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PROPOSED HOTEL EXTENSION, TALBOT HOTEL, CHIPPING, LANCASHIRE

TRANSPORT STATEMENT

SEPTEMBER 2011

320110821P

DOCUMENT REF: LK/11132/14.09.2011

PROPOSED HOTEL EXTENSION, TALBOT HOTEL, CHIPPING, LANCASHIRE

TRANSPORT STATEMENT

PREPARED FOR:

TALBOT HOTEL AT CHIPPING LTD

Project No	Date	Status	Version	Prepared By	Approved By
11132	14.09.2011	1st Draft	1	LK	

PROPOSED HOTEL EXTENSION, TALBOT HOTEL, CHIPPING, LANCASHIRE

TRANSPORT STATEMENT

CONTENTS

APPENDICES

1.0 INTRODUCTION

1 1 Talbot Hotel at Chipping Ltd seek planning permission for an extension to their existing hotel at Chipping, Lancashire. The location of the site in relation to the wider highway network is shown on **Figure 1** below:-

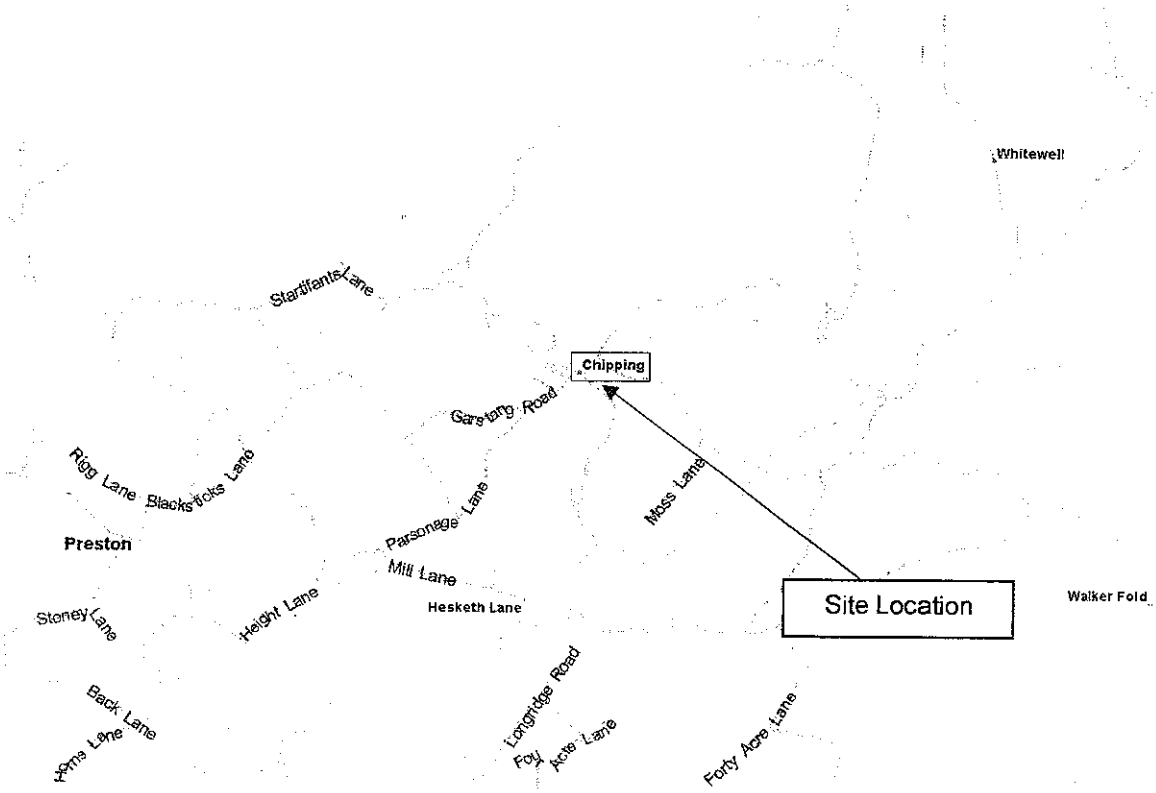

Figure 1 - Site Location Plan in Relation to Wider Highway Network

1.2 **Figure 2** below shows the application site in relation to the local highway network:-

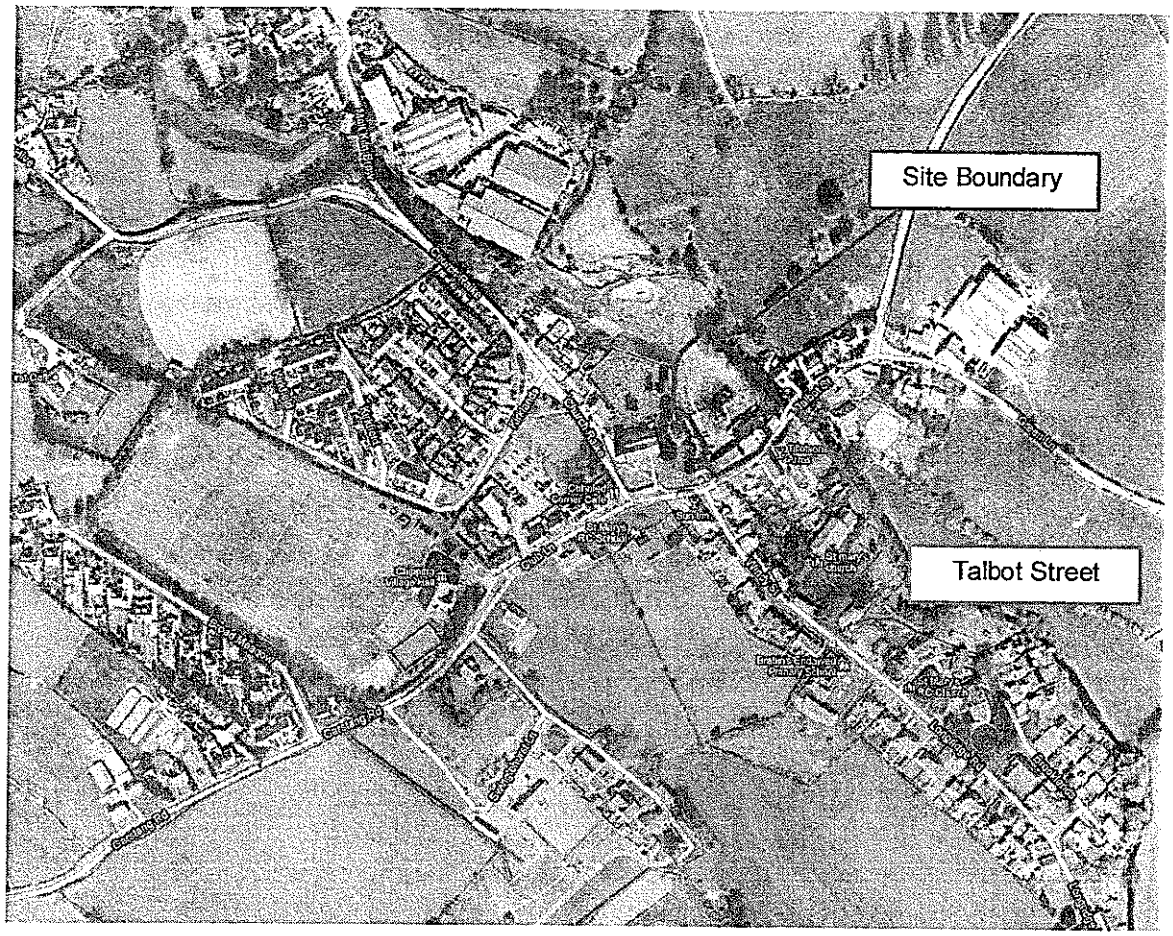

Figure 2 - Site Location Plan in Relation to Local Highway Network

1.3 The proposals would see the following changes made to the existing hotel:-

i) 13 extra rooms in a mixture of new / existing buildings on the site;

ii) A new function room to the rear of the site;

iii) Internal alterations to create a revised bar / restaurant layout; and,

iv) Alterations to the car parking area / car park access.

1.4 Further details on the proposals are set out in chapter 3 of this report.

1.5 Singleton Clamp & Partners (SCP) have been appointed by Talbot Hotel at Chipping Ltd to prepare this Transport Statement (TS) report to support the planning application.

Pre-Application Discussions with the Local Highway Authority

1.6 The proposals have been discussed with an Officer from the Local Highway Authority (Mark Hornby) at Lancashire County Council (LCC). SCP sent a scoping request by email to LCC on the 5th August 2011, a copy of which is set out in Appendix 1 for reference. During a telephone conversation on the 31st August 2011, LCC subsequently confirmed the following:-

i) The content / suggested approach set out in the scoping request email was satisfactory and should be repeated in this TS;

ii) Consideration should be given to coach parking for when events take place at the proposed function suite; and,

iii) The 'pinch point' at the car park entrance does not raise any material concerns however vehicle priority signage should be considered.

1.7 This TS has therefore been prepared in accordance with the above and in accordance with the DfT's *"Guidance on Transport Assessment"* document.

Structure of This Report

1.8 The structure of this report is as follows:-

i) Section 2 provides a description of the existing conditions at the site.

ii) Section 3 provides a description of the proposed development, including an analysis of the site access, parking levels and the trip generating potential of the existing and proposed site uses.

iii) Section 4 provides an analysis of the accessibility of the site by non-car modes of transport.

iv) Section 5 provides the summary and conclusions.

