

Sparsis Leisure Limited

**Forest Hill Golf Club &
Conference Centre, Botcheston**

Transport Assessment

May 2020



bancroftconsulting.co.uk

Sparsis Leisure Limited

**Forest Hill Golf Club &
Conference Centre, Botcheston**

Transport Assessment

May 2020



Jarodale House, 7 Gregory Boulevard

Nottingham, NG7 6LB

Tel: 0115 9602919

Email: office@bancroftconsulting.co.uk

AUTHOR:	MC	CHECKED:	CJB	APPROVED:	CJB	STATUS:	FINAL
REPORT REF:	F19109 Forest Hill Golf Club & Conference Centre, Botcheston - Transport Assessment (Revision A, June 2020).docx						
DOCUMENT ISSUE RECORD							
REVISION	DATE	DESCRIPTION					
DRAFT	MAY 2020	Issued to Project Team for comments.					
REV A	JUNE 2020	Updated to include RSA details and Project Team comments.					

CONTENTS

	Page Number
1.0 INTRODUCTION	1
2.0 PRE-APPLICATION DISCUSSIONS	4
3.0 POLICY CONTEXT AND RELEVANT GUIDANCE	7
4.0 EXISTING CONDITIONS	12
5.0 EXISTING SUSTAINABLE TRAVEL INFRASTRUCTURE	18
6.0 DEVELOPMENT PROPOSALS	20
7.0 TRAFFIC GENERATION, DISTRIBUTION / ASSIGNMENT, AND GROWTH	21
8.0 DEVELOPMENT SITE HIGHWAY CONSIDERATIONS	34
9.0 FUTURE OPPORTUNITIES FOR SUSTAINABLE TRAVEL	41
10.0 SUMMARY AND CONCLUSIONS	49

TABLES

Table 1	Summary of ATC data Markfield Lane, Botcheston - northbound
Table 2	Summary of ATC data Markfield Lane, Botcheston - southbound
Table 3	Summary of ATC data Markfield Lane, Botcheston – two-way
Table 4	Existing golf club daily traffic generation profile (weekday)
Table 5	Existing golf club daily traffic generation profile (Friday)
Table 6	Proposed hotel daily traffic generation profile (weekday)
Table 7	Proposed hotel daily traffic generation profile (Friday)
Table 8	Total development daily traffic generation profile (weekday)
Table 9	Total development daily traffic generation profile (Friday)
Table 10	Proposed hotel daily traffic generation profile – new trips (weekday)
Table 11	Proposed hotel daily traffic generation profile – new trips (Friday)

FIGURES

Figure 1	General site location
Figure 2	Detailed site location
Figure 3	2019 observed traffic flows
Figure 4	Personal injury accident data (1 January 2014 – 31 December 2019)

Figure 5	2 kilometres pedestrian isochrone and public rights of way
Figure 6	National cycle routes (taken from www.sustrans.org.uk)
Figure 7	Proposed development traffic distribution
Figure 8	Proposed development traffic assignment
Figure 9	2025 design year traffic flows
Figure 10	2025 design year with development traffic flows

DRAWINGS

F19109/02	Proposed new site access and visibility assessment
F19109/03	Proposed internal site and parking layout
F19109/04	Swept path assessment (luxury coach)
F19109/05	Swept path assessment (refuse collection vehicle and minibus)

APPENDICES

Appendix A	Relevant extracts from the Scoping Study
Appendix B	Scoping Response from Leicestershire County Council
Appendix C	Speed survey results
Appendix D	ATC survey results
Appendix E	Personal Injury Accident data
Appendix F	Latest site masterplan
Appendix G	LCC email dated 31 March 2020
Appendix H	Information on current activity to Forest Hill Golf Club
Appendix I	TRICS output data (existing golf club)
Appendix J	TRICS output data (proposed hotel)
Appendix K	Relevant extracts from Transport Assessment at Wildwood Golf and Country Club
Appendix L	TEMPro growth factors
Appendix M	PICADY measurements and output data
Appendix N	Stage 1 Road Safety Audit Report
Appendix O	Design Team Response
Appendix P	LCC refuse vehicle specification
Appendix Q	TRICS output data (multi modal)

1.0 INTRODUCTION

- 1.1 Bancroft Consulting were appointed by Sparsis Leisure Limited to provide highways and transportation advice in respect of proposals to develop a hotel with up to 152 bedrooms at the Forest Hill Golf Club & Conference Centre located near Botcheston, Leicestershire. This Transport Assessment has been produced to support an outline planning application for the proposed development. The general site location is demonstrated within **Figure 1**, whilst a more detailed location plan can be found within **Figure 2**.
- 1.2 This Transport Assessment follows a Scoping Study, which examined the baseline conditions in respect of a new hotel with 250 bedrooms. Since the Scoping Study was prepared, the scale of development has been reduced based on the anticipated demand/use of the new facility. This Scoping Study was submitted to the Local Highway Authority (Leicestershire County Council) by email on 1 November 2019. It identified the potential peak hour traffic generation associated with the proposed development and assigned these movements to the surrounding highway network in accordance with a P/T^2 gravity model to determine where further assessment could be required. The Scoping Study also identified the site access strategy. Relevant extracts from the Scoping Study are included at **Appendix A**.
- 1.3 Comments were received from Leicestershire County Council (LCC) on the Scoping Study on 3 December 2019 (see **Appendix B**) confirming the approach for this Transport Assessment. The majority of the details on the Scoping Study were agreed (subject to further detailed assessment), however LCC raised a number of concerns on the traffic generation calculations, proportion of non-primary trips and the assessment days. A full summary of LCC's scoping response is set out in Section 2 of this Transport Assessment.
- 1.4 The purpose of this Transport Assessment is to provide further detailed assessment of the various highways and transportation issues that have been identified. It considers the off-site impact of the proposed development traffic increases in terms of highway safety and capacity, and also confirms the proposed

site access arrangement and internal parking/servicing strategy. In addition, this report also provides more detailed consideration of opportunities for access by non-car modes and whether any specific improvements are required.

1.5 In order to inform the Scoping Study and subsequently this Transport Assessment, a site visit was undertaken on 20 August 2019 between 1330 and 1715 hours. The purpose of the visit was to review the current highway conditions in the vicinity of the site and identify any constraints affecting access. A vehicle speed survey was also undertaken at the site frontage on Markfield Lane, between 1400 and 1515 hours. During this time, the weather conditions were fine and dry.

1.6 This Transport Assessment is structured as follows:

- **Section 2** outlines the pre-application discussions with LCC and the subsequent strategy for dealing with any issues in this Transport Assessment.
- **Section 3** provides a review of relevant local and national planning policy and design guidance.
- **Section 4** outlines the existing conditions in terms of the local highway network, road safety records and current traffic flow conditions.
- **Section 5** provides a detailed review of existing pedestrian, cycle and public transport infrastructure.
- **Section 6** outlines the development proposals.
- **Section 7** describes the new traffic generation, distribution and growth calculations which seek to address LCC's pre-application comments.
- **Section 8** details the proposed site access arrangement and considers internal highway considerations such as parking and servicing.
- **Section 9** sets out the relative impacts of the proposed development on capacity and highway safety on the surrounding network.
- **Section 10** discusses opportunities for staff and visitors of the proposed hotel travel by sustainable modes.
- **Section 11** provides a summary and conclusions.

1.7 This Transport Assessment has been prepared in accordance with, and provides a review of, the following national and local policy / guidance documents:

- National Planning Policy Framework [NPPF] (MHCLG, Revised June 2019).
- Planning Practice Guidance [PPG].
- Manual for Streets [MfS] (DfT, 2007).
- Manual for Streets 2 [MfS2] – Wider Application of Principles (CIHT, 2010).
- Design Manual for Roads and Bridges [DMRB].
- The Leicestershire Highways Design Guide (Leicestershire County Council, 2018).

2.0 PRE-APPLICATION DISCUSSIONS

Overview

- 2.1 Bancroft Consulting prepared a Scoping Study to set out the baseline parameters with LCC prior to producing this Transport Assessment. The document was submitted to LCC on 1 November 2019 and identified the potential peak hour traffic generation associated with the proposed development and assigned these movements to the surrounding highway network in accordance with a P/T² distribution model. The Scoping Study also identified how the site could be served by a simple priority-controlled T-junction from Markfield Lane. Relevant extracts from the Scoping Study are contained at **Appendix A**.

