



11/02499

WOODLAND ENVIRONMENTAL

CHERRY LODGE GOLF CLUB, BIGGIN HILL

TRANSPORT STATEMENT



**REPORT REF. F990-03
PROJECT NO. F990
JULY 2011**

CHERRY LODGE GOLF CLUB, BIGGIN HILL

TRANSPORT STATEMENT

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	1 st Draft Client Issue	SAF	CMB	ML	DJR	11/03/11
	Final	SAF	CMB	ML	DJR	14/07/11

1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Woodland Environmental (WE) to advise on transport/access matters relating to the upgrading and modernisation of the Cherry Lodge Golf Club, Biggin Hill.
- 1.2 This Transport Statement (TS) has been prepared in support of the planning application for submission to the local planning and highway authority, the London Borough of Bromley (LBB).
- 1.3 In scoping discussions with LBB, Duncan Gray (highways officer) has requested that the forecast changes in traffic flow related to the proposed golf club improvement works are identified.
- 1.4 The planning application is also supported by a Construction Traffic Management Statement, also prepared by ACE.
- 1.5 Following this introduction, the remainder of this report is structured as follows:
 - **Section 2** describes the existing situation;
 - **Section 3** identifies the redevelopment proposals;
 - **Section 4** sets out the existing golf club vehicle trip attraction and provides a forecast of past and future levels of trip attraction based on club membership data; and
 - **Section 5** provides a summary and sets out the conclusions.

2.0 EXISTING SITUATION

Site Location

- 2.1 The site which forms the subject of this planning application is located on the eastern fringe of Biggin Hill, as shown at **Plate 1**.

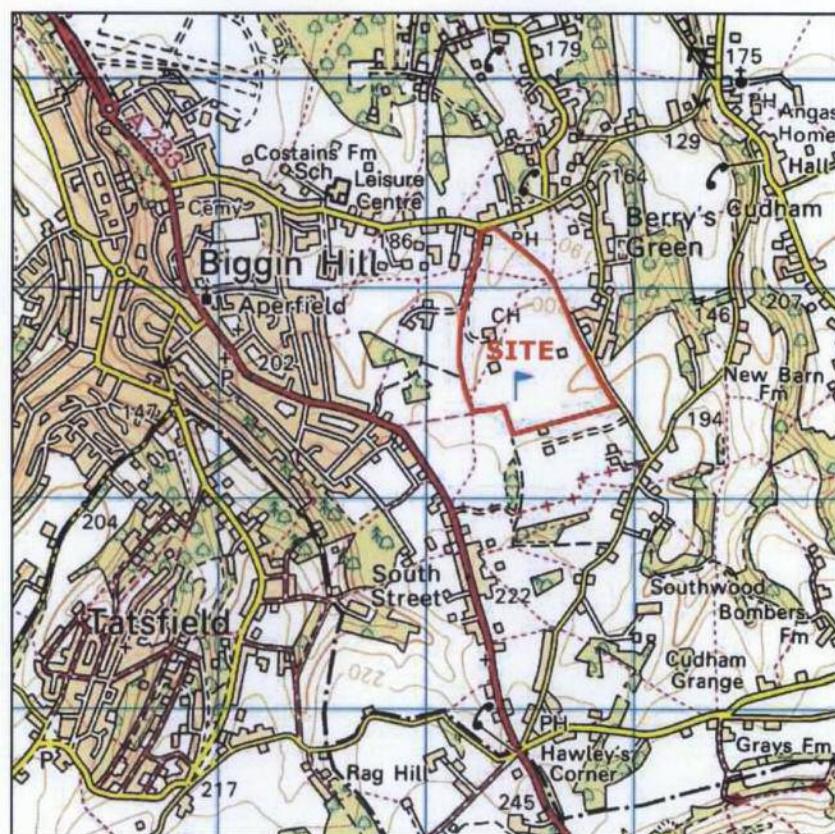


Plate 1: Site Location

Site Access

- 2.2 The site is accessed from Jail Lane, which runs on an east-west alignment to the immediate north of the site. Jail Lane varies in character along its length, it being a circa 7m wide urban single carriageway road with footways as it passes through residential development immediately east of the A233, and narrowing to a circa 4.3m wide semi-rural lane beyond this. The site access is taken from the semi-rural lane section.

