Vehicles	Net Increase over 2016/17
2016/2017	485	220	0
2017/2018	485	220	0
2018/2019	485	220	0
2019/2020	485	220	0
2020/2021	441	200	-20
2021/2022	562	256	36
2022/2023	553	251	31
2023/2024	543	247	27
2024/2025	533	242	22
2025/2026	544	247	27
2026/2027	555	252	32
2027/2028	566	257	37

Marble Hill House

5.35 For trips to Marble Hill House 'pre-improvements' (i.e. prior to 2021/2022) it is reasonable to assume that the modal split of trips to the house will remain the same as existing.

5.36 To determine the mode split of the improved offer at the Marble Hill House attraction (from 2021/22 onwards), English Heritage anticipates an increase in visitors to the House from its current level of 2,940 p.a. to 52,820 p.a. in its first settled year and beyond – an annual increase of 49,880. It is anticipated that around 50% of this increase in visitors will actually be directly attributable to local people visiting the park and choosing to visit the house because it has better opening times, a more appealing offer for families and, crucially, will be free to enter. As such, it becomes a more attractive part of a visit to Marble Hill Park.

5.37 This assumption is based on known visitor behaviour at the only other English Heritage London property based in a park - Kenwood House, which already operates on the same free admission principles that are being proposed at Marble Hill House. This means an increase in visitors coming from outside of the local area of 24,940 pa. It is reasonable to assume that the majority of these will arrive by public transport – as English Heritage will be strongly

promoting public transport as a means of travel on its website, via the EH app, and in any publicity material.

5.38 Based on current statistics, only up to 14.9% of Marble Hill visitors arrive by car. However, English Heritage has provided data for their site at Kenwood House, in Hampstead, a similar attraction to Marble Hill (historic house and grounds), albeit a site with a lower much PTAL rating of 1b (and therefore less accessible by public transport) as well as for Kew Gardens, a tourist attraction in the vicinity of the site, again with a much lower PTAL of 1-2. The proportion of trips undertaken by car (either driver or passenger) at these three sites is as follows:

- Marble Hill Park (existing)- 14.9%;
- Kenwood House- 26%; and
- Kew Gardens- 21%.

5.39 The upper bound 26% car borne modal split, as recorded at Kenwood House, has been adopted as the proportion of future trips to Marble Hill House that will be undertaken by car (either as driver or passenger). This is twice the observed car borne modal split and is considered a robust 'worst case' assessment when considered against both the existing mode split at Marble Hill Park, and the data provided for Kew Gardens.

5.40 To estimate the number of vehicles on a weekend, a car occupancy rate of 2.2 people per car has been assumed. This is based on the existing weekend car occupancy of visitors to Marble Hill Park and is considered a robust assumption since people are considered likely to visit an attraction such as Marble Hill House with at least one additional passenger (i.e. car occupancy rate of 2 people per vehicle).

5.41 Applying the above assumptions to the daily House visitor trips shown in Table 5.4, **Table 5.7** below outlines the quanta of future trips that could be undertaken to Marble Hill House by car on an average high season weekend day.

Table 5.7: High Season Average Weekend Day House Vehicle Trip Generation

Year	Marble Hill House		
	Arrivals via Car	Total Vehicles	Net Increase over 2016/17
2016/2017	12	6	0
2017/2018	12	6	0
2018/2019	12	6	0
2019/2020	12	6	0
2020/2021	12	6	0
2021/2022	164	75	69
2022/2023	129	59	53
2023/2024	127	58	52
2024/2025	125	57	51
2025/2026	127	58	52
2026/2027	130	59	53
2027/2028	132	60	54

Total Vehicle Trip Generation

5.42 The total vehicle trip generation at the site for an average high season weekend day is summarised in **Table 5.8** below.

Table 5.8: High Season Average Weekend Day Total Vehicle Trip Generation

Year	Marble Hill Park		Marble Hill House		Total	
	Arrivals via Car	Total Vehicles	Arrivals via Car	Total Vehicles	Arrivals via Car	Total Vehicles
2016/2017	485	220	12	6	497	226
2017/2018	485	220	12	6	497	226
2018/2019	485	220	12	6	497	226
2019/2020	485	220	12	6	497	226
2020/2021	441	200	12	6	453	206
2021/2022	562	256	164	75	727	330
2022/2023	553	251	129	59	682	310
2023/2024	543	247	127	58	670	304
2024/2025	533	242	125	57	658	299
2025/2026	544	247	127	58	671	305
2026/2027	555	252	130	59	684	311
2027/2028	566	257	132	60	698	317

5.43 It can be seen from **Table 5.8** that the number of vehicle arrivals on an average high season weekend day is likely to be 330 in 2021/2022 an increase of 104 over 2016/17. This accords with the earlier assumptions that there is likely to be the most interest in the improved

Marble Hill House offer in the opening year, with visitor numbers reducing slightly in subsequent years.

5.44 The net increase in vehicle trips over the existing is summarised in **Table 5.9** below. Again, this is presented for 2021/2022, when house visitors are predicted to peak, and 2027/2028, when park visitors will be at their highest.

Table 5.9: Net Increase in High Season Daily Vehicles

Scenario	Park Only Visitors	House Visitors	Total Visitors
Existing (2016/2017)	220	6	226
2021/2022	256	75	330
[Increase]	[+35]	[+69]	[+104]
2027/2028	257	60	317
[Increase]	[+37]	[+55]	[+92]

5.45 Table 5.9 indicates that on an average weekend day during the high season the proposals will result in an additional 104 vehicles on an average weekend day. These figures represent an average weekend day during high season. Weekday trips and seasonal variation across the six month high season are considered in more detail below. Weekday trips and seasonal variation across the six month high season are considered in more detail below.

Coach House Café

5.46 The Coach House café currently provides a combined total of approximately 30 covers, both internally and externally. As part of the proposals to provide an improved offer at the Coach House café, up to 62 covers will be provided internally and a further 100 covers will be provided externally.

5.47 The Café is intended to be either an ancillary offer to the wider attraction of Marble Hill Park, or for repeat visitors who live locally and therefore walk to Marble Hill. Visitors are therefore unlikely to make a dedicated trip by car just to visit the Coach House café; as a result, the proposed improvements at the Coach House café will not generate any additional dedicated vehicle trips to Marble Hill.

5.48 Any additional trips to the café are included in the projected visitor numbers set out in the tables above.

Sports Facilities

5.49 No additional facilities or pitch space will be provided although the development proposals will include improvements to the existing sports facilities provided within Marble Hill Park. Once the proposed works to the sports pitches are completed, the intensity of use at any one time will not change but the pitches may be used over longer periods.

5.50 The existing facilities have a finite capacity for users at any given time and, due to the fact that no additional facilities will be provided, this finite capacity will remain the same following the implementation of the improvements.

5.51 However, the proposals may result in an increased number of sports matches taking place in a given week due to the same number of sports pitches being able to be used more intensively. As such, it is considered that whilst this extended usage may result in additional vehicle trips to Marble Hill, these would not add to the existing peak levels of usage (on weekends) but would instead take place at times when lower levels of vehicle trips were taking place to and from Marble Hill House. It is also important to recognise that sports pitch usage will also be determined by demand from local sports clubs so the improvements to the pitches may not necessarily lead to a greater number of bookings for pitch use.

5.52 English Heritage has provided information regarding the current pitch usage to inform this assessment. Sports pitch usage during weekends, is summarised in **Table 5.10** below.

Table 5.10: Total Current Sports Pitch Usage Across Each Month 2017/2018 Season

Month	Football (4 no. pitches)	Rugby (2 no. pitches)	Notes
September 2017	11 x Saturday 14 x Sunday	4 x Saturday	
October 2017	12 x Saturday 12 x Sunday	6 x Saturday	
November 2017	8 x Saturday 13 x Sunday	4 x Saturday	
December 2017	6 x Saturday 4 x Sunday	3 x Saturday	No bookings during Christmas period. Some bookings affected by bad weather
January 2018	7 x Saturday 6 x Sunday	3 x Saturday	Some bookings affected by bad weather
February 2018	9 x Saturday 6 x Sunday	4 x Saturday	Some bookings affected by bad weather
March 2018	6 x Saturday 5 x Sunday	3 x Saturday	Some bookings affected by bad weather
April 2018	6 x Saturday 5 x Sunday	3 x Saturday	No booking during Easter weekend. Some bookings affected by bad weather

5.53 Table 5.10 indicates that the peak month for sports pitch usage is October, when a total of 30 pitches were used on weekends across the month. During all other months, pitch usage is lower, with a number of factors affecting the level of use including holiday periods (e.g. Christmas and Easter), bad weather and general demand from local teams (since not all teams play regularly throughout the season).

5.54 It should be noted that outside of the period September to April, sports pitch usage is much lower (since this is outside of football and rugby seasons), however there is some pitch usage during the remainder of the year, including use of the cricket pitch during the summer, although this use is much lower than that presented above.

5.55 The data presented above demonstrates that the sports pitches are already well used. Given the number of pitches will not increase, the improved sports facilities are not considered to result in any increase in the current level of usage during these peak weekend periods.

5.56 The improvements will however provide an opportunity for greater use of pitches outside of these peak times as improved drainage will mean less time will need to be allowed between bookings for pitches to recover. In addition, improved pitches will mean reduced frequencies of bookings being cancelled due to bad weather.

5.57 Notwithstanding the above, the future visitor numbers presented above include an allowance for an increase in the number of park users, some of which could be generated by pitch users and therefore any additional trips that may be generated by increased sports pitch usage is included in the projected visitor numbers.

Weekday Trip Generation

5.58 The above section has considered weekend use in an average high season month. This section considers a typical weekday in an average high season month. As set out above, it has been calculated from the baseline data that 12.7% of park visitors occur on weekdays, whilst 17% of future house visitors will occur on weekdays. In addition, the proportion of park users travelling by car is lower at 10.7%, whilst car occupancy is also lower at 1.5 persons per vehicle on weekdays.

5.59 Using these revised parameters, the he high season average weekday vehicle trips have been calculated and are shown in **Table 5.11** below.

Table 5.11: Daily Vehicle Trip Generation- Sensitivity Test High Season Weekday

Year	Marble Hill Park		Marble Hill House		Total	
	Arrivals via Car	Total Vehicles	Arrivals via Car	Total Vehicles	Arrivals via Car	Total Vehicles
2016/2017	242	161	0	0	242	161
2017/2018	242	161	0	0	242	161
2018/2019	242	161	0	0	242	161
2019/2020	242	161	0	0	242	161
2020/2021	220	147	0	0	220	147
2021/2022	281	187	114	76	395	263
2022/2023	276	184	90	60	366	244
2023/2024	271	181	88	59	360	240
2024/2025	266	178	87	58	353	235
2025/2026	272	181	88	59	360	240
2026/2027	277	185	90	60	367	245
2027/2028	283	188	92	61	375	250

5.60 The net increase over the existing vehicle numbers is presented in **Table 5.12** below.

Table 5.12: Net Increase in High Season Average Weekday Vehicles

Scenario	Park Only Visitors	House Visitors	Total Visitors
Existing (2016/2017)	161	0	161
2021/20202	187	76	263
[Increase]	[+26]	[+76]	[+102]
2027/2028	188	61	250
[Increase]	[+27]	[+61]	[+88]

5.61 It can be seen from **Table 5.12** above that the high season average weekday vehicle trip generation is considerably lower at approximately 20% less, than the high season average weekend day vehicle trip generation with 263 vehicles per day estimated compared with 330 at weekends. As such, the TA has been robust in assessing the worst-case scenario. Furthermore, the majority of these trips will occur predominantly outside of peak morning and evening periods when the local road network will be at the busiest. It is therefore considered that no further analysis of the weekday vehicle trip generation is required.

High Season Monthly Variation

5.62 It is recognised, based on the data presented in Table 5.2 that within the 6-month high season, there is a wide variation in the number of visitors per month, with August being the busiest month and weekend days being busiest. Using this annual profile, the proportion of high season visitors that occur in each of the six months has been calculated, and is presented in **Table 5.13** below.

Table 5.13: High Season Monthly Variation in Visitor Numbers

High Season Month	% of Total Annual Visitors	% of High Season Visitors
April	8.0%	11.6%
May	9.3%	13.4%
June	10.6%	15.3%
July	12.7%	18.3%
August	17.5%	25.3%
September	11.1%	16.0%
Total	69.2%	100.0%

5.63 Table 5.13 indicates that 25.3% of high season visitors occur in the peak month of August, with 18% in July, and 16% in September.

5.64 Using this data, the number of vehicles generated, and resulting number of vehicles on an August weekend day have been calculated and are presented in **Table 5.14** below. It should be noted that this represents the busiest days of the year and at all other times, the number of vehicles would be lower.

Table 5.14: Daily Vehicle Trip Generation- August Weekend Day

Year	Marble Hill Park		Marble Hill House		Total	
	Arrivals via Car	Total Vehicles	Arrivals via Car	Total Vehicles	Arrivals via Car	Total Vehicles
2016/2017	737	335	18	8	755	343
2017/2018	737	335	18	8	755	343
2018/2019	737	335	18	8	755	343
2019/2020	737	335	18	8	755	343
2020/2021	670	305	18	8	688	313
2021/2022	855	389	250	114	1,105	503
2022/2023	840	382	197	89	1,037	471
2023/2024	825	375	193	88	1,019	463
2024/2025	811	369	190	86	1,000	455
2025/2026	827	376	193	88	1,020	464
2026/2027	843	383	197	90	1,041	473
2027/2028	860	391	201	91	1,062	483

5.65 Table 5.14 indicates that on an August weekend day, which would be the busiest period during the entire year (subject to the weather being good), there would be 502 daily vehicles generated at the site compared to the baseline of 343 vehicles occurring now.

5.66 The net increase over the existing vehicle numbers is presented in **Table 5.15** below.

Table 5.15: Net Increase in August Weekend Day Vehicles

Scenario	Park Only Visitors	House Visitors	Total Visitors
Existing (2016/2017)	335	8	343
2021/20202	389	114	503
[Increase]	[+54]	[+105]	[+160]
2027/2028	391	91	483
[Increase]	[+56]	[+83]	[+139]

5.67 Table 5.15 indicates that on an August weekend day, there would be an increase of up to 160 vehicles over the existing.

5.68 The high season monthly variation in daily weekend vehicles has also been calculated and is presented in **Table 5.16** below.

Table 5.16: High Season Monthly Variation in Total Weekend Daily vehicles

High Season Month	Total Weekend Daily Vehicles
April	230
May	266
June	303
July	363
August	502
September	318
Total	1,982

5.69 Table 5.16 indicates that whilst August is the busiest month with 502 total vehicles, during all other months, the number of vehicles generated on a weekend day is below 365. It should also be noted that only August and July have total vehicle trips above the high season monthly average presented above, when the number of vehicles is 52% and 10% greater than the average respectively. The use of an August weekend day is therefore a robust assessment.

Summary

5.70 A robust assessment has been undertaken of the potential trip generation of Marble Hill Park following the alterations to the opening hours of the Marble Hill House attraction. This assessment demonstrates that there will be an increase in vehicle trips when compared with the existing baseline of 104 on an average high season weekend day in the busiest year.

5.71 On weekdays, the proposals are estimated to result in an additional 102 vehicle trips in the busiest year.

5.72 The variation across the six-month high season period has also been calculated which demonstrates that during the August peak month, up to 502 vehicles could be generated at the site on a weekend day, an increase of 160 over the existing. It is also noted that only August and July have total daily vehicle trips above the high peak average weekend day.

5.73 The implications of these additional weekend high season trips are considered in Section 6 below.

6 DEVELOPMENT IMPACT ASSESSMENT

6.1 An assessment of the additional vehicle trips on available parking options has been undertaken and is set out below. Two potential parking locations are considered, the on-site car park, and surrounding local streets.

6.2 To ensure a robust assessment is presented, the number of vehicle trips generated for an average weekend day during the high season has been used in this assessment, with a sensitivity test undertaken using an August weekend day.

6.3 Coach parking is also considered further below, together with a number of measures that English Heritage could explore to improve the management and impact of vehicle trips on surrounding residential streets.

Parking

On-Site Parking

6.4 A survey of the car park within the site has been undertaken by English Heritage site staff. This survey was undertaken for a seven-day period between Friday 14 July 2017 and Thursday 20 July 2017 between the hours of 08:00 and 19:00 each day. The survey recorded the number of vehicles parked within the car park at hourly intervals. The survey results are presented in **Table 6.1** below.

Table 6.1: On-Site Parking Survey Results

Time	Fri 14 July	Sat 15 July	Sun 16 July	Mon 17 July	Tue 18 July	Wed 19 July	Thur 20 July
08:00	14	9	11	4	3	5	9
09:00	17	16	18	7	11	8	12
10:00	19	23	28	9	13	9	16
11:00	27	25	34	20	14	12	19
12:00	31	18	42	19	18	15	20
13:00	29	20	38	16	18	12	18
14:00	36	35	37	26	16	15	17
15:00	28	26	41	26	19	19	16
16:00	17	25	47	28	15	20	21
17:00	10	25	46	22	13	18	20
18:00	11	20	18	16	10	14	14
19:00	5	12	14	10	6	8	6

6.5 The parking survey results indicate that the maximum occupancy recorded at any time during the seven-day survey period was 47 vehicles. Based on a car park capacity of 76 spaces, this represents a maximum occupancy of 62%. In simple terms, there would therefore need to be an increase in the maximum demand for car parking of 29 vehicles, a 62% increase over the current surveyed use as a result of the proposals for the car park to reach full occupancy.

6.6 To estimate the likely parking occupancy following the predicted increase in visitor numbers, a parking accumulation exercise was undertaken and presented in the original TA which accompanied the previous application. This has been updated based on the August weekend day trip generation presented above, and allowing for an increased duration of stay.

6.7 For vehicles generated by park visitors, the existing profile of arrivals and departures throughout the day has been taken from the existing pattern or vehicle movements at the site. For house visitors, it is recognised that these will have longer durations of stay and therefore the existing departure profile has been amended to reflect this.

6.8 English Heritage has advised that based on their considerable experience of operating various different visitor attractions, including a number of other historic buildings and landscaped parks, they envisage that the duration of stay of future house visitors to be around two hours based on the attraction and the likely time it will take visitors to tour the house and grounds and visit the cafe. It is recognised that some visitors may stay for longer periods, however some will only visit the house for a very short period of around 30 minutes and therefore an average duration of stay of two hours is considered appropriate.

6.9 As a result, the existing departure profile, which has been calculated from the proportion of existing surveyed daily vehicles within each surveyed hour of the day, has been amended by one hour to reflect this increased duration of stay for vehicles in the car park. The resulting parking accumulation is presented for the average high season weekend day in **Table 6.2.**

6.10 This parking accumulation has been based on the high season average weekend day visitor number predictions set out above, which as outlined are considered to present a worst-case assessment as it is envisaged that the number of trips by car will be lower, with the majority of visitors using public transport to access the site. To present a robust assessment, this parking accumulation assumes that all visitors to the site will park in the car park, with no

off-site parking. This ensures that the on-site car park will be sufficient to accommodate all forecast demand for parking.

Table 6.2: High Season Average Weekend Day Parking Accumulation

Time	Arrivals (%)	Departures (%)		Arrivals	Departures	Accumulation	Occupancy (%)
		Park	House				
06:00	0%	0%	0%	0	0	2	3%
07:00	4%	2%	0%	13	5	10	13%
08:00	10%	4%	2%	33	12	31	41%
09:00	16%	13%	4%	53	36	48	63%
10:00	7%	8%	13%	23	30	41	54%
11:00	15%	15%	8%	50	44	46	61%
12:00	11%	12%	15%	36	42	41	54%
13:00	11%	8%	12%	36	29	48	63%
14:00	4%	4%	8%	13	16	45	59%
15:00	4%	6%	4%	13	18	40	52%
16:00	4%	6%	6%	13	20	33	43%
17:00	5%	4%	6%	17	15	35	46%
18:00	3%	4%	4%	10	13	31	41%
19:00	5%	8%	4%	17	23	25	32%
20:00	1%	6%	8%	3	21	6	9%
21:00	0%	0%	6%	0	5	2	3%
Total	100%	100%		331	331		

*Starting occupancy of 2 vehicles has been assumed.

6.11 Table 6.2 demonstrates that the car park at the site has sufficient capacity to accommodate the forecast demand on an average high season weekend day. A maximum occupancy of 48 vehicles is predicted, which represents 63% of the car park capacity. It is therefore concluded that the existing car park has sufficient capacity to accommodate all forecast parking demand at the site.

6.12 As shown above, the current surveyed maximum car park occupancy was 47 vehicles, and therefore this represents an increase of 1 vehicle at any one time.

6.13 As a further sensitivity test, a parking accumulation using the arrival and departure profiles above has been undertaken for the August weekend day vehicle trips. This is presented in **Table 6.3** below.

Table 6.3: High Season August Weekend Day Parking Accumulation

Time	Arrivals (%)	Departures (%)		Arrivals	Departures	Accumulation	Occupancy (%)
		Park	House				
06:00	0%	0%	0%	0	0	2	3%
07:00	4%	2%	0%	20	8	14	19%
08:00	10%	4%	2%	50	18	47	62%
09:00	16%	13%	4%	80	55	72	95%
10:00	7%	8%	13%	35	46	61	81%
11:00	15%	15%	8%	75	67	69	91%
12:00	11%	12%	15%	55	64	61	80%
13:00	11%	8%	12%	55	45	71	94%
14:00	4%	4%	8%	20	25	67	88%
15:00	4%	6%	4%	20	28	59	78%
16:00	4%	6%	6%	20	30	49	65%
17:00	5%	4%	6%	25	22	52	68%
18:00	3%	4%	4%	15	20	47	62%
19:00	5%	8%	4%	25	36	36	48%
20:00	1%	6%	8%	5	32	9	12%
21:00	0%	0%	6%	0	7	2	3%
Total	100%	100%		503	503		

*Starting occupancy of 2 vehicles has been assumed.

6.14 The results presented in Table 6.3 indicate that using the August peak month weekend day vehicle trips, there is still sufficient capacity within the car park to accommodate the forecast demand. A maximum occupancy of 72 vehicles is predicted, which represents 95% of the car park capacity.

6.15 These results demonstrate that there is sufficient capacity at the site to accommodate additional vehicle trips during the busiest month of the year assuming all visitors park on site, and therefore it can be demonstrated that the existing car park has sufficient capacity to accommodate all visitor predictions.

6.16 On the basis of the above, it is considered that all future visitors to the site would be likely to park within the site, since this would be the most convenient location to park, and it has been demonstrated that the car park has sufficient capacity to accommodate the forecast demand. Measures to assist in improving the attractiveness of the on-site car park to potential future visitors are considered below. This includes reviewing car parking charges on-site.

On-Street Parking

6.17 Notwithstanding the above, a parking beat survey on the local highway network was undertaken to determine existing on-street parking conditions. The survey was undertaken on Saturday 1 July 2017 with parking beats recorded at 09:00, 12:00, 13:00 and 15:00 and on Sunday 2 July 2017 at 09:00, 11:00 and 13:00. These surveys times were agreed in advance with LBR officers.

6.18 In accordance with the standard Richmond parking survey methodology, all roads within 200m of the site were surveyed with parking beats to record the number of parked vehicles. In practice, there is additional on street parking available in excess of this distance. The survey was undertaken by an independent, specialist survey company. The raw survey results received are provided at **Appendix E.**

6.19 The combined results of this parking survey are presented in **Table 6.4**. These results present the total number of cars parked within the study area within 200m of the site. This has then been separated into the areas where potential visitors to the site could legally park (a combination of unrestricted parking areas, pay and display bays and mixed bays i.e. those that could be used by residents and visitors) and vehicles parked in resident only parking spaces (i.e. not available to the general public including visitors to the site).

Table 6.4: Parking Beat Results

Time of Beat	Total Publicly Usable Spaces (including mixed resident / pay and display bays)	Publicly Usable Spaces Occupied (including mixed resident / pay and display bays)	% of Public Spaces Used (including mixed resident / pay and display bays)	Total Residential Only Spaces	Residential Only-Occupied Spaces	% of Residential Spaces Occupied
SATURDAY 09:00	84	43	51%	925	686	74%
SATURDAY 12:00	84	48	57%	925	724	78%
SATURDAY 13:00	84	49	58%	925	727	79%
SATURDAY 15:00	84	54	64%	925	721	78%
SUNDAY 09:00	84	45	54%	925	754	82%
SUNDAY 11:00	84	40	48%	925	719	78%
SUNDAY 13:00	84	53	63%	925	737	80%

6.20 As can be seen in the table above, the maximum demand in spaces that are publicly accessible within 200m of the site occurs at 15:00 on Saturday, this represents an occupancy level of 64%, with up to 30 parking spaces free for use. Whilst some of this parking demand will be made up of current park users, this data indicates that at the surveyed times, there is some limited capacity for further park users to park on-street without impacting on the ability of residents to park within the overall survey area.

6.21 This is further demonstrated by the number of vehicles parked in resident only parking spaces. The peak period for occupancy of these spaces was 09:00 on a Sunday when 82% of available parking spaces were occupied. These results indicate that at the surveyed times, there is some capacity for further resident vehicles to park within the overall area without their availability of parking being compromised by park users.

6.22 It should also be noted that in accordance with the Richmond methodology, the survey has only considered roads within 200m of the site. In reality, potential visitors to the park may be prepared to walk further than 200m from a potential parking location to the site, and therefore there are likely to be further streets outside of this distance where potential future visitors could choose to park. This would result in there being additional available parking capacity on-street. It is however recognised that within the survey area, there are areas where demand for parking is much greater and as a consequence parking stress levels are at higher levels. Crown Road, Haggard Road, Marble Hill Gardens, Orleans Road, Chapel Road, Kings Road, Baronsfield Road, Claremont Road, St Stephens Gardens, Fairlawns, Cambridge Park, Vivienne Close and Haversham Close all have levels of parking occupancy at 90% and above, with many having occupancy levels of over 100%, indicating that residents are parking more efficiently than one vehicle every 5.5m (as is assumed based on the LB Richmond parking methodology).

6.23 On other roads, including Richmond Road, parking stress levels are much lower with occupancy levels below 90%, and at times below 50%. It is acknowledged that parking habits of residents and potential visitors to the Marble Hill site will be different. Residents will typically seek to park as close to their place of residence as possible whereas park users will not be influenced in the same way, and any parking space within the agreed distance of 200m potentially being suitable.

6.24 As set out above, it has been determined from survey data that approximately 10-15% of existing Marble Hill park visitors are parking off-site. The majority of these are parking on local streets in the vicinity of the site and so would be included in the survey data presented above. This is likely to be due to on-street currently being significantly cheaper than the car park at the site for short stay trips.

6.25 Given the existing pressures on on-street parking as demonstrated by the survey results, and the predicted additional demand for parking as a result of increased visitor numbers, it is considered appropriate as part of the proposals to reduce the car park charges at the site to more closely align with the charges on-street. This is considered in more detail below.

Coach Parking

6.26 The previous planning application proposed a coach parking bay on Richmond Road. Following further review of potential coach trips to the site, English Heritage no longer plans to incorporate a coach drop off bay on Richmond Road. This has also been communicated to local residents at recent meetings. When required, mini buses will be accommodated within the site as at present, subject to prior booking.

6.27 There are two potential sources of coach trips to the site; educational visits and travel trade (i.e. organised package trips by travel operators).

Educational Visits

6.28 All education sessions at Marble Hill be run by Orleans House Gallery on behalf of English Heritage. Orleans House Gallery's policy is to actively discourage the use of coaches (both on their website and through correspondence which is sent to schools when they book an education session at the gallery). Schools are instead encouraged to visit using public transport if possible, or if absolutely necessary, using one or more minibuses. This existing approach which is understood to work well, will be replicated in all English Heritage publicity and booking procedures.

6.29 It is worth noting that, due to Orleans House Gallery's pre-eminent position as the local heritage education provider in Richmond, English Heritage anticipates that the majority of Marble Hill's school visits will come from encouraging school classes that are already visiting Orleans House Gallery to also visit Marble Hill as part of their annual site visit (effectively converting a half day visit into a full day visit). As a result, it is not anticipated that there will be a significant increase the number of school visits to the area. Instead it is anticipated that there will be an increase in the length of school visits being made to Orleans House Gallery.

6.30 Previously, English Heritage had incorrectly advised that Orleans Gallery had an arrangement with Orleans Park School that school coaches could park there with school children walking from Orleans Park School to Orleans House Gallery, and had therefore advised local residents that this would be the case for school trips to Marble Hill. At no point was it stated that coaches would come down Orleans Road (the access point to Orleans Park School is off Richmond Road and not Orleans Road).

6.31 Orleans House Gallery has clarified with English Heritage their policy on school transport which does not include any arrangement with Orleans Park School. For clarification, English Heritage fully appreciates the fact that Orleans Road is not suitable for coaches to navigate and will be actively discouraging coaches from visiting the area in general.

Travel Trade

6.32 The Marble Hill House website currently provides information regarding group visits. All group visits are required to be booked in advance and groups are limited to a maximum of 25 visitors. As such, no large coaches will arrive at the site, with vehicles limited to minibuses and smaller coaches suitable for groups of this size.

6.33 At present, the number of group bookings, and therefore arrivals by coach, is minimal due to the restricted opening hours. In future, with greater opening hours, there may be increased demand for group bookings however English Heritage is prepared to commit to not changing the current group booking policy which restricts the maximum group size to 25.

6.34 Currently, minibuses or small coaches enter the site and drop off visitors at the house, following which they park to the front / side of the house. This arrangement would be continued, and all group bookings will be given clear instructions.

6.35 English Heritage does not allow travel trade groups to arrive at any of its properties without pre-booking and has made it very clear to travel trade operators that Marble Hill is not a travel trade site. As a result, coach bookings will not be allowed for Marble Hill. English Heritage is committed to not advertising Marble Hill House in tourist trade brochures for organised coach trips by travel providers. Any group bookings would therefore need to be made directly with English Heritage, which will allow them to clearly set out the procedures in place and ensure that group visits comply with these procedures. Group bookings would not be taken if a commitment on the part of a group organiser to comply is not provided.

6.36 Given that the site will not be actively marketed to the tourist trade, it is considered that the number of group bookings will remain at its current low level – primarily limited to locally organised group visits by organisations such as local branches of the National Association of Decorative and Fine Art Societies (NADFAS).

Complementary and Sustainable Transport Measures

6.37 The analysis presented above has demonstrated that the car park at the site has sufficient capacity to accommodate all forecast vehicle trips generated as a result of the proposals, with sufficient spare capacity to accommodate additional vehicle trips over and above those predicted. It has also been further demonstrated that there is also some capacity on-street for further park users to park without impacting on the ability of residents to park within the overall survey area. There is also likely to be additional on-street capacity outside of the 200m study area. Notwithstanding this, given the existing parking pressures on some streets English Heritage is committed to reducing the parking charges on site.

6.38 English Heritage is aware that existing park users can cause issues on some local streets, particularly those closest to the site on the western boundary including Montpellier Row and Orleans Road, and therefore it is committed to investigating a number of additional potential measures over and above reviewing parking charges to seek to improve the future situation alongside the proposed improved facilities and amended opening hours of the house.

6.39 It should be noted that although some of the measures outlined below would have a positive impact on car usage (i.e. promote alternative forms of travel to Marble Hill), the trip generation, and vehicle trip assessments presented above do not consider any of the positive benefits that are likely to be derived (i.e. they operate on a worst-case scenario rather than considering any of the benefits in terms of reduced vehicle trips which might arise).

6.40 English Heritage is currently considering the following measures to help encourage more park users to use walking and cycling as their main modes of transport to visit Marble Hill House and Park.

- Marble Hill is close to the Sustrans National Cycle Network Routes in Richmond Park and between Hampton Wick and Twickenham Station. English Heritage is currently working nationally with Sustrans to encourage visitation to a number of its properties (including Marble Hill) using bicycles. The aim is to promote travel to and from key English Heritage properties by bike not only on the EH website, but also on the websites of Sustrans and the National Cycle Network.

- In order to complement this, and as part of its current proposals, English Heritage is improving the capacity and accessibility of cycling bays at Marble Hill by installing an additional 20 cycle stands capable of accommodating 40 bicycles. These will be located at two locations within the park – adjacent to the car park and adjacent to the café.
- English Heritage has contacted a number of rental bike providers including OFO and Mobike to explore the possibility of Marble Hill Park being one of their regular cycle drop off locations. This would allow Marble Hill Park would become a location which local people would be able to pick up a bike to travel home from the park, and this would encourage a proportion of scheme users to also use the scheme to travel via bike to the park, safe in the knowledge that there would be guaranteed supply of bikes to rent in order to make the return trip home.
- Promoting the accessibility of Marble Hill as a walking destination by working with walking route websites & apps such as ifootpath.com in order to better feature Marble Hill as a stop off point on existing local walking routes. In taking this approach, English Heritage will highlight the proximity of Marble Hill to pleasant local walking routes for people living locally, and also increase the attractiveness of Marble Hill as a destination for people via public transport plus a short pleasant walk (along the river) from a major transport node such as Richmond Station.