Formal Feedback from Leicestershire County Council

- 2.2 LCC responded to the Scoping Study on 3 December 2019 and a copy of its email is included at **Appendix B**. The key comments from LCC are summarised in each of the headers below, followed by a discussion as to how each issue has been addressed within this Transport Assessment.
- 2.3 Site Access - The Scoping Study outlined details of a new priority junction from Marked Lane to serve the proposed development, including its compliance with current design standards. In their scoping response, LCC confirmed that any new access should follow the standards within the Leicestershire Highways Design Guide (LHDG) and demonstrate visibility splays in accordance with measured 85th percentile speeds. LCC also confirmed that the proposed site access should be accompanied by tracking drawings demonstrating whether the largest vehicles could be accommodated. Any preliminary layout should also undergo a Stage 1 Road Safety Audit. Finally, LCC questioned the purpose of a new access given Forest Hill Golf Club already has its own and therefore further details on this matter are set out in Section 8 of this report.
- 2.4 Road Safety Considerations – LCC has confirmed that full Personal Injury Accident records for the latest 5-year period should be purchased and reviewed to establish

whether there are any on-going highway safety issues in the network that could be exacerbated by the proposed development. Section 4 of this Transport Assessment therefore sets out the details of local accident records for the latest 5-year period.

- 2.5 *Trip Generation / Trip Distribution* – The Scoping Study contains details of the TRICS searches that were undertaken to obtain accurate trip rates for the existing golf club and proposed hotel and the first-principles approach in determining the likely traffic impacts from a future event such as a wedding. It also details the P/T² gravity model that was created to assign the traffic across the network. In their scoping response, LCC confirmed that the Transport Assessment should consider the impact of the proposed development during the AM and PM weekday peak periods, along with a Friday PM peak. However, LCC does not believe the hotel could be ancillary to the golf club as this would be restrictive on how it operates and has suggested that further information should be sought from the LPA on this point. Section 7 of this Transport Assessment sets out the revised traffic generation calculations and justification for any deductions to non-primary trips.
- 2.6 *Parking* – The Scoping Study did not include any details on parking, as a preliminary masterplan was not available at that time. In their scoping response, LCC suggested that parking levels should be in accordance with the LHDG at one space per bedroom and the applicant should justify any shortfall if required. In addition, each space should comprise dimensions of 2.4 x 5.5 metres as set out in Figure DG16 of the LHDG.
- 2.7 LCC has also suggested that further information on signage to encourage hotel visitors to park in a particular car park should be provided, along with a Parking Management Plan to set out the strategy for parking and how this would be controlled.
- 2.8 *Highway Impact* – The Scoping Study confirmed that the study area for further detailed assessment should include the proposed site access junction only, as traffic increases at any other off-site junction would be negligible. In their response, LCC has confirmed that any junction experiencing 30 or more additional trips

should be subject to a detailed capacity assessment. This report therefore follows this request from LCC.

- 2.9 Travel Plan – LCC has confirmed that any planning application would also need to be supported by a robust Travel Plan, which should include measures to reduce single occupancy car trips to the existing golf club. A separate Framework Travel Plan has been prepared in addition to this Transport Assessment, which sets out the targets, objectives and measures to reduce single occupancy car journeys to the site.

3.0 POLICY CONTEXT AND RELEVANT GUIDANCE

3.1 National Policy

3.1.1 The overarching national Government policy requirements are contained within the National Planning Policy Framework [NPPF] (MHCLG, Revised June 2019). In respect of planning obligations, Paragraph 56 of the NPPF states how contributions should only be sought where they meet all of the following tests:

- “a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development.”*

3.1.2 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 103 sets out that:

‘The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making’.

3.1.3 Paragraph 108 of the NPPF goes on to set out key criteria that development sites should establish. It states:

- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users; and*

c) 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.”

3.1.4 Paragraph 109 of the NPPF 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.”

3.1.5 Based on the above guidance, developments should only be refused where the residual cumulative transport impacts can be defined as ‘severe’, or if the traffic increases would cause an unacceptable impact on highway safety.

3.1.6 Paragraph 110 of the NPPF goes on to set out a list of preferred criteria for applications for development. It recommends that priority is given to pedestrian and cycle movements and minimising the scope for conflict between pedestrians, cyclists and vehicles.

3.1.7 Paragraph 111 of the NPPF provides a summary of the above policies and outlines the level of detail that should be provided as part of any application, in relation to highways and transportation. It sets out the following requirements:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

3.1.8 The NPPF is supported by a range of associated Planning Practice Guidance (PPG) documentation. This includes advice on ‘Transport evidence bases in plan making and decision taking’ (updated March 2015), which provides guidance to assist local planning authorities assess strategic transport needs and identify suitable mitigation within Local Plans. The PPG documentation also includes ‘Travel Plans, transport assessments and statements in decision-taking’ (updated March 2014). This document provides general advice on the scope of Transport

Assessments and where they might be required, taking into account Paragraph 111 of the NPPF, although it does not include any specific prescriptive guidance for assessments (see below for further details).

3.2 Hinckley and Bosworth Borough Council Local Development Framework Core Strategy (2006-2026)

3.2.1 Hinckley and Bosworth Borough Council's Local Development Framework Core Strategy was adopted in 2009 and sets out the overarching strategy and long-term vision for development across the Borough. It contains land use policies for meeting the communities economic, environmental and social needs up to 2026. The document has been prepared so that it follows Government requirements in the National Planning Policy Framework with a key requirement being on delivering sustainable development. The vision of the Local Development Framework as a whole is set out at Paragraph 3.33, which states:

"In 2026 Hinckley & Bosworth will be a thriving, successful borough exemplifying green sustainable development across the East Midlands. More residents will be choosing to work locally as higher paid jobs are provided through the successful diversification of the economy. There will be a lively and diverse rural economy, underpinning thriving village communities and village based services. In particular, the key rural centres of Barlestone, Desford, Groby, Market Bosworth, Markfield, Newbold Verdon, Ratby, Stoke Golding and Thornton will provide the necessary day-to-day services to ensure rural communities have the choice to shop, work and play close to where they live."

3.2.2 Paragraph 4.45 of the Local Development Framework relates to 'Rural Hamlets', confirming that Botcheston falls under this category, as it has limited services and relies on Key Rural Centres for schooling and employment. Policy 13 then goes on to state:

"In the Rural Hamlets, the council will:

- *Support housing development within settlement boundaries that provides for a mix of housing types and tenures as detailed in Policy 15 and Policy 16*
- *Support development that complies with the Policy 17: Local Needs*
- *Support development enabling home working and other small scale employment uses within settlement boundaries*
- *Resist the loss of local shops and facilities in rural hamlets unless it is demonstrated that the business or facilities can no longer operate in a viable manner. Initiatives to establish local stores and facilities will be supported*
- *Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving Shackerstone, Gopsall Park Multifunctional Route, River Sence Corridor Management and the Shackerstone to Ibstock Multifunctional Corridor will be implemented*
- *Support proposals that contribute to the delivery of the National Forest Strategy in line with Policy 21*
- *Support proposals that contribute to the delivery of the Charnwood Forest Regional Park in line with Policy 22*
- *Require transport improvements in line with Policy 14*
- *Support the development of the tourism industry in line with Policy 23*
- *Require new development to respect the character and appearance of the relevant Conservation Area by incorporating locally distinctive features of the conservation area into the development*
- *Require development to be of the highest environmental standards in line with Policy 24” [authors emphasis]*

3.2.3 Forest Hill Golf Club is located away from the settlement boundary of Botcheston, however Paragraph 9.10 of the Site Allocations and Development Management Policies document confirms it is subject to the policies outlined at Policy DM8 of the Local Development Framework. This policy is supplemented by Core Strategy Policy 19 and seeks to safeguard existing facilities whilst enabling flexibility to accommodate identified surpluses, improvements or replacement facilities. It states:

“Planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space, as identified in the most recent Open Space, Sport and Recreational Facilities Study, except where:

- a) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or*
- b) It is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or*
- c) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.” [authors emphasis]*

3.3 Assessment and Design Guidance

3.3.1 With respect to highway layout design, including access and parking in particular, this report follows the requirements of the ‘Leicestershire Highways Design Guide’ (2018). It also considers current best practice advice contained in the document ‘Manual for Streets’ [MfS] (DfT, March 2007) and its companion document ‘Manual for Streets 2 – Wider Application of the Principles’ [MfS2] (CIHT, September 2010). Due regard has also been given to the relevant sections of the Design Manual for Roads and Bridges (DMRB).

4.0 EXISTING CONDITIONS

4.1 Site Location and Surrounding Area

- 4.1.1 **Figure 2** shows the location of Forest Hill Golf Club (referred to as ‘the site’ throughout this report) to the east of Markfield Lane near Botcheston, Leicestershire. It comprises a 40-hectare site with a well-established 18-hole golf course along with a 26-bay driving range. The golf centre also hosts a golf academy which offers a variety of lessons for people of all ages and abilities. These lessons are hosted by professional golf coaches.
- 4.1.2 The site also offers a number of membership packages which run between 1 April and 31 March. Membership options include:
- 7-day membership.
 - 5-day membership (Monday to Friday only).
 - Intermediate, student and junior membership.
 - Age 15-17 membership.
 - Age up to 14 membership.
- 4.1.3 The site includes a number of ancillary facilities including a golf shop. The shop contains a variety of golf retail products and brands as well as a selection of golf equipment and accessories. It is open from 0730 to 2100 hours Monday to Friday, 0700 to 2100 on Saturdays and 0700 to 2200 hours on Sundays.
- 4.1.4 The site is an established venue for wedding functions, private parties and business conferences. The venue has three main function rooms along with a bar and restaurant which are able to cater for groups of between 20 and 150 guests. Party packages can also be tailored to individual needs and are organised by the Event Manager who is employed at the site.
- 4.1.5 The site also hosts wedding ceremonies and receptions which again are organised and planned by the on-site Event Manager. Wedding receptions are held within the function suite which can accommodate up to 180 seated guests.