2.0 DESCRIPTION OF THE SITE AND HIGHWAY CONDITIONS

General

2.1 The site is situated in the centre of Chipping village, Lancashire, as shown on **Figures 1 and 2** earlier. The site takes vehicular access onto Talbot Street, which runs in an east-west direction past the site on its southern side and which forms one of the main routes through the village.

2.2 Talbot Street is a village street in character which is subject to a mandatory 30mph speed limit and is lit on both sides.

2.3 The main car park for the hotel is situated behind the main building and is accessed between the main building and the adjacent barn building. **Figure 3** below shows a view of the main car park access from Talbot Street:-

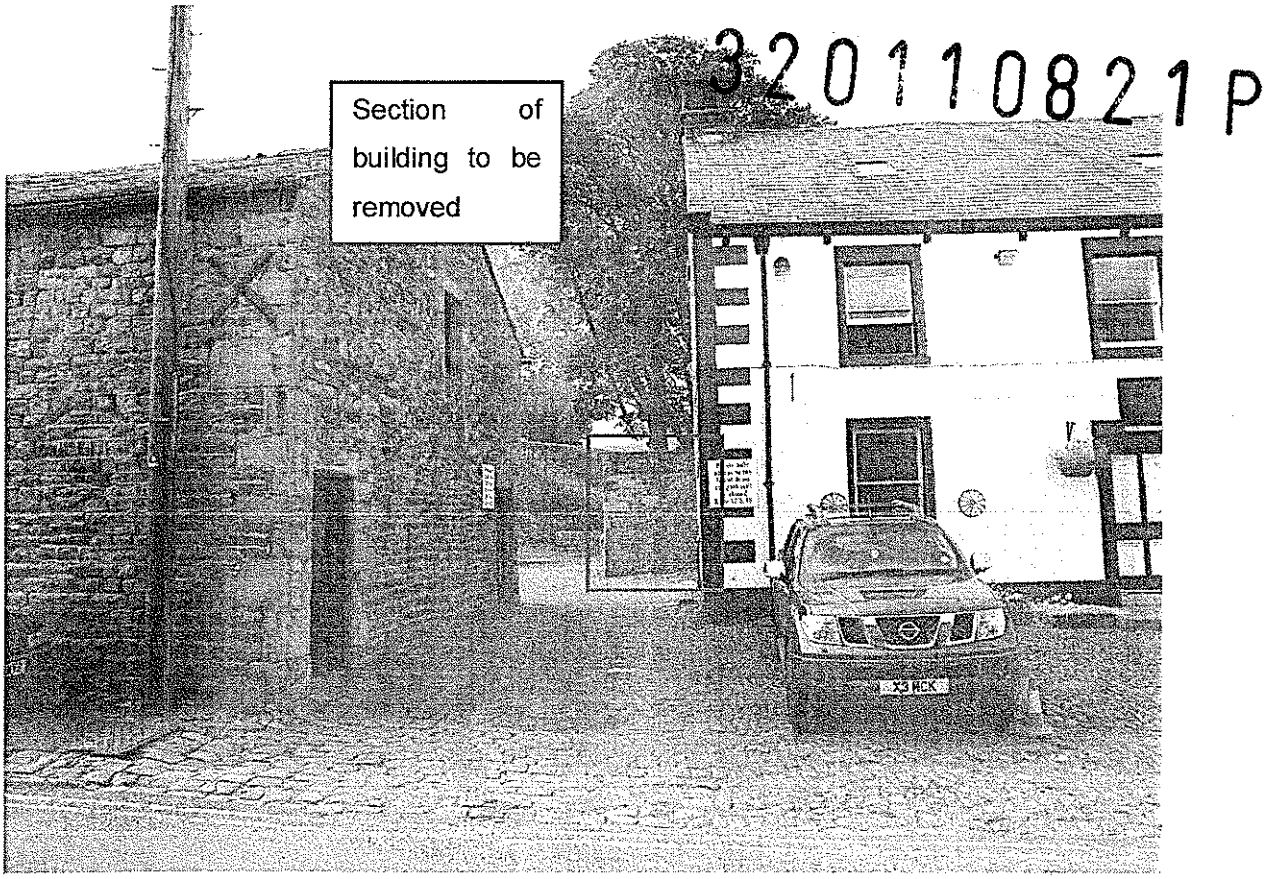

Figure 3 – View of existing car park access from Talbot Street

2.4 The main car park to the rear does not feature any formally marked out parking bays, however there is room for approximately 20 cars to park. There is also room for around 8 cars to park informally on the front forecourt of the site, also partly shown on **Figure 3** above.

2.5 The existing hotel has 7 guest hotel bedrooms, a bar, a restaurant and a games room, and has been closed for business for over a year. The existing layout of the site is shown on drawing SCP/11132/100 in Appendix 2. This plan shows how a section of the existing hotel building (also shown on **Figure 3** above) will be removed to help to increase the ease of access and safety of vehicles entering the rear car park by substantially increasing the inter-visibility through this constrained section. This is discussed more in the following chapter of this TS.

2.6 The following chapter also provides an estimation of the level of peak hour traffic that could be generated by the existing hotel, if re-opened in its current configuration.

Road Safety

2.7 SCP have examined the road accident record along Talbot Street using LCC's online 'MARIO' viewer. In the last five years, no accidents have occurred near to the site, or indeed anywhere in Chipping. Therefore, road safety does not present a material concern in the context of the proposed development.

Air Quality Management Area (AQMA)

2.8 The site is not located within a designated AQMA. Air quality does not therefore present a material concern in the context of the proposed development.

3.0 PROPOSED DEVELOPMENT

General

3.1 The planning application is for the redevelopment of the site to feature the following:-

i) A 20 room hotel with bar / restaurant (both in the existing hotel building and the adjacent barn building);

ii) A function suite with room for between 100 & 120 guests (in a new building to the rear of the existing hotel);

iii) Associated internal alterations to the existing buildings and external alterations to feature a 46 space formalised car parking area to the rear of the hotel and 4 formal parking bays to the front.

3.2 The proposed site layout is shown on the plan in Appendix 3.

Proposed Site Access and Internal Site Layout

3.3 As discussed in the previous chapter, the car park to the rear is currently accessed through a narrowed section between the main hotel building and the adjacent barn which measures around 3.3m minimum width at the 'pinch point'. This arrangement will remain with the proposed redevelopment; however the route into the rear car park will be opened up more by the removal of a section of the existing hotel building which protrudes out into the vehicle path when entering the car park. The section to be removed is shown on the attached existing site layout plan in Appendix 2 and on **Figure 3** earlier.

3.4 This will help to increase the ease of access and safety of vehicles entering the car park by substantially increasing the inter-visibility through the constrained section. There will also areas for vehicles to momentarily wait and give way to opposing vehicles on either side of the constrained section, which should ensure that this feature continues to operate satisfactorily. Priority signage will also be fitted on either side of the access to give priority to vehicles entering the site. This signage, and the level of available inter-visibility through the 'pinch point', are shown on drawing SCP/11132/150A in Appendix 4.

Parking

3.5 As stated earlier, there will be 50 car parking spaces provided on the overall redeveloped site. Appendix 5 contains a car parking assessment that demonstrates that the redeveloped hotel will typically give rise to a maximum demand of only around 20 parking spaces each day. Therefore, under normal conditions, the car park will easily be able to accommodate the forecast demand for users of the hotel / pub / restaurant facilities.

3.6 The parking assessment also includes some calculations in respect of the parking situation during events in the function suite, when abnormal parking demand conditions may arise. This concludes that around 3 events per year could take place when parking demand could potentially slightly exceed the supply of spaces. When these limited instances arise, it will however be possible for the hotel to anticipate them well in advance and plan ahead to give event guests prior advice in respect of parking. This will take the form of a set of directions (based around the example in Appendix 5) that will redirect some guests to the public car park in Chipping that is only 200m away from the hotel. This is considered to be a sensible and appropriate approach in view of the likely frequency of these types of events, and will not lead to the inefficient use of land for parking where it is not even likely to be used for the vast majority of the year.

3.7 There is also the potential, when functions take place, for coach parties to arrive at the site. In these circumstances, it is anticipated that guests would be dropped off by coaches stopped temporarily in front of the hotel on Talbot Street, partially off the carriageway in the forecourt area behind the 4 parking spaces.

3.8 Where coaches are needed to stop over and wait for functions to end before returning guests to their destination/s, there are a number of options available. In the first instance, the nearby private coach hire company, Brethertons (situated only 120m distance from the site on Talbot Street), could be promoted as the ideal coach company to serve function guests. In this case, their nearby depot would obviously serve as the coach waiting area whilst functions are being held.

3.9 Secondly, there are two dedicated off-street coach parking bays situated outside the community owned Village Hall, situated on Club Lane around 200m away from the site which could be utilised.