6.41 Alongside these sustainable transport measures, English Heritage is also considering the following measures to improve vehicle trips to and from the site:

- Improved signage to the car park entrance on Richmond Road. The existing access is poorly signed so some visitors may not be aware of the parking facilities on site. English Heritage will seek to work with LBR to understand whether the signage from the local road network, and Richmond Road in particular can be improved.
- Seeking to amend the site location on online mapping systems. It is recognised that the postcode for Marble Hill can result in some online mapping and satnav systems directing drivers to Montpellier Row rather than to the car park on Richmond Road.

English Heritage will seek to work with mapping providers and satnav mapping providers where possible to rectify this issue.

- Providing improved directions and travel information on the website. Linked to the above, English Heritage will ensure that the Marble Hill website clearly states that travel by non-car modes is preferred and that directions by these modes are given a preference over travel by car. Where car travel information is provided, this will again clearly direct visitors to the main car park on Richmond Road and encourage use of the on-site parking facilities.
- Not advertising Marble Hill House in travel trade brochures for organised tours and advising any group bookings that coach trips are not permitted at the site. This will ensure that coaches do not arrive at the site.
- Investigating the potential for joint tickets with other local attractions, particularly those with car parking such as Hampton Court. This will allow visitors by car to park at other sites and then travel onward to Marble Hill House via non-car modes such as bus, river trips from Hampton Court or ferry trips to / from Ham House. English Heritage is currently exploring the potential for this to be provided with other site operators including the National Trust.
- Seeking to work with local sports teams that use the pitches on a regular basis to encourage greater travel by non-car modes and, where car travel is necessary, ensuring that car sharing is maximised as far as possible.

6.42 English Heritage is acutely aware of their role in the local community and is keen to be a 'good neighbour' as far as practically possible by seeking to minimise the impact of visitors to the site on local residents. A regular forum is already in place whereby representatives from English Heritage meet with local resident groups to discuss particular issues. This forum will ensure that residents have the ability to raise issues with English Heritage directly who will then be able to seek to address matters where possible.

6.43 By investigating and implementing the above measures where possible, English Heritage will be able to assist in minimising any negative impact on local residents from current use of the park and ensure that the increase in trips anticipated as a result of the proposals is also

managed in an appropriate way so as to ensure as many visitors as possible use non-car modes of travel and those that do travel by car are encouraged to use the parking facilities on-site.

7 SUMMARY AND CONCLUSIONS

Summary

7.1 Vectos has been appointed by English Heritage to advise on transport issues related to planning application for proposals at Marble Hill Park within the London Borough of Richmond upon Thames.

7.2 Marble Hill Park is situated to the south of St Margarets and is bordered by Richmond Road to the north and the River Thames to the south. The site is set in 26.7 hectares of parkland known as Marble Hill Park, within which Marble Hill House is situated. Also within the grounds are leisure facilities, including a variety of sports pitches, a nursery/playground area and the Coach House café.

7.3 It is proposed to undertake a number of improvements and refurbishment works at Marble Hill Park inclusive of extending the existing Coach House café, installing a new interpretation at Marble Hill House, altering the opening hours of Marble Hill House and improving the quality of the sports facilities.

7.4 The site has a 'good' level of public transport accessibility (PTAL 4), particularly due to its proximity to a number of frequent bus services as well as National Rail services available from St Margarets Station and both Underground and Overground services available from Richmond Station.

7.5 The car parking provision is proposed to remain as existing with a total of 76 parking spaces, including 3 disabled parking bays. The car park will continue to operate a 'Pay & Display' system.

7.6 A robust assessment has been undertaken of the potential trip generation of Marble Hill Park following the alterations to the opening hours of the Marble Hill House attraction. This assessment demonstrates that, during the high season, on an average weekend, there will be an increase of 104 vehicles when compared with the existing baseline, the existing car parking provision will be suitable to accommodate this additional demand.

7.7 During the peak August month, this increase could be up to 160 additional vehicles over the course of a weekend day when compared with the existing baseline, and again, the car park is sufficient to accommodate this additional demand.

7.8 It has also been demonstrated that there is some limited capacity on local roads surrounding the site to accommodate some additional parking, should the need arise, without impacting on the ability of residents to park within the overall survey area.

7.9 The proposed development will not result in a material impact on the surrounding highway network in terms of either vehicle trips or parking demand. It is however acknowledged that there are parking pressures on some local streets and therefore English Heritage is committed to reducing parking charges on site.

7.10 English Heritage is also committed to investigating the implementation of a number of measures to improve the management of transport at the site, and particularly vehicle trips. These measures include improved signage, amendment of the postcode location and directions on online mapping and satnav systems, providing improved travel information on the website and seeking to work with local sports teams to improve travel by non-car modes and car sharing.

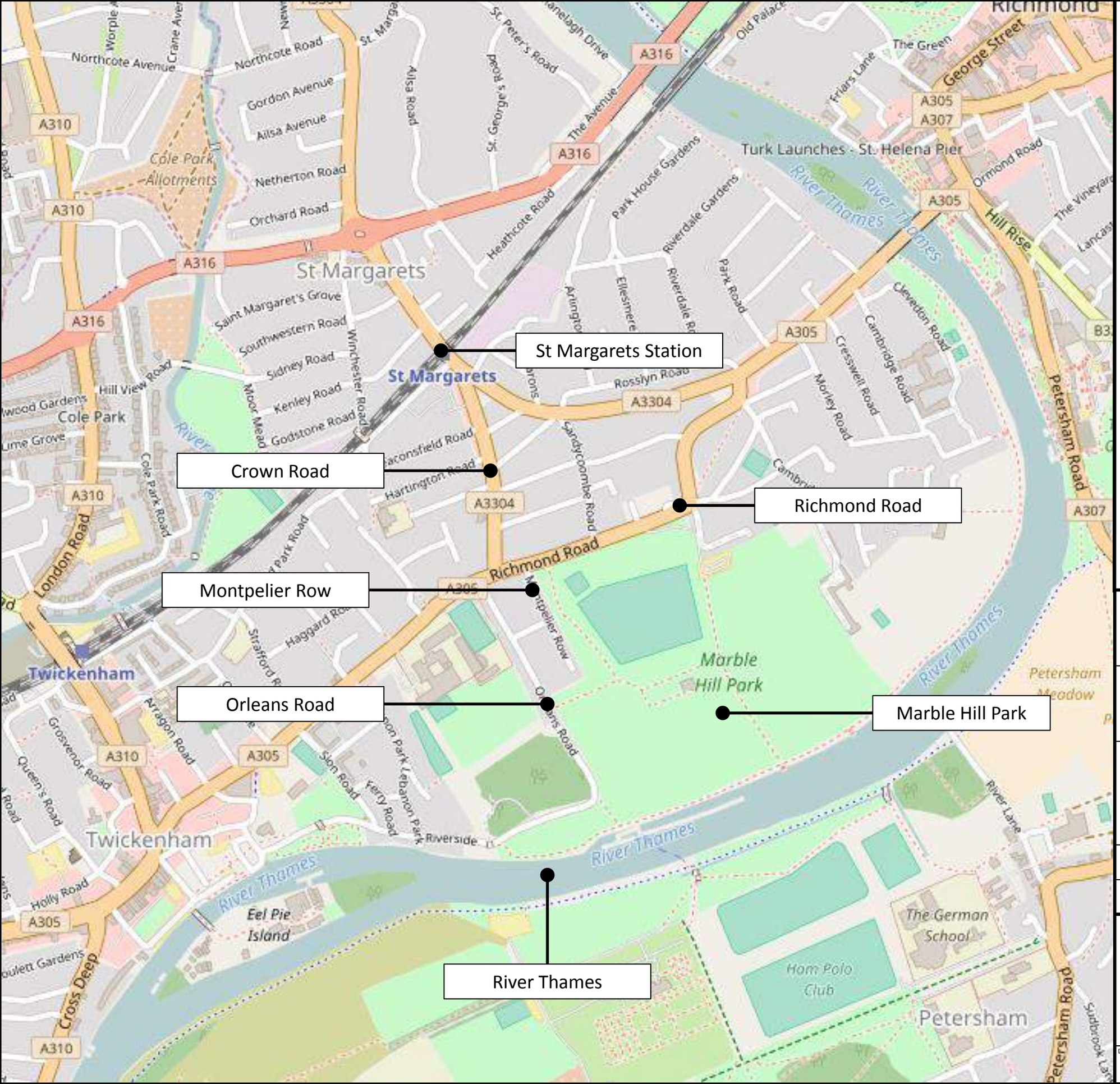
Conclusion

7.11 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 108 of the NPPF2 as:

- Appropriate opportunities to promote sustainable transport modes will be taken up;
- Safe and suitable access to the site can be achieved for all users; and
- There will be no significant impacts from the development on the transport network in terms of both capacity and congestion.

7.12 As such, the development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe. Therefore, the development proposal should not be refused on highways grounds as it satisfies the requirements of paragraph 109 of the NPPF2.

FIGURES



Key

English Heritage

Marble Hill Park

Site Location Plan
(Strategic Context)

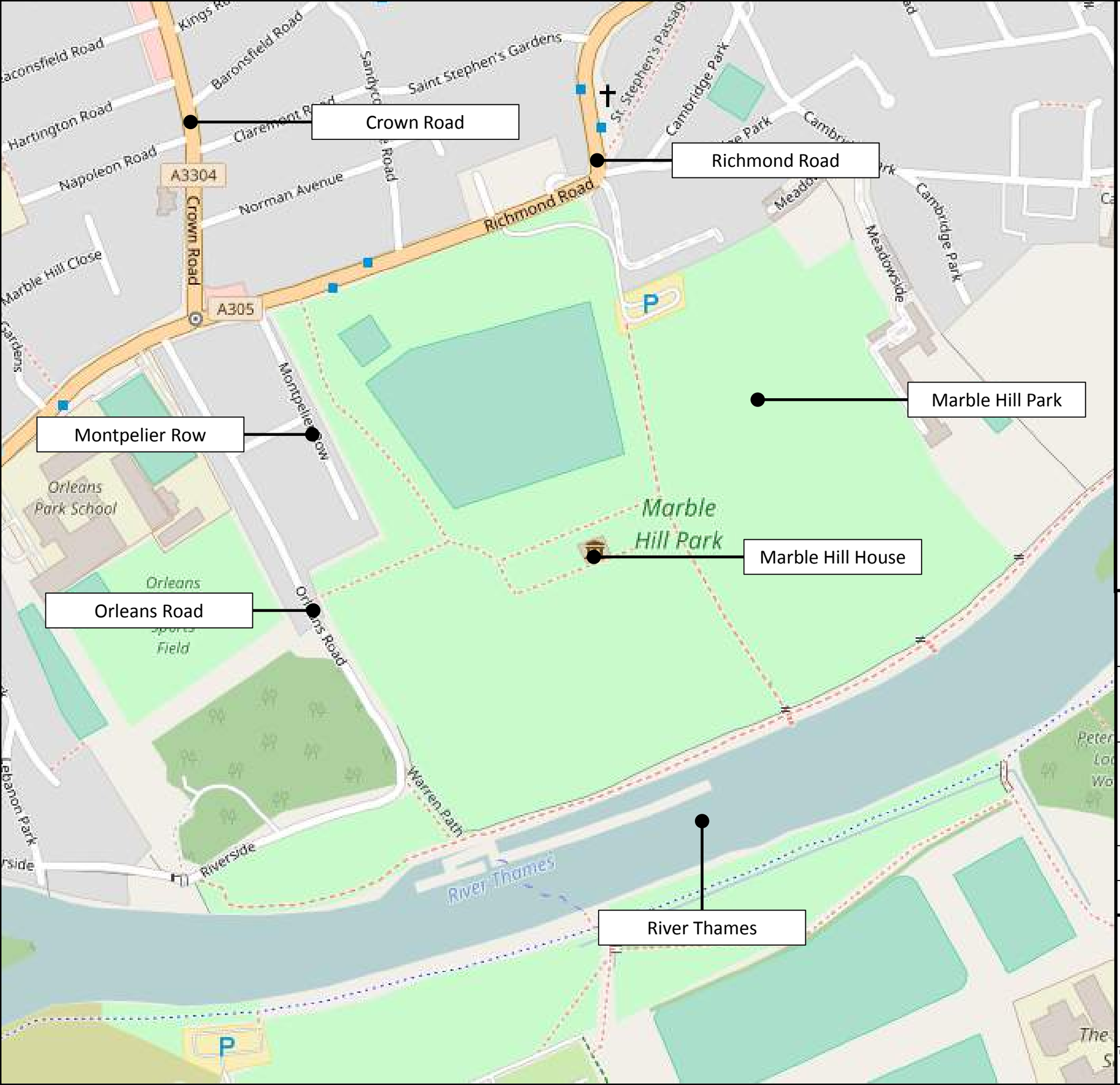
SCALES:	NTS		
DRAWN:	CHECKED:	DATE:	REVISION:
			.

vectos
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE:

Figure 1



Key

English Heritage

Marble Hill Park

Site Location Plan
(Local Context)

SCALES:	NTS		
DRAWN:	CHECKED:	DATE:	REVISION:
			.

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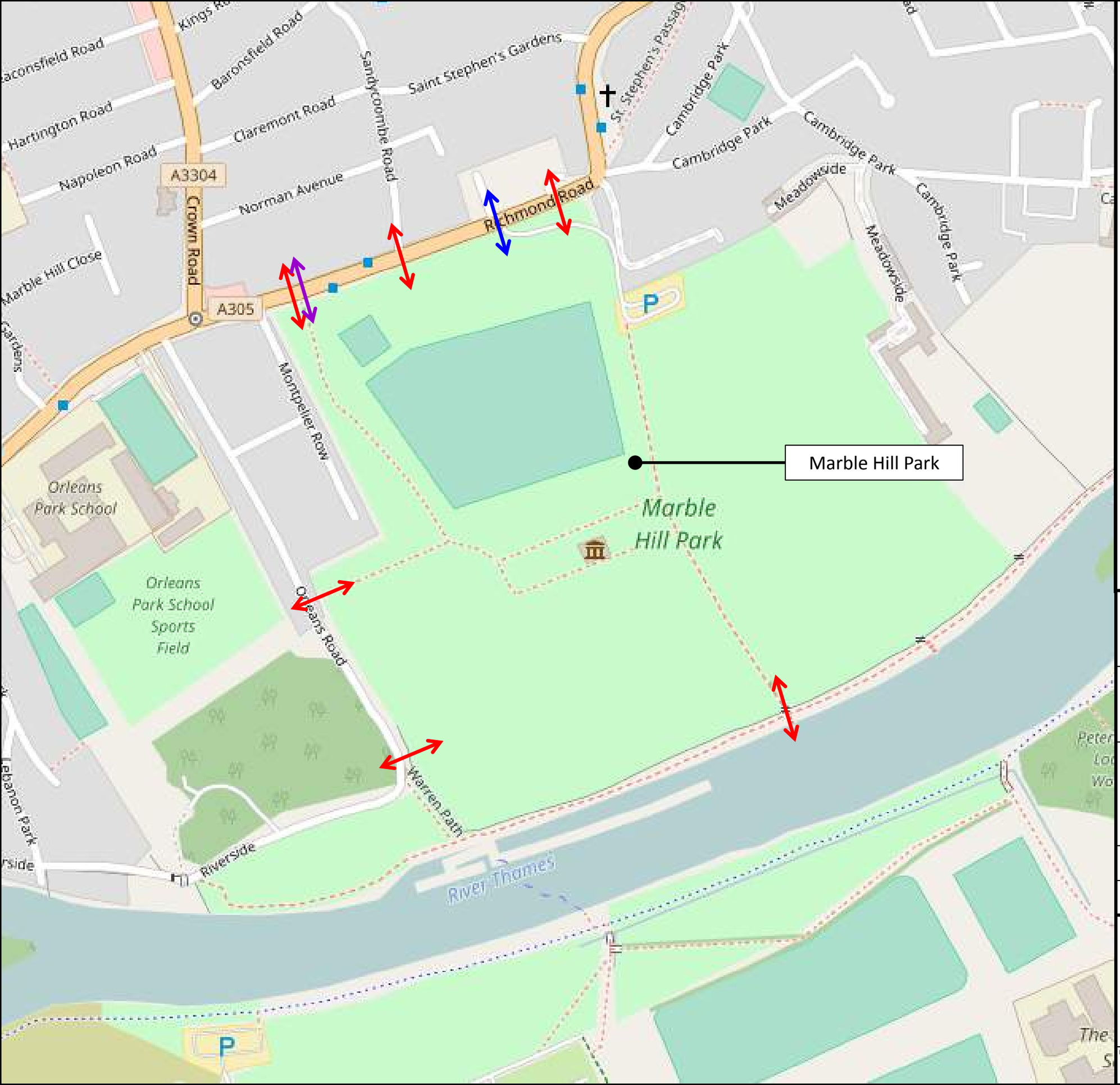
DRAWING REFERENCE:

Figure 2



Key

Pedestrian/Cyclist Access Points

Primary Vehicle Access

Secondary (Limited) Vehicle Access

English Heritage

Marble Hill Park

Site Access Locations

SCALES:	NTS		
DRAWN:	CHECKED:	DATE:	REVISION:
			-

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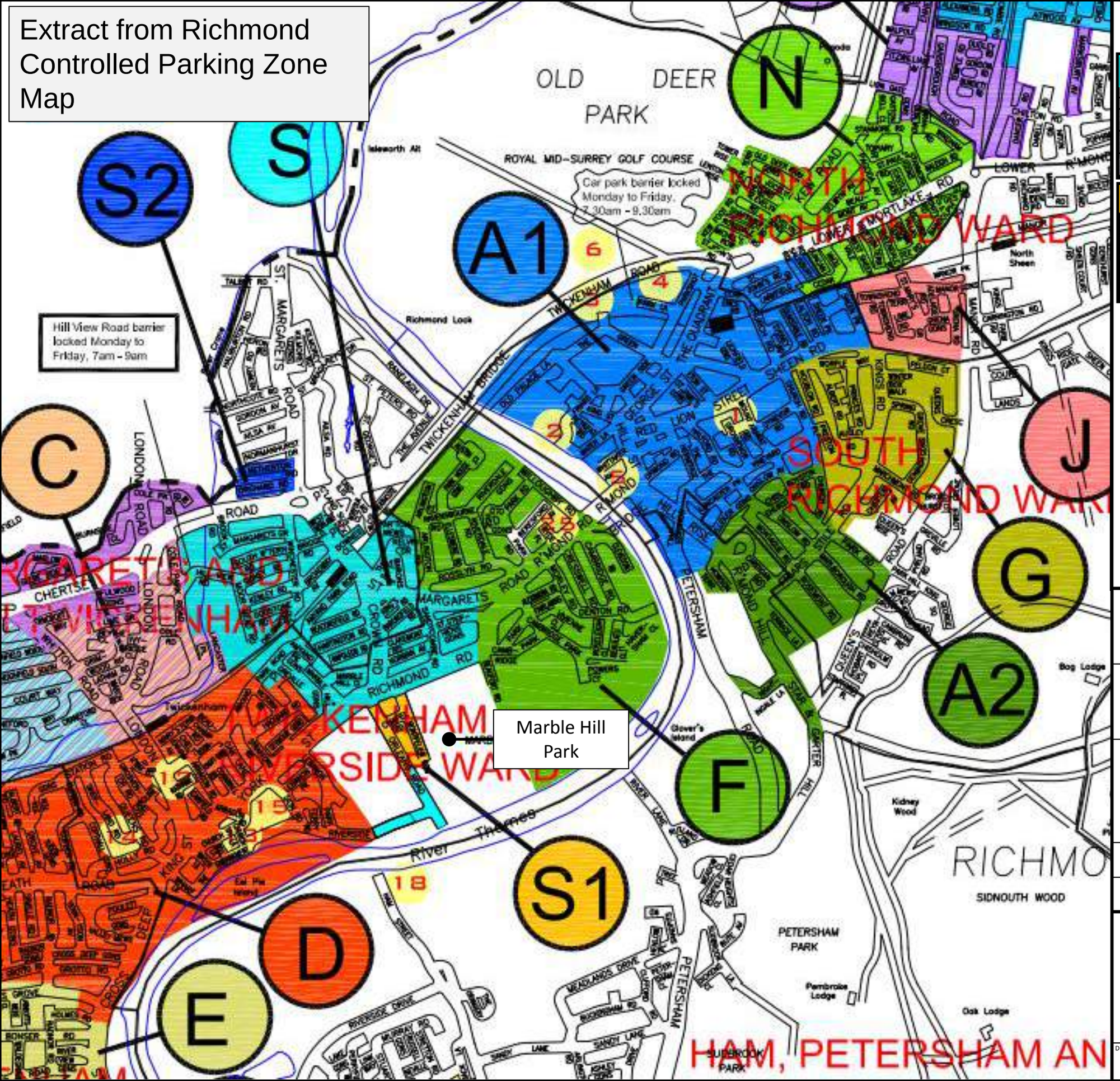
DRAWING REFERENCE:

Figure 3

Extract from Richmond Controlled Parking Zone Map



Key

S	ST MARGARETS SOUTH				Implemented Feb 1997
Operational Days	Monday to Friday				
Operational Hours	10.00am to 4.30pm				
Base Price for Resident parking Permits	3 Months £24	6 Months £40	12 Months £68	24 Months n/a	
Base price for business parking permits (3 months)	First Permit £54	Subsequent permits (resident or business) subject to 50% additional charge			
On-street parking (standard charge)	20 pence for 12 minutes	Equivalent hourly rate £1.00 per hour	Maximum stay (varies in Zone) 2 Hrs	4 Hrs	6.5 Hrs

S1	ORLEANS				Implemented June 2009
Operational Days	Monday to Friday (+ Saturday and Sunday, April to October)				
Operational Hours	10.00am to 4.30pm (see note 5)				
Base Price for Resident parking Permits	3 Months £24	6 Months £40	12 Months £68	24 Months n/a	
Base price for business parking permits (3 months)	First Permit £54	Subsequent permits (resident or business) subject to 50% additional charge			
On-street parking (standard charge)	n/a	Equivalent hourly rate n/a	Maximum stay (varies in Zone)		

English Heritage

Marble Hill Park

LB Richmond-upon-Thames Controlled Parking Zones

SCALES:	NTS		
DRAWN:	CHECKED:	DATE:	REVISION: .

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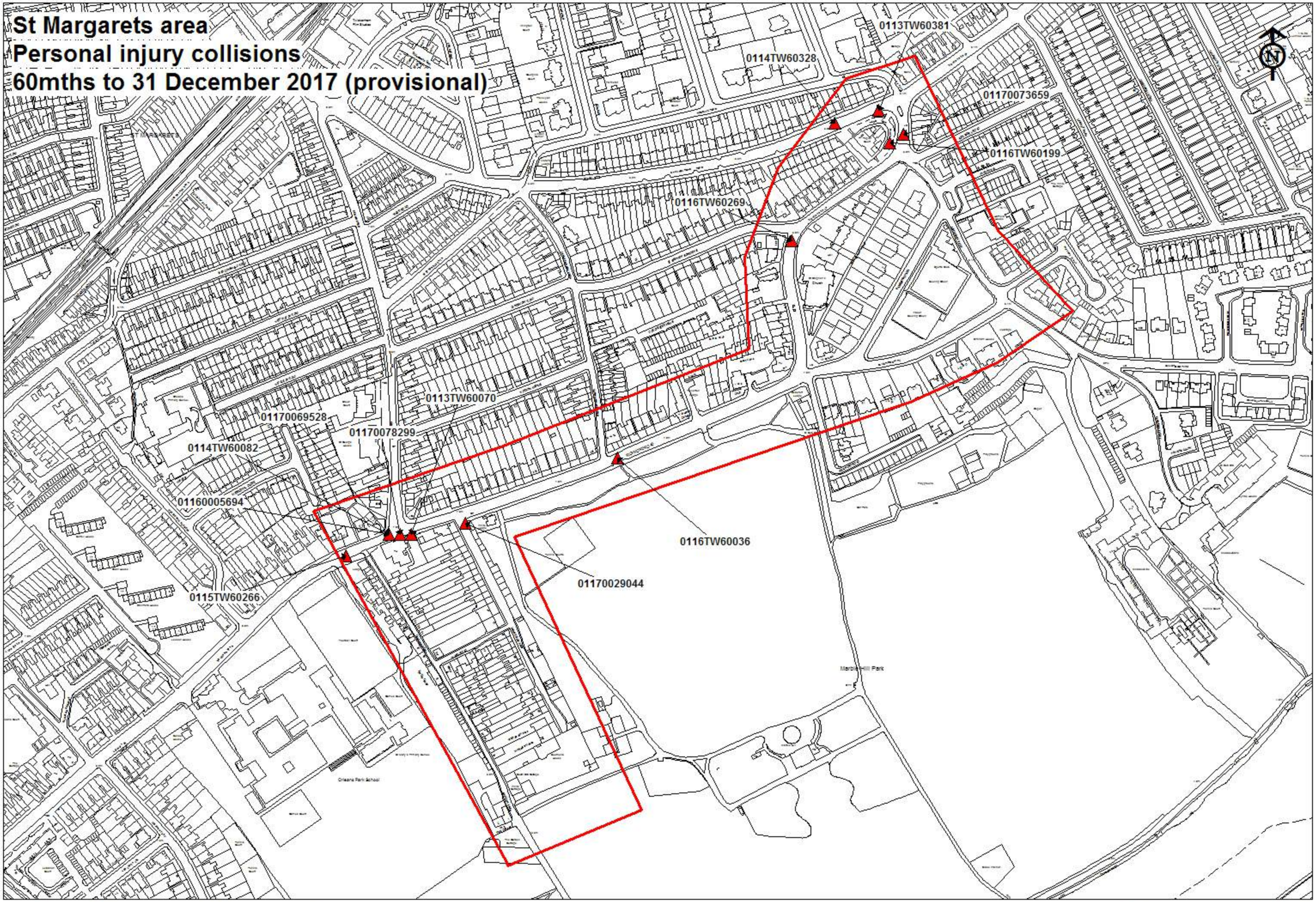
DRAWING REFERENCE:

Figure 4

APPENDIX A

St Margarets area
Personal injury collisions
60mths to 31 December 2017 (provisional)



Scale : 1:3000 Created: 30-JUL-2018

St Margarets area - personal injury collisions - 60mths to 31 December 2017 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA B24 St Margarets Area (P)	60 MTS TO DEC-2017	13

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

St Margarets area - personal injury collisions - 60mths to 31 December 2017 (provisional)

SC01 GIS AREA B24 St Margarets Area (P) — 60 MTS TO DEC-2017 SORTED BY DATE

1 0113TW60070 MON 04/03/13 14:30 LIGHT RICHMOND ROAD 20M EAST J/W CROWN ROAD 24 NODE 137 516940 / 173830

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 RAN INTO REAR OF V2 IN SLOW MOVING TRAFFIC

CASUALTY 001 (002) (31 Yrs - M TW3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(? Yrs - M TW8)	GOING AHEAD OTHER	NE TO SW FRONT HIT FIRST		JCT APP
VEHICLE	002 (001)	BUS/COACH BT - NOT REQUESTED	(31 Yrs - M TW3)	GOING AHEAD OTHER	NE TO SW BACK HIT FIRST		JCT APP

V001 A 308 (FOLLOWING TOO CLOSE) V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

2 0113TW60381 FRI 11/10/13 21:10 DARK RICHMOND ROAD J/W ST MARGARET'S ROAD 24 NODE 147 517370 / 174220

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 BORE TO LEFT MOVING OFF AT ATS; V2 INSIDE V1 CHANGED LANE WHEN ALONGSIDE V1 AND COLLIDED

CASUALTY 001 (001) (27 Yrs - M TW12) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(27 Yrs - M TW12)	GOING AHEAD LEFT BEND	SE TO W COMM TO/FROM WORK N/S HIT FIRST		JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - F SM2)	CHANGE LANE TO RIGHT	SE TO W O/S HIT FIRST		JCT MID

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)

---

3 0114TW60082 MON 24/02/14 11:01 LIGHT RICHMOND ROAD J/W CROWN ROAD 24 NODE 137 516920 / 173830

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M

AT MINIRDABT V1 BELIEVED V2 AHEAD WAS MOVING OFF, HAD PEDAL CONFUSION AND SHUNTED V2

CASUALTY 001 (002) (43 Yrs - M SM1) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(57 Yrs - F TW1)	MOVING OFF	W TO E FRONT HIT FIRST		JCT MID
VEHICLE	002 (001)	GDS =< 3.5T BT - NOT PROVD (MEDCL REASONS)	(43 Yrs - M SM1)	SLOWING OR STOPPING	W TO E JNY PART OF WORK BACK HIT FIRST		JCT MID

St Margarets area - personal injury collisions - 60mths to 31 December 2017 (provisional)

SC01 GIS AREA B24 St Margarets Area (P) — 60 MTS TO DEC-2017 SORTED BY DATE

4 0114TW60328 SUN 13/07/14 04:40 DARK NFL: ST MARGARET'S ROAD 57M W J/W ROSSLYN ROAD 24 LINK 146-147 517330 / 174208

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

SW-BD V1 ON MAIN ROAD RODE STRAIGHT INTO FRONT OF V2 PARKED ON HIS N/S

CASUALTY 001 (001) (35 Yrs - M TW7) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (35 Yrs - M TW7) GOING AHEAD OTHER NE TO SW
BT - NOT PROVD (MEDCL REASONS) FRONT HIT FIRST
HIT PARKED VEH

VEHICLE 002 (001) CAR (? Yrs - M TW1) PARKED P TO P
BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 405 (FAILED TO LOOK PROPERLY)

---

5 0115TW60266 SAT 15/08/15 02:22 DARK RICHMOND ROAD J/W ORLEANS ROAD 24 LINK 137-677 516880 / 173810

POLICE - AT SCENE ROAD-WET RAINING ROUNDABOUT MINI GIVE WAY/UNCONT ZEBRA

NE-BD V1 STRUCK FROM BEHIND BY V2

CASUALTY 001 (002) (32 Yrs - M TW15) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (22 Yrs - M TW3) GOING AHEAD OTHER SW TO NE JCT MID
BT - POSITIVE BACK HIT FIRST

VEHICLE 002 (001) CAR (32 Yrs - M TW15) GOING AHEAD OTHER SW TO NE JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 B 103 (SLIPPERY ROAD (DUE TO WEATHER))
V001 A 501 (IMPAIRED BY ALCOHOL)
V001 B 602 (CARELESS/RECKLESS/IN A HURRY)

---

6 0116TW60036 MON 25/01/16 11:51 LIGHT RICHMOND ROAD J/W SANDYCOOMBE ROAD 24 LINK 137-147 517130 / 173900

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

E/B V1 [BUS] HAD CAS1 ON BOARD FALL OUT OF BUGGY WHEN BUS MOVED

CASUALTY 001 (001) (0 Yrs - F TW2) SLIGHT PASSENGER SEATED ON PSV

VEHICLE 001 (000) BUS/COACH (30 Yrs - M UB8) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT MID
BT - NOT REQUESTED DID NOT IMPACT
LEFT CWY NEARSIDE

V001 A 409 (SWERVED)

St Margarets area - personal injury collisions - 60mths to 31 December 2017 (provisional)

SC01 GIS AREA B24 St Margarets Area (P) — 60 MTS TO DEC-2017 SORTED BY DATE

7 0116TW60199 WED 08/06/16 08:08 LIGHT RICHMOND RD J/W CAMBRIDGE PARK 24 LINK 137-147 517380 / 174190

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 PULLED TO THE LEFT AS V2 OVERTOOK ON THE N/S, CAUSING COLLISION.