Local Highway Network

- 2.3 The A223 Main Road is a circa 7.3m wide single carriageway road that is subject to a 30mph speed limit.

Strategic Highway Network

- 2.4 The A223 connects to the A1 at Bromley Common to the north and the A25 at Westerham to the south, both via priority 'T' junctions. The A25 connects to Junction 5 of the M25 near Sundridge. The M26 and A21 also connect with the M25 at this junction.

3.0 PLANNING APPLICATION SCHEME

- 3.1 The planning application scheme comprises the re-landscaping of the golf course, with the inclusion of mounding for the remodelling of the practice field and mounding between a selection of golf holes.
- 3.2 The proposed modifications would improve playing conditions and golf course standards for members and visiting golfers.
- 3.3 The existing site access from Jail Lane will be retained.

4.0 TRIP ATTRACTION

- 4.1 The golf club currently attracts a number of vehicle trips in the weekday AM and PM peak hours and throughout the day. The trip attraction of the existing site is considered in this section alongside its forecast past and future trip attraction.

Existing Site

- 4.2 Automatic Traffic Count (ATC) surveys were undertaken at the golf club access road for an 8-day period between Thursday 17th and Thursday 24th February 2011. The survey results are summarised in **Table 4.1** and the full survey results are included at **Appendix A**.

Table 4.1: Existing two-way vehicle movements

Time Period	Average Weekday	Average Week
08:00 - 09:00	25	27
17:00 – 18:00	15	13
07:00 – 19:00	229	236
00:00 – 00:00	260	262

- 4.3 **Table 4.1** identifies that the golf club currently attracts up to around 230 two-way movements in the period 07:00 – 19:00, with 25 of these in the traditional network weekday AM peak hour (08:00 – 09:00) and 15 in the PM peak hour (17:00 – 18:00).

Golf Club Membership Data

- 4.4 WE has provided past, current and predicted future club membership numbers to inform the assessment work. The data is summarised in **Table 4.2** and includes % change from the 2011 'base year'. The original data is included at **Appendix B**.

Table 4.2: Membership Numbers - Previous and Future

Year	Members	% Change from 2011
2000	765	+61
2001	755	+59
2002	740	+56
2003	730	+54
2004	725	+53
2005	710	+49
2006	690	+45
2007	670	+41
2008	600	+26
2009	540	+14
2010	485	+2
2011	475	0
2012	465	-2
2013	455	-4
2014	445	-7
2015	500	+5
2016	525	+11
2017	550	+16
2018	575	+21
2019	600	+26
2020	600	+26

- 4.5 **Table 4.2** identifies a steady decrease in membership from 2000 to 2011, a trend that is set to continue until 2015, two years after the proposed re-modelling works would be completed. It is anticipated that membership numbers will increase to 2008 levels by 2020, but are not forecast to surpass historic 2000 levels.
- 4.6 **Table 4.3** provides a forecast of the historic and future traffic attraction of the golf club from the 2011 base year by applying the % change in membership from **Table 4.2** to the surveyed vehicle trip attraction in **Table 4.1**.

Table 4.3: Existing two-way vehicle movements

Time Period	Average Weekday			Average Week		
	2000	2011	2020	2000	2011	2020
08:00 - 09:00	40	25	32	43	27	34
17:00 - 18:00	24	15	19	21	13	16
07:00 - 19:00	369	229	289	380	236	297
00:00 - 00:00	419	260	328	422	262	330

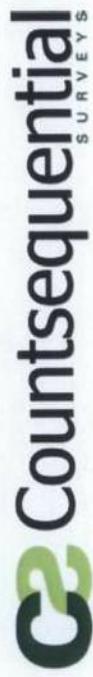
- 4.7 **Table 4.3** identifies that the golf club would attract around 80 two-way vehicle movements less in the period 07:00 – 19:00, when comparing membership levels in 2000 with those forecast in 2020. It is also predicted to attract 8 two-way vehicle movements less in the traditional network weekday AM peak hour and 5 less in the PM peak hour.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 This TS has been prepared to support a planning application for the proposed upgrading and modernisation of the Cherry Lodge Golf Club, Biggin Hill.
- 5.2 The existing golf club vehicle trip attraction has been surveyed and a forecast of past and future levels of trip attraction has been derived based on club membership data.
- 5.3 It has been forecast that the golf club would attract around 80 two-way movements less in the period 07:00 – 19:00, when comparing membership levels in 2000 with those forecast in 2020. It is also predicted to attract 8 two-way vehicle movements less in the traditional network weekday AM peak hour and 5 less in the PM peak hour.
- 5.4 In conclusion, it is considered that the proposed development should be permitted on transport grounds.