3.10 Finally, there are a number of lay-bys / informal waiting area on the roads in and around Chipping that could serve as a coach waiting area whilst functions are being held. These are shown circled in red on **Figure 4** below:-

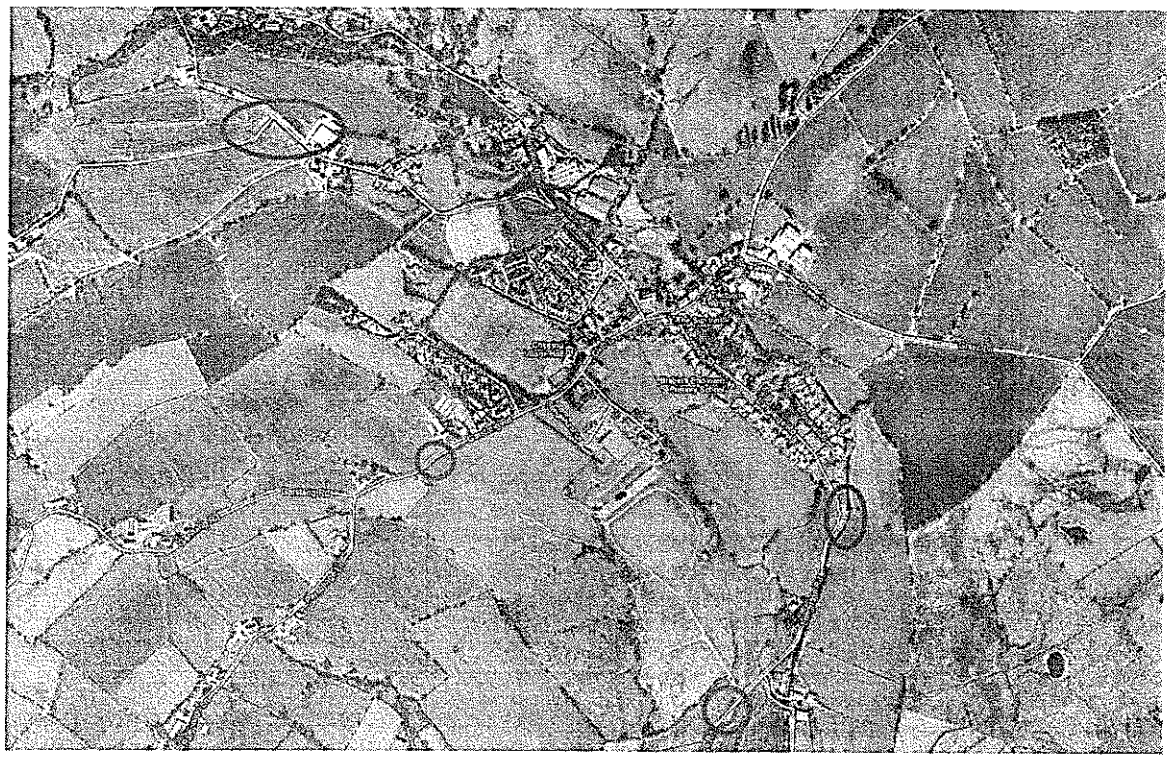

Figure 4 – Existing lay-bys / waiting areas in and around Chipping

3.11 Secure cycle parking for staff will be available in the service yard area of the hotel. There will be a staff changing room available for cyclists to change in which will have washing facilities.

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Servicing

3.12 Servicing of the redeveloped hotel (including dray deliveries) will take place in the same way as they occurred previously when the hotel was open. Access to the cellar is taken via a door to the eastern side of the hotel off Talbot Street. There will therefore be no difference, in planning terms, to how this aspect of the hotel will operate.

Trip Generation – General

3.13 The following sections provide an indication of the levels of trips that could be generated by both the existing (7 room) and proposed (20 room) hotel use in the weekday peak hours (i.e. worst case scenario), so that the traffic impact of both uses can be compared side by side.

Existing Hotel Use Trip Generation

3.14 In order to estimate the trip generation of the existing 7 bedroom hotel / bar / restaurant use during the peak hours, trip rates from the TRICS Database (2011b) have been obtained. The selection criteria for the TRICS based trip rates is as follows:-

i) Hotel food and drink main category;

ii) Pub/restaurant and hotel sub category;

iii) All multi modal sites included;

iv) Selection by number of bedrooms;

v) Weekday surveys only; and,

vi) Sites in Greater London, 'town centres' and 'edge of town centres' excluded to reflect the location of the site in a rural village.

3.15 The multi modal TRICS outputs are presented in Appendix 6 and are summarised in the table below:-

Trip Rates (per hotel room) and Trip Generation Associated With the Existing 7 Room Hotel								
Mode	Weekday AM Peak Hour (08 to 09)				Weekday PM Peak Hour (17 to 18)			
	Arrivals		Departures		Arrivals		Departures	
	Rate	Flow	Rate	Flow	Rate	Flow	Rate	Flow
Vehicles	0.150	1	0.281	2	0.571	4	0.267	2
Cycles	0.005	0	0.002	0	0.011	0	0.005	0
Pedestrians	0.033	0	0.040	0	0.092	1	0.056	0
Pub. Trans.	0.002	0	0.000	0	0.000	0	0.000	0

3.16 The above analysis is considered to be robust as no allowance has been made for the traffic associated with the existing barn use, which will be extinguished as part of the redevelopment.

Proposed Hotel Use Trip Generation

3.17 In order to estimate the trip generation of the proposed 20 room hotel use during the peak hours, the same trip rates used above to estimate the existing hotel use trip generation have been utilised again. The number of trips that could be generated by the increased size hotel / bar / restaurant is therefore as follows:-

Trip Rates (per hotel room) and Trip Generation Associated With the Proposed 20 Room Hotel								
Mode	Weekday AM Peak Hour (08 to 09)				Weekday PM Peak Hour (17 to 18)			
	Arrivals		Departures		Arrivals		Departures	
	Rate	Flow	Rate	Flow	Rate	Flow	Rate	Flow
Vehicles	0.150	3	0.281	6	0.571	11	0.267	5
Cycles	0.005	0	0.002	0	0.011	0	0.005	0
Pedestrians	0.033	1	0.040	1	0.092	2	0.056	1
Pub. Trans.	0.002	0	0.000	0	0.000	0	0.000	0

Net Trip Generation

3.18 The net peak hour trip generating potential of the site is equal to the number of trips that could be generated by the existing 7 room hotel use subtracted from the number of trips that could be generated by the proposed 20 room hotel use, as follows:-

Net Trip Generation Between the Existing and Proposed Site Uses				
Mode	Weekday AM Peak Hour (08 to 09)		Weekday PM Peak Hour (17 to 18)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	4	7	3
Cycles	0	0	0	0
Pedestrians	1	1	1	1
Pub. Trans.	0	0	0	0

3.19 The analysis above shows that the redevelopment could give rise to a net increase of around 6 two-way vehicle trips in the AM peak hour and around 10 two-way vehicle trips in the PM peak hour. Volumetrically, this represents an additional two-way movement every 10 minutes and 6 minutes in each peak hour, respectively. It is considered that the effect of this level of potential traffic increases will be almost imperceptible and will not give rise to any safety or capacity related issues on the local infrastructure.

Proposed Function Suite Use Trip Generation

3.20 In respect of the proposed function suite, SCP are advised that the vast majority of functions are anticipated to be wedding receptions that will largely take place during the summer months on the weekends. Clearly, when events do occur, there will be instances when traffic movements at the site will increase temporarily as guests arrive / depart. However, such event-related traffic will be tidal in nature and should not give rise to any conflicts either at the constrained section of the car park access or anywhere else on the local network.

3.21 If a wedding event with the up 120 guests takes place, then assuming that the average vehicle occupancy will be 2.5 guests per car, then it might be expected that up to a maximum of around 48 additional vehicle arrival movements could occur to the site during the first hour of a wedding reception event. Departures will likely be spread out more evenly as guests depart at different times during the day / evening.

3.22 As suggested above, in view of the infrequency of events when maximum attendance might be expected, and in view of the fact that such events will likely take place during non-peak periods, this level of traffic impact is considered to be acceptable.

4.0 ACCESSIBILITY

General

4.1 This chapter presents a review of the accessibility of the site by walking, cycle and public transport modes.

Pedestrian and Cycle Accessibility

4.2 PPG 13 indicates that walking is the most important mode of travel at local level and offers the greatest potential to replace short car trips, particularly those under 2km. Similarly, PPG13 indicates that 5km is considered to be an acceptable cycling distance. In the context of the proposed hotel / function suite uses, the pedestrian and cycling accessibility of the site is most relevant to staff movements.

4.3 Chipping is a relatively compact village, all parts of which are easily reachable within a 2km walk distance from the site. Staff recruitment from the local community will therefore enable most, if not all, staff members to be able to walk or cycle to work at the site.

4.4 Due to the rural location of Chipping and the nature of the roads through the village (which encourage an informal sharing of carriageway space between all road users), all the roads are relatively lightly trafficked and so conflict with pedestrians and cyclists is kept to a minimum. There have been no recorded road accidents in the village at all, let alone any involving pedestrians or cyclists, therefore pedestrian and cyclist safety does not present a material concern.

4.5 As stated in the previous chapter, there will be secure staff cycle parking available in the service yard of the hotel and changing / washing facilities for staff who cycle to work.

Public Transport

4.6 The nearest bus stops to the site are on Windy Street and Talbot Street, less than 50m walk distance from the site The Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."* The bus stops on Windy Street and Talbot Street are therefore well within the CIHT's lower 300m walk distance threshold.

4.7 From these bus stops, the following bus services are available:-

Service	Days	Route	Core Frequency of Services
4 (Stagecoach)	Mon – Sat	Chipping – Longridge – Whittingham – Fulwood – Preston Bus Station	60 mins
	Sun		No service
4 (Stagecoach)	Mon – Sat	Preston Bus Station – Fulwood – Whittingham – Longridge – Chipping	60 mins
	Sun		No service

4.8 For a village such as Chipping, a bus service with an hourly frequency is considered to be a reasonable level of public transport provision.

5.0 SUMMARY AND CONCLUSIONS

5.1 Talbot Hotel at Chipping Ltd seek planning permission for an extension to their existing hotel at Chipping, Lancashire. The proposals would see 13 extra rooms in a mixture of new / existing buildings on the site, a new function room to the rear of the site, internal alterations to create a new bar / restaurant area and external alterations to the car parking area / car park access. SCP have been appointed to prepare this Transport Statement report which accompanies the planning application, the scope of which has been discussed in detail with the Local Highway Authority during pre-application discussions.