CASUALTY 001 (002) (52 Yrs - F TW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (61 Yrs - F TW1) GOING AHEAD LEFT BEND SW TO N JCT CLEARED
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (52 Yrs - F TW1) OVERTAKING NEARSIDE S TO N COMM TO/FROM WORK JCT CLEARED
BT - NOT APPLICABLE O/S HIT FIRST
LEFT CWY NEARSIDE

V002 B 306 (EXCEEDING SPEED LIMIT)
V001 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V001 B 403 (POOR TURN OR MANOEUVRE)

---

8 0116TW60269 SUN 24/07/16 01:40 DARK RICHMOND ROAD J/W ST SHEPHEN'S GARDENS 24 LINK 137-147 517290 / 174100

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 CAME ROUND BEND AT SPEED AND LOST CONTROL

CASUALTY 001 (001) (21 Yrs - M TW1) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) M/C <= 50CC (21 Yrs - M TW1) GOING AHEAD LEFT BEND NE TO S JCT CLEARED
BT - NOT REQUESTED FRONT HIT FIRST
LEFT CWY OFFSIDE HIT LAMP POST

V001 A 410 (LOSS OF CONTROL)
V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 306 (EXCEEDING SPEED LIMIT)
V001 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))

St Margarets area - personal injury collisions - 60mths to 31 December 2017 (provisional)

SC01 GIS AREA B24 St Margarets Area (P) — 60 MTS TO DEC-2017 SORTED BY DATE

9 01160005694 THU 08/12/16 00:07 DARK RICHMOND ROAD J/W CROWN ROAD 24 NODE 137 516920 / 173830

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST ROUNDABOUT GIVE WAY/UNCONT ZEBRA

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (23 Yrs - M KT2) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (18 Yrs - M KT2) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (23 Yrs - M KT2) GOING AHEAD OTHER W TO E JCT MID
BT - NEGATIVE SKIDDED FRONT HIT FIRST
LEFT CWY OFFSIDE/REBOUND HIT OTH OBJECT

VEHICLE 002 (000) CAR (27 Yrs - M TW13) TURNING RIGHT N TO W JCT CLEARED
BT - NOT REQUESTED DID NOT IMPACT

V001 B 410 (LOSS OF CONTROL) V001 B 602 (CARELESS/RECKLESS/IN A HURRY)

---

10 01170029044 FRI 24/03/17 13:15 LIGHT RICHMOND ROAD 20M E OF J/W MONTPELIER ROW 24 LINK 137-147 516990 / 173840

SELF COMPLETION ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN UNKNOWN (S/R) ZEBRA
UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (18 Yrs - M TW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (18 Yrs - M TW1) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT APP
BT - DRV NOT CONTACTED SKID/OVER N/S HIT FIRST
LEFT CWY NEARSIDE UNKNOWN (S/R)

VEHICLE 002 (000) CAR (? Yrs - M TW1) TURNING LEFT NE TO SW JCT APP
BT - DRV NOT CONTACTED DID NOT IMPACT

---

11 01170073659 FRI 10/11/17 07:50 LIGHT RICHMOND ROAD 21M N OF J/W CAMBRIDGE PARK 24 CELL 517000/174000 517393 / 174198

SELF COMPLETION UNKNOWN (S/R) WEATHER-UNKNOWN UNKNOWN NO JUN IN 20M UNKNOWN (S/R) UNKNOWN (S/R)
UNKNOWN (S/R) UNKNOWN (S/R)

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (30 Yrs - M TW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C > 500CC (30 Yrs - M TW1) UNKNOWN (S/F GOING AHEAD OTHER U(TO U(
BT - DRV NOT CONTACTED UNKNOWN (S/R) N/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - F TW13) UNKNOWN (S/F GOING AHEAD OTHER U(TO U(
BT - DRV NOT CONTACTED UNKNOWN (S/R) O/S HIT FIRST

St Margarets area - personal injury collisions - 60mths to 31 December 2017 (provisional)

SC01 GIS AREA B24 St Margarets Area (P) — 60 MTS TO DEC-2017 SORTED BY DATE

12 01170069528 SAT 11/11/17 13:00 LIGHT RICHMOND ROAD J/W CROWN ROAD 24 NODE 137 516920 / 173830
POLICE - AT SCENE ROAD-WET RAINING ROUNDABOUT MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (38 Yrs - M W9) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) CAR (30 Yrs - F TW9) TURNING RIGHT N TO W
BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (000) PEDAL CYCLE (38 Yrs - M W9) GOING AHEAD OTHER W TO E
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

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13 01170078299 FRI 15/12/17 19:30 DARK RICHMOND ROAD J/W CROWN ROAD 24 NODE 137 516930 / 173830
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY MINI GIVE WAY/UNCONT ZEBRA
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (58 Yrs - M SW13) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (51 Yrs - M TW13) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT MID
BT - NOT REQUESTED DID NOT IMPACT

C001 B 806 (IMPAIRED BY ALCOHOL)

End of Accidents for SC01 GIS AREA B24 St Margarets Area (P)

End of Report

APPENDIX B

VISITORS TO THE ROYAL PARKS: RESULTS OF STEADY STATE COUNT (AUGUST 2007-JULY 2008)

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Paola Parravicini

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London Metropolitan University

Table of Contents

1. EXECUTIVE SUMMARY

London Metropolitan University conducted this study on behalf of The Royal Parks Agency between August 2007 and July 2008 with the aim of providing valid and reliable visitor numbers. Over this period data was collected in the following parks: Richmond Park, Bushy Park, Greenwich Park, The Regent's Park and Primrose Hill. This projected comprises the second half of a study that began in August 2006 on the four Royal Parks in central London: The Green Park, St James's Parks, Hyde Park and Kensington Gardens. The second study showed that there had not been a highly significant increase, with the exception of The Regent's Park, in the number of visitors to these parks in contrast to the central London parks since the university began collecting data on visitor arrivals in the mid 1990s. The reasons why there has not been such a marked increases since 1995 are explored in the report.

This study made use of a Steady State count using a customised formula that was devised in January 2007 to calculate the number of visitors to the central London parks. In addition, a boundary survey of all the Royal Parks was undertaken examining both formal and informal exits and entrances to obtain a clearer picture of the complexities of the parks. Advice was sought from industrial and university sources via the *Sensors and Instrumentation Knowledge Transfer Network* on the installation of automated counters to provide a cost effective and sustainable solution for monitoring visitor arrivals. The consensus is that, while a reliable customised system could be devised for the Royal Parks, it would be prohibitively expensive because of the unique nature and complexities of the parks. It is therefore proposed that a consortium of industry providers, universities, the Royal Parks and other outdoor attractions should be formed to bid for funding to support experimentation to find a cost effective long-term solution.

2. INTRODUCTION

The Royal Parks comprise: St James's Park, The Green Park, Hyde Park, Kensington Gardens, The Regent's Park (with Primrose Hill), Greenwich Park, Richmond Park and Bushy Park. This study comprises the second half of a research project that ran between August 2006 and July 2007 with visitor counts in The Green Park, St James's Parks, Hyde Park and Kensington Gardens. The second half of the study began in August 2007 and visitor data was collected in the following parks: Richmond Park, Bushy Park, Greenwich Park, The Regent's Park and Primrose Hill. For comparative purposes sample studies had already been conducted in these five parks and the figures that were collected before the second study had begun are used to help analyse the second set of data. A diary of counting days was kept noting, in particular, weather conditions and any activities that might have a bearing on the data. The report also refers to other factors, such as changes in transport and parking policies, over which the Royal Parks management have no control, that also had an impact on the level of visitation.

As is the case with the four central London parks that were the subject of the first part of the study visitors use the Royal Parks for a wide variety of reasons. The activities pursued in these open spaces include both individual (e.g. roller-blading, cycling, jogging) and team games (e.g. football, rugby, baseball, cricket), as well as less energetic activities such as attending exhibitions, quiet relaxation, meeting friends, photography, lunch breaks out of

the office and family, picnicking, dining in cafes and restaurants, and watching wildlife. In common with the central London parks these parks are chosen as a scenic and healthy route to work, though the numbers of people doing so lay outside the remit of this study.

In common with the central parks the outer Royal Parks make a major contribution to London's cityscape and the capital's reputation and profile as a visitor destination and have an international reputation for excellence in landscape design and management. Throughout the course of this study two of these parks in particular have been the subject of intense media scrutiny: Richmond in relationship to scenic views and plans to develop tall buildings in central London; Greenwich in relation to plans to stage the Olympics' equestrian events. Whether or not this coverage had any impact on visitor numbers is not ascertainable through this study and mention of a high level of media interest is included here to underpin the important status of the parks that was mentioned in the previous report. Like the central London Royal Parks, the outer parks are valuable community facilities for residents and workers and, as free and inclusive facilities that contribute to London's diversity goals. The Royal Parks also make a national economic contribution as major tourist attractions that feature prominently in the marketing of the UK as an international destination and contribute to the economy of London in a variety of ways, not least in the way they underpin the values of the properties that surround them. The contribution that all these parks make to the health of residents of London is undoubtedly high, though not yet systematically measured.

The parks are managed by The Royal Parks Agency, an executive agency of the Department for Culture, Media and Sport. In 2007/2008 the Royal Parks Agency's grant from Government was £17.464 Million and the parks self generated income was £10.326 Million. Together the Royal Parks comprise one of the UK's major historical, sporting, cultural, environmental and leisure resources and can be counted among the country's leading visitor attractions. As a result of studies conducted by the University of North London (now London Metropolitan University) it was clear that the Royal Parks were major destinations that attracted millions of visitors each year (see Table 1).

Table 1 Estimated Total Visits to Park for 1994 and 1995

Park	Millions of Visitors 1994	Millions of Visitors 1995
The Regent's Park	4.1	3.9
Primrose Hill	1.1	1.1
St. James's Park	5.7	5.5
The Green Park	3.6	3.4
Hyde Park	4.7	4.7
Kensington Gardens	2.8	2.5
Greenwich Park	3.5	3.4
Bushy Park	1.7	1.6
Richmond Park	2.6	2.6
Total	**29.8**	**28.7**

By the 21st century the overall number of visitors had risen sharply, as was shown by the study of the central London parks that was conducted by London Metropolitan University between August 2006 and July 2007 (see Table 2). The reasons for this rise were analysed

in the report of the first study (Hitchcock, Curson & Parravicini, 2007). There were no reasons, however, to assume that a similar rise could be anticipated in the parks that were the subject of the second study.

Table 2 Annual Visitor Figures August 2006-July 2007

Park	First Quarterly (August-November) Figures	Visitor Figures for November (Exit Survey and 15% Shoulder)	Estimated Figures for December Based on Mid Point Analysis	Result of 7 Months Steady State Count	Annual Figures August 2006-July 2007
The Green Park	1,890,000	343,628	361,329	3,739,188	6,304,145
St James's Park	2,160,000	336,990	300,005	3,629,095	6,426,090
Kensington Gardens	560,000	332,850	319,575	3,510,871	4,219,296
Hyde Park	2,260,000	345,000	327,276	4,172,025	7,104,301

3. METHODOLOGY

The Visitor Count Study

The aim of both studies was to provide valid and reliable visitor numbers to the Royal Parks. Data was collected in the central London parks between August 2006 and July 2007, and then the counts were extended to the remaining parks (Regent's Park and Primrose Hill, Greenwich Park, Bushy Park and Richmond Park) between August 2007 and July 2008. Baseline data for comparative purposes had been collected in sample studies for the outer parks during the course of the first study. Data on visitation was also collected in the central parks in December 2007 for comparative reasons and to cover a gap in the previous study. For the reasons explained in the first report, a manual exit survey was replaced by a Steady State count, but with regard to the outer parks there were the following additional reasons for not using an exit survey.

While the outer parks do not suffer from as widespread use of informal exits and entrances as the inner London parks, it remains difficult to count people leaving these parks because of surges at peak times, as is especially the case with Greenwich Park.
The boundaries of The Regent's Park are complicated because they are cut through by roads that link two thoroughfares, the inner and outer rings, making it difficult to ascertain when visitors are actually entering and leaving the parks. Visitors can moreover pass between different parts of the park, increasing the risk of double counting.
In the case of Bushy Park and Richmond Park an Exit Survey would be complicated by the fact that visitors enter via different modes of transport: car, coach, motorcycle, horseback, bicycle and on foot. This also applies to a lesser extent to Greenwich Park.
Even in parks with apparently unambiguous boundaries such as Greenwich, Richmond and Primrose Hill the picture is complicated by the presence of privately owned entrances, as well as entrances that appear to be under the management of other governmental agencies,

such as the National Maritime Museum and the London Borough of Camden, and not the Royal Parks. It remains unclear whether entrances and exits to the Royal Parks that are not managed by the Royal Parks Agency abide by the same opening and closing times.

The Steady State Count

For the above reasons, as well as consistency with the first half of the study, it was agreed that the Steady State count should be adopted with regard to the outer parks. In the sample studies each of the parks had been divided into segments and the counters walked a previously arranged beat following a timed start to simply count everybody in each park. The decision was taken to continue using the following custom-made formula that London Metropolitan University's Statistics Operational Research and Mathematics Centre designed specially for the Royal Parks project:

$$A = h\,N\,/t$$

A = the estimated total Arrivals
h = the effective hours open
N = the average Number counted and
t = the average time spent (time in park)

The Steady State count comprises a series of sample poll counts on weekday and weekend days to find the average number of people in a given park. Every person in the park is counted once in each segment by a researcher following a pre-arranged route that provides maximum visibility. Each counter begins counting people in their respective segments at a precise moment in time, meeting at the end of each count to log the data. Five counts are undertaken and the results are recorded on a data sheet and then added together and divided by the number of counts to obtain an average. Counts were only abandoned in extremely adverse weather conditions and only on one occasion did this happen.

In order to ascertain the average time spent in each parks (t) numerous short interviews were conducted in different locations and observations about conditions were noted. To increase the accuracy of the average time different categories of people passing through the park – e.g. walkers, cyclists, joggers, skate boarders, etc – were interviewed. For the same reasons people pursing different activities (e.g. sports, bird watching etc) were interviewed, which is an important consideration for the outer parks where people pursuing different activities spend varying lengths of time in the parks.

The interviews were also conducted in different seasons to ascertain the average lengths of time spent by visitors in the parks in two seasons: summer (April to September) and winter (October to March). An effective opening time in park was used for each season as opposed to the published opening hours because of the use of privately owned and informal entrances and exits. The existence of exits and entrances that did not appear to be under the management of the Royal Parks Agency was also a consideration in this respect.

As was the case with the study of the central parks, the counters also collected data on weather conditions, including temperature, and make notes about any factors that might have an influence on the data. This additional data was recorded alongside the records of the Steady State Count totals and thus there is a field record of the conditions in which the counts were conducted. The researchers also recorded practical and social insights that might have some bearing on the data.

As was the case with the first study, the counts in the outer parks were designed not to clash with major events in the parks and thus the figures are conservative and under-represent the overall total. It was, however, not possible to exclude all events since large numbers of small informal events in the parks that are often arranged by visitors, possibly not in consultation with the Royal Parks Agency. Accordingly, these visitors were included in the counts, as were participants in smaller events that appear to have been arranged with the parks but did not appear with accessible advance publicity.

As with any research method there are advantages and disadvantages regarding the Steady State Count and these were listed in the report of the first study.

4. THE FINDINGS

Monthly Figures

Unlike the central London parks, the data collected in the five outer parks was very mixed with one park showing a significant increase in visitor numbers since the 1990s and others showing a modest decline. For the reasons given in the following analytical section the results are not surprising and are due to a variety of factors such as: the inclement weather of 2008, an early Easter Bank Holiday, and problems with transport. An important point to note is that the annual figure does not necessarily match precisely the total of monthly figures since they have been copied from a spreadsheet in which the figures have been calculated to four decimal points that would be meaningless to represent in this report. The decimal points have been left out for reasons of clarity. Strictly speaking, for example, the total number of visitors to according to the calculations to Primrose Hill between 2007 and 2008 is 925,580.6235 and not 925,580.

Table 3 Visitor Figures (Steady State Count August 2007- July 2008)

Bushy Park	**Visitor Numbers**
August 2007	180,513
September 2007	169,584
October 2007	80,075
November 2007	65,563
December2007	58,307
January 2008	51,444
February 2008	73,425
March 2008	96,683
April 2008	116,644
May 2008	162,718
June 2008	160,533
July 2008	100,079
Annual Total	**1,315,573**

Greenwich Park	Visitor Numbers
August 2007	560,515
September 2007	376,964
October 2007	156,281
November 2007	123,578
December2007	71,483
January 2008	103,293
February 2008	264,311
March 2008	93,159
April 2008	243,127
May 2008	316,247
June 2008	430,191
July 2008	588,720
Annual Total	**3,327,876**

Primrose Hill	Visitor Numbers
August 2007	199,180
September 2007	96,020
October 2007	55,667
November 2007	33,953
December2007	27,383
January 2008	54,575
February 2008	102,194
March 2008	55,919
April 2008	54,295
May 2008	69,419
June 2008	78,345
July 2008	125,624
Annual Total	**952,580**

The Regent's Park	Visitor Numbers
August 2007	809,039*
September 2007	415,178
October 2007	321,370
November 2007	174,253
December2007	142,438
January 2008	301,476
February 2008	418,660
March 2008	335,874
April 2008	416,633
May 2008	464,036
June 2008	505,052
July 2008	882,747
Annual Total	**5,186,761**

*The days studied were somewhat atypical because they were bank holidays

Richmond Park	**Visitor Numbers**
August 2007	128,146
September 2007	217,015
October 2007	151,800
November 2007	189,406
December2007	65,195
January 2008	156,946
February 2008	214,777
March 2008	227,213
April 2008	119,830
May 2008	358,217
June 2008	127,723
July 2008	319,097
Annual Total	**2,275,373**

Table 4 Comparison of Visitor Figures 1994, 1995 and 2006-2007

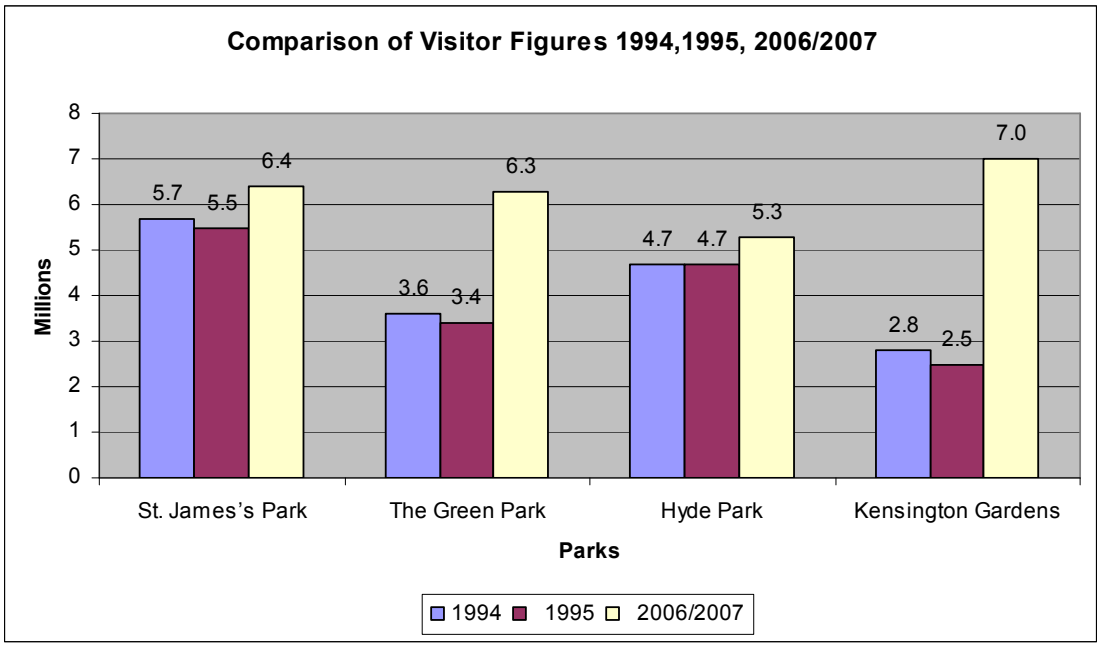
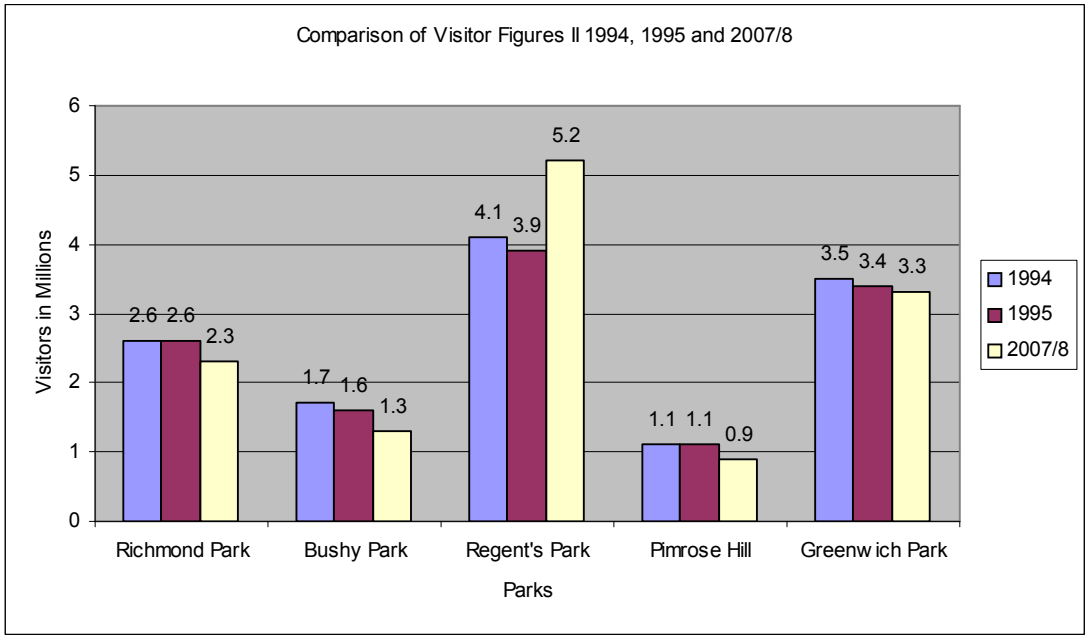


Table 5 Comparison of Visitor Figures II 1994, 1995 and 2006-2007



5. ANALYSIS OF FINDINGS

The outer parks differ from each other more a great deal and thus the following analysis of findings contains general observations that apply to all the parks studied between 2007 and 2008 and park specific observations.

Impact of Tourism

The Royal Parks are featured on the official web site of *Visit London,* and in the first report the impact of tourism on the four central parks was noted. Although the origins of visitors did not lie within the remit of that study, the following was noted:
"Very large numbers of overseas visitors were seen by the research team in parks such as Green Park and St James's Park throughout the year and this was supported by the 'time in park' interviews in which those questioned often supplied their countries of origin without being asked."
The notes taken throughout the second study do not draw as much attention to the importance of tourism in Bushy Park, Primrose Hill, and Richmond Park, though reference is made of them in relation to Greenwich Park and The Regent's Park. As was the case with the central parks, visitors often supplied their countries of origin without being asked when interviewed about the time spent in the park.

There has also been a slight reduction in the overall number of visitors to Britain with *National Statistics* reporting on 11 August 2008 a decline of 2 per cent, albeit not seasonally adjusted, during the 12 months up to May 2008 as compared with the same period in the previous year (www.statistics.gov.uk). Tourists are moreover more likely to use public transport than private transport and thus they are less likely to visit the less accessible parks (Bushy Park, Primrose Hill and Richmond Park) than UK residents with access to their own vehicles. The decline in tourist numbers may have had a modest impact on visitor numbers to the outer parks, but the notes taken by the interviewers seem to indicate that tourists are not as significant in Richmond Park, Primrose Hill and Bushy Park, as in The Regent's Park and Greenwich Park. While tourists are clearly important in The Regents' Park and Greenwich Park, they do not appear to be arriving in as large numbers as in Hyde Park, Kensington Gardens, Green Park and St James's Park.

Having decided to visit a destination tourists seem also seem to be less deterred by the weather than local residents who have the option of visiting on another occasion. For example, the research notes indicate that parts of Greenwich Park favoured by locals such as the Flower Garden could be virtually deserted in inclement weather. In contrast tourists continued to frequent, albeit in reduced numbers, the access routes to the Observatory and to use the viewpoint over London in front of General Wolfe's statue regardless of the weather.

Wet Weather in 2008

The four central parks were studied during one of the warmest winter and spring periods of recent history. The Met Office, for example, described temperatures in January, February and March 2007 as being between 1.5º C and 3º C above average with April being an exceptionally warm month with average temperatures of 5º C above the 1961-1990 average. According to the Central England Temperature Record (CET), which dates back to 1659

and is the world's oldest continual weather dataset, this winter was the second warmest since 1989. The Met Office's records go back to 1914 and they show that the South of England experienced the warmest winter on record with a mean temperature of 6.53º C.

There was a marked contrast between 2006-2007 and 2007-2008 study periods since temperatures were generally cooler throughout the second year. The Met Office's summary of monthly weather shows that the mean temperature was generally close to the average towards the end of summer, though England experienced its coolest August since 1993. The weather for September, October, November and December remained close to the average, but by January the weather had become more unusual; it was the 4th warmest January in Southern England with rainfall generally above average. February was a comparatively warm month with mean temperatures between 1.4 and 3°C above normal for the UK. Temperatures in March were slightly above average, but the month is provisionally described as the wettest in England since 1981. In April mean temperatures were described as close to the average across the UK, but generally rainfall was above average, but the month also saw some exceptionally inclement weather. On 6th April snow and sleet moved in across much of Southeast England with 5-10cm of snow recoded in many places and Heathrow Airport was forced to close for a period. The inclement weather continued into May with above average rainfall. The month of June was the coolest since 2001, though there were warm days with a maximum temperature of 26.9°C being recorded in St James's Park on 9th June 2008. In July temperatures were close to the average, but rainfall was generally well above average across England (www.metoffice.gov.uk)

The weather data provided by the Met Office provides a useful context for the study, but the notes written by the researchers provide a closer insight into what was being experienced by visitors in the parks. It is a picture of volatility with a combination of pleasant and sunny conditions and wet and stormy days. The temperatures recorded on portable thermometers often appeared quite reasonable for the time of year and yet the notes often refer to strong and cold winds and chilly conditions. For example, in the notes for 13th April the conditions in The Regent's Park at 4.30 in the afternoon are described as "rain/hailstones – very cold – inclement", though the temperature was a reasonable 10°C. Cold north-easterly winds are referred to a few days later on 18th April in Greenwich Park between 2.05pm and 4.40pm, though again the recorded temperature remained 10°C. The notes sometimes show that a deterioration in weather conditions was often accompanied by a decline in the numbers of visitors in the park, though the precise link between weather conditions and visitation lay beyond the bounds of this study. Only continuous counts can accurately establish the exact numbers affected.

As was reported in the previous study visitors often use existing weather conditions to judge whether or not a visit to a park would be worthwhile. The volatile weather of 2008 could well have made potential visitors less confidant about making a visit, the opposite of what seemed to be happening in the winter and spring of 2007. The combination of the Met Office's weather summaries and fist hand observations by researchers in the parks helps to provide insights into the dynamics of visitor numbers, but this needs to be supported by studies of visitors' perceptions and preferences with regard to weather conditions.

Perceptions of Spring and Easter

As was noted in the previous report it is possible that cultural factors, such as the positive way that springtime and especially Easter are viewed may be significant. In view of the popularity of taking summer holidays abroad, it is also possible that spring has become the season in which leisure activities are pursued close to home. London is also increasingly becoming a popular Easter holiday destination that attracts both domestic and overseas visitors. In 2007 Easter fell on the weekend of 6th-9th April and was accompanied by exceptionally good weather with temperatures ranging between 19°C and 20°C in Hyde Park and Kensington Gardens on Easter Sunday according to the notes kept by the researchers. Good Friday in 2007 was a little cooler to start with, but temperatures eventually rose to 20°C by 1.00pm in Bushy Park, and were sufficiently good to attract large numbers of visitors. By 2.00pm the police were forced to close the main car park because of overcrowding.

There was a sharp contrast with 2008 when Easter fell exceptionally earlier (21st March-24th March). For example, the research notes for the 19th March in The Regent's Park record the weather as inclement with a cold wind constantly blowing between 1.00pm and 4pm with a temperature of 10 °C. Conditions were even worse the following day (20th March) in Greenwich Park where wind and rain never let up all afternoon, though the temperature remained at 10°C, eventually giving way to sleet at 3.40pm. The combination of poor weather forecasts and the actual experience of inclement weather that occurred shortly before and during the Easter weekend doubtless had a negative impact whether or not people decided to visit the Royal Parks. These conditions may also have had an impact on domestic tourism from outside London, and Visit Britain expressed its concern about the propensity to travel in relation an exceptionally early Easter and poor weather conditions (www.tourismtrade.org.uk)

Transport and Parking

It would appear that the distinction between inner parks and outer parks in this report is a bit inconsistent considering that The Regent's Park is close to central London. But when London's transport links and travel zones are factored in the distinction becomes a little clearer. The so-called four central parks – Hyde Park, Kensington Gardens, The Green Park and St James's Park – all lie within Zone 1 and are well served by underground and bus links. While the southern half of Regent's Park is served by two Zone 1 underground stations, neither of which adjoins the park, the northern half lies in Zone 2 and has, along with Primrose Hill, no underground connections. The bus services for The Regent's Park and Primrose Hill are good, but do not completely match those of the central parks. Greenwich Park lies in Zone 2 and, though there are two underground connections in the area, they are not close to the park.

When comparing The Regent's Park, Primrose Hill and Greenwich Park to the central parks access to good public transport matters a great deal. Since the University of North London (now London Metropolitan University) conducted the visitor counts in the 1990s, there have been major changes in London's transport policy and practice that appear to have had a greater impact on the outer parks than the inner ones for the following reasons:

- There was the introduction of the London Congestion Charge on 17th February 2003 and its extension westwards on 19th February 2007, which seems to have a had a

more adverse impact on the Regent's Park than the central London parks. The southern border of Regent's Park lies close to the border of the congestion charge zone and because it is not quite as well served with public transport it has become slightly more inaccessible via central London.

- The imposition of tighter parking restrictions in Zones 1 and 2 since the 1990s, also appears to have had a more marked impact on The Regent's Park Primrose Hill and Greenwich Park than on the central parks because of the slightly lower availability public transport and this may have restrained the growth in visitor numbers.
- The increasing availability of various kinds of free travel for children may have encouraged families using the parks to switch to public transport, thereby favouring the parks with better connections. Transport for London allows children under 5 to travel for free accompanied by an adult on the tube, Overground Rail, DLR (Docklands light railway), trams and busses. Children between5 and 10 can travel free without being accompanied by an adult on trams and busses, but must be accompanied by an adult when travelling for free on the tube, Overground Rail and DLR. 11 to 15 year olds can travel for free on buses and trams without being accompanied and there are various discounts in place for older children.
- *Visit London* advertises the fact that 'kids go free' as a reason for visiting London and this undoubtedly has some impact on the travel decisions taken by visitors to London.
- Throughout much of 2008 access to Greenwich Park at the weekends was severely hindered by the closure of sections of the DLR and the Jubilee Line for maintenance work and this may have held down the overall visitor numbers for that year. The partial closure of the Jubilee Line is critical since the extension of this line in 1998 brought greater possibilities for more visitors.
- Richmond Park and Bushy Park have also remained relatively inaccessible since both parks are some distance from public transport, the overground and underground in the case of Richmond Park and the overground in the case of Bushy Park.

Comparisons with 1994-1995

The data collected in 2007-2008 shows either a significant increase or modest decline with the data collected in the mid 1990s. Any comparison should, however, be treated with caution since the 1994-1995 period was exceptional. For example, The Global Atmosphere Division of the Department of the Environment (now the Department of the Environment, Transport and the Regions) commissioned the University of East Anglia to investigate the economic implications of the hot and dry summer of 1995 and the generally warm conditions that prevailed from November 1994 to October 1995, leading to a report entitled *Economic Impacts of the Hot Summer and Unusually Warm Year of 1995*. Given the poor weather conditions of 2007-2008, the parks proved to be remarkably resilient, even in especially weather sensitive parks such as Bushy Park, Primrose Hill and The Regent's Park. The question of 'weather sensitivity' is explored in the following analyses of individual parks.

Bushy Park

The modest decline in the number of visitors to Bushy Park since the mid 1990s is not surprising when the inclement weather on 2007-2008 is taken into account. Bushy Park receives relatively few tourists and its local clientele and day-trippers, using their own

vehicles from a wider geographical area, are able to postpone a visit in adverse weather conditions knowing that there will be other opportunities to visit the park, an option not open to tourists with a fixed timetable. Given that many visitors arrive with their own transport, it is not unusual to see vehicles turning up with the occupants assessing the situation in the park and moving on if the weather appears to be unsatisfactory. It is suggested that visitors who arrive in private transport simply have more immediate options open to them than those arriving on public transport. Bushy Park also has fewer associated attractions, notwithstanding the proximity of Hampton Court, than the parks of central London. It is thus more weather dependent.