4.1.6 The club house includes a restaurant and bar which serves food 7-days a week. The restaurant is targeted to group events such as business conferences and offers breakfast meetings and lunch clubs for guests of up to approximately 110 people. Forest Hill Golf Club has formed partnerships with nationwide hotel chains that offer members and guests with discounted accommodation. This includes discount at The Fieldhead Hotel and Marriot Hotel based in Leicester. These offers are typically taken up by guests playing in golf competitions or visitors to a wedding event.

4.1.7 The site currently provides over 180 car parking spaces. These are separated between the main car park and areas of hardstanding for overspill.

4.2 Local Highway Network

4.2.1 The site is currently served by a single point of access from Markfield Lane. The access comprises a large bellmouth junction, with an approximate 7.9 metres wide carriageway (narrowing to 5.6 metres approximately 13 metres from Markfield Lane) with kerb radii of approximately 10 metres. The access serves the above car park and areas of hardstanding for overspill, which accommodates all vehicles associated with the site. Street lighting is provided on-site at the existing access point, which also covers the car park.

4.2.2 Markfield Lane is a single carriageway road subject to national speed limit restrictions in the vicinity of the site. It extends past the western boundary of the site in a north to south direction providing access to Markfield to the north and Botcheston to the south. Markfield Lane is rural in nature and provides no footways or street lighting in the vicinity of the site. The carriageway measures approximately 6.5 metres wide and is bound by a verge along both sides. It also provides access to the M1 at Junction 22 to the north as well as the A50, which forms a bypass around the northern edge of Leicester.

4.2.3 Markfield Lane forms a priority-controlled T-junction with Reservoir Road approximately 370 metres to the north of the existing site access. Reservoir Road provides access into Thornton and other smaller villages. The junction is bound

by a large verge at both sides and provides adequate visibility to the north, however visibility appears to be slightly restricted to the south due to the alignment of Markfield Lane.

4.2.4 Markfield Lane forms a priority-controlled T-junction with Main Street and Botcheston Road approximately 1.8 kilometres to the south of the existing site access. Markfield Lane forms the minor arm of the junction, whilst Main Street and Botcheston Road form the major arms of the junction. Markfield Lane is situated on the outside of a bend with the major arms and provides satisfactory visibility in both directions.

4.2.5 A manual speed survey was undertaken at the site frontage approximately 300 metres to the south of the existing site access on Markfield Lane during the site visit on Tuesday 20 August 2019, between 1400 and 1515 hours (see **Figure 2** for the precise location). During the time of the survey, the weather conditions were fine and dry. The survey recorded the speed of vehicles on their approach to the survey location from a distance of approximately 80 metres in either direction. The survey recorded a total of 200 vehicle speeds, comprising 100 readings in both the northbound and southbound directions. The results of the survey are contained at **Appendix C**, whilst a summary is provided below:

	Mean	85 th ile
northbound	37.26mph	41.84mph
southbound	41.14mph	45.98mph

4.2.6 The results confirm that vehicle speeds on approach to the survey location are significantly below the national speed limit restrictions. This appeared to be due to the alignment of Markfield Lane, which features a bend to both the north and south of the site frontage. In addition, Markfield Lane features an uphill gradient on approach to the survey location to the south, which further reduces speeds in the northbound direction. During the survey it was noted how HGV movements were minimal and Markfield Lane predominantly accommodates smaller cars and LGVs.

4.2.7 An Automatic Traffic Count (ATC) survey was commissioned on Markfield Lane at the same location to the speed survey between Wednesday 13 November 2019 and Tuesday 19 November 2019 (7 days in total), during typical traffic neutral periods. The ATC results are provided in full at **Appendix D**, and are summarised in **Tables 1, 2 and 3**. Flow data for the conventional highway peak hours is provided below:

	northbound	southbound	total
• morning peak (0800 to 0900 hours)	183 (21)	232 (14)	415 (35)
• evening peak (1700 to 1800 hours)	198 (15)	159 (5)	357 (20)
• daily (24 hours)	1700 (201)	1963 (166)	3663 (367)
*all vehicles (HGVs)			

4.2.8 During the week of the ATC survey, the weather conditions were generally dry. A summary of the speed readings for both directions is provided below:

	Mean	85 th ile
northbound	37.7mph	43.5mph
southbound	41.9mph	46.7mph

4.2.9 Based on the above survey results, **Figure 3** shows the 2019 observed traffic flows in each direction along Markfield Lane during both peak hours. The data confirms that Markfield Lane accommodates up to 415 two-way movements during the busier morning peak hour, of which 35 movements (8.4%) comprise HGVs. However, the large majority of these HGVs are within vehicle classification 2 which comprises light/medium goods vehicles or cars towing trailers. Finally, the ATC data supports the manual speed survey information in that vehicles travel way below the national speed limit with recorded 85th percentile speeds of 43.5mph in the northbound direction and 46.7mph in the southbound direction. These results are marginally higher than the manual speed survey results, which is likely because the ATC tubes recorded vehicle speeds on a straight section along Markfield Lane, rather than on approach after vehicles have negotiated bends within the carriageway.

4.3 Personal Injury Accident Data

4.3.1 Planning Practice Guidance [PPG] includes the online document 'Travel Plans, Transport Assessments and Statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Assessments. This document states that consideration should be given to *“an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.”*

4.3.2 Notwithstanding the above, the scoping response received from LCC on 3 December 2019 (see **Appendix B**) confirms that an analysis of the accident data should be undertaken over the latest 5-year period. In light of this, full Personal Injury Accident (PIA) records were purchased from LCC for the most recent 5-year period (1 January 2014 and 31 December 2019), a copy of which is included at **Appendix E**. The study area included a 2.2 kilometres section of Markfield Lane between Reservoir Road to the north and Main Street to the south.

4.3.3 **Figure 4** shows that a total of two accidents have occurred across the study area during the above period. Both accidents were classified as 'slight' and involved vehicles only. A summary of the details behind each accident is provided below:

- **Accident 1** (reference: 201600631) occurred on 18 April 2016. Vehicle 1 (car) was travelling northwest to southeast along Markfield Lane and approaching a bend in the road. The driver appears to have misjudged the bend and lost control of the vehicle. It involved a single casualty and was classified as slight.
- **Accident 2** (reference: 201601770) occurred on 28 October 2016. Vehicle 1 (car) was travelling north to south along Thornton Lane attempting to turn right into Reservoir Road (Markfield Lane turns into Thornton Lane to the north of the junction). Vehicle 2 (car) was travelling south to north along Markfield Lane and collided with Vehicle 1 as was undertaking the turning manoeuvre at the junction. The accident was classified as slight and involved one driver casualty.

4.3.4 The above safety records indicate that over the latest 5-year period, there have been two recorded accidents within the study area. However, both accidents

occurred in 2016 (almost 4-years ago) at isolated locations within the network. There appears to be no correlation in the causation of the accidents, which were both classified as slight in severity. On this basis, it is considered that there are no on-going highway safety problems and hence no further assessment will be undertaken.

5.0 EXISTING SUSTAINABLE TRAVEL INFRASTRUCTURE

5.1 Pedestrian Travel

5.1.1 Table 3.2 of The Institute of Highways & Transportation's publication 'Guidelines for Providing for Journeys on Foot' (2000) provides suitable walking distances to a range of different locations and is summarised below:

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

5.1.2 **Figure 5** shows a 2 kilometres pedestrian isochrone centred on the site, which demonstrates how Botcheston, Merry Lees and Thornton are all within a comfortable 2 kilometres walking distance.

5.1.3 The rural location of the site means that there is limited infrastructure in the local area to travel on foot. However, a public footpath (referenced as 'Coley Lane') extends from Merry Lees towards the northern end of the site frontage. This footpath is made on hardstanding material and connects staff working at the industrial estate located along The Sidlings and Leaside to the site. In addition, a second public footpath extends to the east from Markfield Lane, connecting to a public bridleway that serves Ratby. This route forms part of Route 63 of the National Cycle Network, however the distance to Ratby along this route is slightly further at 3 kilometres from the site.

5.2 Cycle Travel

5.2.1 With reference to acceptable cycling distances, Paragraph 1.5.1 of DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' states that:

"In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will

cycle longer distances where the cycle ride is the primary purpose of their journey.”

5.2.2 **Figure 6** includes an extract from the Sustrans website (www.sustrans.org.uk), which confirms that Route 63 of the National Cycle Network extends past the northern side of the site in an east to west direction. Route 63 serves Ratby, Glenfield and Leicester to the east and Thornton to the west. It comprises a mixture of on-road and off-road sections and can be accessed from Markfield Lane approximately 300 metres north of the existing site access.