5.1 The road safety record of Chipping has been examined using LCC's online 'MARIO' viewer. No road accidents have occurred anywhere near the site, and road safety does not therefore give rise to any material concerns in the context of the proposed redevelopment.

5.2 The main car park for the hotel is situated to the rear of the building and is accessed through a narrow pinch point arrangement between the main hotel building and the adjacent barn. This arrangement will remain with the proposed redevelopment; however the route into the rear car park will be opened up more by the removal of a section of the existing hotel building which currently protrudes out into the vehicle path when entering the car park. This will increase the level of inter-visibility between cars entering / exiting the car park, and a priority system will be introduced (through signage) to give priority to cars entering the car park from Talbot Street.

5.3 There will be 50 car parking spaces provided on the overall redeveloped site. SCP have undertaken a detailed parking assessment which demonstrates that the redeveloped hotel will typically give rise to a maximum demand of around 20 parking spaces each day. Therefore, under normal conditions, the car park will easily be able to accommodate the forecast demand for users of the hotel / pub / restaurant facilities.

5.4 When events are being held at the proposed function suite, abnormal parking demand conditions may arise. It is estimated that around 3 events per year could take place when this could occur. In these situations, it will however be possible for the hotel to anticipate them well in advance and give event guests prior advice in respect of parking. A set of directions will be issued to guests redirecting them to the public car park in Chipping that is only 200m away from the hotel. This is considered to be a sensible and appropriate approach in view of the likely frequency of these types of events, and will not lead to the inefficient use of land for parking where it is not even likely to be used for the vast majority of the year.

3.23 There is also the potential, when functions take place, for coach parties to arrive at the site. In these circumstances, it is anticipated that guests would be dropped off by coaches stopped temporarily in front of the hotel on Talbot Street in the forecourt area.

3.24 Where coaches are needed to stop over and wait for functions to end before returning guests to their destination/s, there are a number of options available. In the first instance, the nearby private coach hire company, Brethertons (situated only 120m distance from the site on Talbot Street), could be promoted as the coach company to serve function guests. In this case, their nearby depot would obviously serve as the coach waiting area whilst functions are held. Secondly, there are two dedicated off-street coach parking bays situated outside the community owned Village Hall, situated on Club Lane around 200m away from the site. Finally, there are a number of lay-bys / informal waiting area on the roads in and around Chipping that could serve as a coach waiting area whilst functions are being held.

5.5 The number of peak hour trips that could be generated by the existing 7 room hotel / bar / restaurant has been compared with the number of peak hour trips that could be generated by the proposed 20 room hotel / bar / restaurant, using trip rates from the industry standard TRICS Database. The analysis shows that the redevelopment could give rise to a net increase of around 6 two-way vehicle trips in the AM peak hour and around 10 two-way vehicle trips in the PM peak hour. Volumetrically, this represents an additional two-way movement every 10 minutes and 6 minutes in each peak hour, respectively. It is considered that the effect of this level of potential traffic increase will be almost imperceptible and will not give rise to any safety or capacity related issues on the local infrastructure.

5.6 In respect of the function suite, SCP are advised that the vast majority of functions are anticipated to be wedding receptions that will largely take place during the summer months on the weekends. Clearly, when events do occur, there will be instances when traffic movements at the site will increase temporarily as guests arrive / depart. However, such event-related traffic will be tidal in nature and should not give rise to any conflicts either at the constrained section of the car park access or anywhere else on the local network. During events, it might be expected that up to a maximum of around 48 additional vehicle arrival movements could occur to the site during the first hour of a wedding reception event. Departures will likely be spread out more evenly as guests depart at different times during the day / evening. In view of the fact that such events will be relatively infrequent and likely take place during non-peak periods, this level of traffic impact is considered to be acceptable.

5.7 The accessibility of the site has been assessed in terms of it's accessibility by walking, cycling, and public transport modes of transport. Overall, the site is considered to be reasonably well located in terms of its accessibility, which in the context of the scheme is most relevant to staff related travel movements. Chipping is a relatively compact village, all parts of which are easily reachable within a 2km walk distance from the site. Staff recruitment from the local community will therefore enable most, if not all, staff members to be able to walk or cycle to work at the site.

5.8 Due to the rural location of Chipping and the nature of the roads through the village, all the roads are relatively lightly trafficked and so conflict with pedestrians and cyclists is kept to a minimum. There have been no recorded road accidents in the village at all, let alone any involving pedestrians or cyclists, therefore pedestrian and cyclist safety does not present a material concern.

5.9 Having regard to the above, it is concluded that there are no highway-related reasons to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

APPENDICES

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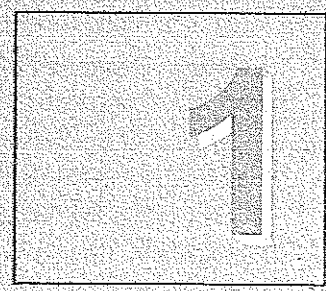


Lee Kendall

From: Lee Kendall

Sent: 05 August 2011 14:11

To: 'mark.hornby@lancashire.gov.uk'

Subject: FW: Proposed Extensions / Alterations, Talbot Hotel, Chipping - Scoping Request

Attachments: SCP-11132-100 - Existing Site Layout.pdf; sk1 - Proposed Site Layout Plan.pdf; Parking Assessment.pdf; Traffic Flow Calculations.pdf; Incidence of opposing vehicular conflict calculation.pdf; SCP-11132-150 - Swept Path Analysis.pdf

Hi Mark,

You may recall we discussed the above scheme last month – apologies but I have just realised that I sent this email to wrong email address a while ago, I am therefore resending it.

As discussed last month, our client at the Talbot Hotel in Chipping is looking to submit a planning application for alterations and extensions to the hotel.

The existing hotel arrangement features a pub/restaurant downstairs with 7 hotel rooms upstairs. The proposed alterations / extensions would see the refurbishment of the existing building, the use of the adjacent barn for accommodation, various alterations and an extension to the rear featuring a function room. The scheme will result in 20 hotel rooms (in total), the new function room (room for 100 – 120 guests) with the pub / restaurant use retained and refurbished.

I understand Ribble Valley Council have already sent you a proposed site layout plan for comment and so you are aware of the proposals. We have been appointed to prepare a Transport Statement to support the application and I would be extremely grateful if we could agree the scope of the report and a few other salient highway-related matters prior to an application being submitted, if possible.

Please find attached the following:-

i) Existing site layout plan (drawing SCP/11132/100);

ii) Proposed site layout plan ***(please note – this may be subject to slight changes depending on the arboriculturists findings);***

iii) Existing / proposed use traffic generation calculations for the weekday peak hour;

iv) Car parking assessment for the proposed redevelopment;

v) Calculation of the incidence of conflict at the car park entry (where the access width is constrained to one-way working); and,

vi) Swept path analysis plan of the access arrangements (drawing SCP/11132/150);

Existing / Proposed Site Layout Plans

In respect of the existing / proposed site layouts, and as shown by the attached plans, the car park is situated behind the hotel and will feature around 42 spaces, whilst there is room for around another 8 cars to park within the site curtiledge at the front of the hotel. The car park to the rear is currently accessed through a narrowed section between the main hotel building and the adjacent barn which measures

around 3.3m minimum width at the pinch point. This arrangement will remain with the proposed redevelopment; however the route into the rear car park will be opened up more by the removal of a section of the existing hotel building which protrudes out into the vehicle path when entering the car park. The section to be removed is shown on the attached existing site layout plan (SCP/11132/100). Clearly, this will help to increase the ease of access and safety of vehicles entering the car park by substantially increasing the inter-visibility through the constrained section. There are also areas for vehicles to momentarily wait and give way to opposing vehicles on either side of the constrained section, which should ensure that this feature continues to operate satisfactorily. This is discussed a little more later on in this email.

Anticipated Traffic Generation

The attached traffic generation calculations provide an indication of the likely traffic generating potential of the existing hotel / proposed redevelopment scheme during the peak hours, using trip rates derived from similarly located pub / restaurant / hotel sites in the TRICS Database. The analysis shows that the redevelopment could give rise to a net increase of around 6 two-way vehicle trips in the AM peak hour and around 10 two-way vehicle trips in the PM peak hour. Volumetrically, this represents an additional two-way movement every 10 minutes and 6 minutes in each peak hour, respectively. It is considered that the effect of this level of potential traffic increase will be almost imperceptible and will not give rise to any safety or capacity related issues.

In respect of the function suite, I am advised that the vast majority of functions will be weddings that will largely take place during the summer months on the weekends. Clearly, when events do occur, there will be instances when traffic movements at the site will increase temporarily. However, such event-related traffic will be tidal in nature and should not give rise to any conflicts either at the constrained section of the car park access or anywhere else.

Car Parking

As stated earlier, there will be around 50 car parking spaces provided on the overall redeveloped site. The attached parking assessment includes a parking accumulation assessment that demonstrates that the redeveloped site will typically give rise to a maximum demand of 20 parking spaces each day. Therefore, under normal conditions, the car park will easily be able to accommodate the forecast demand for users of the hotel / pub / restaurant facilities.

The parking assessment also includes some calculations in respect of the parking situation during events in the function suite when abnormal parking demand conditions may arise. This concludes that around 3 events per year could take place when parking demand could potentially slightly exceed the supply of spaces. When these limited instances arise, it will however be possible for the hotel to anticipate them well in advance and plan ahead to give event guests prior advice in respect of parking. This will take the form of a set of directions (based around the attached example) that will redirect some guests to the public car park in Chipping that is only 200m away from the hotel. This is considered to be a sensible and appropriate approach in view of the likely frequency of these types of events, and will not lead to the inefficient use of land for parking where it is not even likely to be used for the vast majority of the year.