Greenwich Park

Despite the adverse weather conditions of 2007-2008 and the problems of access by public transport due to the DLR and Jubilee Line temporary closures, the figures were comparable (i.e. a very modest decline) with the number of visitors in the mid 1990s. Greenwich has a well-publicised attraction, The Royal Observatory, that is popular with tourists and even when inclement weather deterred local visitors, tourists could been seen in large numbers on the access routes to the Observatory. The notes taken by the researchers reveal that the park could fill rapidly with any improvement in the weather, but the overall conclusion is that this park is less 'weather sensitive' than Bushy Park, Primrose Hill and Richmond Park.

Primrose Hill

The visitor numbers for 2007-2008 were slightly down as compared with the mid 1990s, whereas The Regent's Park experienced a significant increase. Primrose Hill is considered to be an extension of The Regent's Park and this is how it is portrayed on official maps, but it differs from its larger neighbour in significant ways. Despite its apparent proximity to the larger park, Primrose Hill is not readily accessible from The Regent's Park, and a journey between the two involves walking across a canal bridge and crossing two fairly busy roads, one of which is the Outer Circle of The Regent's Park. The park is served by buses but has no underground connections, and is surrounded by streets with stiff parking restrictions. Other than the park itself, there are no obvious other attractions. The park appears to receive relatively few tourists as compared with its larger neighbour and can reasonably described as a 'weather sensitive' park, not least because many visitors climb the hill to experience panoramic views of London and are presumably deterred by poor visibility in poor weather. The research notes reveal that the park could empty rapidly in inclement weather, rapidly filling up again when conditions improved, suggestive of a largely local visitor base. This is supported by the experience of conducting interviews in which large numbers of respondents who volunteered the information that they lived locally without being asked and took a passionate interest in why they were being asked in the first place.

The Regent's Park

Given that this park hosts numerous special events, which were largely avoided by the researchers, the visitor count figures obtained during this study do not represent the complete picture. The fact that the number of visitors recorded in a year with poor weather is significantly higher than those in the relatively good mid 1990s suggests that the underlying trend, excluding special events, is upwards. The researchers who interviewed visitors about the time spent in park were struck by the highly enthusiastic and appreciative

comments volunteered by both UK residents and overseas visitors, even though they were not asked for their opinions. The interviews also revealed that large numbers of visitors use the park as a thoroughfare of choice to travel between different parts of London and as a route to be enjoyed on the way to London Zoo. The fact that the park is used as a thoroughfare does not diminish its importance as an attraction in its own right. In general, the response from people interviewed in all parks was overwhelmingly positive, but The Regent's Park seemed to elicit a particularly supportive reaction from people using the park as a route to somewhere else. One noteworthy group who appeared in the time in park surveys were London taxi drivers taking a break. They readily identified themselves as 'cabbies', pointing out that they were regular and highly supportive users of the park.

Richmond Park

The data collected in 2007-2008 represents a modest decline in visitors since the mid 1990s, but this observation needs to be treated with caution. Because of its large scale, highly varied topography and exposure to the elements Richmond Park proved to be an especially difficult park in which to conduct research. With 1,000 hectares (2,500 acres) the park is more than double the size of the next largest park, Bushy Park. Park users also access the park by a wide variety of means (e.g. on foot, by car, by cycle, by motorcycle, on horseback, in small minibuses) and this presents a challenge for any counting methodology whether manual or automated. For example, the manpower required to conduct a manual exit survey of the kind conducted in the mid 1990s, given an estimated 17km of boundaries would be financially challenging by 21st century standards.

The Steady State Count used with reasonable efficiency in all the other parks was tested to its limits in Richmond Park not least because the exceptionally wet weather of 2008 severely hampered visibility in the vast spaces of Richmond Park. The Steady State Count relies on the ability to actually see people and in a very exposed space such as Richmond Park this can easily lead to an undercount in weather that hinders visibility. In none of the other parks, despite the often-inclement weather, were there problems due to lack of visibility.

The figures also do not reflect a particular characteristic of Richmond Park, namely the use of the park by motorists who do not alight from their vehicles, a tendency exacerbated by bad weather. Many of these visitors may simply pass through the park without stopping, apparently not using the park as a thoroughfare but as a leisure experience. Others, however, stop and enjoy the park without getting out of their cars, sometimes picnicking in them. It is moreover very difficult to conduct research on visitors who do not alight from their vehicles, a particular feature of Richmond Park. These comments are thus based on the observations of our research team and not on direct contact with motorists. One issue that may also have had an impact on the behaviour of drivers in 2008 was the unexpected and occasional closure of sections of the roads through the park. This seems, however, to have been a workday phenomenon while resurfacing took place, with the roads opening at the weekends.

Moreover, comparisons with the mid 1990s are not very satisfactory with regard to Richmond Park because of the budgetary constraints of 2007 and 2008. The budget for the counts of 1994 and 1995 were sufficient to study vehicle departures and occupancy numbers and these results were factored into the overall figures for the mid 1990s. There

was insufficient funding to cover this research and it is recommended a vehicle and vehicle occupancy studies should be undertaken to estimate the overall figure numbers. Such a study would also need to take into account the fact that Pembroke Lodge with its visitor facilities is less weather sensitive than the rest of the park and that data collected there not representative of the whole park. Such research could indicate that instead of a modest decline in visitor arrivals since the mid 1990s, there could have been an increase.

6. BOUNDARY SURVEY

In order to better understand the complexities of the park in relation to the possible introduction of automated count sensors, a survey of all the parks' boundaries was undertaken and an inventory of all entrances is included in the Appendix. The general observation is that the boundaries of all the parks are highly complex with wide variation between the different parks and thus the issues are tackled here on a case-by-case basis.

St James's Park

Of the thirteen formal entrances marked on the official map only two have gates and thus the park may be considered to be almost entirely open access. Most visitors enter the park via the marked entrances, but the low railings that surround much of the park do not present much of a barrier and there are numerous informal entrances. There is not much of a pattern to these informal entrances and at busy periods, such as the Changing of the Guards, visitors can be seen crossing these barriers in waves. Footfall data obtained from the formal entrances is thus likely to represent a marked undercount. The lack of furniture on the perimeters makes it also difficult to install sensors without the introduction of purpose built gantries that would not only be expensive but would also doubtless be regarded as an eyesore. An interim solution to ascertaining visitor numbers might involve a steady state count combined with footfall data to help calculate the percentage difference between visitors arriving by formal and informal entrances. The percentage could then be added to footfall data in future counts to provide a more accurate picture of the visitor numbers involved.

The Green Park

A closely barred wrought iron fence provides an effective barrier between the park and Piccadilly running from the Memorial Gates to the north entrance to Queen's Walk. The fence is breached by five formal entrances with lockable gates, one set of which, Devonshire Gates, appears to be permanently shut. The park can, however, be accessed via a tunnel leading from the underground, the entrance to which appears to be managed by the underground station. Queen's Walk can be sealed off with lockable traffic gates at either end, but the waist high railing running between Queen's Walk and the park does not provide much of an effective barrier. The waist high railing that runs between Memorial Gates and Canada Gate also does not provide much of a barrier and, though the majority of visitors use the formal entrances along this perimeter, there are numerous informal entrances. As is the case with St James's Park the informal entrances that do not appear to have much of a pattern and visitors can be seen breaching these perimeters in waves during busy periods. There is also open access at Memorial Gates and to the west of Canada Gate and, though there is a stone wall between the gate and the opening, it is relatively easy to

climb. During busy periods visitors can be seen either standing on or crossing over this wall. The curved wall behind the flowerbed leading to South and West Africa Gate provides a more effective barrier.

There is more furniture on the perimeter of The Green Park than St James's Park and it would thus be feasible to install sensors by the entrances from Piccadilly, and the open access points beside Memorial Gates, Canada Gate and South and West Africa Gate. However, the waist high railings that border Constitution Hill and Queen's Walk would remain problematic. An interim solution to calculating visitor numbers might involve a steady state count combined with data from sensors to help calculate the percentage difference between visitors arriving via the different perimeters. The percentage could then be added to sensor data in future counts to provide a more complete picture of the visitor numbers involved. Such a solution would probably have to involve more counts to have to take into account the more varied dynamics of he borders of The Green Park in comparison with those of St James's.

Hyde Park

The park is sealed on its northern, eastern and southern sides by reasonably effective barriers. Wrought iron railings largely protect the northern and eastern perimeters, whereas the southern side has a mixture of railings and walls. The situation is, however, complicated by the presence of gates on the southern side that are not under the management of the Royal Parks Agency, but under other organisations such as the army (e.g. Hyde Park Barracks). The situation is made more complex by the fact that much of the western side of the park has open access making it difficult to either undertake manual exit surveys or install sensors. There is sufficient furniture around many entrances to mount sensors, but not in every case, and thus some hybrid counting scheme involving a manual steady state count and a sensor perimeter count might have to be undertaken to calculate the percentage of visitors using entrances not covered by sensors. Alternatively, research should be invested in developing a sensor based count that provides a snapshot of visitors within the park at a given moment and does not involve counting visitors crossing the perimeter.

Kensington Gardens

This is one of the Royal Parks that has a reasonably well-defined boundary. The exits tend to be either wrought iron pedestrian gates or wrought iron double traffic gates
The boundary is surrounded by wrought iron railings, often of the arrowhead type, and there do not appear to be any informal exists and entrances. With the exception of Kensington Palace, whose public entrances open on to the park, there appear to be no gates that are not under the management of the Royal Parks Agency. There is a reasonable amount of park furniture on which to install sensors, though power sources remain problematic. Visitor numbers could be ascertained accurately with a manual exit survey, though this would be labour intensive and therefore expensive because of the large number (i.e. 26) of exits and the distances involved.

The Regent's Park

Due to the exceptionally complex layout of this park, more space has had to be devoted to The Regent's Park in this report. Despite the fact that the entrances to the Regent's Park

largely comprise traditional wrought iron pedestrian and traffic gates, the boundaries of the park are highly complex for the following reasons:

- There are large numbers of gates (i.e. 40) that could be counted as exits and entrances.
- Two gates the lead out northwards on to the Outer Circle appear to be permanently locked.
- There are gates that are accessible to the public, but appear to be used only for servicing business premises (e.g. The Garden Café) and other facilities (e.g. Open Air Theatre).
- There are gates that lead on to private properties (e.g. St John's Lodge, Winfield House).
- The precise borders between Regent's College and The Regent's Park are unclear and this is further compounded by the presence of a sign belonging to the college within the borders of the area managed by the Royal Parks Agency.
- The Outer Circle runs inside the park's boundaries for approximately a third of its length and is fed by one road that passes completely inside the parks and two other roads that border the park on one side respectively. Another short road that lies entirely within the park (e.g. Gloucester Slips) has two junctions with the Outer Circle.
- The Inner Circle is a public road lying completely within the park and yet lockable gates provide access to the green areas suggesting that the road is not part of the park. This makes it difficult to tell when a visitor is inside or outside the park. There are similar issues with regard to the two roads, which have borders with the park on both sides respectively, that link the Inner Circler to the city's road system.
- The Regent's Canal, which is part of the Grand Union Canal, passes through northwestern area of the park for just under 2km, but is not completely under the management of the Royal Parks Agency. The canal, which was opened in 1820, came under the auspices of the British Waterways Board in 1963. The formation of the London Waterways partnership, which includes Regent's Canal, was inaugurated in1996 by British Waterways (www.canalmuseum.org.uk) to foster the regeneration of the canal and surrounding area. Camden Council also includes the canal in its Regent's Canal Area Appraisal and Management Strategy (www.camden.gov.uk) covering the period 18 February 2008 to 9 June 2008. The canal is an important visitor attraction and many visitors can be seen accessing the park from the canal and its towpaths. However, it remains unclear whether or not the visitors using the waterway and the towpaths count as visitors to the park.

For the above reasons any visitor counting system either manually (e.g. exit survey) or automatically (i.e. using sensors) that relies on the notion of visitors crossing a perimeter boundaries is likely to be problematic in The Regent's Park. For the time being the 'Steady State' count remains the most effective way of monitoring the parks until automated sensors replace its functions.

Primrose Hill

In contrast to The Regent's Park and despite the existence of some private gates and a gate that appears to be under local authority management (i.e. Camden Council), Primrose Hill has a relatively well-defined boundary. A counting system that was either manual (e.g. exit survey) or automated (e.g. using sensors) that relied on the notion of visitors crossing a clearly defined perimeter could work in Primrose Hill. However, the lack of park furniture

near many of the exits and entrances would raise the cost of installing sensors because gantries would have to be erected. Manual surveys could also prove cost effective because of the small size of the park and the limited number of exits and entrances (i.e. 11).

Greenwich Park

Greenwich Park has some of the most varied exits and entrances of any of the Royal Parks comprising the following: gates sent into brick walls, gates attached to brick pillars, gates attached to high wrought iron fences and gates attached to low iron fences. Despite this variety Greenwich Park has a coherent boundary even though two gates leading to the National Maritime Museum appear to be under the management of the museum and not the Royal Parks Agency. Counting systems, both manual and automated, that rely on visitors crossing a clear perimeter can also be undertaken in this park. Greenwich Park (74 hectares/183 acres) is moreover much smaller than parks such as Kensington Gardens (100 hectares/275 acres), Hyde Park (142 hectares/350 acres) and The Regent's Park (166 hectares/410 acres) and because there are relatively few (i.e. 14) exits and entrances exit surveys would be reasonably cost effective. Furthermore, the existence of brick walls and high fences provides opportunities for mounting sensors, though the number of power sources is limited.

Richmond Park

With 1000 hectares (2500 acres) Richmond Park comprises the largest of the Royal Parks and because of its vast scale it presents a serious challenge for any counting method either manual or automated. The entrances and exits are very varied ranging from traditional wrought iron gates between brick columns to more modern gates made from tubular steel. The boundary is coherent and there are only 19 gates, but despite these advantages a manual exit survey would not be very cost effective because of the distances involved and the time taken to travel between gates. A steady state count is more cost effective because it can be done more quickly, but proves to be less reliable in Richmond Park than other parks when visibility becomes an issue in poor weather. A move towards using automated counts is clearly a priority in this park whether based on counting visitors crossing a perimeter or assessing numbers actually in the park at given moments. A perimeter system could, moreover, work well since the boundaries are coherent and there is quite a bit of park furniture in place (e.g. brick columns, lodge house walls) that could be used to mount sensors. The survey also turned up a much higher proportion (9 out of 19) of possible power sources close to exits and entrances as compared with the other parks. Any automated sensors used on the perimeter would have to be calibrated to take into account that very wide variety of forms of transport used by visitors to the park (e.g. cars, motorcycles, buses, horses, bicycles), but this would not be especially problematic.

Bushy Park

With 445 hectares (1099 acres), Bushy Park is the second largest Royal Park after Richmond. As is the case with Richmond Park, Bushy Park's vast scale it presents a serious challenge for any counting method either manual or automated It has 25 sets of gates with a new one proposed leading to the Sport Ground, but 7 sets of gates have no external access. The majority of gates are made of traditional wrought iron, often set in brick walls, and it is these gates that tend to provide public access. There is sufficient street furniture, though

often without power, at most public access points to mount sensors. The perimeter appears to be completely sealed with a range of types of barrier: brick walls, steel cable fences and iron railings. A perimeter system would work well in this park, but automated sensors would have to be calibrated to take into account that very wide variety of forms of transport used by visitors to the park (e.g. cars, motorcycles, buses, horses, bicycles).

7. AUTOMATED COUNTING

As part of the study many companies involved in work on sensors and instrumentation were contacted by phone and email by the team at London Metropolitan University. The common response was that without a clearly defined commercial opportunity, these companies were unwilling to engage in any discussions. The situation changed radically when the university began to work with *Sensors and Instrumentation Knowledge Transfer Network* and the researchers from London Metropolitan University were eventually able to talk to seven leading companies working in this area, as well as two other universities. The companies wish to remain anonymous until such time as a partnership with the Royal Parks can be established, but were willing to let their views be aired. There was also considerable agreement among them about how the Royal Parks' needs could be satisfied and what is reported here represents a summary of that consensus:

- The sensor systems used indoors in supermarkets and museums are relatively inexpensive, but are not sufficiently robust to be deployed outdoors.
- There are sensors that can be deployed outdoors without the need for power sources but they are typically used by airports and the military, but are expensive, costing hundreds of thousands of pounds to build a system.
- Sensors can detect when a perimeter is breached and can be set up to recognise what caused the breach (e.g. animal footfall, human footfall, passage of car or truck). For example, a fibre optic cable could buried in a trench surrounding a given park, which would not be detectable to the human eye and thus be neither an eyesore nor vulnerable to vandalism.
- Sensors can be used to detect the number of people in a given space at a given time, though how this could be adapted to the needs of a steady state count remains unknown. Sensors used for this purpose are typically either attached to an aeroplane whose flight is partially sponsored for this purpose or are mounted on a satellite.
- Sensors can do much more than simply count people and the general opinion was that if the Royal Parks Agency would like to install them then more consideration would need to be given about how they could be used as a management tool, especially with regard to environmental sustainability.
- To design a custom-made system of sensors for the Royal Parks alone would be prohibitively expensive, but since there are likely to be many other national government, local government and private agencies that have similar needs then it would make sense to design something for the sector as a whole and thereby bring down costs through economies of scale.
- Finally, the general conclusion was that a consortium of parks, other open air attractions, universities and the makers of sensors and instrumentation should be formed to secure research funding for a research project to drive forward development in the parks and outdoor attractions management area. The first step would be to canvas the various government bodies that provide funding for this kind of research.

8. CONCLUSIONS AND RECOMMENDATIONS

The study conducted by London Metropolitan University on behalf of The Royal Parks Agency between August 2007 and July 2008 with the aimed of providing valid and reliable visitor numbers. During the second year the boundaries of all the Royal Parks were surveyed in order to assess the feasibility of on installing a perimeter system of counting visitors using sensors. Advice was sought from industrial and university sources via the *Sensors and Instrumentation Knowledge Transfer Network* on the installation of automated counters to provide a cost effective and sustainable solution for monitoring visitor arrivals.

The second study showed that there had not overall been a highly significant increase in the number of visitors to the outer parks in contrast to the central London parks since the university began collecting data on visitor arrivals in the mid 1990s. The overall picture, however, masks considerable variety among these parks with The Regent's Park showing a considerable increase, whereas Primrose Hill, Greenwich, Richmond and Bushy experienced a decline. Comparisons should, however, be treated cautiously since the 1994-1995 period when the previous visitor counts were undertaken was exceptional. The summer of 1995 was exceptionally hot and dry summer of 1995 and the generally warm conditions prevailed from November 1994 to October 1995. Any comparisons with the study of 2006-2007 should also be treated with care since that year experienced one of the warmest winter and spring periods of recent history with Easter falling late and enjoying exceptionally warm weather.

The weather during the second half of the study (2007-2008) turned out to be equally exceptional with conditions becoming turbulent after January. The rainfall was generally above average and the fact that the sky was repeatedly gloomy and overcast doubtless influenced visitors' perceptions on the desirability of making a park visit. In particular March has been is provisionally described as the wettest in England since 1981, and this was the month in which Easter fell. The following month also suffered from some exceptionally inclement weather with snow and sleet moving in across much of Southeast England on 6th April, forcing the temporary closure of Heathrow Airport. The rainfall remained above average until the end of the study in July. The exceptional weather clearly had an impact on all these five parks, but the fact that one of them The Regent's Park, experienced an increase is noteworthy.

Other factors such as changes in transport policy probably held back increases in visitation, though a rise in the number of tourists since the mid 1990s helped to mitigate these impacts. Tourism is clearly important in Greenwich Park and The Regent's Park, but is far less the case in Primrose Hill, Richmond Park and Bushy Park, three parks that this study characterises as being 'weather sensitive'. Not only are Richmond Park, Bushy Park, and Primrose Hill less accessible, especially for tourists, by public transport than the two other parks included in this study, but they also have fewer attractions and events than the other big parks like The Regent's Park, Kensington Gardens and Hyde Park. Despite being weather sensitive and comparatively inaccessible, as well as less well served with attractions the number of visitors to Primrose Hill, Richmond Park and Bushy Park still remained high despite the exceptionally poor weather of 2008.

The second study made use of a Steady State count using a customised formula that was devised in January 2007 to calculate the number of visitors to the central London parks. The manual Steady State count is more cost effective, especially in the larger parks like Hyde Park, than a manual exit survey, and is more likely to provide a more accurate view of visitor numbers in parks that have partial open access and many informal exists and entrances. Manual counts can be used to provide reliable statistics and can be used to calibrate automated counts, but they do not provide the constant kind of constant monitoring that is useful for managing these open spaces. However, the start up costs for introducing automated counts is prohibitively expensive, especially if the system has to be customised. If, however, a system could be devised that could be used by a large number of outdoor attractions the economies of scale would help reduce costs. The existing technologies and systems used in indoor attractions such as museums are also not easily transferable to outdoor attractions, and the consensus from the sensors and instrumentation industry is that a consortium of industry providers, universities and outdoor attractions should be formed to bid for grants to provide funding for experimentation to find a cost effective long-term solution to monitoring visitor numbers in the Royal Parks.

APPENDIX

ST JAMES'S PARK		
Gate	**Description**	**Power and Mounts**
Horse Guard's Road	Wrought iron fence gives way to open access between Clive Statue and Guard's Memorial	No
Guard's Memorial	Wrought iron double traffic gate with lock	No
Guard's Memorial – The Mall	Open access	No
Artillery Memorial	Open access between two low railings	
Marlborough Gate	Wrought iron double traffic gate with lock	Light source in pavement
The Mall – Stable Yard Road	Open access between two low railings	No
The Mall – opposite South & West Africa Gate	Open access between two low railings leading to stone wall behind Memorial Gardens	No
Australia Gate	Unclear in relation to park	Yes
Birdcage Walk - west	Open access between two low railings	No
Birdcage Walk – west centre	Open access between two low railings	No
Birdcage Walk – centre	Birdcage Walk – west centre	No
Birdcage Walk – east centre	Birdcage Walk – west centre	No
Birdcage Walk – east (Storey's Gate)	Birdcage Walk – west centre	No

GREEN PARK		
Gate	**Description**	**Power and Mounts**
Queen's Walk /The Mall	Traffic gate with lock	No
Queen's Walk South	Open access – gap in waist high railings	No
Queen's Walk – opposite Stornaway House	Open access – gap in waist high railings	No
Queen's Walk North	Open access – gap in waist high railings	No
Queen's Walk - Piccadilly	Traffic gate with lock	No
Green Park tube	Open access, but gate closed by underground outside tube opening hours	Possible
Piccadilly – east of Broad Walk	Traffic gate with lock	No

GREEN PARK		
Gate	**Description**	**Power and Mounts**
Devonshire Gate	18th century (1730) decorative double wrought iron gate flanked by stone pillars – permanently locked	No
Piccadilly – west of Broad Walk	Traffic gate with lock	No
Piccadilly – opposite Brick Street	Wrought iron gate with lockable bolt set into tightly barred wrought iron fence	No
Duke of Wellington Place	Single wrought iron gate set into tightly barred wrought iron fence	No
Memorial Gate	Open access	Yes, junction box
Constitution Hill- west	Gap in waist high railing	No
Constitution Hill - centre	Gap in waist high railing	No
Constitution Hill - east	Single span steel swivel gate	No
Canada Gate	Open access to west – five double wrought iron gates – almost permanently locked – flanked by stone walls	Possibly
South & West Africa Gate	Open access – waist high rail to east	No

HYDE PARK		
Gate	**Description**	**Power and Mounts**
Queen Elizabeth Gates	Two double wrought iron traffic gates and two wrought iron pedestrian gates with locks	No
Achilles Way - statue	Open access – unclear boundary	No
Achilles Gate	Open access	Junction box
Curzon gate	Open access	No
Alford Street South Gate	Pedestrian wrought iron gate with lock	No
Grosvenor Gate	Wrought iron traffic gates with locks	No
Upper Brook Street Gate	Wrought iron traffic gates with locks	No
Speakers' Corner	Two pedestrian gates with locks	No

HYDE PARK		
Gate	**Description**	**Power and Mounts**
Cumberland Gate	Pedestrian gate with lock	No
Stanhope Palace Gate	Pedestrian gate with lock	No
Albion Gate	Open access	No
Clarendon Gate	Two pedestrian and four traffic gates with locks	No
Victoria Gate/North Carriage Drive	Two wrought iron traffic gates with locks	No
Victoria Gate	Two pedestrian gates	Junction box
West Carriage Drive	Open access to Policeman's Path	No
Car Park	Two open access points and one open access to Serpentine	No
North Serpentine Tunnel	Open access to Kensington Gardens	No
South Serpentine Tunnel	Open access to Kensington Gardens	No
West carriage Drive – café – Alexandra Gate	Open access with flower bed in south section	No
Alexandra Gate	Double traffic gate with locks	No
Kingston Gate	Double wrought iron traffic gate with locks	No
Prince of Wales Lodge West	Private locked gate	Possibly
Prince of Wales Gate	Two double traffic gates and two pedestrian gates – cables on pillar	Possibly
Rutland Gate	Double wrought iron gate with padlock	No
Hyde Park Barracks	Three steel security gates under armed forces management	Yes
Edinburgh Gate	Double wrought iron gate – signs indicate City of Westminster	No
One Hyde Park Corner construction site	Three temporary gates	No
Mandarin Hyde Park	One steel private gate under management of hotel	No
Albert Gate	Two double wrought iron traffic gates and three single pedestrian gates with locks	No
White Horse Gate	Double wrought iron gate	No
Three Tube gates	Two have open access and one has a double wrought iron gate	

HYDE PARK		
Gate	**Description**	**Power and Mounts**
Hyde Park Corner	Three wrought iron double pedestrian gates and two single pedestrian gates	No

KENSINGTON GARDENS		
Gate	**Description**	**Power and Mounts**
Westbourne Gate West Carriage Drive	Double traffic gate with lock	Possibly from Lodge
Westbourne Gate Bayswater Road	Single pedestrian gate with lock	Possibly from Lodge
Marlborough Gate	Pedestrian gate with lock	No
Lancaster Gate	2 pedestrian and 1 traffic gate with lock	No
Dorchester Gate	Pedestrian gate with lock	No
Inverness Terrace Gate	Pedestrian gate with lock	No
Bayswater Road conveniences access	Pedestrian gate with lock	Possibly
Black Lion Gate	Traffic gate with lock and revolving pedestrian gate	No
Orme Square Gate	Traffic gate with lock and pedestrian gate	No
Studio Gate	Pedestrian gate with lock	No
King's Arms Gate	Pedestrian gate with lock	No
Victoria Road Gate	Pedestrian gate with lock	No
Palace Gate	Traffic gate with lock	No
Hyde Park Gate	Pedestrian gate with lock	No
Queen's Gate	Traffic gate with lock	No
Albert Approach West	Pedestrian gate with lock	No
Albert Approach Centre	3 traffic gates and 2 pedestrian gates	2 junction boxes
Alexandra Gate	2 double traffic gates across road	Possibly
Coalbrookdale Gate	Elaborate wrought iron gate: 2 double traffic gates with locks and 2 pedestrian gates with locks	No
Mount Gate	Double traffic gate with padlock	No
Serpentine Gallery Access	Double traffic gate with padlock	No
Temple Gate	Double traffic gate with padlock and turnstile exit only gate	No
Serpentine Bridge	Open access under bridge on both banks	No

KENSINGTON GARDENS		
Gate	**Description**	**Power and Mounts**
Magazine Gate	Double traffic gate with padlock	No
The Magazine	4 double gates but no public access	Possibly
Buckhill Dog Gate	Single pedestrian gate with lock	No
Buckhill Dog Gate North	Single pedestrian gate with lock	No

THE REGENT'S PARK		
Gate	**Description**	**Power and Mounts**
Broad Walk/Chester Road Cow & Bean	Double wrought iron traffic gate with central pillar Padlock	No power Sign post possible mount
Chester Road/English Garden	Double wrought iron traffic gate with central pillar Padlock	No
Chester Road/English Garden (East)	Single wrought iron gate Two wrought iron posts Padlock	No
Chester Road, Sports Field (East)	Single wrought iron gate Two wrought iron posts Padlock	No
Cumberland Terrace/Outer Circle	Single wide wrought iron traffic gate Padlock	No
Cumberland Terrace/Outer Circle (North)	Single wrought iron gate Two wrought iron posts Padlock	No
Gloucester Gate	Single wide wrought iron traffic gate Padlock	No
St Mary's Bridge Gate	Double wrought iron traffic gate with central pillar Padlock	No mount Black junction box (locked)
Primrose Hill Bridge Gate	Double wrought iron traffic gate with central pillar Padlock	No
North of park Outer circle West of tennis courts	Wide single wrought iron gate Permanently padlocked	No
North of park Outer circle	Wide single wrought iron gate Permanently padlocked	No

THE REGENT'S PARK		
Gate	**Description**	**Power and Mounts**
Second gate west of tennis courts		
Running track gate	Single wrought iron pedestrian gate Padlock	No
Running track gate	Wide wrought iron traffic gate Permanently padlocked	No
Macclesfield Bridge Gate	No entrance to inner park Wide single wrought iron traffic gate on outer circle	Power assisted gate No mount
Charlbert Street Bridge	Single wide wrought iron traffic gate Padlock	No mount Black junction box (locked)
London Central Mosque	Double wrought iron traffic gate with no central pillar Padlock	No
Hanover Gate	Double wrought iron traffic gate with no central pillar Padlock	No
Tent Gate	Single wide wrought iron traffic gate Padlock	No
Clarence Gate	Double wrought iron traffic gate with central pillar Padlock	No
York Terrace Gate	One small wrought iron pedestrian gate Padlock	No
York Bridge Road (West)	Small double wrought iron gate Padlock	No
York Bridge Road (East)	Small double wrought iron gate Padlock	No
Park Square (West)	Small double wrought iron gate Padlock	No
Park Square Gate/English Garden	Double wrought iron traffic gate with central pillar Padlock	No
St Andrew's Gate	Double wrought iron traffic gate with central pillar Padlock	No
Chester Walk Gate	Small double wrought iron gate Padlock	No
Entrance to Tennis Court	Small double wrought iron gate Padlock	No
York Road Bridge (North	Wide single wrought iron gate	No

THE REGENT'S PARK		
Gate	**Description**	**Power and Mounts**
of Boating Lake)	Padlock Regent's College Sign on Royal Parks property	
Pavilion Gate	Small double wrought iron gate Padlock	No
Pavilion Service Gate	Small double wrought iron gate Padlock	No
Jubilee Gate	Ornamental gate with gilded wrought iron Large double traffic gate (lockable) flanked by two single pedestrian gates (lockable)	Possible mount on stone column Green junction box beside east column
Garden Café/Inner Circle	Wide single wrought iron gate Padlock	No mount Power from café?
Garden Café/Inner Circle/Steps	Wide single wrought iron gate Padlock	No mount Power from café?
Garden Café/Inner Circle/Service Gate	Small double wrought iron gate Padlock Not used by visitors?	No mount Power from café?
Holme Green Gate	Wide single wrought iron gate Padlock	No mount Power from kiosk?
Open Air Theatre	Wide single wrought iron gate Shut with bolt (padlock nearby – unused) Visitors inside theatre area	No
Open Air Theatre Staff Entrance	Small double wrought iron gate kept shut with bolt (padlock nearby) Padlock Not used by visitors?	Possible mount and power source
Gate leading to Long Bridge	Double wrought iron gate with no central pillar Padlock	No
Chester Road Gate	Ornamental jubilee gate with gilded wrought iron Double traffic gate (lockable) flanked by two (lockable) pedestrian gates No stone columns	No
Chester Road/Marylebone Green	Double wrought iron gate with no central pillar	No

PRIMROSE HILL		
Gate	**Description**	**Power and Mounts**
Prince Albert Road Gate	No gate Wrought iron fence	No
Ormond Terrace Gate	No gate Wrought iron fence	No
Avenue Road Gate 1 wrought iron gate	Single wrought iron gate Shut with bolt	No
West of Avenue Road Gate	Entrance step with no gate Flanked by privet hedge	No
Prince Albert Road	No gate Wrought iron fence	No
Regent's Park Road (South) Gate	No gate Wrought iron fence	No
Regent's Park Road (North) Gate	No gate Wrought iron fence	No
Primrose Hill Road (South) Gate	No gate Wrought iron fence	No
Primrose Hill Road (Centre) gate	No gate Wrought iron fence	No
Primrose Hill Road (North)	No gate Wrought iron fence	No
Elsworthy Terrace Gate	No gate Wrought iron fence	No

GREENWICH PARK		
Gate	**Description**	**Power and Mounts**
St Mary's Gate	Wide span wrought iron traffic gate 2 brick columns 3 hinged pedestrian gates	No
Circus Gate	1 hinged wrought iron gate between two brick pillars	No
King George Street Gate	1 hinged wrought iron gate Not covered	No
Crooms Hill Gate	1 hinged wrought iron gate set into wall	Possible mount on archway

GREENWICH PARK		
Gate	**Description**	**Power and Mounts**
	Covered by brick arch	
The Ranger's House	3 wrought iron double gates into rose garden Gates are supported by low iron pillars	No
Chesterfield Gate	1 hinged wrought iron gate Wrought iron archway Two brick pillars flank path leading to gate	No
Blackheath Gate	2 double wrought iron traffic gates 2 single wrought iron pedestrian gates with bar across top 6 brick pillars	No
Vanbrugh Park Gate	1 hinged wrought iron gate set into wall Covered by brick archway	Possible mount on archway
Maze Hill Gate	1 hinged wrought iron gate set into elaborate brick archway	Possible mount on archway
Maze Hill House Gate	1 hinged wrought iron gate with wrought iron arch 2 brick column	Possible mount on column
Creed Park Gate	1 hinged wrought iron gate in wrought iron fence	No
Park Row Gate	Wrought iron traffic gate set in wrought iron fence 1 wrought iron pedestrian gate	No
National Maritime Museum Gate	Double traffic gate set into wrought iron fence Not under Royal Parks Management	No
National Maritime Museum Gate (West)	Double traffic gate set into wrought iron fence No under Royal Parks Management	No

GREENWICH PARK		
Gate	**Description**	**Power and Mounts**

RICHMOND PARK		
Gate	Description	Power and Mounts
Ladderstyle Gate	Double wooden traffic gate Wooden pedestrian gate (boarded up) Wooden pedestrian gate (closed) Shut with padlocks	5 brick pillars Possible power source in wall mounted phone box
East of Ladderstyle	Double wooden traffic gate (private) 50 metres to east	No
East of Ladderstyle	Double wooden traffic gate (private) another 50 metres to (overgrown)	No
Robin Hood gate	2 double wrought iron traffic gates 2 single wrought iron pedestrian gates Secured with padlocks	Junction box to east of gate Small wooden park lodge to west has power supply and low window
East of Robin Hood	Single wrought iron gate Locked with padlock Leads to house and bridge	No
Concrete Bridge	Double tubular framed iron gate Not in use and secured with padlock	No
Entrance to golf course and driving range	Double tubular framed iron gate In use and secured with bolt and padlock Cattle grid	No
Golf Course Entrance	1 wrought iron single pedestrian gate Double wrought iron gate permanently padlocked Double wrought iron traffic gate with cattle grid Small wrought iron pedestrian gate leads on to golf course	Power source in Golf Course buildings and public conveniences
Roehampton Gate	2 wrought iron double traffic gates 2 single wrought iron	No obvious mounts Possible brick junction box in garden

	pedestrian gates Wooden double gate to lodge	Power source in Roehampton Lodge CCTV beside lodge covering lane
East Sheen Gate	1 single wooden gate to lodge 1 double wooden gate to lodge 2 double wrought iron traffic gates 3 wrought iron single pedestrian gates	3 brick pillars Power source in emergency phone
Bog Gate	Double wooden traffic gate – permanently padlocked and overgrown 1 wrought iron single pedestrian gate	3 brick pillars No power
Cambrian Gate	2 single wrought iron pedestrian gates	2 brick pillars No power
Bishop's Gate	1 single wrought iron pedestrian gate	2 brick pillars No power
Richmond Gate	3 double wrought iron traffic gates 2 wrought iron single pedestrian gates	6 stone pillars Power source in emergency telephone
Gate near The Dysart	Double wooden gate	No
Petersham Gate	1 wrought iron single pedestrian gate	No obvious mounts Power source in public convenience
"Golf Course Gate" (Between Ham and Petersham Gates)	1 single tubular steel pedestrian gate with bolt and padlock	No
Ham Gate	1 double wrought iron traffic gate 2 wrought iron single pedestrian gates	2 lanterns on gate pillars (possible mounts and sources of power)
Kingston Gate	2 double wrought iron traffic gate 2 wrought iron single pedestrian gates Secure with padlocks	2 brick pillars Large junction box

BUSHY PARK		
Gate	**Description**	**Power and Mounts**
Hampton Court Gate	2 decorative double wrought iron traffic gates and 1 single wrought iron pedestrian gate. 4 wrought iron decorative	Possible power source in huts and gate furniture is suitable for mounting.