APPENDICES

Appendix A
Traffic Count Data



Countsequential Limited Cherry Lodge Golf Club

Client	Ardent Consulting Engineers		
Project Number:	CS00731		
Site Number:	Site 1		
Date of Survey:	16/02/2011		
Road Name:	Golf Club Access		
Survey Type:	ATC		
Direction 1-1	Flow from	Golf Club (S)	
Direction 1-2	Flow from	Jail Lane (N)	
		to	Jail Lane (N)
		to	Golf Club (S)



Quality Assurance and Issue Record

Quality Assurance

Revision		Rev A	
Date		28/02/2011	
Prepared by		Andy Cook	
Signature		Paul O'Neill	
Checked by			
Signature		Paul O'Neill	
Authorised by			
Signature			
Project number		CS00731	CS00731-Cherry Lodge Golf Club-Site 1'ATC
File Ref			

Issue Sheet

Issued to	Date
Andy Boorman	28/02/2011

Countsequential Ltd - Automatic Traffic Count Output

C₂ Countsequential

Road Name
Golf Club Access
Flow from
Golf Club (S)
Date From
14/02/2011
Vehicle Classification
Cars/LGV

to:
Jill Lane (N)
27/02/2011

Prepared by
Andy Cook
Checked by
Paul O'Neill
Issued by
Paul O'Neill

Hour Ending	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average (5 Days)	Average (7 Day)
01:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	4	0	0	0	0	0	0	0	0	0	1	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	2	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	1
08:00	*	*	*	*	2	4	5	3	7	0	3	2	1	1	3	3
09:00	*	*	*	*	5	1	6	4	3	2	1	1	2	1	3	3
10:00	*	*	*	*	12	3	12	3	4	3	4	1	2	1	4	5
11:00	*	*	*	*	7	5	8	2	7	2	4	5	1	4	5	8
12:00	*	*	*	*	3	5	9	3	7	9	26	7	2	8	8	10
13:00	*	*	*	*	6	4	13	17	16	6	10	4	10	8	9	11
14:00	*	*	*	*	4	5	8	29	14	19	9	6	6	9	10	20
15:00	*	*	*	*	11	24	27	18	21	14	39	14	10	10	15	16
16:00	*	*	*	*	14	21	29	16	26	16	12	4	10	10	11	14
17:00	*	*	*	*	20	4	12	3	41	20	11	6	6	6	12	10
18:00	*	*	*	*	18	9	6	1	10	17	19	8	6	6	4	4
19:00	*	*	*	*	5	3	0	2	4	10	5	8	0	0	3	3
20:00	*	*	*	*	8	5	0	0	0	7	1	2	0	0	2	1
21:00	*	*	*	*	0	0	0	0	0	0	10	0	3	0	3	2
22:00	*	*	*	*	0	1	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	0	22	0	0	0	0	3	1	10	0	5	4
00:00	*	*	*	*	0	8	0	0	0	1	0	0	0	0	2	1
Summary data																
07:00-19:00	0	0	0	68	100	101	101	163	101	105	98	59	24	0	102	109
06:00-22:00	0	0	0	76	106	101	104	270	138	156	70	24	0	0	111	117
06:00-00:00	0	0	0	76	136	101	104	271	138	159	84	24	0	0	118	122
00:00-00:00	0	0	0	76	142	104	104	271	138	159	84	24	0	0	119	123
07:00-10:00	0	0	0	19	8	23	10	17	6	9	5	5	0	0	10	11
16:00-19:00	0	0	43	16	18	6	55	47	35	22	12	0	0	0	28	28