Likely Incidence of Conflict at the Car Park Access and Swept Path Analysis

As discussed earlier, there is a pinch point on the rear car park access that is constrained by the main hotel building and the adjacent barn building. Using the anticipated traffic generation figures (attached), it is possible to gauge the likely incidence of opposing vehicular conflict at this constrained section during the peak hours. These calculations are shown on the attached sheet, and demonstrate that it would take around 20 days of the

anticipated level of usage for two vehicles to meet within the constrained area in the AM peak hour. Similarly, it would take about 7 days of this level of use for two vehicles to meet within the constrained area in the PM peak hour.

This will therefore be a very lightly trafficked situation and the chances of two vehicles opposing each other at the pinch point will be very low. Even so, as discussed earlier, with the removal of part of the hotel building there will good inter-visibility between the rear / front car parking areas, there are waiting areas on either side fro vehicles to wait momentarily and the chances of any conflict incidents occurring are therefore considered extremely remote. Traffic speeds are also likely to very low in view of the nature of the pinch point and the car park.

To demonstrate the availability of a car to satisfactorily wait for another car travelling in the opposite direction, I have prepared the attached swept path analysis plan (drawing SCP/11132/150).

Scope of Transport Assessment

In terms of the Transport Statement, we propose to prepare the document in accordance with the DfT's *"Guidance on Transport Assessment"* document, and will include all the analysis set out above and attached, subject to your comments. The TS will include a full appraisal of the site's accessibility by non-car modes, accident analysis of the local network, full descriptions of existing / proposed developments and an estimation of the distribution / assignment of vehicular trips on the network etc. If there is anything else you wish to see included in the report then please let me know.

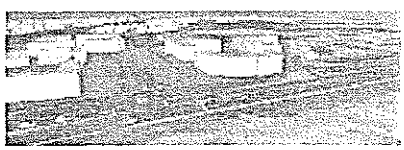
I trust the above and attached are of assistance and look forward to hearing from you at the earliest convenience

Regards
Lee Kendall
Senior Transport Planner
For and on behalf of
Singleton Clamp & Partners Ltd
2 Mount Street, Albert Square, Manchester, M2 5WQ
T: 0161 832 4400, F: 0161 832 5111
M: 07974 686045, E: lee.kendall@singletonclamp.co.uk

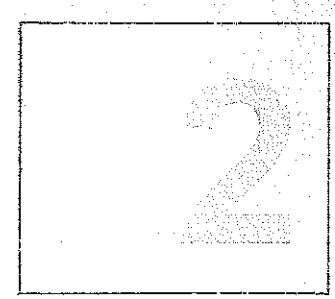
Visit our website for further information on how we can assist you with:-

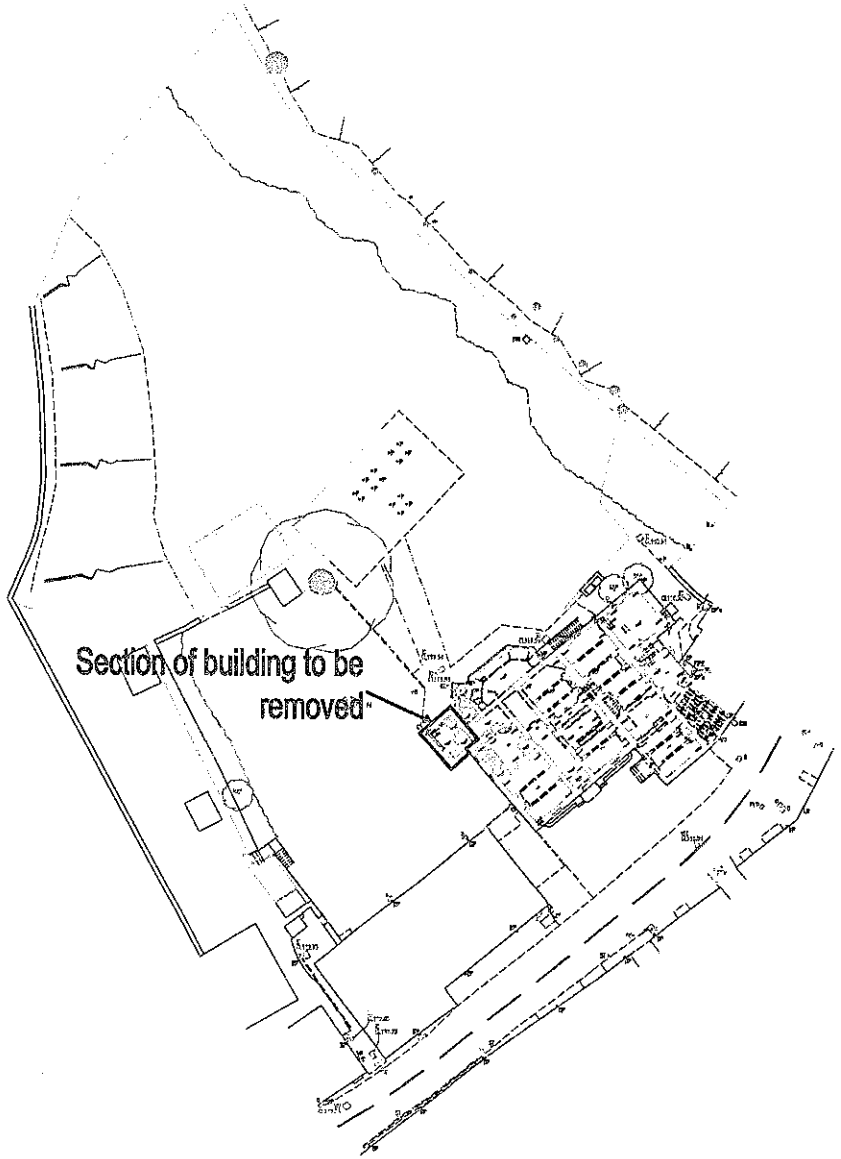
▪ S278 Design Alterations to Existing Highway ▪ S38 Design for New Highways to be Adopted ▪ S104 Design for New Drainage Adoption ▪ Road Safety Audits

Visualise development proposals and traffic conditions in 3D. Click on the image below to visit our channel for some examples:



320110821P





3201108 21P

Singleton Clamp & PARTNERS

Consulting Engineers and Transportation Planners
2 Mount Street, Albert Square, Manchester M2 5WQ
Tel 0161 832 4400, Fax 0161 832 6111, Email consult singletonclamp.co.uk