BUSHY PARK		
Gate	**Description**	**Power and Mounts**
	pillars. There are both locks and padlocks	
Private Gates (No external connection and no public access)	3 wooden traffic gates marked private	No
Royal Paddock (No external connection and no public access)	1 double wooden traffic gate (locked) set in brick wall (no arch); 1 steel gate with horizontal bares (locked) set in steel cable fence; 1 double wooden traffic gate with lock and handle	No, though steel gate leads to house that has electricity
Church Grove Gate	1 double wrought iron traffic gate with padlock; I single wrought iron pedestrian gate without lock	No, but sufficient furniture for mounts
Hampton Wick Sports Club Gate	1 double wooden traffic gate with padlock. Seems to be managed by club, but health and safety message from DCMS is posted nearby.	No and mounting sensors may no be easy
Hampton Wick Gate	1 single wrought iron pedestrian gate set in brick archway (no lock, but locking times indicated)	No, but sufficient furniture for mounts
Sandy Lane Gate	1 single wrought iron pedestrian gate set in brick archway (no lock, but locking times indicated)	No, but sufficient furniture for mounts
SHAEF Gate	1 single wrought iron pedestrian gate set in brick archway (no lock, but locking times indicated)	No, but sufficient furniture for mounts
Teddington Gate Lodge (No external connection and no public access)	1 double wooden traffic gate to rear garden; 1 wrought iron garden gate to front garden	Power in house
Teddington Gate	2 decorative double wrought iron traffic gates; 2 wrought iron pedestrian gates; brick pillars either side and 3 wrought iron columns in between (locks uncertain, but locking times indicated)	Power source on pillar and in hut; sufficient furniture for mounts
Guns Lodge (Access to Bushy House and no public access)	1 decorative arrowhead wrought iron traffic gate; 2 wrought iron pedestrian	CCTV mentioned on sign

BUSHY PARK		
Gate	**Description**	**Power and Mounts**
	gate; 2 wrought iron columns	
Sports Ground Wood (Public access unclear and no external connection)	1 single steel mesh gate flanked by concrete posts (permanently locked); 1 steel ladder gate (climbed to ease congestion); 1 double steel traffic gate (no lock); 1 steel ladder gate; 1 steel ladder gate; 1 steel ladder gate	No power; mounts difficult
Proposed Gate (Leading to Sports Ground)	Paths lead up to proposed gate that will presumably be cut in brick wall	No
Coleshill Gate	1 single wrought iron pedestrian gate set in brick archway with lock	No, but sufficient furniture for mounts
Blandford Road gate	1 single wrought iron pedestrian gate set in brick archway with padlock	No, but sufficient furniture for mounts
Laurel Road Gate	1 single wrought iron pedestrian gate (or possibly double with one side working) set in brick wall with padlock	No, but sufficient furniture for mounts
Hampton Hill New Gate	1 single wrought iron pedestrian gate set in brick archway with padlock	No, but sufficient furniture for mounts (nearby cricket club building may have power)
Hampton Hill Gate	1 double wrought iron traffic gate (electronically operated); 1 single wrought iron pedestrian gate; 3 brick columns	Yes, and sufficient furniture for mounts
Private Mansion (No external connection and no public access)	1 double decorative steel gate opened electronically	Yes
Upper Lodge Mews (No external connection and no public access)	1 double wooden traffic gate; 5 wooden garden gates to houses; cattle grid leading to courtyard	No
Woodland Gardens (Public access leading to external connection via Duke's Head Passage)	1 steel mesh gate with padlock; 1 steel and wood double traffic gate with padlock and 1 wood pedestrian gate supported by steel pillars with padlock; 1 steel and wood double traffic	No, and mounts no easy

BUSHY PARK		
Gate	**Description**	**Power and Mounts**
	gate with padlock and 1 wood pedestrian gate supported by steel pillars with padlock; 1 wood pedestrian gate supported by steel pillars with padlock	
River Lodge (No external connection and no public access)	1 wooden pedestrian gate; 1 double wooden traffic gate	No (power in house)
Duke's Passage Gate	1 single wrought iron pedestrian gate set in brick archway with bolt	No, but sufficient furniture for mounts
Stockyard (No public access to park)	3 traffic gates	No
Hampton Gate	1 single wrought iron pedestrian gate set in brick archway with bolt	No, but sufficient furniture for mounts
Barrack Gate	1 double wrought iron traffic gate with padlock; 1 single wrought iron pedestrian gate with bolt; 3 brick columns	No, but sufficient furniture for mounts

APPENDIX C

1.0 FORECAST VISITOR NUMBERS

6.1 Introduction

In this section a forecast is made of the future visitor numbers to Marble Hill to both the park and to the house. This forecast is based upon a combination of methods using previous English Heritage research, estimates from other recently funded HLF Parks for People projects and a penetration rate analysis. The combination of approaches provides a robustness and series of checks to the likely forecast numbers.

6.2 Existing Numbers

As noted in Section Two, current visitor numbers to the park are estimated to be in the region of 695,000. Visitor numbers were estimated using a recognised market research process that established the number of daily visitors to Marble Hill. Assessments were then made of known monthly variances from other sites to produce the annual figure. Whilst the figures produced are for 2015 only, they represent an appropriate baseline from which to estimate future visitor numbers.

Visitor numbers to the house have been recorded. Since the operational changes in 2011 that allowed summer weekend guided access only, the numbers have been low. Visitor numbers are in the region of 2,900 annually.

6.3 Forecast Visitor Numbers

6.3.1 First Round HLF Application Estimates

At the time of the first round application an uplift in park visitor numbers by 10% was forecast. This resulted in an increase of 69,500 to total park visitors of 764,500. It was anticipated that this increase would be achieved through higher and more frequent levels of repeat visits amongst existing users. After the first year of opening a year on year increase of 2% was predicted that results in a figure of 806,139 annual visitors by 2020.

An estimate was made of the increase in visitors to Marble Hill House with key factors to the change in numbers outlined as follows:

- The introduction of Free Entry and Free Flow (as opposed to guided tour only)
- A significant increase in opening hours – 5 days a week April-October inclusive and weekend opening in the winter season.
- The re-presentation of the house which will as a result tell a far more engaging story than is currently the case.
- An events programme which will attract a whole new family focussed audience.

- Increased publicity about Marble Hill.

The increase in visitor numbers was then broken down as follows:

TABLE 6.1 FIRST ROUND APPLICATION HOUSE VISITOR ESTIMATES	
New Visitors Category	**Visitor Numbers**
5% conversion rate of 764,500 park users	38,225
English Heritage Members of whom 250,000 live in London	20,000
New Visitors to Marble Hill from outside area (Existing visitors to other local attractions who now choose to visit Marble Hill due to improved offer)	12,500
New Visitors to Twickenham Riverside as a direct result of new regional attractions joint publicity who choose to visit Marble Hill House	10,306
Total House Visitors	**84,000**

The resulting estimate of 84,000 house visitors is a conversion rate of 10.9% from the new increased visitor numbers to the park.

6.3.2 Comparator Site Visitor Number Estimates

As noted in the State of UK Parks report 2016, since 1996 approximately £850 million has been invested n public parks projects by the Heritage Lottery Fund and latterly with support from the Big Lottery Fund. Approximately 140 parks projects have contributed to a recent monitoring and evaluation process that has been carried out to understand the impact of the money invested. This should provide some indication of the likely increase in visitor numbers that should be expected. However one of the difficulties of interpreting any data is that it is not clear how robust the baseline data was from which reopening visitor figures are then recorded and benchmarked. As a further variable an analysis has also not been carried out on the relative impacts of closing the whole park whilst work is carried out, when compared to the impact of a phased approach to capital works where the public can continue to access the site. In addition, little information is available about the impacts of the delivery of an HLF funded Activity Plan on visitor numbers.

Overall in the United Kingdom there are relatively few parks that report their visitor numbers. Recent projects include:

- Rouken Glen on the outskirts of Glasgow reported a 21.5% uplift in numbers
- Duthie Park in Aberdeen reported a 53.3% uplift in visitor numbers
- Avenham and Millar Park near Preston recorded a 12% uplift in visitors to the park

Whilst these figures vary greatly it is generally considered valid that parks over the life of an HLF project achieve an average 10% uplift in numbers. This correlates with the estimates to follow here and those made in the first round application and listed in Section 6.3.1. Experience shows though that the first and second year of opening will show particular peaks in visitation. The forecast visitor numbers are therefore as follows:

TABLE 6.2
VISITOR NUMBERS HOUSE AND PARK

	CURRENT	HLF SUPPORTED				OPERATIONAL				
	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Park High Season (6 months)	463,333	421,212	421,212	537,467	528,200	518,933	509,667	519,860	530,257	540,862
Park Low Season (6 months)	231,667	210,606	210,606	268,733	264,100	259,467	254,833	259,930	265,129	270,431
Total Park Visitors	**695,000**	**631,818**	**631,818**	**806,200**	**792,300**	**778,400**	**764,500**	**779,790**	**795,386**	**811,294**
House Visitors % of High Season	2,940	2,940	22,565	67,183	52,820	51,893	50,967	51,986	53,026	54,086
Daily Rate 7 months 5 day opening	n/a	n/a	148	442	348	341	335	342	349	356

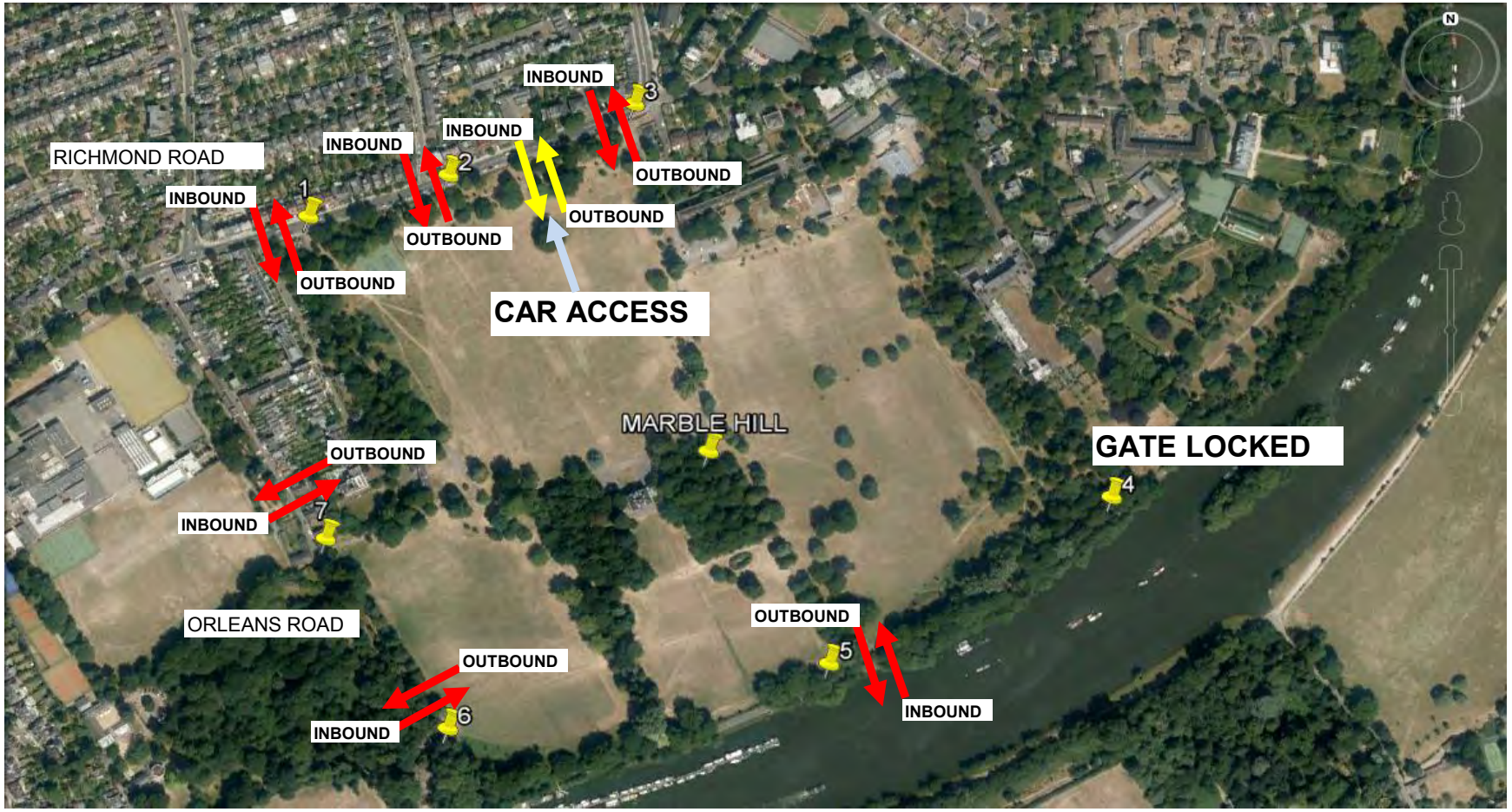
The figures in Table 6.2 are explained as follows:

- Whilst there is a previous understanding of visitor numbers from 2015, detailed patterns of previous visits are not available. An assumption is made therefore that the high season achieves two thirds of total visitor numbers, with the remaining one third visiting in the low season. The resulting total park visitors are emboldened.
- The house will be open for an approximate 7 month period from April until October for 5 days each week. This results in a total of 152 days open. At this stage of analysis it is necessary therefore to base visitors to the house on the high season visitors to the park.
- 2017/18 – depending on when work starts on site an approximate 10% decrease in visitors is predicted for the park whilst work is carried out. It is assumed that the house will remain open and delivering guided tours whilst the capital works team are mobilised which will allow for a full season at current levels.
- 2018/19 - whilst work is taking place further disruption to visitor numbers will be experience and a continuation of the 10% decrease in numbers is predicted for the park. On the basis that the house reopens in August 2018 it is assumed that there will be three full months of opening with the new offer achieving visitor numbers of 22,565.
- 2019/20 - a 16% uplift on previous visitor figures signified by the first full year of the reopening of a much improved Marble Hill Park, with a reinstated historic landscape, new facilities and the implementation of a new and innovative activity plan. There is likely to be considerable interest in the house offer and it is anticipated that there will be a 12.5% conversion from the high season park visitors to achieve approximately 67,000 visitors to the house.
- 2020/21 – for the park a 14% uplift on pre-restoration visitor figures reflects a likely drop from the first year peak of interest. Visitors to the house also make a modest reduction falling to a steady state 10% conversion from high season visitor numbers.

- 2021/22 – a 12% increase in park visitors from pre-restoration visitor figures with visitors to the house remaining at a conversion rate of 10% from park visitors.
- 2022/23 – a steady state year with visitors to the park as a 10% increase from pre-restoration visitor figures
- 2023/24 onwards – a 1% increase in visitors to the park for each subsequent year.

APPENDIX D

Quality Traffic Surveys	**CLIENT:** ENGLISH HERITAGE	**REFERENCE NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** BOTH DAYS
	PROJECT DESCRIPTION: PEDS MARBLE HILL PARK - SITE PLAN	



CLIENT: ENGLISH HERITAGE **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES **DATE:** FRIDAY 30TH JUNE 2017

PROJECT DESCRIPTION: PEDS MARBLE HILL PARK

	ACCESS 1		ACCESS 2		ACCESS 3		ACCESS 4		ACCESS 5		ACCESS 6		ACCESS 7		CAR PARK ACCESS	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
12:00 : 12:15	13	10	1	6	31	2	NOT OPEN		6	8	11	4	1	5	0	3
12:15 : 12:30	4	10	2	3	0	5			4	10	13	12	5	7	0	1
12:30 : 12:45	3	9	3	0	9	10			5	6	10	7	1	1	2	4
12:45 : 13:00	10	4	2	4	3	2			6	0	0	5	1	11	0	3
TOTAL	30	33	8	13	43	19	0	0	21	24	34	28	8	24	2	11
13:00 : 13:15	26	6	6	1	4	2			2	7	3	5	7	8	2	3
13:15 : 13:30	9	21	2	5	8	4			4	5	4	1	7	1	3	5
13:30 : 13:45	7	13	3	2	10	9			1	17	6	5	4	2	3	4
13:45 : 14:00	63	10	6	4	14	1			3	2	2	2	0	1	2	4
TOTAL	105	50	17	12	36	16	0	0	10	31	15	13	18	12	10	16
14:00 : 14:15	5	3	2	0	6	10			7	6	6	6	8	5	4	4
14:15 : 14:30	4	5	2	4	21	3			7	6	6	12	5	5	5	0
14:30 : 14:45	15	10	0	1	11	1			4	9	5	4	3	1	4	2
14:45 : 15:00	15	66	0	1	7	2			5	7	3	3	1	5	3	0
TOTAL	39	84	4	6	45	16	0	0	23	28	20	25	17	16	16	6
15:00 : 15:15	25	4	6	3	3	12			7	14	11	16	8	3	3	1
15:15 : 15:30	30	18	0	1	7	9			17	4	8	3	5	6	1	2
15:30 : 15:45	27	14	7	2	8	6			4	14	2	10	15	5	2	0
15:45 : 16:00	49	16	0	0	7	19			12	8	2	16	7	9	3	1
TOTAL	131	52	13	6	25	46	0	0	40	40	23	45	35	23	9	4
DAILY TOTAL	305	219	42	37	149	97	0	0	94	123	92	111	78	75	37	37
GRAND TOTAL	**TOTAL INCOMING**		**797**	**TOTAL OUTGOING**		**699**										

CLIENT: ENGLISH HERITAGE **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES **DATE:** SATURDAY 1ST JULY 2017

PROJECT DESCRIPTION: PEDS MARBLE HILL PARK

	ACCESS 1		ACCESS 2		ACCESS 3		ACCESS 4		ACCESS 5		ACCESS 6		ACCESS 7		CAR PARK ACCESS	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
12:00 : 12:15	12	15	1	2	12	15	NOT OPEN		8	4	11	9	4	7	0	2
12:15 : 12:30	7	10	3	2	10	10			18	6	8	15	7	10	1	2
12:30 : 12:45	11	4	1	0	10	5			14	14	5	7	4	9	0	3
12:45 : 13:00	16	5	6	2	8	10			14	8	3	24	7	8	1	2
TOTAL	46	34	11	6	40	40	0	0	50	24	27	55	22	34	2	9
13:00 : 13:15	10	19	4	2	4	5			8	6	5	11	6	4	1	4
13:15 : 13:30	28	11	1	3	4	17			13	8	8	22	6	12	2	4
13:30 : 13:45	16	11	1	1	11	7			14	10	16	27	10	7	2	6
13:45 : 14:00	18	9	5	2	16	16			16	14	5	12	11	9	4	3
TOTAL	72	50	11	8	35	45	0	0	54	41	34	72	33	32	9	17
14:00 : 14:15	28	5	1	0	7	10			14	12	12	8	10	9	5	3
14:15 : 14:30	27	18	1	1	10	5			5	18	7	16	13	8	4	2
14:30 : 14:45	14	9	3	1	18	17			18	29	13	12	16	13	3	1
14:45 : 15:00	29	23	2	3	8	16			14	16	8	27	11	11	4	1
TOTAL	98	55	7	5	43	48	0	0	44	72	40	63	50	41	16	7
15:00 : 15:15	27	14	4	2	17	22			23	17	10	10	11	11	2	2
15:15 : 15:30	17	10	1	5	14	9			18	17	14	18	10	6	2	1
15:30 : 15:45	25	8	2	1	7	4			10	22	21	29	12	15	1	1
15:45 : 16:00	10	7	1	1	6	7			17	14	8	23	9	8	2	0
TOTAL	79	39	8	9	44	42	0	0	74	78	53	80	42	40	7	4
DAILY TOTAL	295	178	37	28	162	175	0	0	222	215	154	270	147	147	34	37
GRAND TOTAL	TOTAL INCOMING		1051	TOTAL OUTGOING		1050										

CLIENT: ENGLISH HERITAGE **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES **DATE:** FRIDAY 30TH JUNE 2017

PROJECT DESCRIPTION: VEHICULAR MOVEMENTS- MARBLE HILL PARK

	INBOUND							OUTBOUND						
	CAR	LGV	OGV1	OGV2	PSV	M/C	CYCLE	CAR	LGV	OGV2	OGV2	PSV	M/C	CYCLE
12:00 : 12:15	5	0	0	0	0	0	0	12	0	1	0	0	0	0
12:15 : 12:30	5	1	0	0	0	0	0	4	0	0	0	0	0	0
12:30 : 12:45	2	0	0	0	0	0	0	7	1	1	0	0	0	0
12:45 : 13:00	4	0	0	0	0	0	1	3	0	0	0	0	0	0
TOTAL	16	1	0	0	0	0	1	26	1	2	0	0	0	0
13:00 : 13:15	2	0	0	0	0	0	0	1	0	0	0	0	0	0
13:15 : 13:30	3	0	0	0	0	0	0	4	2	0	0	0	0	0
13:30 : 13:45	4	1	0	0	0	0	0	3	0	0	0	0	0	0
13:45 : 14:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL	10	1	0	0	0	0	0	11	2	0	0	0	0	0
14:00 : 14:15	4	1	0	0	0	0	0	1	0	0	0	0	0	0
14:15 : 14:30	6	0	0	0	0	0	0	1	1	0	0	0	0	0
14:30 : 14:45	2	1	0	0	0	0	0	1	1	0	0	0	0	0
14:45 : 15:00	4	1	0	0	0	0	0	5	1	0	0	0	0	0
TOTAL	16	3	0	0	0	0	0	8	3	0	0	0	0	0
15:00 : 15:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0
15:15 : 15:30	3	0	0	0	0	0	0	7	2	0	0	0	0	0
15:30 : 15:45	5	0	0	0	0	0	0	3	0	0	0	0	0	0
15:45 : 16:00	5	0	1	1	0	0	0	6	0	0	0	0	0	0
TOTAL	16	0	1	1	0	0	0	19	2	0	0	0	0	0
DAILY TOTAL	58	5	1	1	0	0	1	64	8	2	0	0	0	0
GRAND TOTAL	**66**							**74**						

CLIENT: ENGLISH HERITAGE **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES **DATE:** SATURDAY 1ST JULY 2017

PROJECT DESCRIPTION: VEHICULAR MOVEMENTS- MARBLE HILL PARK

	INBOUND							INBOUND						
	CAR	LGV	OGV1	OGV2	PSV	M/C	CYCLE	CAR	LGV	OGV1	OGV2	PSV	M/C	CYCLE
12:00 : 12:15	7	0	0	0	0	0	0	6	1	0	0	0	0	0
12:15 : 12:30	5	0	0	0	0	0	0	6	1	0	0	0	0	0
12:30 : 12:45	5	0	0	0	0	0	0	3	0	1	0	0	0	0
12:45 : 13:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0
TOTAL	24	0	0	0	0	0	0	22	2	1	0	0	0	0
13:00 : 13:15	16	0	0	0	0	0	0	14	0	0	0	0	0	0
13:15 : 13:30	4	0	0	0	0	0	0	9	2	0	0	0	0	0
13:30 : 13:45	6	0	0	0	0	0	0	3	0	0	0	0	0	0
13:45 : 14:00	9	1	1	0	0	0	0	8	0	0	0	0	0	0
TOTAL	35	1	1	0	0	0	0	34	2	0	0	0	0	0
14:00 : 14:15	5	0	0	0	0	0	0	6	1	0	0	0	0	0
14:15 : 14:30	5	0	0	0	0	0	0	4	0	0	0	0	0	0
14:30 : 14:45	0	0	1	0	0	0	0	3	0	0	0	0	0	0
14:45 : 15:00	8	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	18	0	1	0	0	0	0	17	1	0	0	0	0	0
15:00 : 15:15	3	0	0	0	0	0	0	5	0	0	0	0	0	0
15:15 : 15:30	5	0	0	0	0	0	0	6	0	0	0	0	0	0
15:30 : 15:45	3	0	0	0	0	0	0	6	0	2	0	0	0	0
15:45 : 16:00	3	1	0	0	0	0	0	6	1	0	0	0	0	0
TOTAL	14	1	0	0	0	0	0	23	1	2	0	0	0	0
DAILY TOTAL	91	2	2	0	0	0	0	96	6	3	0	0	0	0
GRAND TOTAL	**95**							**105**						

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW122HL	TW122HL				
5. PURPOSE OF VISIT	WALK AOURND	WALK AOURND				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	10					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	ANS PRIMARY SCHOOL					
5. PURPOSE OF VISIT	AFTER SCHOOL FUN					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW11LX	TW11LX				
5. PURPOSE OF VISIT	ADVENTURE PLAYGRO	ENTURE PLAYGROUND				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	HONES ON WALK	HONES ON WALKED OFF				
5. PURPOSE OF VISIT	ADVENTURE PLAYGRO	ENTURE PLAYGROUND				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)					/	
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW11LX	2 TW11LX	3 TW11LX	4 TW11LX	5 TW11LX	6
5. PURPOSE OF VISIT	1 ADVENTURE PLAYGRO	2 ENTURE PLAYGRO	3 ENTURE PLAYGRO	4 ENTURE PLAYGRO	5 ENTURE PLAYGROUND	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13EX	2 TW13EX	3	4	5	6
5. PURPOSE OF VISIT	1 PLAY	2 PLAY	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW14PM	2	3	4	5	6
5. PURPOSE OF VISIT	1 LEISURE	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13EG	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOGS AND LITTLE ONE	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13EJ	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK AROUND	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 STOP BABY WILL WAKE	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK GRANDCHILD	2	3	4	5	6

1. GROUP SIZE (TICK)	1 10	2	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ORLEANS SCHOOL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	UB77UA	UB77UA	UB77UA	UB77UA	UB77UA	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CHECKING OUT PA	HECKING OUT PA	HECKING OUT PA	HECKING OUT PA	HECKING OUT PARK	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13DJ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	ART CENTRE GALLERY WORKS					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	NO TIME	NO TIME				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEETING	MEETING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CYCLIST	CYCLIST				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DID NOT STOP	DID NOT STOP				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CYCLE RIDE	CYCLE RIDE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ON PHONE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	60					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ANS PRIMARY SCHOOL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SPORTS DAY					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CYCLE					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WOULD NOT STOP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PARK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14BZ	TW14BZ				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLAY SCHOOL ROUND C	CHOOL ROUND CORNER				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DA82BU					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK THROUGH					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12DJ	TW12DJ				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FRESH AIR	FRESH AIR				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13EW					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SPORTS					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12NQ	TW12NQ				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RECREATION * NOT COMMTION * NOT COMMERICAL					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	GU148NZ	GU148NZ	GU148NZ			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	VISITING CHILDREN RUN A	CHILDREN RUN A	CHILDREN RUN AROUND			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11RE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13EU					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW106EP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13EQ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13AJ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13HS					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13HY					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	)ESN'T UNDERTSA	)ESN'T UNDERTSAND				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PARK	PARK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BUS					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	W545L					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WORK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11HS					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12NQ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW77HT	TW77HT				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK WITH CHILD	WALK WITH CHILD				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	14					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ANS PRIMARY SCHOOL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SCH CHILDREN PE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11BJI	TW11BJI				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH	LUNCH				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW106QK					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12JU					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	SIGHT SEEING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	ALK FROM STATION					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	NE185PG					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEETING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	ALKED FROM OFFICE					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	CR5TP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CHILL OUT					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12NL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WORK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11JU					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK TO RICHMOND ALONG RIVERS					