Countsequential Ltd - Automatic Traffic Count Output

C3 Countsequential

Road Name: Golf Club Access
 Flow from: Golf Club (S)
 Date From: 14/02/2011
 Vehicle Classification: OGV1

to:
 to:
 Jill Lane (N)
 27/02/2011

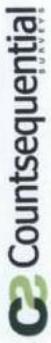
Prepared by: Andy Cook
 Checked by: Paul O'Neill
 Issued by: Paul O'Neill

Hour Ending	14/02/2011	15/02/2011	16/02/2011	17/02/2011	18/02/2011	19/02/2011	20/02/2011	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Week Day (5 Days)	Average Week Day (7 Day)
01:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
02:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
07:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
08:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
09:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
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11:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
12:00	*	*	*	*	1	1	2	0	1	2	6	3	6	*	*	3	2
13:00	*	*	*	*	1	2	1	0	3	1	1	1	3	*	*	2	2
14:00	*	*	*	*	0	3	2	1	1	0	0	0	0	*	*	3	2
15:00	*	*	*	*	11	9	7	1	4	1	8	2	12	*	*	7	6
16:00	*	*	*	*	2	0	1	1	1	1	1	1	5	*	*	2	1
17:00	*	*	*	*	3	1	0	0	1	2	1	0	3	*	*	1	1
18:00	*	*	*	*	2	0	1	0	0	0	0	4	0	*	*	1	1
19:00	*	*	*	*	1	0	0	0	0	0	0	2	0	*	*	0	0
20:00	*	*	*	*	0	0	0	0	0	0	0	1	0	*	*	0	0
21:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
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06:00-22:00	0	0	0	19	13	16	6	8	9	17	19	42	17	0	0	21	18
06:00-00:00	0	0	0	19	13	16	6	8	9	17	19	42	17	0	0	22	19
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07:00-01:00	0	0	0	0	1	1	0	1	2	1	6	3	0	0	0	3	2
16:00-19:00	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0

Summary data

	14/02/2011	15/02/2011	16/02/2011	17/02/2011	18/02/2011	19/02/2011	20/02/2011	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Week Day (5 Days)	Average Week Day (7 Day)
07:00-19:00	0	0	0	19	12	16	6	8	9	17	18	40	17	0	0	21	18
06:00-22:00	0	0	0	19	13	16	6	8	9	17	19	42	17	0	0	21	18
06:00-00:00	0	0	0	19	13	16	6	8	9	17	19	42	17	0	0	22	19
00:00-06:00	0	0	0	0	1	0	0	0	0	2	1	3	3	0	0	1	1
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16:00-19:00	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0

Countsequential Ltd - Automatic Traffic Count Output



Road Name: Golf Club Access
 Flow From: Golf Club (S)
 Date From: 14/02/2011
 Vehicle Classification: OGV/2

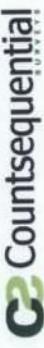
to:
 to:
 27/02/2011

Jail Lane (N)

Summary data

Hour Ending	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	26/02/2011	27/02/2011	Average Week Day (5 Days)	Average Week (7 Day)	
															20/02/2011	21/02/2011			
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03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	*	*	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	*	*	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	*	*	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	*	*	0	0
07:00	*	*	*	*	1	0	0	0	0	0	0	0	0	0	0	*	*	0	0
08:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	*	*	0	0
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21:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	*	*	0	0
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00:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	*	*	0	0