5.3 Bus Travel

5.3.1 Paragraph 3.82 of the Leicestershire Highways Design Guide states:

“Generally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m. In rural areas the walking distance should not be more than 800m.”

5.3.2 Markfield Lane is not a bus route and the closest bus stop is located approximately 1.4 kilometres to the south of the site on Main Street in Botcheston. The stop is served by Route Number 26, which operates between Leicester and Coalville with stops in between at Groby, Ratby, Thornton, Bagworth and Ellistown. Route Number 26 operates at a frequency of one service per hour in both directions between Monday and Saturday.

6.0 DEVELOPMENT PROPOSALS

- 6.1 **Appendix F** contains the latest site masterplan, which shows the proposed development comprising the erection of a 152-bedroom hotel on land within the curtilage of Forest Hill Golf Club. The scale of development has reduced from 250 bedrooms since submission of the Scoping Study at **Appendix A** (reduction in 98 bedrooms) to reflect the expected demand. In addition, the proposed development would host various events such as weddings and include a swimming pool with spa facilities. Golf memberships would be offered with or without the use of these additional facilities.
- 6.2 The proposed hotel would comprise an 'E' shaped building with the main entrance situated on the western elevation. The hotel would be served by a new access from Markfield Lane towards the northern end of the site frontage, which would serve a 152-space car park located to the south of the hotel and a dedicated coach parking area to the north of the hotel. In addition, the internal layout provides a service road towards the hotel entrance, which would act as a drop off/collection point for private hire vehicles.
- 6.3 Forest Hill Golf Club currently hosts golf competitions and various wedding/corporate events and has formed partnerships with local hotels that offer members and guests with discounted accommodation. These offers are typically taken up by golf competitors, guests visiting the site for social golf weekends or guests who visit the site for an event such as a wedding. The purpose of the proposed development is to provide on-site accommodation to avoid visitors having to leave the site in the evening and return the following day. It would improve on the current facilities and make the site a more desirable attraction.
- 6.4 Whilst events could still take place at the existing golf club following completion of the proposed development, large scale weddings or parties would not take place simultaneously at the site. Therefore, whilst the Applicant has ambitions to increase the frequency of events, the net impacts from events on any single day would be largely unchanged and should have minimal highway impacts.

7.0 TRAFFIC GENERATION, DISTRIBUTION / ASSIGNMENT AND GROWTH

7.1 Overview

7.1.1 The Scoping Study at **Appendix A** includes traffic generation details obtained from the TRICS database of similar golf complexes across the country that include both weekday and weekend survey information. It was recognised that golf complexes typically generate higher volumes of traffic on Saturdays compared to mid-week and the Scoping Study therefore recommended that Saturday data is used for the purposes of assessing any off-site impact issues. The report calculated the following traffic generation for the existing golf club and proposed hotel:

Existing Golf Club

- morning peak hour (0700 to 0800 hours) 19 arrive 4 depart 23 total
- evening peak hour (1700 to 1800 hours) 3 arrive 18 depart 21 total
- daily (0700 to 2400 hours) 194 arrive 202 depart 396 total

Proposed Hotel (250 bedrooms)

- morning peak hour (0700 to 0800 hours) 71 arrive 119 depart 190 total
- evening peak hour (1700 to 1800 hours) 63 arrive 38 depart 101 total
- daily (0700 to 2400 hours) 890 arrive 952 depart 1842 total

7.1.2 LCC's scoping response at **Appendix B** suggested that the traffic generation for the existing golf club should be calculated using ATC data, whilst TRICS data should be used for the proposed hotel. In addition, details indicating the maximum capacity of a wedding event should be provided. In terms of assessment, LCC recommended that the impacts of the proposed development are considered using the agreed distribution model within the Scoping Study during the weekday morning and evening peak hours, along with a Friday evening peak.

7.1.3 Since completing the Scoping Study, the intention was to commission an ATC survey at the existing site access to understand current traffic levels at Forest Hill Golf Club. Unfortunately, LCC are not issuing survey permits at present due to the

Covid-19 lockdown and hence no survey has been able to take place. However, in a separate pre-application email dated 31 March 2020, LCC stated (see **Appendix G**):

“The LHA notes that surveys cannot currently be undertaken at the golf club access. The LHA would therefore advise the Applicant that a sensitivity test be undertaken and the TRICS data be supplemented using any existing data that may be available from the golf club (for when it was fully operational) along with an indication of the likely number of trips based on the hotel and any conference facilities (from TRICS) the proposed development will provide.

The Applicant could look to obtain data from the golf club to identify which postcode/area existing golf club members are travelling from to assist with trip distribution. This could then be used along with catchment areas for future visitors to the hotel / conference rooms to establish their likely routes.”

- 7.1.4 In light of the above, the following assessments will use TRICS data to calculate the potential traffic generation from the existing golf club and calibrate this against data available from the Applicant when the site is fully operational. The additional traffic from the proposed hotel will then be established using information from the TRICS database.
- 7.1.5 It should be noted that the aim of the proposed development is to improve current facilities and make the site a more desirable attraction. The introduction of the hotel accommodation would be particularly appealing for larger events, which already occur, however at present all visitors are recommended alternative accommodation in Leicestershire meaning guests have to depart in the evening rather than staying overnight and returning the next day. However in terms of golfing activities, the size of the existing golf course, to a certain extent, limits the number of guests travelling for that particular facility, as the number of pro tournaments/competitions are not expected to increase and the hotel will simply allow visitors to stay overnight rather than departing the site in the evening and arriving back the next morning, thereby reducing daily trips.

7.2 Existing Golf Club

TRICS Data

7.2.1 The TRICS database was examined to identify suitable trip rates to calculate the peak hour and daily traffic movements that could be generated by the existing golf club on a weekday and Friday. The 'Golf – Private > 18 Hole Courses' category was searched, with any sites located in the Greater London, Ireland and Scotland regions being removed. The search only included sites that were surveyed on a weekday, including a Friday. **Appendix H** contains the full TRICS output data.

7.2.2 The search criteria generated two golf clubs, one of which contained typical weekday data, located in Colcott, Barry (TRICS ref: VG-09-B-02). The site was considered similar to Forest Hill Golf Club as it offers a variety of different facilities such as a clubhouse, function room and restaurant/bar. It is also within an Edge of Town location, with similar opportunities to travel using sustainable modes. In addition, the search generated a survey undertaken on a Friday at Boughton Park, Worcester (TRICS ref: WO-09-B-01). The site was also considered comparable to Forest Hill Golf Club as it offers facilities such as a pro golf shop and golfing lessons and is also within an Edge of Town location. During the time of the surveys, no other events were taking place at the site such as functions/weddings and therefore the following trip rates reflect general golfing activities only.

7.2.3 The following peak hour and daily trip rates (per hectare) were therefore considered appropriate for the existing golf club:

Weekday Trip Rates

- | | | |
|--|--------------|--------------|
| • morning peak hour (0800 to 0900 hours) | 0.335 arrive | 0.128 depart |
| • evening peak hour (1700 to 1800 hours) | 0.192 arrive | 0.255 depart |
| • daily (0600 to 2200 hours) | 2.428 arrive | 2.413 depart |

Friday Trip Rate

- | | |
|--|--------------|
| • evening peak hour (1700 to 1800 hours) | 0.051 arrive |
|--|--------------|

7.2.4 Using the above trip rates, the existing golf club comprising 40 hectares in total area could generate the following peak hour and daily traffic movements:

Weekday Traffic Generation

- morning peak hour 13 arrive 5 depart 18 total
- evening peak hour 8 arrive 10 depart 18 total
- daily 100 arrive 98 depart 198 total

Table 4 contains the full daily traffic generation profile (weekday)

Friday Traffic Generation

- evening peak hour 32 arrive 27 depart 59 total

Table 5 contains the full daily traffic generation profile (Friday)

7.2.5 The above calculations confirm that during a typical weekday the existing golf club would generate a slightly lower volume of peak hour traffic compared to a Saturday, as set out in the Scoping Study (18 peak hour movements compared 23 peak hour movements). However, this is expected given the research undertaken in the Scoping Study into weekday and weekend trip rates to golf complexes. However, the calculations confirm that evening peak hour trips on a Friday could be much greater at 59 two-way movements. The daily activity appears to drop significantly during the week, which reflects the fact that a large proportion of the population would be working and therefore the number of movements between 0900 and 1700 hours is reduced. In addition, golf courses typically hold competitions during weekends, which triggers a higher level of activity compared to midweek.

Information from Applicant

7.2.6 The Applicant was also contacted to understand whether Forest Hill Golf Club has any data available on current traffic levels to the site. The Applicant subsequently provided an excel spreadsheet outlining the number of trips to the site per week by staff and delivery vehicles. **Appendix I** contains a copy of the spreadsheet confirming that there are typically 148 trips per week by staff and deliveries, equating to 296 two-way weekly movements. Using the weekly staff rota and

proportionately applying for number of servicing vehicle movements to a single day, the site could generate up to 52 two-way daily movements by staff and deliveries.