Quality Traffic Surveys

CLIENT: VECTOS **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	WORK					
5. PURPOSE OF VISIT	LUNCH BREAK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	BIKE					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?						
5. PURPOSE OF VISIT	WALK DOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12LY	TW12LY	TW12LY			
5. PURPOSE OF VISIT	WALK DOG	WALK DOG	WALK DOG			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	BUS					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	2 STREETS AWAY					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW1	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 GW1T	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 ST MARGRETS	2 ST MARGRETS	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2 WALK DOG	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 SE279RP	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK FROM WORK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 T2LY	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	NDYCOOMBE ROAD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK	CAR PARK				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK WITH CHILD	WALK WITH CHILD				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLEASURE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12NQ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR	CAR		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW5	TW5	TW5	TW5		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TAKE CHILDREN TO PLE	CHILDREN TO PLE	CHILDREN TO PLE	CHILDREN TO PARK		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	SCHOOL	SCHOOL	SCHOOL			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLAY FOOTBALL	PLAY FOOTBALL	PLAY FOOTBALL			

1. GROUP SIZE (TICK)	1	2	3	4	5	6

		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	OUND THE CORNE	OUND THE CORNER				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING HOME FORM S	NG HOME FORM SCHOOL				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	BIKE				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TAKE CHILD FOR A BIKE	CHILD FOR A BIKE RIDE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	UP THE ROAD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	TRAIN	TRAIN				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	PARK ROYAL	PARK ROYAL				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	VISIT FRIENDS	VISIT FRIENDS				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING HOME					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	SCHOOL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING THROUGH					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	OUSE NEXT TO PA	OUSE NEXT TO PARK				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	PLEASURE	PLEASURE				

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12DY					
5. PURPOSE OF VISIT	PASSING THROUGH					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1					
5. PURPOSE OF VISIT	PASSING THROUGH					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	BUS	BUS				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW14LY	TW14LY				
5. PURPOSE OF VISIT	PASSING THROUGH	PASSING THROUGH				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	TRAIN					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	RM7					
5. PURPOSE OF VISIT	FRIENDS					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	VAN					
3. IF BY CAR WHERE DID						

YOU PARK?	B					
4. WHERE HAVE YOU COME FROM?	1 CR04EH	2	3	4	5	6
5. PURPOSE OF VISIT	1 WORK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 TRAIN	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 DA82PV	2	3	4	5	6
5. PURPOSE OF VISIT	1 WORK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
5. PURPOSE OF VISIT	1 TRAINING	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW9	2	3	4	5	6
5. PURPOSE OF VISIT	1 PASSING	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 A	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW123AN	2	3	4	5	6
5. PURPOSE OF VISIT	1 FRIEND	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 LOCAL	2 LOCAL	3	4	5	6
5. PURPOSE OF VISIT	1 LUNCH	2 LUNCH	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	TRAIN					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RM39TH					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PARENTS					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	A					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW9					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BRIDGE CLUB					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12NQ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING	PASSING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING	PASSING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW123AN					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	TRAIN	TRAIN				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	GU1	NW10				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FRIENDS	FRIENDS				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14QX					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING THROUGH					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW1					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALKING DOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW13AP					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	PASSING					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW13DA					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	PASSING THROUGH					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW1					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	SPORTS DAY					

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW135PP	TW135PP				
5. PURPOSE OF VISIT	WALK DOG	WALK DOG				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW13EJ					
5. PURPOSE OF VISIT	WALK THROUGH					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW32DH					
5. PURPOSE OF VISIT	PICNIC					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW14SY					
5. PURPOSE OF VISIT	WALK DOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 STRAWBERRY LANE	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW119AZ	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK WITH BABY	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW25QH	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13AE	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13SN	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK WITH BABY	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 ROAD	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW31XP	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13EP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14PW					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DUBLIN					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	W54CS					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12LE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WD62ZG					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11RU					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14LY					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW113DG					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TOURIST	TOURIST				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WD62LE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW32JH	TW32JH				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK BABY	WALK BABY				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND	RICHMOND				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11RT	TW11RT				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW27QK					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WAK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	BUSHY PAL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	W42AE	W42AE				
5. PURPOSE OF VISIT	1	2	3	4	5	6

	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12HV					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	UNITED STATES	UNITED STATES				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	RUN					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUN					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW93BZ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TWICKENHAM					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW91VR					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	TOILET					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
						/
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BIKE	BIKE	BIKE	BIKE	BIKE	BIKE
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11JS	TW11JS	TW11JS	TW11JS	TW11JS	TW11JS
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CYCLE	CYCLE	CYCLE	CYCLE	CYCLE	CYCLE

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BIKE	BIKE	BIKE	WALK	WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW25DF	TW25DF	TW25DF	TW25DF	TW25DF	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PICNIC	PICNIC	PICNIC	PICNIC	PICNIC	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14HX	TW14HX	TW14HX	TW14HX		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK/CAFÉ	WALK/CAFÉ	WALK/CAFÉ	WALK/CAFÉ		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12NG					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TWICKENHAM	TWICKENHAM	TWICKENHAM			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK	WALK			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						

	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	TWICKENHAM	TWICKENHAM	TWICKENHAM			
5. PURPOSE OF VISIT	BABY	BABY	BABY			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	RUN					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	N4UP					
5. PURPOSE OF VISIT	RUN					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW26RN					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	KT5					
5. PURPOSE OF VISIT	LUNCH TIME WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	BIKE	BIKE				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?						
5. PURPOSE OF VISIT	LEISURE	LEISURE				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW13EN					
5. PURPOSE OF VISIT	FRESH AIR					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW13EL	2	3	4	5	6
5. PURPOSE OF VISIT	1 WANDER	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TWICKENHAM	2	3	4	5	6
5. PURPOSE OF VISIT	1 LUNCH TIME CHAT	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW106QY	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALKING DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW11LF	2 TW11LF	3	4	5	6
5. PURPOSE OF VISIT	1 BEAUTIFUL WALK	2 BEAUTIFUL WALK	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW26PH	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK LUNCH	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11JU					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RICHMOND RIVER					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ST MARGARETS	ST MARGARETS				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BUS	BUS				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	HOUNSLOW	HOUNSLOW				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	USA	USA				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	USA	USA				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND	RICHMOND				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	NANNY WALK	NANNY WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14HR					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12HE	TW12HE				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PEACE QUIET	PEACE QUIET				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	RUN					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14HR					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUNNING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	ROAD					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW27NW					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	ROAD					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW32DH					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14QA					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	RUN					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUNNING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	WOULD NOT SAY					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	SM12JA					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW11JX					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUNNING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW11TN					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUNNING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW12HQ	TW12HQ				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	CAR					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW14HR					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW14HA					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	RUN					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW12PY					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUNNING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	WOULD NOT SAY	WOULD NOT SAY				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12PO					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK ENJOYMENT					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	SCOOTER	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW14EZ	TW14EZ				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13EW	TW13EW				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT						
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12LU					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	DOWN THE ROAD					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW25AV					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?	ROAD					
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	RICHMOND					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG					

Quality Traffic Surveys

CLIENT: VECTOS **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	PUBLIC TRANSPOR	PUBLIC TRANSPORT				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW2 STU	TW2 STU				
5. PURPOSE OF VISIT	NICE DRINK AND WALK	NICE DRINK AND WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1 3DG					
5. PURPOSE OF VISIT	DOG WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?	TW1 1BJ					
4. WHERE HAVE YOU COME FROM? POSTCODE?						
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW1 3AR					
5. PURPOSE OF VISIT	DOG WALKING					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW1	2	3	4	5	6
5. PURPOSE OF VISIT	1 STROLL IN THE PAR	2 TROLL IN THE PARK	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW11 3DA	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALKING DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1 3ZA	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALKING DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 ON ROAD	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW7 3AP	2	3	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALKED	2 WALKED	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2 TW2	3	4	5	6
5. PURPOSE OF VISIT	1 CHILL OUT	2 CHILL OUT	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 BUS	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1 4R/	2	3	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3	4 /	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	CAR	CAR	CAR	CAR		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	ON ROAD	ON ROAD	ON ROAD	ON ROAD		
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	W12 9JF	W12 9JF	W12 9JF	W12 9JF		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING	DOG WALKING	DOG WALKING	DOG WALKING		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW2				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK	DOG WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CARPARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	GATE B					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 4EL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12 2SX					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 2QX	TW1 2QX	TW1 2QX			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK	DOG WALK	DOG WALK			

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	GATE A					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 3BD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	UBLIC TRANSPORT					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	KT7 1AE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	RICHMOND					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 2AD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW7	TW7				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLAY IN THE PARK	PLAY IN THE PARK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	LIVE ABROAD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	VISITING LONDON					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALKED					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 2LU					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1	TW1			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLAY IN PARK	PLAY IN PARK	PLAY IN PARK			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 A3L					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	ON THE ROAD	ON THE ROAD				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	W4 2AE	W4 2AE				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK	DOG WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	ON THE ROAD					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW9 3B2					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2 4AZ	TW2 4AZ	TW2 4AZ			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PICNIC	PICNIC	PICNIC			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2 5DF	TW2 5DF				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING	WALKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TM3 2BP	TM3 2BP				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WORKING	WORKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 3AY	TW1 3AY	TW1 3AY			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FOR A WALK	FOR A WALK	FOR A WALK			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 3AD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	GATE A	GATE A				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 4AD	TW1 4AD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	COFFEE AND WALK	COFFEE AND WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	FERRY	FERRY	FERRY	FERRY		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11	TW11	TW11	TW11		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE	LEISURE	LEISURE		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 3QP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK IN THE PARK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 4AD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WEDDING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	ON THE ROAD	ON THE ROAD				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW9 2PL	TW9 2PL				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	COFFEE IN CAFÉ AND V	EE IN CAFÉ AND WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW2				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLAYGROUND	PLAYGROUND				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALKED					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 3DA					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BIKE					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 4EW					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIKE RIDE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 4AD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 3BL	TW1 3BL	TW1 3BL	TW1 3BL	TW1 3BL	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	NICE WALK	NICE WALK	NICE WALK	NICE WALK	NICE WALK	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 2JH					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLEASURE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 2NQ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR	CAR	CAR	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK	CAR PARK	CAR PARK	CAR PARK	CAR PARK	
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW7 6QD	TW7 6QD	TW7 6QD	TW7 6QD	TW7 6QD	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE	LEISURE	LEISURE	LEISURE	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
						/
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	WALK
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1	TW1	TW1	TW1	TW1
5. PURPOSE OF VISIT	1	2	3	4	5	6
	ADVENTURE PARK	ADVENTURE PARK	ADVENTURE PARK	ADVENTURE PARK	ADVENTURE PARK	ADVENTURE PARK

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW8					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SCHOOL					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW8					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLEASURE					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SCHOOL					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SCHOOL					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SCHOOL					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BIKE					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						

4. WHERE HAVE YOU COME FROM?	**1**	**2**	**3**	**4**	**5**	**6**
	SW15 4BL					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WORK					
1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM?	**1**	**2**	**3**	**4**	**5**	**6**
	TW1	TW1				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	SCHOOL	SCHOOL				
1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM?	**1**	**2**	**3**	**4**	**5**	**6**
	TW1	TW1				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	SCHOOL	SCHOOL				

Quality Traffic Surveys

CLIENT: VECTOS **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	BIKE					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1 1EA					
5. PURPOSE OF VISIT	BIKE RIDE					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID YOU PARK?	CAR PARK					
4. WHERE HAVE YOU COME FROM? POSTCODE?	RICHMOND					
5. PURPOSE OF VISIT	MEET A FRIEND					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW2					
5. PURPOSE OF VISIT	BABY WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	RICHMOND	RICHMOND				
5. PURPOSE OF VISIT	DOG WALK	DOG WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	RUN					
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW1 1LA	2	3	4	5	6
5. PURPOSE OF VISIT	1 RUNNING	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3 /	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3 WALK	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2 TW	3 TW	4	5	6
5. PURPOSE OF VISIT	1 WALK IN THE PARK	2 WALK IN THE PARK	3 WALK IN THE PARK	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 RICHMOND	2	3	4	5	6
5. PURPOSE OF VISIT	1 RUN	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW10	2	3	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW9	2	3	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2 TW1	3	4	5	6
5. PURPOSE OF VISIT	1 CUT THROUGH	2 CUT THROUGH	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	SIDE STREET					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW6					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEETING FRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW10					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW9	TW9	TW9			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH BREAK	LUNCH BREAK	LUNCH BREAK			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TO WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BIKE					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW8					
5. PURPOSE OF VISIT	1	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH	LUNCH				

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	SIDE ROAD					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TS7 9PR					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEETING FRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	CAR			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?			SIDE STREET			
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW	E6			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEETING FRIENDS	MEETING FRIENDS	MEETING FRIENDS			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	RUNNING					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 1J/					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	GET FIT					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2	TW2				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK	DOG WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	SIDE ROAD					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH BREAK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID YOU PARK?	SIDE STREET	SIDE STREET				
4. WHERE HAVE YOU COME FROM?	TW2	TW2				
5. PURPOSE OF VISIT	PICNIC	PICNIC				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW1					
5. PURPOSE OF VISIT	DOG WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW1					
5. PURPOSE OF VISIT	DOG WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW1					
5. PURPOSE OF VISIT	DOG WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID YOU PARK?	CAR PARK	CAR PARK				
4. WHERE HAVE YOU COME FROM?	TW1 4QP	TW1 4QP				
5. PURPOSE OF VISIT	DOG WALK	DOG WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW1					
5. PURPOSE OF VISIT	WALK					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW1 3TY					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	DOG WALK					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	RUNNING					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW2 1EA					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	JOG					

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID YOU PARK?	CAR PARK	CAR PARK				
4. WHERE HAVE YOU COME FROM? POSTCODE?	TWICKENHAM	TWICKENHAM				
5. PURPOSE OF VISIT	MEET FRIENDS	MEET FRIENDS				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW2					
5. PURPOSE OF VISIT	WALK DOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	SCHOOL	SCHOOL	SCHOOL			
5. PURPOSE OF VISIT	PASSING THROUGH	PASSING THROUGH	PASSING THROUGH			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TWICKENHAM	2	3	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3 /	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2 CAR	3 CAR	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 CAR PARK	2 CAR PARK	3 CAR PARK	4	5	6
4. WHERE HAVE YOU COME FROM?	1 RICHMOND	2 RICHMOND	3 RICHMOND	4	5	6
5. PURPOSE OF VISIT	1 LEISURE	2 LEISURE	3 LEISURE	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 CAR PARK	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW2	2	3	4	5	6
5. PURPOSE OF VISIT	1 MEET FRIENDS	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 DOWN THE ORAD	2 DOWN THE ROAD	3	4	5	6
5. PURPOSE OF VISIT	1 LEISURE	2 LEISURE	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3 /	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2 CAR	3 CAR	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 CAR PARK	2 CAR PARK	3 CAR PARK	4	5	6
4. WHERE HAVE YOU COME FROM?	1 RICHMOND	2 RICHMOND	3 RICHMOND	4	5	6
5. PURPOSE OF VISIT	1 LEISURE	2 LEISURE	3 LEISURE	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 BIKE	2 BIKE	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW2	2 TW2	3	4	5	6
5. PURPOSE OF VISIT	1 BIKE RIDE	2 BIKE RIDE	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?	CAR PARK					
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?						
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	MEET FRIENDS					

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW13AT					
5. PURPOSE OF VISIT	DOG WALKING					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW13EX	TW13EX				
5. PURPOSE OF VISIT	DOG/BABY WALK	DOG/BABY WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW149PD					
5. PURPOSE OF VISIT	DATING					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW13AY	TW13AY	TW13AY			
5. PURPOSE OF VISIT	TENNIS	TENNIS	TENNIS			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW13AP	2 TW13AP	3 TW13AP	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK LEISUR	2 DOG WALK LEISUR	3 DOG WALK LEISURE	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
5. PURPOSE OF VISIT	1 YOGA/TENNIS	2 YOGA/TENNIS	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3	4	5 /	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3 WALK	4 WALK	5 WALK	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW15SEU	2 TW15SEU	3 TW15SEU	4 TW15SEU	5 TW15SEU	6
5. PURPOSE OF VISIT	1 LEISURE	2 LEISURE	3 LEISURE	4 LEISURE	5 LEISURE	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13EX	2	3	4	5	6
5. PURPOSE OF VISIT	1 TENNIS	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW11RA	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3	4	5 /	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13EX	2	3	4	5	6
5. PURPOSE OF VISIT	1 LEISURE	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	N DID NOT WANT TO GIVE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FOOTBALL					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	KT13ATW					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WORK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12AX					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11RE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK THE DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	EVERYTHING DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	RICHMOND RIAD					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW77HF					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PICNIC					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	REFUSED					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13AW					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW119AR					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CUT THROUGH					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WOULD NOT SAY	WOULD NOT SAY				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13EQ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13EQ					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WOULD NOT GIVE	WOULD NOT GIVE				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK HOME	WALK HOME				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1BEW	TW1BEW				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING LEISU	G WALKING LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11RS	TW11RS				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	STROLL	STROLL				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	9					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	**TW1**	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	ADVETURE PLAYGROUND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW92JB					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11JF					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13AY					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13HW	TW13HW	TW13HW	TW13HW		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LIVE HERE	LIVE HERE	LIVE HERE	LIVE HERE		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13HG					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
						/
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	WALK
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1	TW1	TW1	TW1	TW1
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	JOGGED					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WOULDN'T STOP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOGGING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	DROP OFF					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DIDN'T GIVE					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	TENNIE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW11PZ					
5. PURPOSE OF VISIT	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	BUS	BUS				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	NOT ENGLISH	NOT ENGLISH				
5. PURPOSE OF VISIT	WALK THROUGH	WALK THROUGH				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW13LS	TW13LS				
5. PURPOSE OF VISIT	DOG WALKING LEISURE	FOOTBALL LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW11DR	TW11DR				
5. PURPOSE OF VISIT	LEISURE	LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	DID NOT STOP	DID NOT STOP				
5. PURPOSE OF VISIT	LEISURE	LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	BUS	BUS	BUS	BUS		
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	IG61BQ	IG61BQ	IG61BQ	IG61BQ		

5. PURPOSE OF VISIT	1	2	3	4	5	6
	VISIT TO PARK	VISIT TO PARK	VISIT TO PARK	VISIT TO PARK		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13JA	TW13JA				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE ROUTE TO RICH	E ROUTE TO RICHMOND				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
						/
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	WALK
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TENNIS	TENNIS	TENNIS	TENNIS	TENNIS	TENNIS

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW13NJ	TW13NJ	TW13NJ	TW13NJ	TW13NJ	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE	LEISURE	LEISURE	LEISURE	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DIDN'T GIVE	DIDN'T GIVE				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOG	JOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1	TW1			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PICNIC	PICNIC	PICNIC			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						

	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	TW13AH	TW13AH				
5. PURPOSE OF VISIT	DOG WALKLING	DOG WALKLING				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID YOU PARK?	MARGARETS TAVE	MARGARETS TAVERN				
4. WHERE HAVE YOU COME FROM?	TW122TH	TW122TH				
5. PURPOSE OF VISIT	DOG WALKING/RIVER W	WALKING/RIVER WALK				

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1					
5. PURPOSE OF VISIT	DOG WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1	TW1				
5. PURPOSE OF VISIT	PASSING BY	PASSING BY				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)						/
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	WALK
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW13AJ	TW13AJ	TW13AJ	TW13AJ	TW13AJ	TW13AJ
5. PURPOSE OF VISIT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	CYCLE					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	RM7					
5. PURPOSE OF VISIT	FRIENDS					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALKED	WALKED	WALKED			
3. IF BY CAR WHERE DID	1	2	3	4	5	6

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 WOULDN'T SAY	2 WOULDN'T SAY	3 WOULDN'T SAY	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2 DOG WALK	3 DOG WALK	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2 CAR	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW12	2 TW12	3	4	5	6
5. PURPOSE OF VISIT	1 TENNIS	2 TENNIS	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2	3	4	5	6
5. PURPOSE OF VISIT	1 PASSING BY	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW310AN	2	3	4	5	6
5. PURPOSE OF VISIT	1 BRIDGE CLUB	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 TRAIN	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2	3	4	5	6
5. PURPOSE OF VISIT	1 PASSING	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 TRAIN	2 TRAIN	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 WOULDN'T SAY	2 WOULDN'T SAY	3	4	5	6
5. PURPOSE OF VISIT	1 FRIENDS	2 FRIENDS	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	BUS	BUS				
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	CUTTING THROUG	UTTING THROUGH				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW1					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	FRIENDS					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW1					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	PASSING BY					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	TRAIN					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**SW10**	**2**	**3**	**4**	**5**	**6**
COME FROM?						
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	EVENT					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	SW92OB	SW92OB				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	FAMILY TIME	FAMILY TIME				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK/CAR	WALK/CAR				
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	SE1	SE1				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**

			/			
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	TRAIN	TRAIN	TRAIN			

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	CM4	CM4	CM4			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FRIENDS	FRIENDS	FRIENDS			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW13BY	TW13BY				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LOCAL PARK	LOCAL PARK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW1	TW1	TW1			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING	PASSING	PASSING			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	TRAIN					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	SW10					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RELATIVES					

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	BICYCLE					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW123AN					
5. PURPOSE OF VISIT	OTHER					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1					
5. PURPOSE OF VISIT	PICNIC					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1	TW1				
5. PURPOSE OF VISIT	WALK THROUGH	WALK THROUGH				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	RICHMOND	RICHMOND	RICHMOND			
5. PURPOSE OF VISIT	PICNIC	PICNIC	PICNIC			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	TRAIN	TRAIN	TRAIN	TRAIN		
3. IF BY CAR WHERE DID	1	2	3	4	5	6

YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	STAINES	STAINES	STAINES	STAINES		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE TIME	LEISURE TIME	LEISURE TIME	LEISURE TIME		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	ROAD	ROAD	ROAD			
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2	TW2	TW2			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PUB LUNCH	PUB LUNCH	PUB LUNCH			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DOWN STREET	DOWN STREET				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING	DOG WALKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12LN	TW12LN				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEET FRIENDS	MEET FRIENDS				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR	CAR		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	PUB	PUB	PUB	PUB		
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	PUB	PUB	PUB	PUB		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE	LEISURE	LEISURE		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND ROAD	RICHMOND ROAD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING	DOG WALKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DOWN THE ROAD	DOWN THE ROAD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SPORTS	SPORTS				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BUS	BUS				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	VEG PLOT AND KITCHEN GT	AND KITCHEN GARDEN				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALKED					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	OUND THE CORNER					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	TRAIN					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	FINSBURY PARK					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	VISITING FRIENDS					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND BRIDGE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ST MARGRETS	ST MARGRETS	ST MARGRETS	ST MARGRETS		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SPORT	SPORT	SPORT	SPORT		

1. GROUP SIZE (TICK)	1	2	3	4	5	6

		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BUS	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?		DROPPED OFF				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DOWN ROAD	WICKHAM				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	ADVENTRUE PLAYGRO	ENTURE PLAYGROUND				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BIKE	BIKE				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TWICKENHAM	TWICKENHAM				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIKE RIDE	BIKE RIDE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DOWN THE ROAD	DOWN THE ROAD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	OUND THE CORNER					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	RUNNING					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12NS					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	EXERCISE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	R-BRIDGE	R-BRIDGE				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING	DOG WALKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
	ROAD	ROAD				
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE FOR KIDS	LEISURE FOR KIDS				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	BIKE	BIKE				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIKE RIDE	BIKE RIDE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK	BIKE			
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW12LN	TW12LN	TW12LN			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE	LEISURE			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	RUNNING					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	AST WICKINGHAM					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	EXERCISE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	BUS	BUS				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW134EH	TW134EH				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PLAY CENTRE	PLAY CENTRE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	SCOOTER				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW10	TW10				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	CAR					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
	ESIDENTS CAR PARK					

4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	MARBLE HILL PARK					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	CAR	CAR	CAR			
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE	LEISURE			
1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	DOWN THE ROAD	DOWN THE ROAD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CUTTING THROUG	UTTING THROUGH				
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	STEVENS GARDENS					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SPORT					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	RICHMOND ROAD	RICHMOND ROAD	RICHMOND ROAD			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE	LEISURE			
1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	AST WHICKENHA	EAT WHICKENHAM				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING	DOG WALKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1	TW1	TW1		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING AND LUN	ALKING AND LUN	ALKING AND LUN	ALKING AND LUNCH		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	BUS					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	KENSINGTON					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12BZ	TW12BZ				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DOWN THE ROAD	DOWN THE ROAD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING	DOG WALKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DOWN THE ROAD	DOWN THE ROAD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LEISURE	LEISURE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ST MARGRETS					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING THROUGH					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	RICHMOND TOWN					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	SPORT					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	BUS					
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	TW12JN					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	LEISURE					

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW11LD	TW11LD	TW11LD			
5. PURPOSE OF VISIT	WALK BABY	WALK BABY	WALK BABY			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	BIKE	BIKE				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12BZ	TW12BZ				
5. PURPOSE OF VISIT	BIKE RIDE	BIKE RIDE				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	WT12TD					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TW13EH					
5. PURPOSE OF VISIT	JOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 RICHMOND	2 RICHMOND	3	4	5	6
5. PURPOSE OF VISIT	1 JOG	2 JOG	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3 /	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3 WALK	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13EW	2 TW13EW	3 TW13EW	4	5	6
5. PURPOSE OF VISIT	1 BABY WALK	2 BABY WALK	3 BABY WALK	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13JF	2 TW13JF	3	4	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2 WALK DOG	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3	4 /	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3 WALK	4 WALK	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW11RE	2 TW11RE	3 TW11RE	4 TW11RE	5	6
5. PURPOSE OF VISIT	1 WALK DOG	2 WALK DOG	3 WALK DOG	4 WALK DOG	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW13JA	2 TW13JA	3	4	5	6
5. PURPOSE OF VISIT	1 FITNESS	2 FITNESS	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW45LD	2 TW45LD	3	4	5	6
5. PURPOSE OF VISIT	1 WALK	2 WALK	3	4	5	6

1. GROUP SIZE (TICK)	1	2	3	4 /	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW27SN	TW27SN	TW27SN	TW27SN		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING DOG	WALKING DOG	WALKING DOG	WALKING DOG		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11RA					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW12	TW12				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW11RS	TW11RS				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	NW117HF	NW117HF	NW117HF	NW117HF		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK	WALK	WALK		

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOGGING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ST MARGRETS					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
4. WHERE HAVE YOU	1	2	3	4	5	6
	TW12KAF					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	7					
2. EACH PERSONS MAIN	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
4. WHERE HAVE YOU	1	2	3	4	5	6
	TW25JP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	JOG					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	BIKE	BIKE	BIKE			
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
ST MARGRETS	ST MARGRETS	ST MARGRETS			

5. PURPOSE OF VISIT

1	2	3	4	5	6
BIKE RIDE	BIKE RIDE	BIKE RIDE			

1. GROUP SIZE (TICK)

1	2	3	4	5	6
	/				

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
N/A	N/A				

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK	WALK				

1. GROUP SIZE (TICK)

1	2	3	4	5	6
/					

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK					

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW11RA					

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK					

1. GROUP SIZE (TICK)

1	2	3	4	5	6
			/		

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK	WALK	WALK	WALK		

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
IRELAND	IRELAND	IRELAND	IRELAND		

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK	WALK	WALK	WALK		

1. GROUP SIZE (TICK)

1	2	3	4	5	6
/					

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
JOG					

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
HOM					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW13HE					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	PASSING THROUGH					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW43PR					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW14ST	TW14ST				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW12					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

			/			

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	BIKE	BIKE	BIKE			

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6

5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIKE	BIKE	BIKE			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW11JE	TW11JE				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	JOG	JOG				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6

5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOG	JOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	ST MARGRETS	ST MARGRETS				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALKING	DOG WALKING				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

	1	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	RICHMOND					
5. PURPOSE OF VISIT	LEISURE					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW14BH	TW14BH	TW14BH			
5. PURPOSE OF VISIT	WALKING WITH BA	ALKING WITH BA	ALKING WITH BABY			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12WL	TW12WL				
5. PURPOSE OF VISIT	WALK DOG	WALK DOG				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW107AN	TW107AN				
5. PURPOSE OF VISIT	WALK DOG	WALK DOG				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						

	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12					
5. PURPOSE OF VISIT	WALK					
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	LOS ANGELES	LOS ANGELES				
5. PURPOSE OF VISIT	MARBLE HOUSE	MARBLE HOUSE				
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1	TW1				
5. PURPOSE OF VISIT	WALK DOG	WALK DOG				
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12LX					
5. PURPOSE OF VISIT	WALKING THROUGH					
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW2ILX	TW2ILX	TW21LX			
5. PURPOSE OF VISIT						

	WALK	WALK	WALK			

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW106AP					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	PICNIC					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	JOG					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	JOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW14HX	TW14HX				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
						/
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK	WALK	WALK	WALK	WALK
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW27PR	TW27PR	TW27PR	TW27PR	TW27PR	TW27PR
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK	WALK	WALK	WALK	WALK

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				

	1	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW14HV	TW14HV				
5. PURPOSE OF VISIT	WALK	WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	JOG					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12TD					
5. PURPOSE OF VISIT	JOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW13EW					
5. PURPOSE OF VISIT	WALK DOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	SW59HE					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						

4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW11JE					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	RM139TS					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	MARBLE HOUSE					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW12HQ					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW12AN					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	RUN					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**

5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUN					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	JOG	JOG				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW77AZ	TW77AZ				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOG	JOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW14EF	TW14EF				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW11XH					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	RAINHAM	RAINHAM				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MARBLE HOUSE	MARBLE HOUSE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6

				/		

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK	WALK	WALK		

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW13EBJ	TW13EBJ	TW13EBJ	TW13EBJ		

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK	WALK	WALK		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW275NI					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW11LN					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW15	TW15				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	JOG					

	1	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	RHAU					
5. PURPOSE OF VISIT	JOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW11LZ					
5. PURPOSE OF VISIT	WALK DOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR	CAR			
3. IF BY CAR WHERE DID YOU PARK?	ROAD	ROAD	ROAD			
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW25JD	TW25JD	TW25JD			
5. PURPOSE OF VISIT	PICNIC	PICNIC	PICNIC			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	BUS	BUS				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW14ST	TW14ST				
5. PURPOSE OF VISIT	WALK DOG	WALK DOG				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						

	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?						
5. PURPOSE OF VISIT	WALK DOG					
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12PQ	TW12PQ				
5. PURPOSE OF VISIT	WALK	WALK				
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?						
5. PURPOSE OF VISIT	WALK	WALK				
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	JOG	JOG				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW2LX	TW2LX				
5. PURPOSE OF VISIT	JOG	JOG				
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW14BH					
5. PURPOSE OF VISIT						

	WALK DOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	JOG					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	JOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	CAR	CAR				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
	CAFÉ	CAFÉ				
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW14QJ	TW14QJ				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW13DP	TW13DP	TW13DP	TW13DP		
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG	WALK DOG	WALK FOG	WALK DOG		

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	UB8					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					

	1	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TN25DD					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12MN					
5. PURPOSE OF VISIT	WALK DOG					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR	CAR	CAR		
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	RG224AJ	RG224AJ	RG224AJ	RG224AJ		
5. PURPOSE OF VISIT	WALK	WALKJ	WALK	WALK		

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TU27SD					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
SE12YL	SE12YL				

5. PURPOSE OF VISIT

1	2	3	4	5	6
FRESH AIR	FRESH AIR				

1. GROUP SIZE (TICK)

1	2	3	4	5	6
		/			

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK	WALK	WALK			

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW12PQ	TW12PQ	TW12PQ			

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK	WALK	WALK			

1. GROUP SIZE (TICK)

1	2	3	4	5	6
	/				

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW152DX	TW12				

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK	WALK				

1. GROUP SIZE (TICK)

1	2	3	4	5	6
		/			

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK	WALK	WALK			

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW12JL	TW12JL	TW12JL			

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK WITH BABY	WALK WITH BABY	WALK WITH BABY			

1. GROUP SIZE (TICK)

1	2	3	4	5	6
/					

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
JOG					

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW12BX					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	JOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW118AE					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW11JY	TW11JY				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	ST MARGRETS					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW13EQ					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW12QX					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	BUS					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	BOURNEMOUTH					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW107HR	TW107HR				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW13BJ					

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK	WALK	WALK		

3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW107SL	TW107SL	TW107SL	TW107SL		
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	LEISURE FOR KIDS	LEISURE FOR KIDS	LEISURE FOR KIDS	LEISURE FOR KIDS		

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW27QN					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	MEETING FRIEND					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW14NH	TW14NH				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALKING DOG	WALKING DOG				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**

	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW13HX	TW13HX				
5. PURPOSE OF VISIT	WALK DOG	WALK DOG				
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW11LD	TW11LD	TW11LD			
5. PURPOSE OF VISIT	WALK WITH BABY	WALK WITH BABY	WALK WITH BABY			
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW122PX					
5. PURPOSE OF VISIT	WALK					
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?						
5. PURPOSE OF VISIT	WALK	WALK				
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	RICHMOND					
5. PURPOSE OF VISIT						

	WALK					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW9INN					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW12JR					
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG					

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK	WALK			
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW106AP	TW106AP	TW106AP			
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK DOG	WALK DOG	WALK DOG			

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM? POSTCODE?	**1**	**2**	**3**	**4**	**5**	**6**
	TW1	TW1				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALK	WALK				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				

	1	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW76QY	TW76QY				
5. PURPOSE OF VISIT	WALK	WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW12LL	TW12LL				
5. PURPOSE OF VISIT	WALK	WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?						
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR	CAR	CAR		
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	NW117HF	NW117HF	NW117HF	NW117HF		
5. PURPOSE OF VISIT	WALK	WALK	WALK	WALK		

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?						