Countsequential Ltd - Automatic Traffic Count Output



Road Name
Flow from
Date From
Vehicle Classification

Golf Club Access
Golf Club (S)
14/02/2011
All Vehicles

to:
Jail Lane (N)
27/02/2011

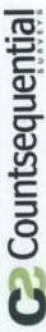
Prepared by
Checked by
Issued by

Andy Cook
Paul O'Neill
Paul O'Neill

Hour Ending	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Week Day (5 Days)	Average Week (7 Day)
	14/02/2011	15/02/2011	16/02/2011	17/02/2011	18/02/2011	19/02/2011	20/02/2011	21/02/2011	22/02/2011	23/02/2011	24/02/2011	25/02/2011	26/02/2011	27/02/2011		
01:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	4	0	0	0	0	0	0	0	0	0	1	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	2	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	0	3	0	0	0	0	0	0	0	0	1	1
07:00	*	*	*	*	1	0	0	0	0	0	0	0	0	0	3	3
08:00	*	*	*	*	2	4	5	3	7	0	3	4	3	1	3	3
09:00	*	*	*	*	5	1	6	4	6	4	3	1	1	1	5	6
10:00	*	*	*	*	12	4	12	3	4	4	3	4	4	4	5	5
11:00	*	*	*	*	5	8	3	7	2	5	7	3	5	5	10	10
12:00	*	*	*	*	6	11	3	8	11	32	10	8	8	8	11	11
13:00	*	*	*	*	7	7	14	17	19	7	11	12	12	12	13	13
14:00	*	*	*	*	4	8	10	30	15	20	9	15	10	10	26	26
15:00	*	*	*	*	23	33	34	19	25	15	47	16	22	22	27	27
16:00	*	*	*	*	16	21	30	16	27	17	14	5	15	15	17	18
17:00	*	*	*	*	5	12	3	42	22	12	6	9	9	9	13	15
18:00	*	*	*	*	20	9	7	1	10	17	19	12	6	6	13	11
19:00	*	*	*	*	6	3	0	2	4	10	5	8	2	2	5	4
20:00	*	*	*	*	8	5	0	0	8	0	1	0	0	0	3	3
21:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	3	2
22:00	*	*	*	*	0	1	0	0	0	0	0	0	0	0	5	4
23:00	*	*	*	*	0	23	0	0	0	0	3	1	1	1	2	2
00:00	*	*	*	*	0	8	0	0	0	1	0	0	5	0	2	2
Summary data																
07:00-09:00	0	0	0	88	112	118	110	107	171	145	116	99	41	0	123	127
09:00-11:00	0	0	0	95	119	118	110	110	179	147	124	110	41	0	132	135
11:00-13:00	0	0	0	96	150	118	110	110	180	147	125	125	41	0	139	144
13:00-15:00	0	0	0	96	156	121	110	110	180	147	126	126	41	0	141	142
15:00-17:00	0	0	0	19	9	23	10	17	8	17	10	8	8	0	11	12
17:00-19:00	0	0	0	49	17	19	6	56	56	36	28	15	0	0	30	31
Peak Hour Analysis																
07:00-10:00	0	0	0	0	12	4	4	7	4	4	4	4	0	0	5	6
11:00-16:00	0	0	0	23	33	34	19	30	19	47	32	22	12	12	27	26
17:00-19:00	0	0	0	23	9	12	3	42	22	19	12	9	0	0	13	15

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed.

Countsequential Ltd - Automatic Traffic Count Output



Road Name
Golf Club Access
Flow from
Jail Lane (N)
Date From
14/02/2011
Vehicle Classification
Cars/LGV

to:
Golf Club (S)
27/02/2011

Prepared by
Andy Cook
Checked by
Paul O'Neill
Issued by
Paul O'Neill

Hour Ending	14/02/2011	15/02/2011	16/02/2011	17/02/2011	18/02/2011	19/02/2011	20/02/2011	21/02/2011	22/02/2011	23/02/2011	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	2	2	3	1	2	1	3	4	3	4	3	4	3	2	2
08:00	*	*	*	*	12	8	30	17	3	15	1	12	3	12	3	12	3	8	11
09:00	*	*	*	*	21	29	22	30	8	29	9	12	22	22	22	22	22	19	20
10:00	*	*	*	*	19	24	2	18	31	6	16	17	22	22	22	22	22	19	17
11:00	*	*	*	*	4	10	7	9	16	4	16	4	10	4	9	9	9	9	9
12:00	*	*	*	*	5	3	12	6	6	13	22	9	8	22	9	8	22	9	9
13:00	*	*	*	*	0	3	1	4	11	7	8	2	1	2	1	3	4	4	4
14:00	*	*	*	*	0	4	5	0	11	5	4	6	1	3	6	1	3	4	4
15:00	*	*	*	*	0	4	5	4	11	3	7	3	0	3	0	3	0	3	4
16:00	*	*	*	*	5	1	3	2	0	1	1	1	1	1	1	1	1	2	2
17:00	*	*	*	*	5	2	0	0	2	1	3	2	3	3	2	3	2	2	1
18:00	*	*	*	*	2	3	1	0	0	0	3	1	1	3	1	1	3	1	3
19:00	*	*	*	*	3	6	0	0	1	2	5	1	4	5	1	4	5	6	4
20:00	*	*	*	*	2	17	2	0	0	0	11	0	7	0	7	0	7	0	0
21:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	*	*	*	*	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Summary data																			
07:00-19:00	0	0	0	15	84	89	63	116	98	80	70	70	0	0	0	0	83	86	
06:00-22:00	0	0	0	17	103	93	85	119	84	111	81	74	0	0	0	0	90	93	
06:00-00:00	0	0	0	17	108	93	87	120	84	111	83	74	0	0	0	0	91	93	
09:00-00:00	0	0	0	0	52	61	54	65	56	113	85	76	0	0	0	0	93	95	
07:00-10:00	0	0	0	10	11	1	0	3	3	42	50	41	47	0	0	0	46	48	
16:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Countsequential Ltd - Automatic Traffic Count Output