7.2.7 In addition to the above, the existing golf club also generates further activity by visitors. In order to understand the level of daily traffic the Applicant has taken the total revenue generated by each element of the site i.e. golf course, driving range, pro lessons and functions across a single month and then divided this value by the cost of a single transaction to understand how many visitors used that particular element of the site. The data confirms that in total there are approximately 289 visits to the site per day, although not everyone would travel as a single occupant in a private car. For robustness and based on observations made during the site visit, it is considered that 60% of the total visits would be made by individual car movements, resulting in 173 visits, or 346 two-way daily movements.

7.2.8 In summary, based on existing data from the Applicant the existing golf club could generate the following two-way daily movements by staff, deliveries and visitors:

- Staff = 40 two-way daily movements.
- Deliveries = 12 daily two-way movements.
- Visitors = 346 two-way daily movements.
- **Total = 396 two-way daily movements.**

7.2.9 The data confirms that on average, the existing golf club could generate up to 396 two-way daily movements. This is higher than the TRICS calculations during a typical weekday, which suggested the existing golf club could generate 198 two-way daily movements. However, the information from the Applicant includes higher spikes in traffic during a Saturday and is identical to the calculations within the Scoping Study (see above), which also calculated 396 two-way daily movements on a Saturday. As such, given LCC's scoping response requested an assessment of traffic impacts during the weekday AM and PM peak hours, the figures obtained from TRICS (Paragraph 7.2.4) should be focussed on.

7.3 Weddings Events

7.3.1 The Scoping Study at **Appendix A** outlines the details of the potential traffic generation to a wedding event based on a first principles assessment. Events would be offered at all times of the year, however, are expected to be seasonal and occur more frequently during weekends. The site already hosts weddings and the new facility would be an improvement to what currently exists. However, the site would not host two large wedding events on the same day and therefore the impacts of an event should not significantly change. Nevertheless, based on a maximum capacity wedding of 180 guests, the Scoping Study calculated the following daily activity.

- Arrivals (1300 to 1500 hours) = 50 to 100 movements (based on the number of taxi journeys).
- Departures (2300 to 0100 hours) = 50 to 100 movements (based on the number of taxi journeys).
- Total = (1300 to 0100 hours) = 120 to 240 movements (based on the number of taxi journeys).

7.3.2 The proposed development is expected to provide guests with overnight accommodation meaning that visitors would not be required to depart the site at the end of an event and potentially return the next day. This would reduce the number of trips on a single day and improve the sustainability of the site. It would also allow more guests to drive (rather than use taxis which incur two movements per arrival and departure) and therefore reduce traffic. Hence, given the hotel would reduce the number of movements to a wedding and that traffic would unlikely coincide with the weekday peak hours of Friday evening peak, no further assessment into the impacts of an event will be undertaken.

7.4 Proposed Hotel

TRICS Data

7.4.1 The TRICS database was examined to identify suitable trip rates to calculate the potential peak hour and daily traffic movements that could be generated by the

proposed hotel. The category 'Hotel, Food & Drink – Hotels' was searched, specifying sites that included 15 to 300 bedrooms. Only sites that were classified as being in 'Edge of Town' or 'Neighbourhood Centre' locations that were surveyed on a weekday, including a Friday were selected. All sites within the Greater London, Ireland and Scotland were removed. Full details of the TRICS output data is included at **Appendix J**.

7.4.2 The search generated 6 surveys from 6 different sites and after a thorough analysis a site located in Hopwood, Birmingham (TRICS ref: WM-06-A-05), that was surveyed on a Monday, was chosen as a suitable comparator to obtain weekday trip rates. This was due to the similar rural location of the site, with the hotel being described as 'relatively isolated'. Furthermore, the hotel offers several function rooms and a 260-seat restaurant.

7.4.3 In terms of the Friday evening peak, a site located in Hollingbourne, Maidstone (TRICS ref: KC-06-A-01) that was surveyed on a Friday was chosen as the most suitable comparator. This was due to the similar rural location of the site, with it being in a 'Free Standing (Out of Town)' area. Furthermore, the chosen site offered several function rooms, a 180-seat restaurant and spa facilities. It was also considered robust as it ranked 2nd during both peak hour periods and across the day.

7.4.4 The following peak hour and daily trip rates (per bedroom) were therefore considered appropriate for the proposed development:

Weekday Traffic Generation

• morning peak hour (0800 to 0900 hours)	0.304 arrive	0.107 depart
• evening peak hour (1700 to 1800 hours)	0.482 arrive	0.286 depart
• daily (0600 to 2100 hours)	2.748 arrive	2.356 depart

Friday Traffic Generation

• evening peak hour (1700 to 1800 hours)	0.213 arrive	0.175 depart
--	--------------	--------------

7.4.5 Using the above trip rates, the proposed development comprising a 152-bedroom hotel could generate the following peak hour and daily traffic movements:

Weekday Traffic Generation

• morning peak hour	46 arrive	16 depart	62 total
• evening peak hour	73 arrive	43 depart	116 total
• daily	427 arrive	371 depart	798 total

Table 6 contains the full daily traffic generation profile (weekday)

Friday Traffic Generation

• evening peak hour	32 arrive	27 depart	59 total
---------------------	-----------	-----------	----------

Table 7 contains the full daily traffic generation profile (Friday)

7.4.6 The above calculations confirm that during a typical weekday the proposed development would generate less traffic per hour compared to a Saturday (as set out in the Scoping Study at **Appendix A**). This is considered valid as it is likely that the majority of visitors would be attracted to a hotel near a leisure complex during the weekend, for golfing activities or events such as weddings.

7.5 Total Traffic Generation

7.5.1 In light of the above calculations, the following peak hour and daily traffic movements could be generated by the existing and proposed developments on a typical weekday and during a Friday evening peak hour:

Weekday Traffic Generation

• morning peak hour	59 arrive	21 depart	80 total
• evening peak hour	81 arrive	53 depart	134 total
• daily	527 arrive	469 depart	996 total

Table 8 contains the full daily traffic generation profile (weekday)

Friday Traffic Generation

• evening peak hour	34 arrive	30 depart	64 total
---------------------	-----------	-----------	----------

Table 9 contains the full daily traffic generation profile (Friday)

- 7.5.2 The above figures confirm that evening peak hour trips would be almost double during a weekday compared to a Friday. This reflects the fact that hotels and golf clubs generate a steady flow of traffic across the day on a Friday as a higher number of people are not at work, due to holidays being taken or those working reduced hours, whereas during the week there is a spike in the number of movements during the evening peak hour (to reflect visitors arriving after work). However, the daily number of movements are very similar on both days (996 daily movements on a weekday compared to 948 daily movements on a Friday).
- 7.5.3 The above traffic generation figures reflect a stand-alone golf club and hotel. However, the proposed hotel would be ancillary to the existing uses and would offer overnight accommodation to guests who at present are recommended alternative accommodation in Leicestershire, thereby removing the need for visitors to depart in an evening after an event such as a golf competition or wedding. The objective of the hotel is to make the site more sustainable in the long term, as it would allow guests to remain on-site rather than departing and returning the following day. Hence, whilst the hotel would likely increase the number of events per annum, it would to a certain extent, reduce daily traffic movements as visitors would not be required to depart at the end of the day and then return the next morning. However, as the hotel would offer better conferencing/banqueting facilities there could be an increased frequency of events taking place as the site becomes more desirable, however the number of trips per event is unlikely to change significantly.
- 7.5.4 Notwithstanding the above, LCC's scoping response (see **Appendix B**) suggested that the hotel could not be viewed as ancillary to the existing golf club as this would be restrictive and fail the test of reasonableness in the use of planning conditions. However, the hotel and golf club would be under the same ownership and the purpose of the hotel is to provide better facilities at the site to allow visitors to stay during golfing weekends or competitions rather than having to leave the site and return the next day. It would also provide guests to a wedding with on-site accommodation and remove the requirement for taxis to undertake drop offs and pickups at the start and end of an event. The design of the internal layout seeks

to collaborate both sites with internal vehicular and pedestrian connections to assist in linking visitors to both elements.