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW13HX	TW13HX				

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK	WALK				

1. GROUP SIZE (TICK)

1	2	3	4	5	6
	/				

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW11EZ	TW11EZ				

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)

1	2	3	4	5	6
/					

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK					

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
W43PR					

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK DOG					

1. GROUP SIZE (TICK)

1	2	3	4	5	6
/					

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK					

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW12HL					

5. PURPOSE OF VISIT

1	2	3	4	5	6
WALK DOG					

1. GROUP SIZE (TICK)

1	2	3	4	5	6
					/

2. EACH PERSONS MAIN MODE OF TRANSPORT

1	2	3	4	5	6
WALK	WALK	WALK	WALK	WALK	WALK

3. IF BY CAR WHERE DID YOU PARK?

1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?

1	2	3	4	5	6
TW77DR	TW77DR	TW77DR	TW77DR	TW77DR	TW77DR

5. PURPOSE OF VISIT	1	2	3	4	5	6
	PARTY	PARTY	PARTY	PARTY	PARTY	PARTY

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	RICHMOND	RICHMOND				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK	WALK	WALK		

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW11TF	TW11TF	TW11TF	TW11TF		

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG	WALK DOG	WALK DOG		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				

2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				

3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6

4. WHERE HAVE YOU COME FROM? POSTCODE?	1	2	3	4	5	6
	TW1	TW1				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID YOU PARK?	CAR PARK	CAR PARK				
4. WHERE HAVE YOU COME FROM? POSTCODE?	DOES NOT WANT TO SAY	DOES NOT WANT TO SAY				
5. PURPOSE OF VISIT	FLY DRONE	FLY DRONE				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	BIKE	BIKE				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1	TW1				
5. PURPOSE OF VISIT	RIDE	RIDE				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	RG225HA	RG225HA				
5. PURPOSE OF VISIT	PICK UP CAR FROM CAR PARK	PICK UP CAR FROM CAR PARK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)			/			
2. EACH PERSONS MAIN MODE OF TRANSPORT	BIKE	BIKE	BIKE			
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	ES NOT WANT TO	ES NOT WANT TO	ES NOT WANT TO SAY			
5. PURPOSE OF VISIT	BIKE RIDE	BIKE RIDE	BIKE RIDE			

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID						

YOU PARK?	WALK					
4. WHERE HAVE YOU COME FROM?	**1** TW2	**2**	**3**	**4**	**5**	**6**
5. PURPOSE OF VISIT	**1** CUT THROUGH TO PUB	**2**	**3**	**4**	**5**	**6**

1. GROUP SIZE (TICK)	**1**	**2** /	**3**	**4**	**5**	**6**
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1** WALK	**2** WALK	**3**	**4**	**5**	**6**
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM?	**1** TW1 3HX	**2** TW1 3HX	**3**	**4**	**5**	**6**
5. PURPOSE OF VISIT	**1** WALK DOG	**2** WALK DOG	**3**	**4**	**5**	**6**

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4** /	**5**	**6**
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1** WALK	**2** WALK	**3** WALK	**4** WALK	**5**	**6**
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM?	**1** TW1	**2** TW1	**3** TW1	**4** TW1	**5**	**6**
5. PURPOSE OF VISIT	**1** GO ON BOATS ON LA	**2** ON BOATS ON LA	**3** ON BOATS ON LA	**4** ON BOATS ON LAKE	**5**	**6**

1. GROUP SIZE (TICK)	**1**	**2** /	**3**	**4**	**5**	**6**
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1** CAR	**2** CAR	**3**	**4**	**5**	**6**
3. IF BY CAR WHERE DID YOU PARK?	**1** OUTSIDE PARK	**2** OUTSIDE PARK	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM?	**1** TW3	**2** TW3	**3**	**4**	**5**	**6**
5. PURPOSE OF VISIT	**1** LEISURE	**2** LEISURE	**3**	**4**	**5**	**6**

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6** /
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1** CAR	**2** CAR	**3** CAR	**4** CAR	**5** CAR	**6** CAR
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM?	**1** TW11	**2** TW11	**3** TW11	**4** TW11	**5** TW11	**6** TW11
5. PURPOSE OF VISIT	**1** PICNIC	**2** PICNIC	**3** PICNIC	**4** PICNIC	**5** PICNIC	**6** PICNIC

1. GROUP SIZE (TICK)	**1** /	**2**	**3**	**4**	**5**	**6**
2. EACH PERSONS MAIN MODE OF TRANSPORT	**1** WALK	**2**	**3**	**4**	**5**	**6**
3. IF BY CAR WHERE DID YOU PARK?	**1**	**2**	**3**	**4**	**5**	**6**
4. WHERE HAVE YOU COME FROM?	**1** TW10	**2**	**3**	**4**	**5**	**6**
5. PURPOSE OF VISIT	**1** MILKSHAKE IN CAFÉ	**2**	**3**	**4**	**5**	**6**

1. GROUP SIZE (TICK)	**1** /	**2**	**3**	**4**	**5**	**6**
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**

MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ES NOT WANT TO SAY					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEET GIRLFRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW4	TW4				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK	DOG WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	RUNNING GROUP	RUNNING GROUP	RUNNING GROUP	RUNNING GROUP		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW10	TW10	TW10	TW10		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	GROUP RUN	GROUP RUN	GROUP RUN	GROUP RUN		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TM7					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIRD WATCHING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	OUTSIDE PARK	OUTSIDE PARK	OUTSIDE PARK			
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUGBY PRACTICE	RUGBY PRACTICE	RUGBY PRACTICE			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
						/
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR	CAR	CAR	CAR
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	OUTSIDE PARK	OUTSIDE PARK	OUTSIDE PARK	OUTSIDE PARK	OUTSIDE PARK	OUTSIDE PARK
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUGBY PRACTICE	RUGBY PRACTICE	RUGBY PRACTICE	RUGBY PRACTICE	RUGBY PRACTICE	RUGBY PRACTICE

1. GROUP SIZE (TICK)	1	2	3	4	5	6

		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TM7	TM7				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PHOTOGRAPHY	PHOTOGRAPHY				
1. GROUP SIZE (TICK)	1	2	3	4	5	6
						/
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR	CAR	CAR	CAR
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	SIDE ROAD	SIDE ROAD	SIDE ROAD	SIDE ROAD	SIDE ROAD	SIDE ROAD
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TM2	TM2	TM2	TM2	TM2	TM2
5. PURPOSE OF VISIT	1	2	3	4	5	6
	PICNIC	PICNIC	PICNIC	PICNIC	PICNIC	PICNIC
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TM1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FISHING					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FISHING	FISHING				
1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TO VISIT HOUSE					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 4HW	TW1 4HW				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEET DAUGHTER	MEET DAUGHTER				
1. GROUP SIZE (TICK)	1	2	3	4	5	6
						/
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	WALK
3. IF BY CAR WHERE DID	1	2	3	4	5	6

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW1	2 TW1	3 TW1	4 TW1	5 TW1	6 TW1
5. PURPOSE OF VISIT	1 GAMES IN THE PAR	2 AMES IN THE PAR	3 AMES IN THE PAR	4 AMES IN THE PAR	5 AMES IN THE PAR	6 AMES IN THE PARK
1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 WALK	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TM1	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALKING HOME FROM WORK	2	3	4	5	6
1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 AMERICA	2 AMERICA	3	4	5	6
5. PURPOSE OF VISIT	1 LOCAL WALK PATH	2 OCAL WALK PATHS	3	4	5	6
1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW10 7AA	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALK	2	3	4	5	6
1. GROUP SIZE (TICK)	1	2	3 /	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 CAR	2 CAR	3 CAR	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1 OUTSIDE PARK	2 OUTSIDE PARK	3 OUTSIDE PARK	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW9 87J	2 TW9 87J	3 TW9 87J	4	5	6
5. PURPOSE OF VISIT	1 WALKING DOGS	2 WALKING DOGS	3 WALKING DOGS	4	5	6
1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW10 7EA	2	3	4	5	6
5. PURPOSE OF VISIT	1 WALKING TO PUB	2	3	4	5	6
1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TM2	2	3	4	5	6

5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING DOG					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW4 7TL					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TO USE THE CAFÉ					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW4 1LD	TW4 1LD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	OUTSIDE PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIRTHDAY PARTY					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?						
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CUT THROUGH					
1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW10 6AP					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TO TAKE DOG FOR A WALK AND TO SWIM					

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)					/	
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALKED	CAR	CAR	WALKED	WALKED	
3. IF BY CAR WHERE DID YOU PARK?		SIDE ROAD	SIDE ROAD			
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1	E6	TW3	TW1	TW1	
5. PURPOSE OF VISIT	FOOTBALL	FOOTBALL	FOOTBALL	FOOTBALL	FOOTBALL	

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALKED					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	TW1					
5. PURPOSE OF VISIT	DOG WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	BIKE	BIKE				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	RICHMOND	RICHMOND				
5. PURPOSE OF VISIT	BIKE RIDE	BIKE RIDE				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	ESN'T WANT TO SAY					
5. PURPOSE OF VISIT	WALK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1 TW1 3HX	2 TW1 3HX	3 TW1 3HX	4 TW1 3HX	5	6
5. PURPOSE OF VISIT	1 DOG WALK WITH FAN	2 WALK WITH FAN	3 WALK WITH FAN	4 WALK WITH FAN	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2	3	4	5	6
5. PURPOSE OF VISIT	1 DAY OUT	2	3	4	5	6

1. GROUP SIZE (TICK)	1 /	2	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALKING	2	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2	3	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2 TW1	3	4	5	6
5. PURPOSE OF VISIT	1 LUNCH	2 LUNCH	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW1	2 TW1	3	4	5	6
5. PURPOSE OF VISIT	1 DOG WALK	2 DOG WALK	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN MODE OF TRANSPORT	1 WALK	2 WALK	3	4	5	6
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1 TW6	2 TW6	3	4	5	6
5. PURPOSE OF VISIT	1 PARTY	2 PARTY	3	4	5	6

1. GROUP SIZE (TICK)	1	2 /	3	4	5	6
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	BIKE	BIKE				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIKE RIDE	BIKE RIDE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	BIKE			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1	TW1			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND	RICHMOND	RICHMOND	RICHMOND		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	DRIVE					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CARPARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	SW2					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEET A FRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	TRAIN AND WALK	TRAIN AND WALK	TRAIN AND WALK	TRAIN AND WALK	TRAIN AND WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TEL IN TWICKENH	TEL IN TWICKENH	TEL IN TWICKENH	TEL IN TWICKENH	TEL IN TWICKENH	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TOURIST	TOURIST	TOURIST	TOURIST	TOURIST	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	DN'T WANT TO GIVE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK	CAR PARK	CAR PARK			
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW6 SNA	TW6 SNA	TW6 SNA			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	LUNCH	LUNCH	LUNCH			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK	WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	DROVE	WALK	DROVE			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK		CARPARK			
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TN3	TW1	TW1			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FOOTBALL TRAININ	OOTBALL TRAININ	OOTBALL TRAININ			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TN2	TN2				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	THE HERITAGE HOU	HE HERITAGE HOU				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BREAKFAST	BREAKFAST				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW9					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR	CAR	CAR		
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK	CAR PARK	CAR PARK	CAR PARK		
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RG224AP	RG224AP	RG224AP	RG224AP		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2 7ZN					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEETING BOYFRIEND					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK	CAR PARK				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2	TW2				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	CUT THROUGH TO PA	T THROUGH TO PA				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW6					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	COFFEE	COFFEE				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND	RICHMOND				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	HAMPSHIRE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	VISITING FAMILY					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WOULDN'T GIVE					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FOR A WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 PSA	TW1 PSA				

5. PURPOSE OF VISIT	1	2	3	4	5	6
	FOR A WALK	FOR A WALK				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW2 EJR					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUNNING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	CAR PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	SW16					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	DOG WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
			/			
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK			
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND	RICHMOND	RICHMOND			
5. PURPOSE OF VISIT	1	2	3	4	5	6
	MEET FRIENDS	MEET FRIENDS	MEET FRIENDS			

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1XLA	TW1XLA				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TENNIS AND WALK D	NNIS AND WALK D				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ALL LIVE LOCALLY	ALL LIVE LOCALLY	ALL LIVE LOCALLY	ALL LIVE LOCALLY	ALL LIVE LOCALLY	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	TAKE DAUGHTERS TO TH	AUGHTERS TO TH	AUGHTERS TO TH	AUGHTERS TO TH	AUGHTERS TO TH	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	SIDE ROAD	SIDE ROAD				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1XFA	TW1XFA				

5. PURPOSE OF VISIT	1	2	3	4	5	6
LUNCH	DATE CUTTING TH	DATE CUTTING TH				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1 NAR					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING DOG					

Quality Traffic Surveys

CLIENT: VECTOS | **REFERENCE NUMBER:** 30044

PROJECT MANAGER: CHRIS JAMES | **DATE:** FRI 30TH JUNE/SAT 1ST JULY

PROJECT DESCRIPTION: MARBLE HILL - INTEVIEW DATA

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID YOU PARK?	STREET CAR PARK					
4. WHERE HAVE YOU COME FROM? POSTCODE?	TWICKENHAM					
5. PURPOSE OF VISIT	DROPPING SON AT PARTY					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	CYCLED					
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	ROWHAMPTON					
5. PURPOSE OF VISIT	WORK					

	1	2	3	4	5	6
1. GROUP SIZE (TICK)		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	TRAIN	TRAIN				
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM? POSTCODE?	ADALSON	ADALSON				
5. PURPOSE OF VISIT	WALK	WALK				

	1	2	3	4	5	6
1. GROUP SIZE (TICK)				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID YOU PARK?						
4. WHERE HAVE YOU COME FROM?	TWICKENHAM	TWICKENHAM	TWICKWENHAM	TWICKENHAM		
5. PURPOSE OF VISIT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT		

	1	2	3	4	5	6
1. GROUP SIZE (TICK)	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	WALKING					
3. IF BY CAR WHERE DID						

YOU PARK?						
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	AST TWICKENHAM					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	AR LIFT AND WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK				
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	DOWN ROAD					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
				/		
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	WALK	WALK	WALK	WALK		
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	RICHMOND	RICHMOND	RICHMOND	RICHMOND		
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT		

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN MODE OF TRANSPORT	1	2	3	4	5	6
	CAR					
3. IF BY CAR WHERE DID YOU PARK?	1	2	3	4	5	6
	STREET CAR PARK					
4. WHERE HAVE YOU COME FROM?	1	2	3	4	5	6
	SUMBERRY					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6

MODE OF TRANSPORT	CAR	CAR	CAR	CAR	CAR	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	STREET CAR PARK	STREET CAR PARK	STREET CAR PARK	STREET CAR PARK	STREET CAR PARK	
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	LANGSTON	LANGSTON	LANGSTON	LANGSTON	LANGSTON	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	FAMILY DAY OUT	

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	PARK CAR PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	WANSWORTH					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FAMILY OCASSION					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR	CAR				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	STREET CAR PARK	STREET CAR PARK				
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	BRENTFORD	BRENTFORD				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG	WALK DOG				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	RICHMOND					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	SHOPPING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	CAR					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?	PARK CAR PARK					
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	EASHAM					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	BIRTHDAY PARTY					

1. GROUP SIZE (TICK)	1	2	3	4	5	6

	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	CAMBRIDGE PARK					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK DOG					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	RUNNING					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
		/				
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK				
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	FAIRLONGS	FAIRLONGS				
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING WITH CHI	ALKING WITH CHILD				

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	ST MARGRETS					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALKING DOGS					

1. GROUP SIZE (TICK)	1	2	3	4	5	6
	/					
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK					
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1					
5. PURPOSE OF VISIT	1	2	3	4	5	6
	WALK					

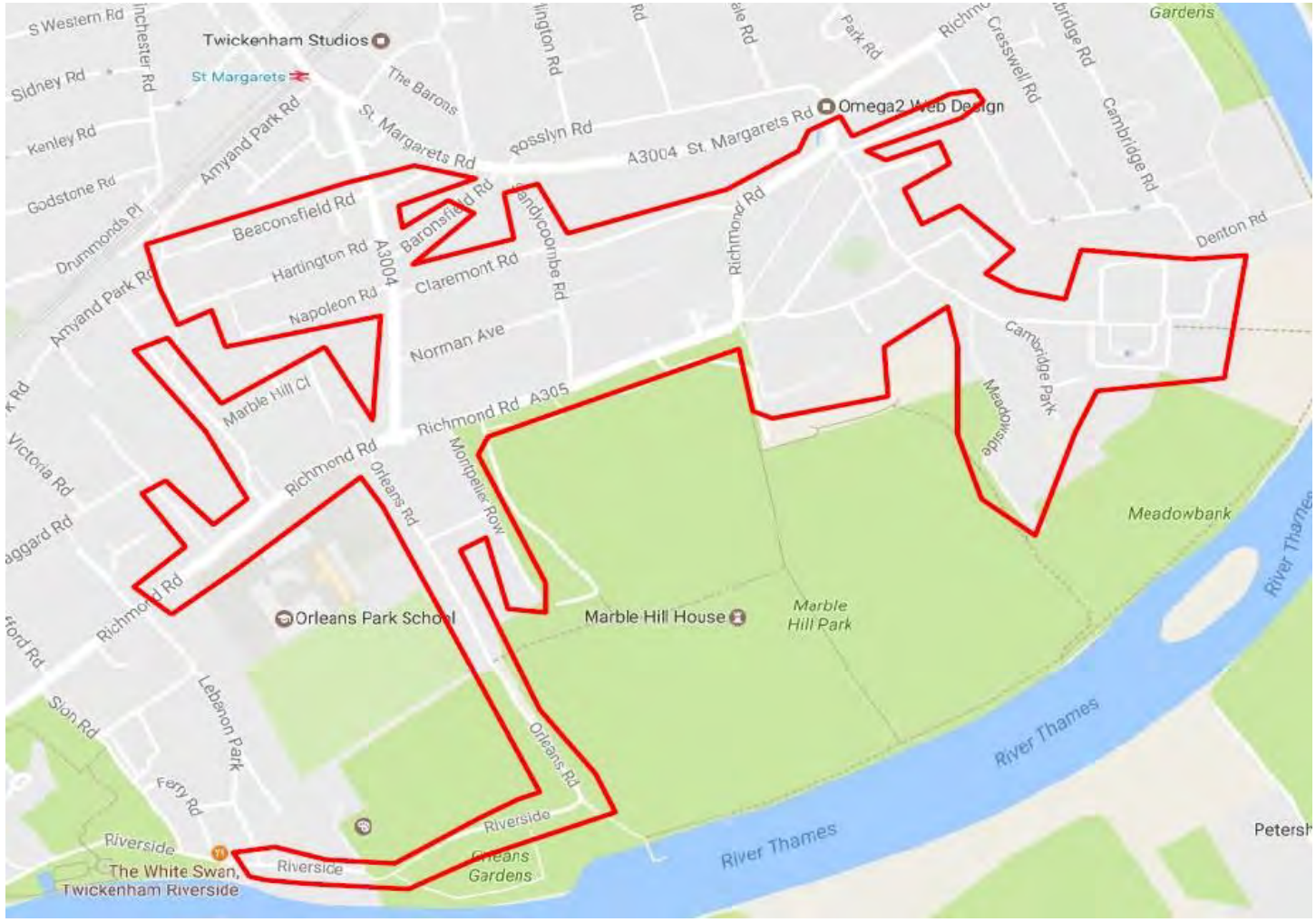
1. GROUP SIZE (TICK)	1	2	3	4	5	6
					/	
2. EACH PERSONS MAIN	1	2	3	4	5	6
MODE OF TRANSPORT	WALK	WALK	WALK	WALK	WALK	
3. IF BY CAR WHERE DID	1	2	3	4	5	6
YOU PARK?						
4. WHERE HAVE YOU	1	2	3	4	5	6
COME FROM?	TW1	TW1	TW1	TW1	TW1	
5. PURPOSE OF VISIT	1	2	3	4	5	6
	FRISBEE	FRISBEE	FRISBEE	FRISBEE	FRISBEE	

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	TRAIN	TRAIN				
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	CLAPHAM	CLAPHAM				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	WALKING TO WOR	ALKING TO WQORK				

1. GROUP SIZE (TICK)	**1**	**2**	**3**	**4**	**5**	**6**
		/				
2. EACH PERSONS MAIN	**1**	**2**	**3**	**4**	**5**	**6**
MODE OF TRANSPORT	BUS	BUS				
3. IF BY CAR WHERE DID	**1**	**2**	**3**	**4**	**5**	**6**
YOU PARK?						
4. WHERE HAVE YOU	**1**	**2**	**3**	**4**	**5**	**6**
COME FROM?	ROWHAMPTON	ROWHAMPTON				
5. PURPOSE OF VISIT	**1**	**2**	**3**	**4**	**5**	**6**
	BIRTHDAY PARTY	BIRTHDAY PARTY				

APPENDIX E

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**SITE PLAN**



Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**BEACONSFIELD ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	194.5	36	0	0	0	0	0	0	0	0	0	1	5.5	1	35	189	33						34	94.44%
	SOUTHSIDE	203.0	37	0	0	0	0	0	0	0	0	0	1	5.2	1	36	197.8	30						31	83.78%
SATURDAY 12:00	NORTHSIDE	194.5	36	0	0	0	0	0	0	0	0	0	1	5.5	1	35	189	29						30	83.33%
	SOUTHSIDE	203.0	37	0	0	0	0	0	0	0	0	0	1	5.2	1	36	197.8	29						30	81.08%
SATURDAY 13:00	NORTHSIDE	194.5	36	0	0	0	0	0	0	0	0	0	1	5.5	1	35	189	26						27	75.00%
	SOUTHSIDE	203.0	37	0	0	0	0	0	0	0	0	0	1	5.2	0	36	197.8	25						25	67.57%
SATURDAY 15:00	NORTHSIDE	194.5	36	0	0	0	0	0	0	0	0	0	1	5.5	1	35	189	26						27	75.00%
	SOUTHSIDE	203.0	37	0	0	0	0	0	0	0	0	0	1	5.2	0	36	197.8	28						28	75.68%
SUNDAY 09:00	NORTHSIDE	194.5	36	0	0	0	0	0	0	0	0	0	1	5.5	1	35	189	33						34	94.44%
	SOUTHSIDE	203.0	37	0	0	0	0	0	0	0	0	0	1	5.2	0	36	197.8	28						28	75.68%
SUNDAY 11:00	NORTHSIDE	194.5	36	0	0	0	0	0	0	0	0	0	1	5.5	0	35	189	31						31	86.11%
	SOUTHSIDE	203.0	37	0	0	0	0	0	0	0	0	0	1	5.2	0	36	197.8	28						28	75.68%
SUNDAY 13:00	NORTHSIDE	194.5	36	0	0	0	0	0	0	0	0	0	1	5.5	1	35	189	28						29	80.56%
	SOUTHSIDE	203.0	37	0	0	0	0	0	0	0	0	0	1	5.2	0	36	197.8	23						23	62.16%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**HARTINGTON ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	213.5	38	0	0	0	0	0	0	0	0	0	0	0	0	38	213.5	25						25	65.79%
	SOUTHSIDE	203.5	37	0	0	0	0	0	0	0	0	0	0	0	0	37	203.5	29						29	78.38%
SATURDAY 12:00	NORTHSIDE	213.5	38	0	0	0	0	0	0	0	0	0	0	0	0	38	213.5	26						26	68.42%
	SOUTHSIDE	203.5	37	0	0	0	0	0	0	0	0	0	0	0	0	37	203.5	31						31	83.78%
SATURDAY 13:00	NORTHSIDE	213.5	38	0	0	0	0	0	0	0	0	0	0	0	0	38	213.5	27						27	71.05%
	SOUTHSIDE	203.5	37	0	0	0	0	0	0	0	0	0	0	0	0	37	203.5	31						31	83.78%
SATURDAY 15:00	NORTHSIDE	213.5	38	0	0	0	0	0	0	0	0	0	0	0	0	38	213.5	27						27	71.05%
	SOUTHSIDE	203.5	37	0	0	0	0	0	0	0	0	0	0	0	0	37	203.5	35						35	94.59%
SUNDAY 09:00	NORTHSIDE	213.5	38	0	0	0	0	0	0	0	0	0	0	0	0	38	213.5	30						30	78.95%
	SOUTHSIDE	203.5	37	0	0	0	0	0	0	0	0	0	0	0	0	37	203.5	26						26	70.27%
SUNDAY 11:00	NORTHSIDE	213.5	38	0	0	0	0	0	0	0	0	0	0	0	0	38	213.5	26						26	68.42%
	SOUTHSIDE	203.5	37	0	0	0	0	0	0	0	0	0	0	0	0	37	203.5	23						23	62.16%
SUNDAY 13:00	NORTHSIDE	213.5	38	0	0	0	0	0	0	0	0	0	0	0	0	38	213.5	25						25	65.79%
	SOUTHSIDE	203.5	37	0	0	0	0	0	0	0	0	0	0	0	0	37	203.5	23						23	62.16%

Quality Traffic Surveys	**CLIENT:** VECTOS		**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES		**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**NAPOLEON ROAD**	

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	148.2	26	0	0	0	0	0	0	0	0	0	0	0	0	26	148.2	22						22	84.62%
	SOUTHSIDE	146.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	146.6	19						19	73.08%
SATURDAY 12:00	NORTHSIDE	148.2	26	0	0	0	0	0	0	0	0	0	0	0	0	26	148.2	20						20	76.92%
	SOUTHSIDE	146.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	146.6	21						21	80.77%
SATURDAY 13:00	NORTHSIDE	148.2	26	0	0	0	0	0	0	0	0	0	0	0	0	26	148.2	20						20	76.92%
	SOUTHSIDE	146.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	146.6	23						23	88.46%
SATURDAY 15:00	NORTHSIDE	148.2	26	0	0	0	0	0	0	0	0	0	0	0	0	26	148.2	19						19	73.08%
	SOUTHSIDE	146.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	146.6	23						23	88.46%
SUNDAY 09:00	NORTHSIDE	148.2	26	0	0	0	0	0	0	0	0	0	0	0	0	26	148.2	26						26	100.00%
	SOUTHSIDE	146.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	146.6	21						21	80.77%
SUNDAY 11:00	NORTHSIDE	148.2	26	0	0	0	0	0	0	0	0	0	0	0	0	26	148.2	20						20	76.92%
	SOUTHSIDE	146.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	146.6	24						24	92.31%
SUNDAY 13:00	NORTHSIDE	148.2	26	0	0	0	0	0	0	0	0	0	0	0	0	26	148.2	24						24	92.31%
	SOUTHSIDE	146.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	146.6	24						24	92.31%

Quality Traffic Surveys	**CLIENT:** VECTOS		**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES		**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**CROWN ROAD**	

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	90.2	16	0	0	0	0	0	0	4	22.8	2	0	0	0	12	67.4	13						15	93.75%
	WESTSIDE	34.2	6	0	0	0	0	0	0	6	34.2	4	0	0	0	0	0	0						4	66.67%
SATURDAY 12:00	EASTSIDE	90.2	16	0	0	0	0	0	0	4	22.8	2	0	0	0	12	67.4	15						17	106.25%
	WESTSIDE	34.2	6	0	0	0	0	0	0	6	34.2	5	0	0	0	0	0	0						5	83.33%
SATURDAY 13:00	EASTSIDE	90.2	16	0	0	0	0	0	0	4	22.8	2	0	0	0	12	67.4	15						17	106.25%
	WESTSIDE	34.2	6	0	0	0	0	0	0	6	34.2	5	0	0	0	0	0	0						5	83.33%
SATURDAY 15:00	EASTSIDE	90.2	16	0	0	0	0	0	0	4	22.8	2	0	0	0	12	67.4	16						18	112.50%
	WESTSIDE	34.2	6	0	0	0	0	0	0	6	34.2	5	0	0	0	0	0	0						5	83.33%
SUNDAY 09:00	EASTSIDE	90.2	16	0	0	0	0	0	0	4	22.8	3	0	0	0	12	67.4	13	1					16	100.00%
	WESTSIDE	34.2	6	0	0	0	0	0	0	6	34.2	3	0	0	0	0	0	0	1					3	50.00%
SUNDAY 11:00	EASTSIDE	90.2	16	0	0	0	0	0	0	4	22.8	3	0	0	0	12	67.4	11	0					14	87.50%
	WESTSIDE	34.2	6	0	0	0	0	0	0	6	34.2	0	0	0	0	0	0	0	0					0	0.00%
SUNDAY 13:00	EASTSIDE	90.2	16	0	0	0	0	0	0	4	22.8	3	0	0	0	12	67.4	11	1					14	87.50%
	WESTSIDE	34.2	6	0	0	0	0	0	0	6	34.2	3	0	0	0	0	0	0	0					3	50.00%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**HAGGARD ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	47.6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	47.6	8						8	100.00%
	WESTSIDE	58.9	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58.9	9						9	90.00%
SATURDAY 12:00	EASTSIDE	47.6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	47.6	8						8	100.00%
	WESTSIDE	58.9	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58.9	8						8	80.00%
SATURDAY 13:00	EASTSIDE	47.6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	47.6	8						8	100.00%
	WESTSIDE	58.9	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58.9	7						7	70.00%
SATURDAY 15:00	EASTSIDE	47.6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	47.6	9						9	112.50%
	WESTSIDE	58.9	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58.9	6						6	60.00%
SUNDAY 09:00	EASTSIDE	47.6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	47.6	6						6	75.00%
	WESTSIDE	58.9	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58.9	9						9	90.00%
SUNDAY 11:00	EASTSIDE	47.6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	47.6	7						7	87.50%
	WESTSIDE	58.9	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58.9	10						10	100.00%
SUNDAY 13:00	EASTSIDE	47.6	8	0	0	0	0	0	0	0	0	0	0	0	0	8	47.6	7						7	87.50%
	WESTSIDE	58.9	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58.9	10						10	100.00%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**MARBLE HILL CLOSE**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	153.4	27	0	0	0	0	0	0	0	0	0	0	0	0	27	153.4	14						14	51.85%
	SOUTHSIDE	120.3	21	0	0	0	0	0	0	0	0	0	0	0	0	21	120.3	15						15	71.43%
SATURDAY 12:00	NORTHSIDE	153.4	27	0	0	0	0	0	0	0	0	0	0	0	0	27	153.4	17						17	62.96%
	SOUTHSIDE	120.3	21	0	0	0	0	0	0	0	0	0	0	0	0	21	120.3	16						16	76.19%
SATURDAY 13:00	NORTHSIDE	153.4	27	0	0	0	0	0	0	0	0	0	0	0	0	27	153.4	19						19	70.37%
	SOUTHSIDE	120.3	21	0	0	0	0	0	0	0	0	0	0	0	0	21	120.3	19						19	90.48%
SATURDAY 15:00	NORTHSIDE	153.4	27	0	0	0	0	0	0	0	0	0	0	0	0	27	153.4	20						20	74.07%
	SOUTHSIDE	120.3	21	0	0	0	0	0	0	0	0	0	0	0	0	21	120.3	17						17	80.95%
SUNDAY 09:00	NORTHSIDE	153.4	27	0	0	0	0	0	0	0	0	0	0	0	0	27	153.4	15						15	55.56%
	SOUTHSIDE	120.3	21	0	0	0	0	0	0	0	0	0	0	0	0	21	120.3	17						17	80.95%
SUNDAY 11:00	NORTHSIDE	153.4	27	0	0	0	0	0	0	0	0	0	0	0	0	27	153.4	12						12	44.44%
	SOUTHSIDE	120.3	21	0	0	0	0	0	0	0	0	0	0	0	0	21	120.3	14						14	66.67%
SUNDAY 13:00	NORTHSIDE	153.4	27	0	0	0	0	0	0	0	0	0	0	0	0	27	153.4	15						15	55.56%
	SOUTHSIDE	120.3	21	0	0	0	0	0	0	0	0	0	0	0	0	21	120.3	13						13	61.90%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**MARBLE HILL GARDENS**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	87.7	15	0	0	0	0	0	0	0	0	0	0	0	0	15	87.7	16						16	106.67%
	WESTSIDE	117.6	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.6	18						18	85.71%
SATURDAY 12:00	EASTSIDE	87.7	15	0	0	0	0	0	0	0	0	0	0	0	0	15	87.7	16						16	106.67%
	WESTSIDE	117.6	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.6	19						19	90.48%
SATURDAY 13:00	EASTSIDE	87.7	15	0	0	0	0	0	0	0	0	0	0	0	0	15	87.7	18						18	120.00%
	WESTSIDE	117.6	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.6	20						20	95.24%
SATURDAY 15:00	EASTSIDE	87.7	15	0	0	0	0	0	0	0	0	0	0	0	0	15	87.7	18						18	120.00%
	WESTSIDE	117.6	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.6	21						21	100.00%
SUNDAY 09:00	EASTSIDE	87.7	15	0	0	0	0	0	0	0	0	0	0	0	0	15	87.7	14						14	93.33%
	WESTSIDE	117.6	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.6	14						14	66.67%
SUNDAY 11:00	EASTSIDE	87.7	15	0	0	0	0	0	0	0	0	0	0	0	0	15	87.7	13						13	86.67%
	WESTSIDE	117.6	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.6	14						14	66.67%
SUNDAY 13:00	EASTSIDE	87.7	15	0	0	0	0	0	0	0	0	0	0	0	0	15	87.7	15						15	100.00%
	WESTSIDE	117.6	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.6	15						15	71.43%