Road Name: Golf Club Access
 Flow From: Ball Lane (N)
 Date From: 14/02/2011
 Vehicle Classification: OGV1

To: Golf Club (S)
 Date To: 27/02/2011

Prepared by: Andy Cook
 Checked by: Paul O'Neill
 Issued by: Paul O'Neill

Hour Ending	14/02/2011	15/02/2011	16/02/2011	17/02/2011	18/02/2011	19/02/2011	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Week Day (5 Days)	Average Week Day (7 Day)
01:00	*	*	*	0	0	0	0	0	0	0	0	0	0	*	*	0	0
02:00	*	*	*	*	1	0	0	0	0	0	0	0	0	*	*	0	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
04:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
05:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
06:00	*	*	*	*	1	1	0	0	0	0	0	0	0	*	*	1	1
07:00	*	*	*	*	0	1	1	0	0	2	1	1	2	*	*	2	3
08:00	*	*	*	*	5	0	6	4	2	2	1	1	4	*	*	4	4
09:00	*	*	*	*	0	2	4	8	3	14	1	4	3	*	*	4	4
10:00	*	*	*	*	4	3	3	3	5	1	4	7	5	*	*	3	3
11:00	*	*	*	*	1	2	0	3	7	2	3	7	5	*	*	3	3
12:00	*	*	*	*	3	1	0	1	1	6	2	5	3	*	*	2	2
13:00	*	*	*	*	1	1	0	0	5	0	0	4	4	*	*	2	2
14:00	*	*	*	*	2	2	0	0	0	1	0	3	2	*	*	0	0
15:00	*	*	*	*	1	0	0	0	0	0	1	0	0	*	*	1	1
16:00	*	*	*	*	0	0	0	0	0	0	3	1	0	*	*	1	1
17:00	*	*	*	*	0	0	0	0	0	5	0	0	1	*	*	0	0
18:00	*	*	*	*	0	0	0	0	0	0	0	1	2	*	*	1	1
19:00	*	*	*	*	0	2	0	0	0	0	2	0	1	*	*	1	1
20:00	*	*	*	*	0	1	0	0	0	0	3	0	2	*	*	0	0
21:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
22:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
23:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
00:00	*	*	*	*	0	0	0	0	0	0	0	0	0	*	*	0	0
Summary Data															23	23	
0700-0900	0	0	0	3	18	11	14	24	24	31	19	31	27	0	0	26	24
0900-1100	0	0	0	3	19	12	15	24	26	36	20	34	29	0	0	26	24
1100-1300	0	0	0	3	19	12	15	24	26	36	20	34	29	0	0	26	25
1300-1500	0	0	0	3	21	13	15	24	26	36	20	34	29	0	0	26	25
1500-1700	0	0	0	0	9	5	13	15	10	17	6	13	12	0	0	20	21
1700-1900	0	0	0	0	2	0	0	0	0	5	1	4	0	0	0	2	2