Drawing Title: EXISTING SITE LAYOUT PLAN

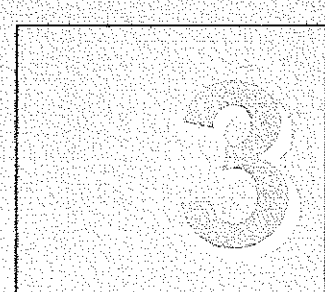
Drawing No.: SCP/11132/100

Date: JULY 2011

Job Title: PROPOSED HOTEL EXTENSION, TALBOT HOTEL, CHIPPING, LANCASHIRE

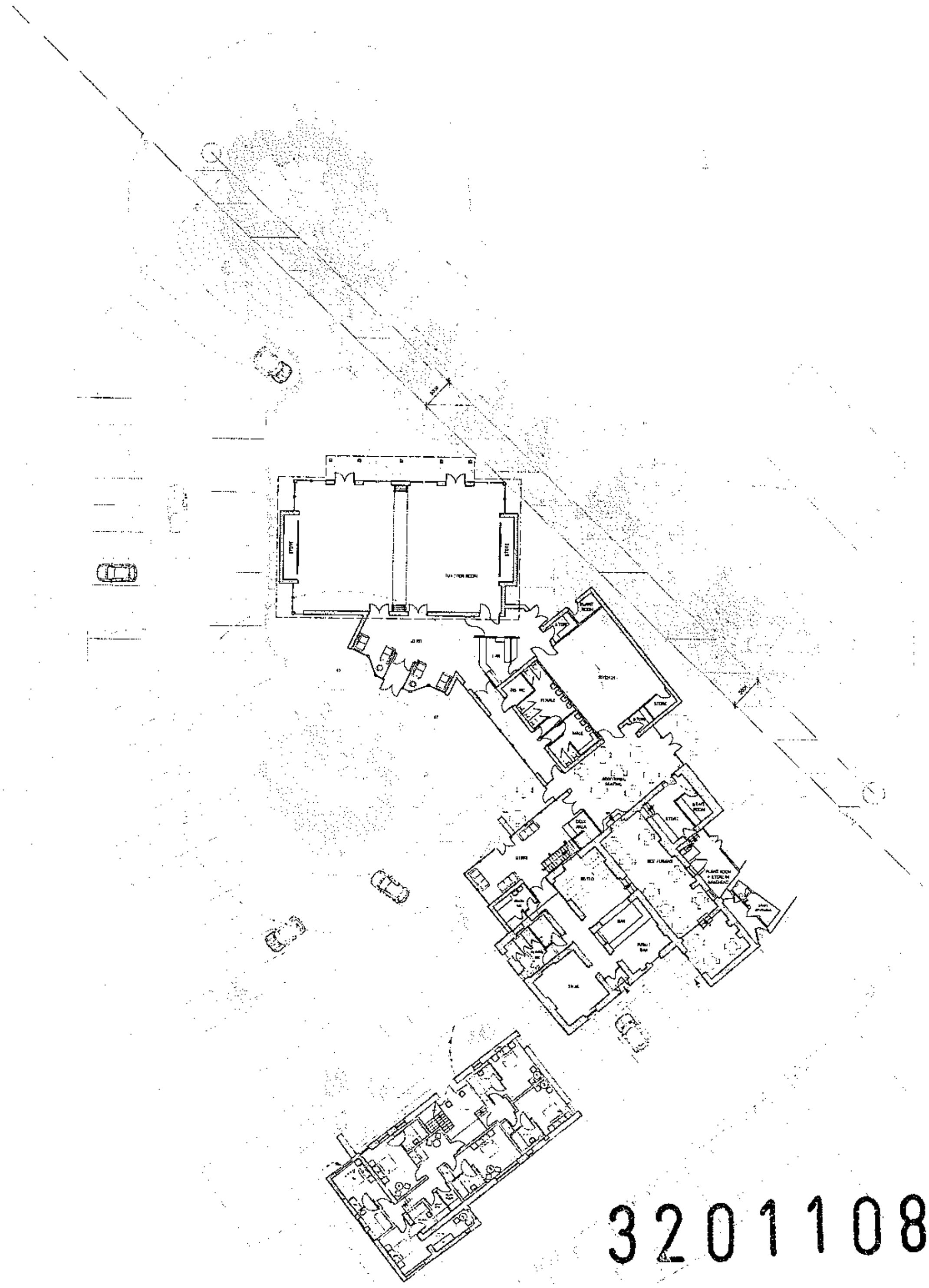
Drawn By: LK

Scale: 1:500 @ A3



Dimensions should not be scaled. All dimensions to be checked on site by the contractor before commencement of the relevant part of the work.

1:200 — 0m 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m 11m



320110821P

Rev	Date	Description

Talbot Hotel
Chipping

Proposed Site Plan

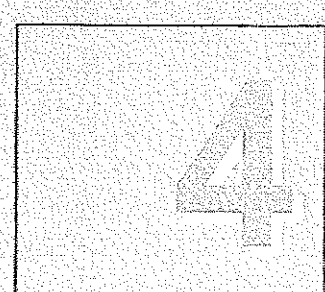
Drwg. No.: 1723.P.001

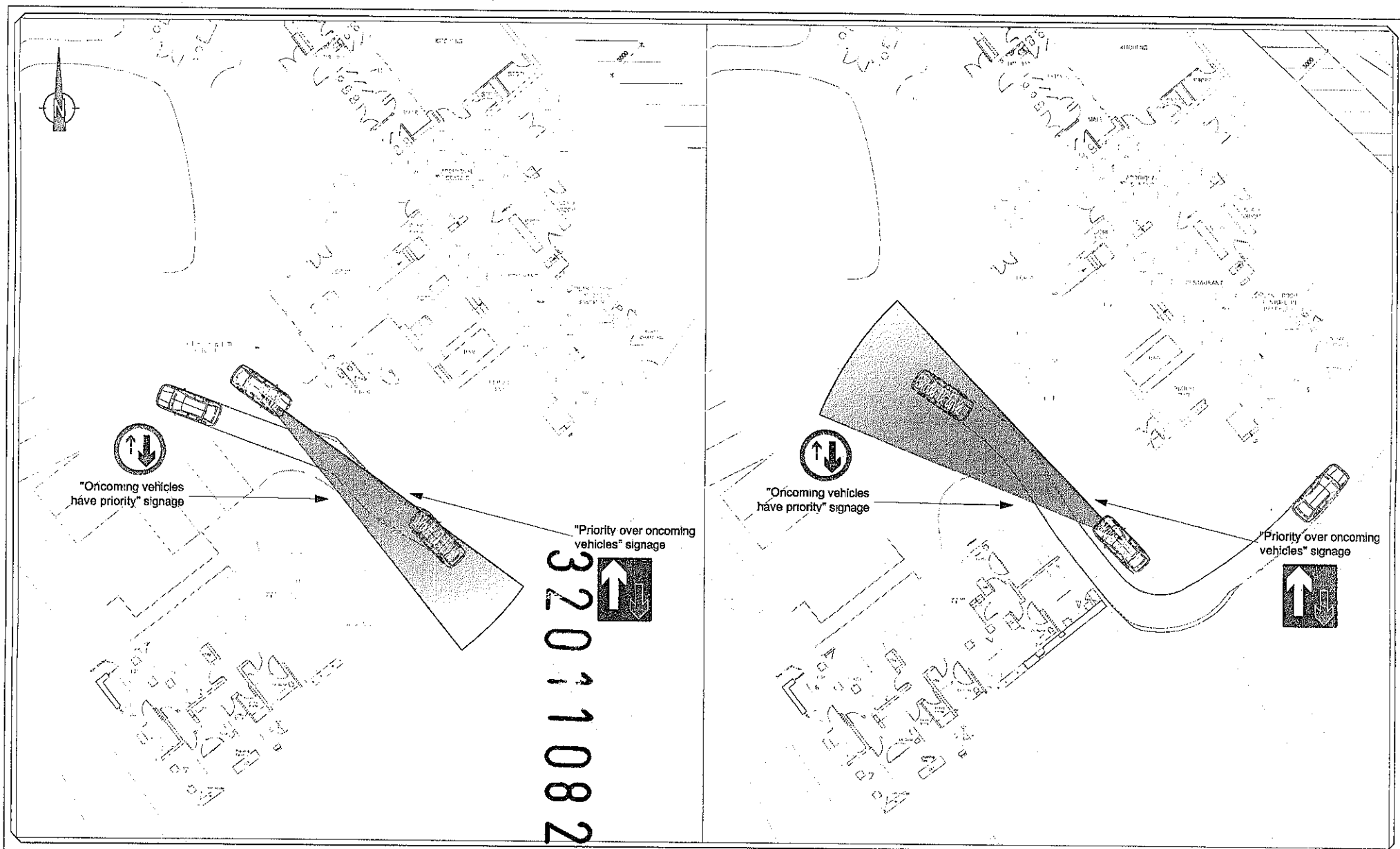
Date: Aug '11 — Scale: 1:200@A1

IWA Architects

Waterloo Mill, Waterloo Road, Clitheroe, Lancashire, BB7 1LR

t: +44 (0) 1200 425482
f: +44 (0) 1200 428272





320110820

Singleton Clamp & PARTNERS
Consulting Engineers and Transportation Planners
2 Mount Street, Albert Square, Manchester M2 5WQ
Tel 0161 832 4400, Fax 0161 832 5111, Email consult singletonclamp.co.uk

Drawing Title: SWEPT PATH ANALYSIS AND INTERVISIBILITY AT CAR PARK ACCESS

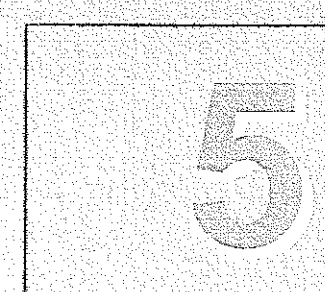
Drawing No.: SCP/11132/100 REV A

Date: SEPTEMBER 2011

Job Title: PROPOSED HOTEL EXTENSION, TALBOT HOTEL, CHIPPING, LANCASHIRE

Drawn By: LK

Scale: 1:250 @ A3



CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Hotel + Pub/Restaurant

Proposed No of Rooms:- 20

Anticipated No. of required overnight spaces 10

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0.000	0.000	0	0	10
01:00-02:00	0.000	0.000	0	0	10
02:00-03:00	0.000	0.000	0	0	10
03:00-04:00	0.000	0.000	0	0	10
04:00-05:00	0.000	0.000	0	0	10
05:00-06:00	0.000	0.000	0	0	10
06:00-07:00	0.040	0.080	1	2	9
07:00-08:00	0.096	0.247	2	5	6
08:00-09:00	0.150	0.281	3	6	4
09:00-10:00	0.164	0.169	3	3	3
10:00-11:00	0.108	0.092	2	2	4
11:00-12:00	0.189	0.185	4	4	4
12:00-13:00	0.476	0.176	10	4	10
13:00-14:00	0.297	0.388	6	8	8
14:00-15:00	0.244	0.389	5	8	5
15:00-16:00	0.241	0.300	5	6	4
16:00-17:00	0.379	0.198	8	4	8
17:00-18:00	0.571	0.267	11	5	14
18:00-19:00	0.647	0.408	13	8	18
19:00-20:00	0.506	0.447	10	9	20
20:00-21:00	0.289	0.350	6	7	18
21:00-22:00	0.171	0.265	3	5	17
22:00-23:00	0.202	0.318	4	6	14
23:00-24:00	0.078	0.209	2	4	12

Maximum Parking Demand: 20

Peak Demand Period: 19:00-20:00

Drawing No. APPENDIX 5	Drawing Title CAR PARKING ACCUMULATION / DEMAND ASSESSMENT - PROPOSED HOTEL USE
Date JULY 2011	Project PROPOSED HOTEL EXTENSIONS, TALBOT HOTEL, CHIPPING

Singleton Clamp & PARTNERS
Consulting Engineers and Transportation Planners

320110821P

CAR PARK DEMAND ASSESSMENT

1 This assessment seeks to determine whether the proposed level of parking provision (50 spaces) at the Talbot Hotel at Chipping will be sufficient to serve the parking demand experienced at the hotel during functions such as weddings etc, when the maximum attendance is experienced.

2 If the maximum occupancy of the function suite is to be up to 120 guests and for a function the average occupancy per car is assumed to be 2 5 persons per car then it is calculated that the maximum parking demand could be up t 48 cars from attendees of the function.