- 7.5.5 The Scoping Study at **Appendix A** included research into other similar planning applications proposing hotels at established golf clubs to understand what proportion of new trips have been applied elsewhere. The search initially focused on schemes within Leicestershire, however the search only identified a single site within the last 10 years, which comprised a development for a 64-bedroom accommodation block with a replacement golf clubhouse at Springs Golf Club in North Kilworth in 2009 (Harborough District Council reference: 09/01058/FUL). This application was approved without the need for any Transport Statement/Assessment. Whilst the scheme comprised a smaller scale of development compared to the proposed hotel of 152-bedrooms, it is clear that that the Highway Authority agreed that ancillary accommodation to existing golf centres does not generate a significant proportion of new trips.
- 7.5.6 The research also found an application for the erection of an 84-bedroom hotel, with associated spa and leisure facilities at Wildwood Golf and Country Club in Alfold Crossways in Surrey in 2010 (Waverley Borough Council reference: WA/2010/1489). The application was supported by a Transport Assessment which concluded that the hotel would reduce daily traffic movements by corporate events, however as a robust assessment suggested that it could result in a 20% increase in the number of golfers, given the site is more desirable. Relevant extracts from the Transport Assessment are included at **Appendix K**.
- 7.5.7 In light of the research from other planning applications and from conversations with the Applicant on the ambitions of the site, it is considered robust to apply 30% of the proposed traffic generation from the hotel (**Table 6**) as new trips, with 70% of the trips being linked with the existing facilities i.e. existing visitors to events or travelling for golf weekends remain on-site within the hotel rather than departing at the end of the day. This is considered highly robust as it is anticipated that a large number of visitors to the hotel will comprise golfers visiting for matches/competitions and visitors from weekend events such as weddings, who would already be at the site. It also excludes any reduction in traffic movements

to account for the loss of movements associated with guests departing the site in the evening and returning the next day or the reduction in the number of taxis that would visit the site and incur two movements per arrival and departure.

7.5.8 When taking into account a 70% linked trip reduction, the proposed hotel could generate the following additional vehicle movements (new trips):

Weekday Traffic Generation

• morning peak hour	14 arrive	5 depart	19 total
• evening peak hour	22 arrive	13 depart	35 total
• daily	128 arrive	111 depart	239 total

Table 10 contains the full daily traffic generation profile (weekday)

Friday Traffic Generation

• evening peak hour	10 arrive	8 depart	18 total
---------------------	-----------	----------	----------

Table 11 contains the full daily traffic generation profile (Friday)

7.5.9 The above calculations confirm that the proposed development could generate up to 35 two-way movements during either peak hour period, equating to just over a single movement every 2 minutes on average (including both weekday and Friday PM peak). LCC's scoping response (see **Appendix B**) stated *"the LHA will require any off-site junctions subject to an increase of more than 30 trips in an [sic] peak hour to be subject to detailed capacity assessment"*. The agreed distribution model outlined in the Scoping Study (see **Figure 7**) confirmed that 76.5% of traffic would travel north along Markfield Lane and 23.5% would travel south along Markfield Lane when leaving the site. **Figure 8** shows the corresponding traffic assignment confirming that the proposed development would generate that less than 30 vehicles in either direction along Markfield Lane.

7.5.10 Paragraph 108(c) of the NPPF sets out the assessment criteria for new development sites, stating that it should be ensured that:

“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”.

7.5.11 Paragraph 109 of the NPPF then goes on to state:

“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.”

7.5.12 As the proposed development would generate less than 30 movements at any off-site junction (in terms of new trips) and that **Figure 4** confirms there are no significant highway safety issues at any junction or link in the local area, it is considered that the study area for further detailed assessment should include the proposed site access junction only. Therefore, a detailed capacity assessment and safety review will be undertaken at this junction in Section 8 of this Transport Assessment.

7.5.13 The proposed development traffic generation figures have reduced significantly since submission of the Scoping Study (see **Appendix A**). This is due to the reduction in scale of development but also following LCC’s request for weekday AM and PM peak hour assessments rather than Saturday assessments. However, it is evident from the research undertaken on golf complexes and hotels that the typical level of activity is much greater on a Saturday compared to midweek, which is due to trips being more consistent throughout the day to reflect the fact that a higher number of people are not working. It also takes into account the fact that events and competitions are more likely to occur.

7.6 Design Year Assessments

7.6.1 Paragraph 1.28 at Appendix C of the LHDG sets out the capacity assessment year, stating *“for a period of not less than five years after you have submitted your last*

planning application...". On this basis, given a planning application is due to be submitted in 2020, an assessment year of 2025 will be adopted.

- 7.6.2 With respect to traffic growth, Paragraph 1.35 (Appendix C) of the LHDG advises that National Road Traffic Forecasts or TEMPro should be used to calculate suitable adjustment factors for observed traffic flows. Growth factors have therefore been calculated based on information taken from the TEMPro 7.2b database for the Hinckley and Bosworth 005 MSOA. These growth factors of 1.05194 for the weekday morning peak hour and 1.05128 for the weekday evening peak hour have been identified for the six-year period of 2019 to 2025 (noting that the ATC survey was undertaken in November 2019). Full details in respect of the TEMPro growth factor calculations are contained at **Appendix L**.
- 7.6.3 **Figure 3** shows the 2019 Observed Traffic Flows using the results of the ATC survey at **Tables 1** and **2**. **Figure 9** subsequently shows the 2025 Design Year traffic flows, adjusted to reflect the above growth factors, whilst **Figure 10** shows the 2025 Design Year with development traffic flows, which incorporated the proposed development traffic assignment at **Figure 8**.
- 7.6.4 When comparing the proposed development primary traffic increases to 2025 Design Year flows along Markfield Lane, as shown at **Figure 8**, the proposed development would increase traffic flows by 4.3% in the morning peak hour and 9.4% in the evening peak hour. However, the highest two-way traffic flow at the 2025 Design Year with proposed development scenario (see **Figure 9**) would be during the morning peak hour with a total of 456 two-way movements. This equates to less than 8 movements per minute in either direction. This level of activity is minimal and should not cause any significant off-site capacity or safety issues and hence no further assessment should be required.

8.0 DEVELOPMENT SITE HIGHWAY CONSIDERATIONS

8.1 Site Access

- 8.1.1 The proposed development would be served by a new priority-controlled T-junction from Markfield Lane at the site's western boundary. The principle of this access strategy has been agreed with LCC, however in their scoping response confirmed how any layout should meet the standards outlined in the LHDG with consideration being given to the provision of a right turn lane.
- 8.1.2 The Scoping Study identified an access location within a central point across the site frontage. Since this time and after developing the internal site layout further, the preferred access location is now towards the northern end of the site frontage closer to Forest Hill Golf Club. **Drawing Number F19109/02** shows the alternative access arrangement (now being proposed), which continues to comprise the standards of a commercial access road as outlined in Table DG2 of the LHDG. This includes a 6.75 metres wide carriageway, with 10 metres kerb radii. As these standards relate to commercial accesses serving sites up to 8 hectares in size and designed to accommodate large servicing vehicles/HGVs, it is considered that they should be acceptable in this instance.
- 8.1.3 A manual speed survey was undertaken on Markfield Lane at the site frontage as part of the Scoping Study. This surveyor was positioned at a central point within the site frontage as shown at **Figure 2**. As set out in Section 4, the speed survey calculated 85th percentile speeds of 41.71mph (67.71kph) in the northbound direction and 45.85mph (73.77kph) in the southbound direction. Whilst these speeds have been retained for the purposes of calculating the visibility splay requirements, the 85th percentile speeds have now been used (rather than a wet weather reduction as per the former DMRB TD 22/81), which results in slightly increased visibility splay distances of 99 metres to the south (northbound traffic) and 126 metres to the north (southbound traffic). Nevertheless, **Drawing Number F19109/02** continues to show how these are achievable within land under the control of the Applicant or that is within the public highway. This may require the setting back of trees to the south of the access, which should be acceptable. It

also shows how a 99 metres forward visibility splay for a driver approaching the proposed site access from the south could be achieved.

- 8.1.4 LCC confirmed that the Transport Assessment should provide consideration to a right turn lane as part of the access layout. Paragraph 2.12 of DMRB CD 123 'Geometric design of at-grade priority and signal-controlled junctions' sets out the standards for when major road central treatment should be included within priority junctions. It states, *"priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT"*. It should be noted that, in accordance with Paragraph 1.3 of the document *"this document shall be implemented forthwith on all schemes involving the geometric design of at-grade priority and/or signal controlled junctions on the Overseeing Organisations' all-purpose trunk roads"*. For the local road network, the main purpose is not to maintain the free flow of vehicular traffic as they can lead to higher speeds and therefore the standards should be used cautiously.
- 8.1.5 The results of the ATC survey at **Table 3** confirm that Markfield Lane accommodates approximately 3663 two-way vehicles AADT and the proposed development traffic generation calculations at **Table 6** suggest that the hotel could generate 798 two-way vehicles AADT. As such, whilst the development traffic levels trigger the requirement for a right turn lane, the major arm flow is approximately 10,000 movements short of the trigger point and therefore it is considered that so long as adequate capacity is demonstrated within a simple T-junction arrangement, no right turn lane should be necessary. Furthermore, the Markfield Lane/Botcheston Road/Main Street priority junction located to the south of the site comprises a simple T-junction without a right turn lane and from observations made during the site visit there appears to be no existing capacity issues.
- 8.1.6 To understand whether the proposed site access would operate within capacity, a PICADY model has been created using Junctions 9 software. The following assessment will test the capacity of the junction at a Design Year of 2025 with the proposed development in place and the traffic flows for this scenario are shown at

Figure 10. It should be noted that an assessment of the weekday AM and PM peaks has been undertaken as the ATC survey confirms that baseline traffic flows along Markfield Lane are significantly lower on a Friday PM peak and therefore this is when the worst-case impact would occur. The standard measurement of capacity at non-signalised junctions is the Ratio of Flow to Capacity (RFC). Typically, an RFC value of less than 0.85 indicates that the junction is operating within capacity, whilst an RFC value of between 0.85 to 1.0 indicates that the junction would experience occasional periods of congestion. If the RFC value is over 1.0 then this suggests that the junction is saturated.