Quality Traffic Surveys	**CLIENT:** VECTOS		**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES		**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**RICHMOND ROAD**	

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Residential/Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	97.0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97	7						7	41.18%
	SOUTHSIDE	216.4	40	0	0	0	0	0	0	5	28	5	1	6	0	34	182.4	20						25	62.50%
SATURDAY 12:00	NORTHSIDE	97.0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97	8						8	47.06%
	SOUTHSIDE	216.4	40	0	0	0	0	0	0	5	28	4	1	6	0	34	182.4	28						32	80.00%
SATURDAY 13:00	NORTHSIDE	97.0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97	8						8	47.06%
	SOUTHSIDE	216.4	40	0	0	0	0	0	0	5	28	5	1	6	0	34	182.4	31						36	90.00%
SATURDAY 15:00	NORTHSIDE	97.0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97	8						8	47.06%
	SOUTHSIDE	216.4	40	0	0	0	0	0	0	5	28	5	1	6	0	34	182.4	30						35	87.50%
SUNDAY 09:00	NORTHSIDE	97.0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97	10	1					10	58.82%
	SOUTHSIDE	216.4	40	0	0	0	0	0	0	5	28	5	1	6	0	34	182.4	31						36	90.00%
SUNDAY 11:00	NORTHSIDE	97.0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97	9	2					9	52.94%
	SOUTHSIDE	216.4	40	0	0	0	0	0	0	5	28	5	1	6	0	34	182.4	31						36	90.00%
SUNDAY 13:00	NORTHSIDE	97.0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97	4	1					4	23.53%
	SOUTHSIDE	216.4	40	0	0	0	0	0	0	5	28	5	1	6	0	34	182.4	32						37	92.50%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**ORLEANS ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display or Resedential			Disabled			Residential (S1)			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	330.2	60	0	0	0	0	0	0	25	145.5	12	0	0	0	35	184.7	34						46	76.67%
	WESTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SATURDAY 12:00	EASTSIDE	330.2	60	0	0	0	0	0	0	25	145.5	12	0	0	0	35	184.7	39						51	85.00%
	WESTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SATURDAY 13:00	EASTSIDE	330.2	60	0	0	0	0	0	0	25	145.5	13	0	0	0	35	184.7	43						56	93.33%
	WESTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SATURDAY 15:00	EASTSIDE	330.2	60	0	0	0	0	0	0	25	145.5	14	0	0	0	35	184.7	48						62	103.33%
	WESTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SUNDAY 09:00	EASTSIDE	330.2	60	0	0	0	0	0	0	25	145.5	18	0	0	0	35	184.7	31						49	81.67%
	WESTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SUNDAY 11:00	EASTSIDE	330.2	60	0	0	0	0	0	0	25	145.5	20	0	0	0	35	184.7	30						50	83.33%
	WESTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SUNDAY 13:00	EASTSIDE	330.2	60	0	0	0	0	0	0	25	145.5	24	0	0	0	35	184.7	29						53	88.33%
	WESTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**RIVERSIDE**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display or Resedential			Disabled			Residential (S1)			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	103.6	18	0	0	0	0	0	0	18	103.6	7	0	0	0	0	0	0						7	38.89%
SATURDAY 12:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	103.6	18	0	0	0	0	0	0	18	103.6	11	0	0	0	0	0	0						11	61.11%
SATURDAY 13:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	103.6	18	0	0	0	0	0	0	18	103.6	12	0	0	0	0	0	0						12	66.67%
SATURDAY 15:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	103.6	18	0	0	0	0	0	0	18	103.6	16	0	0	0	0	0	0						16	88.89%
SUNDAY 09:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	103.6	18	0	0	0	0	0	0	18	103.6	4	0	0	0	0	0	0						4	22.22%
SUNDAY 11:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	103.6	18	0	0	0	0	0	0	18	103.6	4	0	0	0	0	0	0						4	22.22%
SUNDAY 13:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	103.6	18	0	0	0	0	0	0	18	103.6	6	0	0	0	0	0	0						6	33.33%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**CHAPEL ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential (S1)			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	26.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	26	5						5	125.00%
SATURDAY 12:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	26.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	26	5						5	125.00%
SATURDAY 13:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	26.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	26	6						6	150.00%
SATURDAY 15:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	26.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	26	6						6	150.00%
SUNDAY 09:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	26.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	26	5						5	125.00%
SUNDAY 11:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	26.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	26	5						5	125.00%
SUNDAY 13:00	NORTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	SOUTHSIDE	26.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	26	5						5	125.00%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**MONTPELIER ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential (S1)			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	11.0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0						0	0.00%
	WESTSIDE	162.3	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.3	4						4	13.79%
SATURDAY 12:00	EASTSIDE	11.0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0						0	0.00%
	WESTSIDE	162.3	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.3	4						4	13.79%
SATURDAY 13:00	EASTSIDE	11.0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0						0	0.00%
	WESTSIDE	162.3	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.3	4						4	13.79%
SATURDAY 15:00	EASTSIDE	11.0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0						0	0.00%
	WESTSIDE	162.3	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.3	4						4	13.79%
SUNDAY 09:00	EASTSIDE	11.0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0						0	0.00%
	WESTSIDE	162.3	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.3	11						11	37.93%
SUNDAY 11:00	EASTSIDE	11.0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0						0	0.00%
	WESTSIDE	162.3	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.3	14						14	48.28%
SUNDAY 13:00	EASTSIDE	11.0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0						0	0.00%
	WESTSIDE	162.3	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.3	13						13	44.83%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**KINGS ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Business Permit			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	63.7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	63.7	12						12	109.09%
	SOUTHSIDE	64.6	11	1	5	1	0	0	0	0	0	0	0	0	0	10	59.6	10						11	100.00%
SATURDAY 12:00	NORTHSIDE	63.7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	63.7	11						11	100.00%
	SOUTHSIDE	64.6	11	1	5	1	0	0	0	0	0	0	0	0	0	10	59.6	11						12	109.09%
SATURDAY 13:00	NORTHSIDE	63.7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	63.7	11						11	100.00%
	SOUTHSIDE	64.6	11	1	5	1	0	0	0	0	0	0	0	0	0	10	59.6	11						12	109.09%
SATURDAY 15:00	NORTHSIDE	63.7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	63.7	9						9	81.82%
	SOUTHSIDE	64.6	11	1	5	1	0	0	0	0	0	0	0	0	0	10	59.6	10						11	100.00%
SUNDAY 09:00	NORTHSIDE	63.7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	63.7	10						10	90.91%
	SOUTHSIDE	64.6	11	1	5	0	0	0	0	0	0	0	0	0	0	10	59.6	12						12	109.09%
SUNDAY 11:00	NORTHSIDE	63.7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	63.7	11						11	100.00%
	SOUTHSIDE	64.6	11	1	5	0	0	0	0	0	0	0	0	0	0	10	59.6	11						11	100.00%
SUNDAY 13:00	NORTHSIDE	63.7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	63.7	10						10	90.91%
	SOUTHSIDE	64.6	11	1	5	0	0	0	0	0	0	0	0	0	0	10	59.6	11						11	100.00%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**BARONSFIELD ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	114.2	20	0	0	0	0	0	0	0	0	0	0	0	0	20	114.2	20						20	100.00%
	SOUTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	21						21	95.45%
SATURDAY 12:00	NORTHSIDE	114.2	20	0	0	0	0	0	0	0	0	0	0	0	0	20	114.2	19						19	95.00%
	SOUTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	22						22	100.00%
SATURDAY 13:00	NORTHSIDE	114.2	20	0	0	0	0	0	0	0	0	0	0	0	0	20	114.2	20						20	100.00%
	SOUTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	21						21	95.45%
SATURDAY 15:00	NORTHSIDE	114.2	20	0	0	0	0	0	0	0	0	0	0	0	0	20	114.2	18						18	90.00%
	SOUTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	19						19	86.36%
SUNDAY 09:00	NORTHSIDE	114.2	20	0	0	0	0	0	0	0	0	0	0	0	0	20	114.2	22						22	110.00%
	SOUTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	20						20	90.91%
SUNDAY 11:00	NORTHSIDE	114.2	20	0	0	0	0	0	0	0	0	0	0	0	0	20	114.2	24						24	120.00%
	SOUTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	19						19	86.36%
SUNDAY 13:00	NORTHSIDE	114.2	20	0	0	0	0	0	0	0	0	0	0	0	0	20	114.2	24						24	120.00%
	SOUTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	22						22	100.00%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**CLAREMONT ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	132.7	24	0	0	0	0	0	0	0	0	0	0	0	0	24	132.7	20						20	83.33%
	SOUTHSIDE	152.5	27	0	0	0	0	0	0	0	0	0	0	0	0	27	152.5	28						28	103.70%
SATURDAY 12:00	NORTHSIDE	132.7	24	0	0	0	0	0	0	0	0	0	0	0	0	24	132.7	20						20	83.33%
	SOUTHSIDE	152.5	27	0	0	0	0	0	0	0	0	0	0	0	0	27	152.5	29						29	107.41%
SATURDAY 13:00	NORTHSIDE	132.7	24	0	0	0	0	0	0	0	0	0	0	0	0	24	132.7	20						20	83.33%
	SOUTHSIDE	152.5	27	0	0	0	0	0	0	0	0	0	0	0	0	27	152.5	29						29	107.41%
SATURDAY 15:00	NORTHSIDE	132.7	24	0	0	0	0	0	0	0	0	0	0	0	0	24	132.7	19						19	79.17%
	SOUTHSIDE	152.5	27	0	0	0	0	0	0	0	0	0	0	0	0	27	152.5	24						24	88.89%
SUNDAY 09:00	NORTHSIDE	132.7	24	0	0	0	0	0	0	0	0	0	0	0	0	24	132.7	23						23	95.83%
	SOUTHSIDE	152.5	27	0	0	0	0	0	0	0	0	0	0	0	0	27	152.5	24						24	88.89%
SUNDAY 11:00	NORTHSIDE	132.7	24	0	0	0	0	0	0	0	0	0	0	0	0	24	132.7	20						20	83.33%
	SOUTHSIDE	152.5	27	0	0	0	0	0	0	0	0	0	0	0	0	27	152.5	20						20	74.07%
SUNDAY 13:00	NORTHSIDE	132.7	24	0	0	0	0	0	0	0	0	0	0	0	0	24	132.7	23						23	95.83%
	SOUTHSIDE	152.5	27	0	0	0	0	0	0	0	0	0	0	0	0	27	152.5	23						23	85.19%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**NORMAN AVE**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	217.1	39	0	0	0	0	0	0	0	0	0	0	0	0	39	217.1	26						26	66.67%
	SOUTHSIDE	162.6	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.6	25						25	86.21%
SATURDAY 12:00	NORTHSIDE	217.1	39	0	0	0	0	0	0	0	0	0	0	0	0	39	217.1	25						25	64.10%
	SOUTHSIDE	162.6	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.6	24						24	82.76%
SATURDAY 13:00	NORTHSIDE	217.1	39	0	0	0	0	0	0	0	0	0	0	0	0	39	217.1	25						25	64.10%
	SOUTHSIDE	162.6	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.6	25						25	86.21%
SATURDAY 15:00	NORTHSIDE	217.1	39	0	0	0	0	0	0	0	0	0	0	0	0	39	217.1	23						23	58.97%
	SOUTHSIDE	162.6	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.6	23						23	79.31%
SUNDAY 09:00	NORTHSIDE	217.1	39	0	0	0	0	0	0	0	0	0	0	0	0	39	217.1	24						24	61.54%
	SOUTHSIDE	162.6	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.6	24						24	82.76%
SUNDAY 11:00	NORTHSIDE	217.1	39	0	0	0	0	0	0	0	0	0	0	0	0	39	217.1	21						21	53.85%
	SOUTHSIDE	162.6	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.6	19						19	65.52%
SUNDAY 13:00	NORTHSIDE	217.1	39	0	0	0	0	0	0	0	0	0	0	0	0	39	217.1	22						22	56.41%
	SOUTHSIDE	162.6	29	0	0	0	0	0	0	0	0	0	0	0	0	29	162.6	22						22	75.86%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	SANDYCOMBE ROAD

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	97.5	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97.5	0						0	0.00%
	WESTSIDE	176.0	32	0	0	0	0	0	0	0	0	0	0	0	0	32	176	14						14	43.75%
SATURDAY 12:00	EASTSIDE	97.5	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97.5	0						0	0.00%
	WESTSIDE	176.0	32	0	0	0	0	0	0	0	0	0	0	0	0	32	176	14						14	43.75%
SATURDAY 13:00	EASTSIDE	97.5	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97.5	0						0	0.00%
	WESTSIDE	176.0	32	0	0	0	0	0	0	0	0	0	0	0	0	32	176	16						16	50.00%
SATURDAY 15:00	EASTSIDE	97.5	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97.5	0						0	0.00%
	WESTSIDE	176.0	32	0	0	0	0	0	0	0	0	0	0	0	0	32	176	15						15	46.88%
SUNDAY 09:00	EASTSIDE	97.5	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97.5	0						0	0.00%
	WESTSIDE	176.0	32	0	0	0	0	0	0	0	0	0	0	0	0	32	176	31						31	96.88%
SUNDAY 11:00	EASTSIDE	97.5	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97.5	0						0	0.00%
	WESTSIDE	176.0	32	0	0	0	0	0	0	0	0	0	0	0	0	32	176	34						34	106.25%
SUNDAY 13:00	EASTSIDE	97.5	17	0	0	0	0	0	0	0	0	0	0	0	0	17	97.5	0						0	0.00%
	WESTSIDE	176.0	32	0	0	0	0	0	0	0	0	0	0	0	0	32	176	34						34	106.25%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**ST STEPHENS GARDENS**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	117.2	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.2	23						23	109.52%
	SOUTHSIDE	115.5	21	0	0	0	0	0	0	0	0	0	1	4.3	1	20	111.2	22						23	109.52%
SATURDAY 12:00	NORTHSIDE	117.2	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.2	25						25	119.05%
	SOUTHSIDE	115.5	21	0	0	0	0	0	0	0	0	0	1	4.3	1	20	111.2	22						23	109.52%
SATURDAY 13:00	NORTHSIDE	117.2	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.2	23						23	109.52%
	SOUTHSIDE	115.5	21	0	0	0	0	0	0	0	0	0	1	4.3	1	20	111.2	22						23	109.52%
SATURDAY 15:00	NORTHSIDE	117.2	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.2	22						22	104.76%
	SOUTHSIDE	115.5	21	0	0	0	0	0	0	0	0	0	1	4.3	1	20	111.2	23						24	114.29%
SUNDAY 09:00	NORTHSIDE	117.2	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.2	25						25	119.05%
	SOUTHSIDE	115.5	21	0	0	0	0	0	0	0	0	0	1	4.3	1	20	111.2	22						23	109.52%
SUNDAY 11:00	NORTHSIDE	117.2	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.2	27						27	128.57%
	SOUTHSIDE	115.5	21	0	0	0	0	0	0	0	0	0	1	4.3	1	20	111.2	23						24	114.29%
SUNDAY 13:00	NORTHSIDE	117.2	21	0	0	0	0	0	0	0	0	0	0	0	0	21	117.2	26						26	123.81%
	SOUTHSIDE	115.5	21	0	0	0	0	0	0	0	0	0	1	4.3	1	20	111.2	23						24	114.29%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**ALEXANDRA ROAD**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	14						14	63.64%
	SOUTHSIDE	107.9	19	0	0	0	0	0	0	0	0	0	1	5.7	0	18	102.2	12						12	63.16%
SATURDAY 12:00	NORTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	15						15	68.18%
	SOUTHSIDE	107.9	19	0	0	0	0	0	0	0	0	0	1	5.7	1	18	102.2	12						13	68.42%
SATURDAY 13:00	NORTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	13						13	59.09%
	SOUTHSIDE	107.9	19	0	0	0	0	0	0	0	0	0	1	5.7	1	18	102.2	12						13	68.42%
SATURDAY 15:00	NORTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	13						13	59.09%
	SOUTHSIDE	107.9	19	0	0	0	0	0	0	0	0	0	1	5.7	1	18	102.2	11						12	63.16%
SUNDAY 09:00	NORTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	19						19	86.36%
	SOUTHSIDE	107.9	19	0	0	0	0	0	0	0	0	0	1	5.7	1	18	102.2	13						14	73.68%
SUNDAY 11:00	NORTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	18						18	81.82%
	SOUTHSIDE	107.9	19	0	0	0	0	0	0	0	0	0	1	5.7	1	18	102.2	15						16	84.21%
SUNDAY 13:00	NORTHSIDE	123.6	22	0	0	0	0	0	0	0	0	0	0	0	0	22	123.6	19						19	86.36%
	SOUTHSIDE	107.9	19	0	0	0	0	0	0	0	0	0	1	5.7	1	18	102.2	17						18	94.74%

CLIENT:	VECTOS		**PROJECT NUMBER:** 30044
PROJECT MANAGER:	CHRIS JAMES		**DATE:** SAT 1ST & SUN 2ND JULY 2017
PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**FAIRLAWNS**	

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	21.3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	2						2	66.67%
	SOUTHSIDE	25.1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.1	5						5	125.00%
SATURDAY 12:00	NORTHSIDE	21.3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	2						2	66.67%
	SOUTHSIDE	25.1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.1	5						5	125.00%
SATURDAY 13:00	NORTHSIDE	21.3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	2						2	66.67%
	SOUTHSIDE	25.1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.1	4						4	100.00%
SATURDAY 15:00	NORTHSIDE	21.3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	1						1	33.33%
	SOUTHSIDE	25.1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.1	5						5	125.00%
SUNDAY 09:00	NORTHSIDE	21.3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	3						3	100.00%
	SOUTHSIDE	25.1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.1	4						4	100.00%
SUNDAY 11:00	NORTHSIDE	21.3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	2						2	66.67%
	SOUTHSIDE	25.1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.1	5						5	125.00%
SUNDAY 13:00	NORTHSIDE	21.3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	2						2	66.67%
	SOUTHSIDE	25.1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.1	6						6	150.00%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**CAMBRIDGE PARK (NORTH)**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential or Display Voucher			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	149.3	27	0	0	0	0	0	0	0	0	0	0	0	0	27	149.3	22						22	81.48%
	SOUTHSIDE	145.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	145.6	22						22	84.62%
SATURDAY 12:00	NORTHSIDE	149.3	27	0	0	0	0	0	0	0	0	0	0	0	0	27	149.3	21						21	77.78%
	SOUTHSIDE	145.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	145.6	26						26	100.00%
SATURDAY 13:00	NORTHSIDE	149.3	27	0	0	0	0	0	0	0	0	0	0	0	0	27	149.3	21						21	77.78%
	SOUTHSIDE	145.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	145.6	25						25	96.15%
SATURDAY 15:00	NORTHSIDE	149.3	27	0	0	0	0	0	0	0	0	0	0	0	0	27	149.3	20						20	74.07%
	SOUTHSIDE	145.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	145.6	25						25	96.15%
SUNDAY 09:00	NORTHSIDE	149.3	27	0	0	0	0	0	0	0	0	0	0	0	0	27	149.3	24						24	88.89%
	SOUTHSIDE	145.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	145.6	21						21	80.77%
SUNDAY 11:00	NORTHSIDE	149.3	27	0	0	0	0	0	0	0	0	0	0	0	0	27	149.3	24						24	88.89%
	SOUTHSIDE	145.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	145.6	15						15	57.69%
SUNDAY 13:00	NORTHSIDE	149.3	27	0	0	0	0	0	0	0	0	0	0	0	0	27	149.3	21						21	77.78%
	SOUTHSIDE	145.6	26	0	0	0	0	0	0	0	0	0	0	0	0	26	145.6	20						20	76.92%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**CAMBRIDGE PARK (SOUTH)**

Time of Beat	Roadside	Road Length	Total Spaces	M/C			Parking Bay			Pay & Display			Disabled			Residential or Display Voucher			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	82.7	15	1	6.7	0	0	0	0	0	0	0	0	0	0	14	76	1						1	6.67%
	SOUTHSIDE	87.8	16	0	0	0	0	0	0	0	0	0	0	0	0	16	87.8	13						13	81.25%
SATURDAY 12:00	NORTHSIDE	82.7	15	1	6.7	0	0	0	0	0	0	0	0	0	0	14	76	1						1	6.67%
	SOUTHSIDE	87.8	16	0	0	0	0	0	0	0	0	0	0	0	0	16	87.8	16						16	100.00%
SATURDAY 13:00	NORTHSIDE	82.7	15	1	6.7	0	0	0	0	0	0	0	0	0	0	14	76	1						1	6.67%
	SOUTHSIDE	87.8	16	0	0	0	0	0	0	0	0	0	0	0	0	16	87.8	16						16	100.00%
SATURDAY 15:00	NORTHSIDE	82.7	15	1	6.7	0	0	0	0	0	0	0	0	0	0	14	76	1						1	6.67%
	SOUTHSIDE	87.8	16	0	0	0	0	0	0	0	0	0	0	0	0	16	87.8	18						18	112.50%
SUNDAY 09:00	NORTHSIDE	82.7	15	1	6.7	0	0	0	0	0	0	0	0	0	0	14	76	14						14	93.33%
	SOUTHSIDE	87.8	16	0	0	0	0	0	0	0	0	0	0	0	0	16	87.8	21						21	131.25%
SUNDAY 11:00	NORTHSIDE	82.7	15	1	6.7	0	0	0	0	0	0	0	0	0	0	14	76	12						12	80.00%
	SOUTHSIDE	87.8	16	0	0	0	0	0	0	0	0	0	0	0	0	16	87.8	20						20	125.00%
SUNDAY 13:00	NORTHSIDE	82.7	15	1	6.7	0	0	0	0	0	0	0	0	0	0	14	76	14						14	93.33%
	SOUTHSIDE	87.8	16	0	0	0	0	0	0	0	0	0	0	0	0	16	87.8	21						21	131.25%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**CAMBRIDGE PARK (CENTRAL)**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Residential or Display Voucher			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	172.1	31	0	0	0	0	0	0	24	129.3	12	0	0	0	7	42.8	0						12	38.71%
SATURDAY 12:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	172.1	31	0	0	0	0	0	0	24	129.3	13	0	0	0	7	42.8	0						13	41.94%
SATURDAY 13:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	172.1	31	0	0	0	0	0	0	24	129.3	12	0	0	0	7	42.8	0						12	38.71%
SATURDAY 15:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	172.1	31	0	0	0	0	0	0	24	129.3	11	0	0	0	7	42.8	0						11	35.48%
SUNDAY 09:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	172.1	31	0	0	0	0	0	0	24	129.3	12	0	0	0	7	42.8	0						12	38.71%
SUNDAY 11:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	172.1	31	0	0	0	0	0	0	24	129.3	8	0	0	0	7	42.8	0						8	25.81%
SUNDAY 13:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	172.1	31	0	0	0	0	0	0	24	129.3	12	0	0	0	7	42.8	0						12	38.71%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**CAMBRIDGE PARK (EAST)**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	113.8	20	0	0	0	0	0	0	0	0	0	0	0	0	20	113.8	8						8	40.00%
	SOUTHSIDE	99.1	18	0	0	0	0	0	0	0	0	0	0	0	0	18	99.1	8						8	44.44%
SATURDAY 12:00	NORTHSIDE	113.8	20	0	0	0	0	0	0	0	0	0	0	0	0	20	113.8	12						12	60.00%
	SOUTHSIDE	99.1	18	0	0	0	0	0	0	0	0	0	0	0	0	18	99.1	10						10	55.56%
SATURDAY 13:00	NORTHSIDE	113.8	20	0	0	0	0	0	0	0	0	0	0	0	0	20	113.8	10						10	50.00%
	SOUTHSIDE	99.1	18	0	0	0	0	0	0	0	0	0	0	0	0	18	99.1	9						9	50.00%
SATURDAY 15:00	NORTHSIDE	113.8	20	0	0	0	0	0	0	0	0	0	0	0	0	20	113.8	10						10	50.00%
	SOUTHSIDE	99.1	18	0	0	0	0	0	0	0	0	0	0	0	0	18	99.1	10						10	55.56%
SUNDAY 09:00	NORTHSIDE	113.8	20	0	0	0	0	0	0	0	0	0	0	0	0	20	113.8	11						11	55.00%
	SOUTHSIDE	99.1	18	0	0	0	0	0	0	0	0	0	0	0	0	18	99.1	9						9	50.00%
SUNDAY 11:00	NORTHSIDE	113.8	20	0	0	0	0	0	0	0	0	0	0	0	0	20	113.8	9						9	45.00%
	SOUTHSIDE	99.1	18	0	0	0	0	0	0	0	0	0	0	0	0	18	99.1	11						11	61.11%
SUNDAY 13:00	NORTHSIDE	113.8	20	0	0	0	0	0	0	0	0	0	0	0	0	20	113.8	12						12	60.00%
	SOUTHSIDE	99.1	18	0	0	0	0	0	0	0	0	0	0	0	0	18	99.1	10						10	55.56%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**VIVIENNE CLOSE**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	25.5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	6						6	150.00%
	SOUTHSIDE	16.7	3	0	0	0	0	0	0	0	0	0	1	4.9	1	2	11.8	0						1	33.33%
SATURDAY 12:00	NORTHSIDE	25.5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	7						7	175.00%
	SOUTHSIDE	16.7	3	0	0	0	0	0	0	0	0	0	1	4.9	1	2	11.8	0						1	33.33%
SATURDAY 13:00	NORTHSIDE	25.5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	8						8	200.00%
	SOUTHSIDE	16.7	3	0	0	0	0	0	0	0	0	0	1	4.9	1	2	11.8	0						1	33.33%
SATURDAY 15:00	NORTHSIDE	25.5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	8						8	200.00%
	SOUTHSIDE	16.7	3	0	0	0	0	0	0	0	0	0	1	4.9	1	2	11.8	0						1	33.33%
SUNDAY 09:00	NORTHSIDE	25.5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	5						5	125.00%
	SOUTHSIDE	16.7	3	0	0	0	0	0	0	0	0	0	1	4.9	0	2	11.8	3						3	100.00%
SUNDAY 11:00	NORTHSIDE	25.5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	4						4	100.00%
	SOUTHSIDE	16.7	3	0	0	0	0	0	0	0	0	0	1	4.9	0	2	11.8	3						3	100.00%
SUNDAY 13:00	NORTHSIDE	25.5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	5						5	125.00%
	SOUTHSIDE	16.7	3	0	0	0	0	0	0	0	0	0	1	4.9	0	2	11.8	4						4	133.33%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA POWERS COURT	

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	NORTHSIDE	15.4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	1						1	50.00%
	SOUTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SATURDAY 12:00	NORTHSIDE	15.4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	1						1	50.00%
	SOUTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SATURDAY 13:00	NORTHSIDE	15.4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	1						1	50.00%
	SOUTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SATURDAY 15:00	NORTHSIDE	15.4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	1						1	50.00%
	SOUTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SUNDAY 09:00	NORTHSIDE	15.4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	2						2	100.00%
	SOUTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SUNDAY 11:00	NORTHSIDE	15.4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	1						1	50.00%
	SOUTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
SUNDAY 13:00	NORTHSIDE	15.4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	0						0	0.00%
	SOUTHSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**ROSELEIGH CLOSE**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	51.5	9	0	0	0	0	0	0	0	0	0	0	0	0	9	51.5	7						7	77.78%
SATURDAY 12:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	51.5	9	0	0	0	0	0	0	0	0	0	0	0	0	9	51.5	9						9	100.00%
SATURDAY 13:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	51.5	9	0	0	0	0	0	0	0	0	0	0	0	0	9	51.5	8						8	88.89%
SATURDAY 15:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	51.5	9	0	0	0	0	0	0	0	0	0	0	0	0	9	51.5	8						8	88.89%
SUNDAY 09:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	51.5	9	0	0	0	0	0	0	0	0	0	0	0	0	9	51.5	5						5	55.56%
SUNDAY 11:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	51.5	9	0	0	0	0	0	0	0	0	0	0	0	0	9	51.5	7						7	77.78%
SUNDAY 13:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	51.5	9	0	0	0	0	0	0	0	0	0	0	0	0	9	51.5	6						6	66.67%

Quality Traffic Surveys	**CLIENT:**	VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER:	CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE:	MARBLE - PARKING BEAT DATA	**BEAULIEU CLOSE**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	62.4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	62.4	9						9	81.82%
SATURDAY 12:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	62.4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	62.4	10						10	90.91%
SATURDAY 13:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	62.4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	62.4	10						10	90.91%
SATURDAY 15:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	62.4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	62.4	8						8	72.73%
SUNDAY 09:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	62.4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	62.4	10						10	90.91%
SUNDAY 11:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	62.4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	62.4	10						10	90.91%
SUNDAY 13:00	EASTSIDE	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
	WESTSIDE	62.4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	62.4	10						10	90.91%

Quality Traffic Surveys	**CLIENT:** VECTOS	**PROJECT NUMBER:** 30044
	PROJECT MANAGER: CHRIS JAMES	**DATE:** SAT 1ST & SUN 2ND JULY 2017
	PROJECT TITLE: MARBLE - PARKING BEAT DATA	**HAVERSHAM CLOSE**

Time of Beat	Roadside	Road Length	Total Spaces	Unrestricted Parking			Parking Bay			Pay & Display			Disabled			Residential			Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
				Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Spaces	Length	Used	Used	Used	Used	Used	Used		
SATURDAY 09:00	EASTSIDE	40.6	7	0	0	0	0	0	0	0	0	0	0	0	0	7	40.6	6						6	85.71%
	WESTSIDE	27.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	27	4						4	100.00%
SATURDAY 12:00	EASTSIDE	40.6	7	0	0	0	0	0	0	0	0	0	0	0	0	7	40.6	7						7	100.00%
	WESTSIDE	27.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	27	4						4	100.00%
SATURDAY 13:00	EASTSIDE	40.6	7	0	0	0	0	0	0	0	0	0	0	0	0	7	40.6	8						8	114.29%
	WESTSIDE	27.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	27	6						6	150.00%
SATURDAY 15:00	EASTSIDE	40.6	7	0	0	0	0	0	0	0	0	0	0	0	0	7	40.6	7						7	100.00%
	WESTSIDE	27.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	27	5						5	125.00%
SUNDAY 09:00	EASTSIDE	40.6	7	0	0	0	0	0	0	0	0	0	0	0	0	7	40.6	6						6	85.71%
	WESTSIDE	27.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	27	4						4	100.00%
SUNDAY 11:00	EASTSIDE	40.6	7	0	0	0	0	0	0	0	0	0	0	0	0	7	40.6	5						5	71.43%
	WESTSIDE	27.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	27	5						5	125.00%
SUNDAY 13:00	EASTSIDE	40.6	7	0	0	0	0	0	0	0	0	0	0	0	0	7	40.6	6						6	85.71%
	WESTSIDE	27.0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	27	5						5	125.00%