3 It is expected that a significant proportion of the guests attending an event at the proposed function suite will also be guests at the hotel Therefore the demand for parking spaces from other users of the hotel (i.e. those not attending the function) will reduce commensurately. However the extent to which this will occur will vary from function to function and is therefore difficult to quantify for the purposes of this assessment.

4 Notwithstanding this if a demand for 48 spaces could occur during those function events which experience maximum occupancy, and there will be 50 spaces available at the proposed re-development then clearly there is at least the occasional potential for demand to slightly exceed the on-site parking provision.

5 It is therefore considered useful to try and estimate the potential frequency of function events at the hotel that will result in maximum occupancy.

Based on information provided by the applicants it is anticpated that the vast majority of function events will be wedding receptions

The majority of wedding events occur during the spring / summer months and take place on weekends

If it is therefore assumed that around 26 events could take place per year, and that of these events 10% will result in maximum 120 person occupancy and thus generate maximum parking demand at the site then there will be around 3 events per year when parking demand ***could*** exceed the maximum capacity of the site's car park

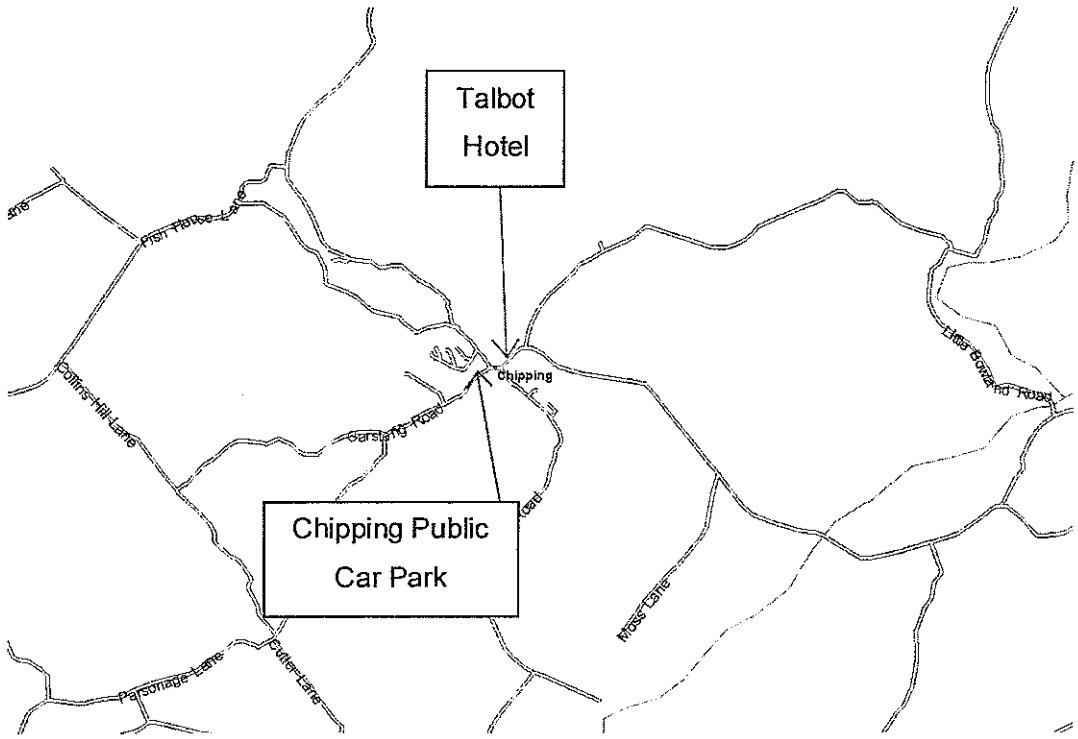
6 It will be possible on these limited occasions in the year for the hotel to forsee when parking demand has the ***potential*** to exceed available capacity due the nature of clients booking events / attendee numbers in advance In these circumstances it is proposed that the hotel management issues directions to alternative public parking facilities nearby on Club Lane. The directions would be issued well in advance of such events to the booking party and would be similar to the attached example.

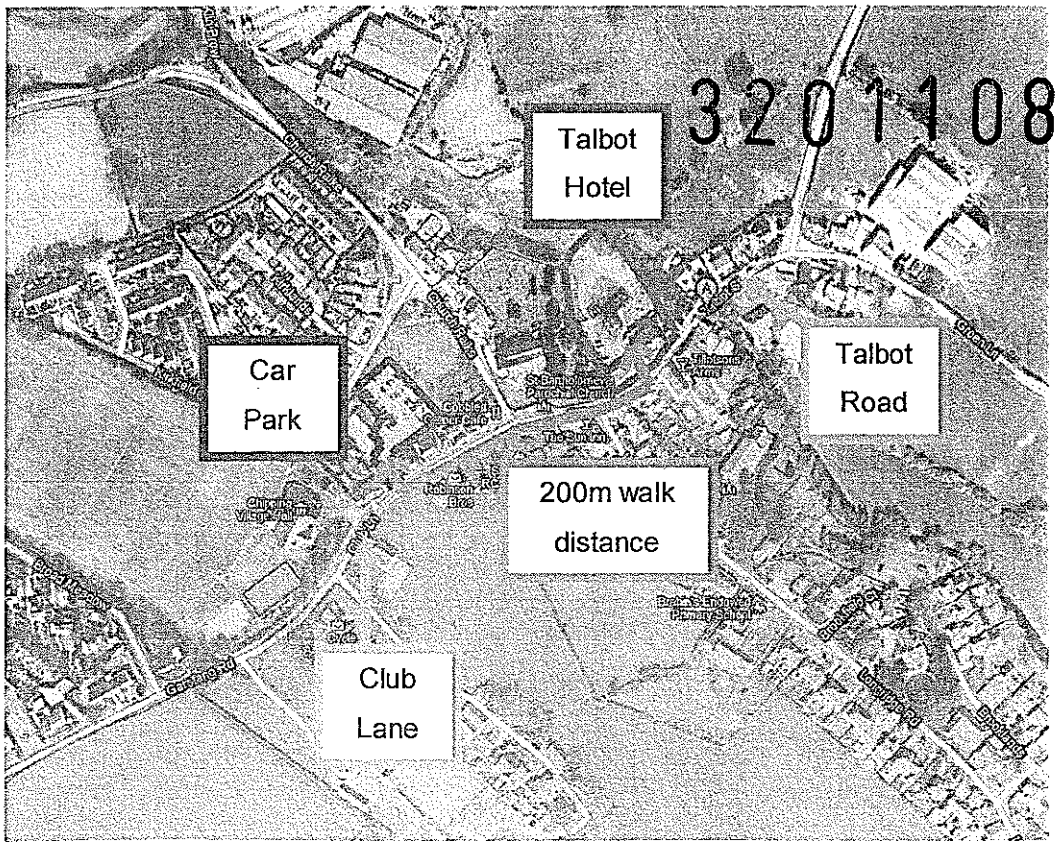
7 The public car park off Club Lane is situated only 200m walk distance from the Talbot Hotel and offers parking for up to 4 hours for 90 pence or parking for up to 8 hours for £1 70 (charges are only applicable between the hours of 09:00 - 17:00). This therefore offers a realistic alternative parking facility for function attendees on those limited occasions when overspill from the site could occur

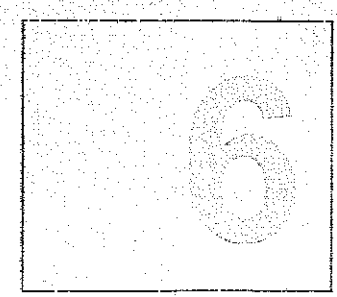
Drawing No. APPENDIX 5	Drawing Title CAR PARKING DEMAND ASSESSMENT - PROPOSED FUNCTION USE	Singleton Clamp & PARTNERS Consulting Engineers and Transportation Planners
Date JULY 2011	Project Title PROPOSED HOTEL EXTENSIONS, TALBOT HOTEL, CHIPPING	

Directions to Public Car Parking in Chipping

Talbot Hotel has approximately 50 parking spaces within the site. Alternative parking is available at Chipping public car park. Chipping public car park is located only 200m walk distance to the west of Talbot Hotel on Club Lane. The map below shows the hotel and the car park in relation to each other, whilst the satellite image below that shows a more detailed view.