8.1.7 **Appendix M** contains a scaled plan showing the dimensions of the proposed site access and the visibility splays that have been input into the PICADY model, along with the full output data. **Table 12** contains a summary of the results, which demonstrate how the proposed site access would operate comfortably within capacity at a Design Year of 2025 with the proposed development in place. The site access arm would operate with a RFC of 0.03 in the morning peak hour and 0.09 in the evening peak hour (with all other arms operating with a lower RFC value). All arms would operate without any significant queueing or delay. In light of this, there should be no requirement to provide a right turn lane and the simple T-junction arrangement should be suitable.

8.1.8 LCC's scoping response (see **Appendix B**) requested a Stage 1 Road Safety Audit (RSA) of the proposed access layout. TMS subsequently carried out the RSA on 26 May 2020 and submitted the report on 29 May 2020 (see **Appendix N**). Bancroft Consulting have subsequently prepared a Design Team Response, which seeks to address each of the problems raised, which is included at **Appendix O**. In accordance with GG 119, LCC (as the Overseeing Organisation) are required to include its response and confirm whether the recommendations of the Design Team are agreed.

8.2 Parking Requirements

Car Parking

- 8.2.1 LCC set out their parking standards within Table DG11 of the LHDG, however where standards for specific uses are not provided, the standards within the Highway Requirements for Development document should be used. This states that sites adopting C1 (hotel) use should provide “*one space per bedroom*”, which reflects the advice from LCC in its scoping response at **Appendix B**. In terms of disabled spaces, Table DG12 of the LHDG states that business premises should allocate 5% of spaces, whilst shopping, recreation and leisure developments should allocate 6%.
- 8.2.2 In light of the above, the proposed development comprising a 152-bedroom hotel should provide 152 parking spaces, of which 9 spaces (6%) should be dedicated to people with disabilities. **Drawing Number F19109/03** shows how the proposed development could provide this level of parking. This includes 122 spaces within the main car park located to the south of the hotel and 28 parking spaces to the north of the hotel, which could be pre-booked by golfers staying at the hotel, to reduce the walking distance between the two parts of the site. The disabled parking bays have been separated, with 6 being provided in the main car park and 3 being provided in the car park to the north and are all positioned closest to the building entrance.
- 8.2.3 In terms of parking bay sizes, Figure DG16 of the Leicestershire Highways Design Guide recommends that each space comprises dimensions of 2.4 x 5.5 metres (with an additional 0.5 metres where bounded by a wall, fence etc.). In terms of disabled bays, each space should comprise dimensions of 3.6 x 6.2 metres. Each space shown at **Drawing Number F19109/03** comprises the required dimensions and should be acceptable.

Parking Management

- 8.2.4 The proposed development could provide a suitable provision of parking that meets the Highway Authority's adopted standards and should limit the potential for overspill to occur. However, the purpose of the proposed development is to support the existing operations at Forest Hill Golf Club, which would result in overlap occurring between the two elements of the site.
- 8.2.5 Any visitors travelling to the site for golfing activities who are also staying in the hotel would be entitled to a space within the car park to the north of the building. However, these would need to be pre-booked and only one space per group booking would be available. This would reduce the walking distances between the car park and each element of the site and encourage greater take up of walking. All staff and non-golfing visitors would be required to use the main car park. Walking trips between the two sites would be facilitated by pedestrian links that would extend from the hotel entrance to the golf club and also between the two car parks.
- 8.2.6 The proposed development is expected to generate a small number of movements by coaches for visitors traveling to the site for golf competitions or events such as weddings/private parties. On arrival, coaches would turn into the site and drop guests off at the entrance to the building using the drop off point. If coaches are to remain on-site for prolonged periods of time, then they could manoeuvre back along the access road (turning right out of the drop off point) and park within the dedicated coach area to the north of the hotel, which is accessed via a side road. This area could accommodate three coaches, which should be in excess of the expected demand (outlined further in Section 9). **Drawing Number F20041/04** shows a swept path analysis of a coach entering and departing the site in all directions in a forward via the proposed site access.

Cycle Parking

- 8.2.7 Table DG14 of the LHDG sets out the minimum cycle parking standards, however does not include site's adopting C1 (hotel) land use. Footnote (a) does state

“developments or circumstances not covered in the table will be assessed on a site by site basis”. The nature and location of the site would mean that visitors would predominantly travel by vehicles, whether that is through single occupancy or multi-occupancy journeys, including taxis for events. However, there is scope for visitors to cycle using Route 63 of the National Cycle Network and therefore an element of demand could be generated. The Highway Requirements for Development document states that for high density developments such as flats *“1 space per 5 dwellings”* should be provided. On this basis and given hotels comprise high density accommodation, it is considered that a level of provision equating to 1 space per 5 bedrooms should be a suitable in this instance and as such a total of 30 cycle parking spaces is recommended. Section 9 of this Transport Assessment calculates the potential number of cyclist trips to the proposed development which further supports this level of provision.

8.2.8 **Drawing Number F20109/03** shows how a total of 15 Sheffield stands could be provided at the northern side of the hotel, which could accommodate 30 bicycles. It is recommended that the spaces are sheltered.

8.3 Servicing Requirements

8.3.1 The proposed development is expected to generate a small number of servicing vehicle movements including waste collection vehicles and food delivery/maintenance vehicles. There would not be a requirement for the majority of servicing vehicles to remain on-site for long periods of time, other than coaches, however as mentioned above coach parking would be provided to the north of the hotel.

8.3.2 **Drawing Number F19109/03** shows how a servicing area would be provided to the southeast of the proposed hotel, which would be accessed via a servicing road from the main access road. The servicing road would include a turning head at the eastern end along with 3 parking spaces for loading/unloading. The location of the servicing area is away from the main car park operations to minimise conflicts between vehicles and pedestrians walking through the site.

8.3.3 In terms of refuse collection Paragraph 6.8.11 of Manual for Streets recommends that:

“the distance over which containers are transported by collectors should not normally exceed 15 m for two-wheeled containers, and 10 m for four-wheeled containers.”

8.3.4 It is understood from previous experience working on planning applications in Leicestershire that LCC require an 11.6 metres long refuse collection vehicle to be tested on any new masterplan designs. **Appendix P** includes the specification details of this vehicle type. **Drawing Number F19109/05** demonstrates how the local refuse collection vehicle could turn into the site via the proposed site access, manoeuvre along the servicing road towards the bin collection point and depart in a forward gear using the turning head to manoeuvre. As the layout develops further during the Reserved Matters application, further refuse collection points may be required throughout the site and/or separate delivery bays for servicing vehicles collecting laundry or delivering food etc. Nevertheless, this confirms how the preliminary layout should be suitable in accommodating these vehicle types.

8.3.5 **Drawing Number F19109/05** also demonstrates how a minibus could turn into the site via the proposed site access, travel to the entrance of the hotel via the drop off service road and depart in a forward gear using the turning head. This confirms that the layout could accommodate the largest vehicle types.

9.0 FUTURE OPPORTUNITIES FOR SUSTAINABLE TRAVEL

- 9.1 The key emphasis of the NPPF is on the need for all new developments to be sustainable. However, Paragraph 103 recognises that opportunities may vary between urban and rural developments and developers should seek to explore where opportunities can be maximised wherever possible, however not unfairly penalised from expanding where 'reasonable' choice is available.
- 9.2 The TRICS sites chosen to calculate the potential traffic generation from the existing golf club and proposed hotel outlined in Section 7 did not contain multi-modal data and therefore separate searches have been undertaken to establish a suitable modal split and the corresponding person trip generation across the site. The following calculations will identify the person trip generation associated with the existing golf club and proposed hotel separately to establish an overall total.
- 9.3 The TRICS searches retained the same criteria as set out in Section 7, however specified sites which contain multi-modal information. The search generated a single golf club and two hotels and the relevant TRICS output data is included at **Appendix Q**. On review of the two hotels, a site in Northwest Cheshire (TRICS ref: CH-06-A-01) was considered most representative, as it is located on the outskirts of the main built up area where staff and visitors would be encouraged to drive as the main mode of travel. Overall, the following modal split is considered applicable to the existing golf club and proposed hotel.

Existing Golf Club

• Private car	-	86%
• Taxi	-	1%
• Cyclists	-	4%
• Pedestrians	-	9%

Proposed Hotel

• Private car	-	80%
• Taxi	-	1%
• Cyclists	-	3%
• Pedestrians	-	6%
• Coaches	-	10%

9.4 The above calculations confirm that a large majority of staff and visitors to the golf club and hotel would drive, which reflects the rural location and the fact that visitors in particular would be more inclined to drive to be able to transport equipment such as golf clubs/buggies. The calculations suggest that 10% of people visiting the golf club would walk or cycle. This is likely to be by younger adults (aged 15 to 18) visiting the driving range for example, who may not have access to a vehicle and would not be carrying equipment. There are expected to be a number of coaches travelling to the proposed hotel, with a 10% modal split identified in the above calculations. However, given coaches are able to transport up to 50 guests, this would only account for a small number of trips in practice, such as a single arrival and departure per day.