Countsequential Ltd - Automatic Traffic Count Output

Road Name: Golf Club Access
 Flow from: Jill Lane (N)
 Date From: 14/02/2011
 Vehicle Classification: OG/2

to:
 Golf Club (S)
 27/02/2011

Prepared by Andy Cook
 Checked by Paul O'Neill
 Issued by Paul O'Neill

Hour Ending	14/02/2011	15/02/2011	16/02/2011	17/02/2011	18/02/2011	19/02/2011	20/02/2011	Monday	Tuesday	Wednesday	Thursday	Saturday	Sunday	Friday	Saturday	Sunday	Average Week Day (5 Days)	Average Week Day (7 Day)
01:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
02:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
03:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
04:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
05:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
06:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
07:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
08:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
09:00	*	*	*	*	*	*	*	0	0	0	0	1	0	0	*	*	0	0
10:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
11:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
12:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
13:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
14:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
15:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
16:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
17:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
18:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
19:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
20:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
21:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
22:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
23:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
00:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	*	*	0	0
															Summary data			
07:00-19:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00-22:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00-00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
00:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Countsequential Ltd - Automatic Traffic Count Output

C2 Countsequential
www.countsequential.co.uk

Road Name: Golf Club Access
 Flow From: Jall Lane (N)
 Date From: 14/02/2011
 Vehicle Classification: All Vehicles

to: Golf Club (S)
 27/02/2011

Prepared by Andy Cook
 Checked by Paul O'Neill
 Issued by Paul O'Neill

Hour Ending	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Week (5 Day)	Average Week (7 Day)
	14/02/2011	15/02/2011	16/02/2011	17/02/2011	18/02/2011	19/02/2011	20/02/2011	21/02/2011	22/02/2011	23/02/2011	24/02/2011	25/02/2011	26/02/2011	27/02/2011		
01:00	*	*	*	*	2	0	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	1	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	1	0	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	0	0	0	2	0	2	0	0	0	0	1	1
06:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
07:00	*	*	*	*	3	1	0	0	2	0	0	1	2	0	2	3
08:00	*	*	*	*	2	3	3	3	3	3	4	2	4	6	4	14
09:00	*	*	*	*	17	8	36	21	5	17	2	14	7	7	10	22
10:00	*	*	*	*	21	31	39	11	11	43	10	16	25	25	22	24
11:00	*	*	*	*	23	27	5	21	36	7	20	24	27	23	21	12
12:00	*	*	*	*	5	12	7	12	23	6	18	7	7	17	*	*
13:00	*	*	*	*	8	4	4	4	16	19	8	14	11	11	12	12
14:00	*	*	*	*	4	2	4	7	7	8	6	5	5	5	5	6
15:00	*	*	*	*	6	7	0	0	11	6	4	3	4	4	4	5
16:00	*	*	*	*	2	4	5	5	11	3	3	3	3	3	3	2
17:00	*	*	*	*	6	1	3	2	0	1	4	2	4	*	*	3
18:00	*	*	*	*	5	2	0	0	0	3	2	5	*	*	2	2
19:00	*	*	*	*	2	3	8	0	1	2	1	5	*	*	4	3
20:00	*	*	*	*	2	18	2	0	0	0	14	0	9	*	6	5
21:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	0	0	0	0	0	1	0	0	1	0	0	0
00:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
	Summary data															
07:00-10:00	0	0	18	102	100	97	141	129	127	101	99	101	97	0	106	109
06:00-12:00	0	0	20	122	105	102	144	110	147	101	114	103	0	0	116	117
06:00-00:00	0	0	20	122	105	102	145	110	147	103	115	103	0	0	116	118
00:00-00:00	0	0	20	129	106	104	146	112	149	105	116	105	0	0	119	120
07:00-10:00	0	0	61	66	67	61	52	67	32	54	59	0	0	0	56	59
16:00-19:00	0	0	0	10	13	1	0	8	13	5	34	0	0	0	9	8
	Peak Hour Analysis															
07:00-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00-16:00	0	0	0	0	6	8	12	12	16	23	24	27	0	0	13	12
17:00-19:00	0	0	0	5	8	1	0	2	6	7	5	0	0	0	4	3

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed.

**Appendix B
Membership Data**

Cherry Lodge Golf Club - All Membership Numbers - Previous and Future

Year	Member Numbers	Change
2000	765	n/a
2001	755	-10
2002	740	-15
2003	730	-10
2004	725	-5
2005	710	-15
2006	690	-20
2007	670	-20
2008	600	-70
2009	540	-60
2010	485	-55
2011	475	-10
2012	465	-10
2013	455	-10
2014	445	-10
2015	500	55
2016	525	25
2017	550	25
2018	575	25
2019	600	25
2020	600	0