1 The TRICS Database 2011 v 6.8.1 was interrogated with the following criteria:

Land Use:	Hotel food and drink
Sub-Land Use:	Pub / Restaurant + Hotel
Selection by:	Number of bedrooms
Range:	Weekdays only Sites in Greater London excluded as are sites in town centres and edge of town centres Multi modal sites used

2 The average multi modal trip rates are taken from the attached TRICS results:-

	WEEKDAY AM PEAK (08:00 - 09:00)		WEEKDAY PM PEAK (17:00 - 18:00)	
Mode	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Vehicles	0.150	0.281	0.571	0.267
Cyclists	0.005	0.002	0.011	0.005
Pedestrians	0.033	0.040	0.092	0.056
Public Transport	0.002	0.000	0.000	0.000

3 The number of rooms in the existing hotel is: 7

4 The estimated trip generation for each transport mode is therefore as follows:-

	WEEKDAY AM PEAK (08:00 - 09:00)		WEEKDAY PM PEAK (17:00 - 18:00)	
Mode	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Vehicles	1	2	4	2
Cyclists	0	0	0	0
Pedestrians	0	0	1	0
Public Transport	0	0	0	0

Drawing No. APPENDIX 6	Drawing Title TRIP GENERATION - EXISTING HOTEL	Singleton Clamp & PARTNERS Consulting Engineers and Transportation Planners
Date JULY 2011	Project Title PROPOSED HOTEL EXTENSIONS TALBOT HOTEL CHIPPING	

320110821P

1 The TRICS Database 2011 v 6.8.1 was interrogated with the following criteria:

Land Use:	Hotel food and drink
Sub-Land Use:	Pub / Restaurant + Hotel
Selection by:	Number of bedrooms
Range:	Weekdays only Sites in Greater London excluded as are sites in town centres and edge of town centres. Multi modal sites used

2 The average multi modal trip rates are taken from the attached TRICS results:-

	WEEKDAY AM PEAK (08:00 - 09:00)		WEEKDAY PM PEAK (17:00 - 18:00)	
Mode	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Vehicles	0 150	0 281	0 571	0 267
Cyclists	0 005	0 002	0 011	0 005
Pedestrians	0 033	0 040	0 092	0 056
Public Transport	0 002	0 000	0 000	0 000

3 The number of rooms in the proposed hotel is: 20

4 The estimated trip generation for each transport mode is therefore as follows:-

	WEEKDAY AM PEAK (08:00 - 09:00)		WEEKDAY PM PEAK (17:00 - 18:00)	
Mode	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Vehicles	3	6	11	5
Cyclists	0	0	0	0
Pedestrians	1	1	2	1
Public Transport	0	0	0	0

Drawing No. APPENDIX 6	Drawing Title TRIP GENERATION - PROPOSED HOTEL (HOTEL ONLY EXCLUDING FUNCTION ROOM)	Singleton Clamp & PARTNERS Consulting Engineers and Transportation Planners
Date JULY 2011	Project Title PROPOSED HOTEL EXTENSIONS. TALBOT HOTEL CHIPPING	

The net increases in trips as a result of the hotel improvements is equal to the estimated trip generating potential of the proposed hotel minus the estimated trip generating potential of the existing hotel use - as follows:-

	WEEKDAY AM PEAK (08:00 - 09:00)		WEEKDAY PM PEAK (17:00 - 18:00)	
Mode	Arrivals	Departures	Arrivals	Departures
Vehicles	2	4	7	3
Cyclists	0	0	0	0
Pedestrians	0	1	1	1
Public Transport	0	0	0	0

Drawing No: APPENDIX 6	Drawing Title: NET TRIP GENERATION	Singleton Clamp & PARTNERS Consulting Engineers and Transportation Planners
Date: JULY 2011	Project Title: PROPOSED HOTEL EXTENSIONS TALBOT HOTEL CHIPPING	

320110821P

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : H - PUB/RES + HOTEL
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BU	BUCKINGHAMSHIRE	1 days
	KC	KENT	1 days
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	NR	NORTHAMPTONSHIRE	2 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	3 days
10	**WALES**		
	CP	CAERPHILLY	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 9 to 82 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 19/10/10

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	5 days
Thursday	5 days
Friday	1 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	8

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
MULTI-MODAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	50	0.040	1	50	0.080	1	50	0.120
07:00 - 08:00	13	50	0.096	13	50	0.247	13	50	0.343
08:00 - 09:00	13	50	0.150	13	50	0.281	13	50	0.431
09:00 - 10:00	13	50	0.164	13	50	0.169	13	50	0.333
10:00 - 11:00	14	47	0.108	14	47	0.092	14	47	0.200
11:00 - 12:00	14	47	0.189	14	47	0.185	14	47	0.374
12:00 - 13:00	14	47	0.476	14	47	0.176	14	47	0.652
13:00 - 14:00	14	47	0.297	14	47	0.388	14	47	0.685
14:00 - 15:00	14	47	0.244	14	47	0.389	14	47	0.633
15:00 - 16:00	14	47	0.241	14	47	0.300	14	47	0.541
16:00 - 17:00	14	47	0.379	14	47	0.198	14	47	0.577
17:00 - 18:00	14	47	0.571	14	47	0.267	14	47	0.838
18:00 - 19:00	**14**	**47**	**0.647**	14	47	0.408	**14**	**47**	**1.055**
19:00 - 20:00	14	47	0.506	**14**	**47**	**0.447**	14	47	0.953
20:00 - 21:00	14	47	0.289	14	47	0.350	14	47	0.639
21:00 - 22:00	14	47	0.171	14	47	0.265	14	47	0.436
22:00 - 23:00	4	32	0.202	4	32	0.318	4	32	0.520
23:00 - 24:00	4	32	0.078	4	32	0.209	4	32	0.287
Total Rates:			4.848			4.769			9.617

Parameter summary

Trip rate parameter range selected:	9 - 82 (units:)
Survey date date range:	01/01/03 - 19/10/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
MULTI-MODAL CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	13	50	0.005	13	50	0.000	13	50	0.005
08:00 - 09:00	13	50	0.005	13	50	0.002	13	50	0.007
09:00 - 10:00	13	50	0.003	13	50	0.003	13	50	0.006
10:00 - 11:00	14	47	0.002	14	47	0.002	14	47	0.004
11:00 - 12:00	14	47	0.002	14	47	0.002	14	47	0.004
12:00 - 13:00	14	47	0.003	14	47	0.002	14	47	0.005
13:00 - 14:00	14	47	0.003	14	47	0.005	14	47	0.008
14:00 - 15:00	14	47	0.005	14	47	0.003	14	47	0.008
15:00 - 16:00	14	47	0.005	14	47	0.006	14	47	0.011
16:00 - 17:00	14	47	0.008	14	47	0.005	14	47	0.013
17:00 - 18:00	**14**	**47**	**0.011**	14	47	0.005	14	47	0.016
18:00 - 19:00	14	47	0.005	**14**	**47**	**0.012**	**14**	**47**	**0.017**
19:00 - 20:00	14	47	0.002	14	47	0.005	14	47	0.007
20:00 - 21:00	14	47	0.005	14	47	0.002	14	47	0.007
21:00 - 22:00	14	47	0.002	14	47	0.000	14	47	0.002
22:00 - 23:00	5	36	0.000	5	36	0.000	5	36	0.000
23:00 - 24:00	4	32	0.000	4	32	0.000	4	32	0.000
Total Rates:			0.066			0.054			0.120

Parameter summary

Trip rate parameter range selected:	9 - 82 (units:)
Survey date date range:	01/01/03 -19/10/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	50	0.040	1	50	0.000	1	50	0.040
07:00 - 08:00	13	50	0.011	13	50	0.034	13	50	0.045
08:00 - 09:00	13	50	0.033	13	50	0.040	13	50	0.073
09:00 - 10:00	13	50	0.026	13	50	0.028	13	50	0.054
10:00 - 11:00	14	47	0.036	14	47	0.021	14	47	0.057
11:00 - 12:00	14	47	0.029	14	47	0.020	14	47	0.049
12:00 - 13:00	14	47	0.058	14	47	0.036	14	47	0.094
13:00 - 14:00	14	47	0.036	14	47	0.038	14	47	0.074
14:00 - 15:00	14	47	0.035	14	47	0.058	14	47	0.093
15:00 - 16:00	14	47	0.059	14	47	0.062	14	47	0.121
16:00 - 17:00	14	47	0.061	14	47	0.027	14	47	0.088
17:00 - 18:00	14	47	0.092	14	47	0.056	14	47	0.148
18:00 - 19:00	**14**	**47**	**0.124**	14	47	0.061	14	47	0.185
19:00 - 20:00	14	47	0.109	14	47	0.091	**14**	**47**	**0.200**
20:00 - 21:00	14	47	0.061	14	47	0.092	14	47	0.153
21:00 - 22:00	14	47	0.061	**14**	**47**	**0.095**	14	47	0.156
22:00 - 23:00	4	32	0.008	4	32	0.008	4	32	0.016
23:00 - 24:00	4	32	0.000	4	32	0.039	4	32	0.039
Total Rates:			0.879			0.806			1.685

Parameter summary

Trip rate parameter range selected:	9 - 82 (units:)
Survey date date range:	01/01/03 -19/10/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

320110821P

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	13	50	0.000	13	50	0.000	13	50	0.000
08:00 - 09:00	13	50	0.002	13	50	0.000	13	50	0.002
09:00 - 10:00	**13**	**50**	**0.003**	13	50	0.000	13	50	0.003
10:00 - 11:00	14	47	0.000	14	47	0.005	14	47	0.005
11:00 - 12:00	14	47	0.003	14	47	0.000	14	47	0.003
12:00 - 13:00	14	47	0.000	14	47	0.000	14	47	0.000
13:00 - 14:00	14	47	0.003	**14**	**47**	**0.006**	**14**	**47**	**0.009**
14:00 - 15:00	14	47	0.003	14	47	0.003	14	47	0.006
15:00 - 16:00	14	47	0.000	14	47	0.002	14	47	0.002
16:00 - 17:00	14	47	0.000	14	47	0.000	14	47	0.000
17:00 - 18:00	14	47	0.000	14	47	0.000	14	47	0.000
18:00 - 19:00	14	47	0.002	14	47	0.000	14	47	0.002
19:00 - 20:00	14	47	0.000	14	47	0.000	14	47	0.000
20:00 - 21:00	14	47	0.002	14	47	0.003	14	47	0.005
21:00 - 22:00	14	47	0.000	14	47	0.000	14	47	0.000
22:00 - 23:00	4	32	0.000	4	32	0.000	4	32	0.000
23:00 - 24:00	4	32	0.000	4	32	0.000	4	32	0.000
Total Rates:			0.018			0.019			0.037

Parameter summary

Trip rate parameter range selected:	9 - 82 (units:)
Survey date date range:	01/01/03 - 19/10/10
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0