9.5 In light of the above, the existing golf club and proposed hotel would result in the following person trip generation across all modes.

Existing Golf Club

Taxis

• morning peak hour	-	0 two-way movements
• evening peak hour	-	0 two-way movements
• daily	-	2 two-way movements

Table 13 contains the daily taxi generation profile.

Cyclists

- morning peak hour - 2 two-way movements
- evening peak hour - 0 two-way movements
- daily - 10 two-way movements

Table 14 contains the daily cyclist generation profile.

Pedestrians

- morning peak hour - 2 two-way movements
- evening peak hour - 2 two-way movements
- daily - 21 two-way movements

Table 15 contains the daily pedestrian generation profile.

- 9.6 The above calculations suggest that the existing golf club could generate up to 10 cyclist movement per day, equating to 5 arrivals and 5 departures. This is likely to be by staff who would travel from nearby areas such as Ratby using Route 63 of the National Cycle Network or younger adults travelling to use the driving range, who may not have access to a vehicle and would not be transporting any golf equipment. There is expected to be a small number of movements by taxis, however given the site's remote location and the expense of any two-way taxi journey, movements by this mode are not expected to be significant other than during the occasional competition/event. The site may also generate small number of movements by pedestrians, with no more than two per hour. This is considered to be an upper end as the majority of pedestrian movements would be by guests working at Merrylees Road business park or residents within Botcheston.

Proposed Hotel

Taxis

- morning peak hour - 2 two-way movements
- evening peak hour - 0 two-way movements
- daily - 14 two-way movements

Table 16 contains the daily taxi generation profile.

Cyclists

- morning peak hour - 0 two-way movements
- evening peak hour - 5 two-way movements
- daily - 31 two-way movements

Table 17 contains the daily cyclist generation profile.

Pedestrians

- morning peak hour - 1 two-way movements
- evening peak hour - 11 two-way movements
- daily - 55 two-way movements

Table 18 contains the daily pedestrian generation profile.

Coaches

- morning peak hour - 0 two-way movements
- evening peak hour - 0 two-way movements
- daily - 96 two-way movements

Table 19 contains the daily coach generation profile.

- 9.7 The above calculations suggest that the proposed hotel could generate a small number of taxi movements (14 daily two-way), which would typically be through staff who may not have access to a vehicle and working early/late night shifts. There are expected to be 31 daily cyclist movements and again given the proximity of Route 63 of the National Cycle Network, it is anticipated that a number of staff travelling from Ratby could use this infrastructure along with younger guests. It also supports the provision of 30 cycle parking spaces within the site. There could also be 55 daily movements by pedestrians and whilst this is slightly higher than what would be expected, it is considered that families of visitors playing in golf competitions may choose to take leisurely walks within the countryside using the local Public Rights of Way shown at **Figure 5**. Finally, there could be 96 visitors arriving and departing via coaches. However, as coaches are capable of accommodating up to 50 passengers, this would only equate to a single arrival and departure per day.

Pedestrian Travel

- 9.8 The above calculations show that the existing golf club could generate 21 daily pedestrian movements, whilst the proposed hotel could generate up to 55 additional pedestrian movements. This figure is expected to be an upper end, given the site's location from any major settlement and the current opportunities to walk to the site.
- 9.9 Internally, **Drawing Number F20041/03** shows how pedestrian links would be provided through the two car parks and between the site and Forest Hill Golf Club. This would ensure that highway safety is maintained within the car park (and where conflict is at its greatest) and allow visitors arriving at the hotel for a weekend, with the view to using the existing golfing facilities, to be able to walk through the sites without the need to travel back along Markfield Lane.
- 9.10 In terms of staff movements, it is likely that the majority would walk from areas such as Ratby or Botcheston. A public footpath extends to the east from Markfield Lane, connecting to Route 63 of the National Cycle Network and into Ratby. With regard to visitors, the main pedestrian demand is likely to be generated by people working at Merry Lees business park who would access the site via Coley Lane, which is a public footpath that extends to Markfield Lane towards the northern end of the site frontage.
- 9.11 The existing footpaths and cycleways are considered suitable in accommodating the expected increase in pedestrian movements, as the nature of the site means that walking is not a viable option for the majority of visitors using the golf course or traveling for an event such as a wedding. The majority of pedestrians would likely undertake leisurely walks and therefore inclined to use the off-road routes, rather than requiring dedicated footway infrastructure along the edges of the roads serving the site. Hence, no further improvements should be necessary.
- 9.12 Moreover, the PIA data shown in **Section 4** highlights that during the latest five-year period there is no evidence of existing road safety issues with regard to pedestrians in the immediate vicinity of the site. As such it is considered that the

local highway network should be suitable to safely accommodate the additional pedestrian movements associated with the development.

Cycle Travel

- 9.13 The person trip generation calculations show that the existing golf club could generate approximately 10 daily cyclist movements, whilst the proposed hotel could generate an additional 31 daily cyclist movements. It is likely that the majority of these cyclist trips would be via staff who could live in the local area, or within a reasonable cycling distance.
- 9.14 **Figure 6** shows how Route 63 of the National Cycle Network extends past the northern side of the site in an east to west direction. Route 63 serves Ratby, Glenfield and Leicester to the east and Thornton to the west. It can be accessed from Markfield Lane approximately 300 metres north of the existing site access and is expected to accommodate the majority of any cyclist trips given it is the only dedicated infrastructure in the local area. The proposed development would provide a total of 30 cycle parking spaces to the north of the hotel in the form of Sheffield stands, which should be suitable in accommodating the expected demand.
- 9.15 The accident study at **Section 4** of this report also confirmed that there are no existing highway safety problems with regard to cyclists. Therefore, any cyclist movements currently being generated by Forest Hill Golf Club appear to take place without any on-going problems, which is expected to continue with the proposed development.

Public Transport

- 9.16 In terms of public transport, the above calculations demonstrate that the proposed hotel would result in an increase of 96 daily coach passenger movements. However, it is likely that these passengers would be accommodated within a single coach (i.e. 48 visitors arrive in the morning and 48 visitors depart in the evening). This is reflective of the TRICS data which confirms that all public transport

movements were recorded by coach, rather than buses, which is likely to be the case for the proposed development given the location of the closest bus stops in Botcheston. However, coach travel is a reasonable alternative mode to public transport and significantly reduces the number of car journeys to the site.

9.17 Paragraph 103 of the NPPF states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, the opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-taking.” [authors emphasis]

9.18 The above policy clearly states how developments should be focussed where there is a choice of transport modes, however, acknowledges that opportunities will vary between urban and rural locations. In this instance, given the nature of the uses and the requirement for visitors to transport golfing equipment, there will be an element of demand on the private car, however a large number of movements to the hotel would likely comprise multiple occupancy car journeys by car or coach, which is a reasonable alternative to bus travel. Hence, it is considered that the development is sustainable and the purpose of the proposed development is to reduce the need for visitors to travel after events, thereby reducing the number of daily trips, which is sustainable in its own right.

9.19 **Drawing Number F19109/04** demonstrates how a coach could enter the site via the proposed site access, manoeuvre within the dedicated coach parking area to the north of the hotel and depart in a forward gear. The above details confirm how coach travel to the site could be conducted and encourage greater use of this mode, in particular for competitors travelling for golf competitions.

Travel Plan

- 9.20 In accordance with Paragraph 111 of the NPPF, a Framework Travel Plan has also been prepared to support the proposed development. The Framework Travel Plan encourages occupants of the site to take advantage of the surrounding sustainable travel opportunities including the proposed improvements and provides them with information on schemes and initiatives, in order to minimise any demand for car travel and corresponding impact within the surrounding highway network.

10.0 SUMMARY AND CONCLUSIONS

- 10.1 Bancroft Consulting were appointed by Sparsis Leisure Limited to provide highways and transportation advice in respect of proposals to develop a hotel with up to 152 bedrooms at the Forest Hill Golf Club & Conference Centre located near Botcheston, Leicestershire. This Transport Assessment has been produced to support an outline planning application for the proposed development.
- 10.2 This Transport Assessment follows a Scoping Study that was produced in respect of a larger 250-bedroom hotel at the site. The report was submitted to Leicestershire County Council (LCC) on 1 November 2019 and a formal response was received on 3 December 2019, confirming the strategy for the Transport Assessment. This Transport Assessment has been prepared with due regard to the pre-application comments from LCC.
- 10.3 New TRICS searches were undertaken as part of this Transport Assessment to identify suitable weekday AM and PM peak hour trip rates, plus Friday PM trip rates for the proposed development. The search calculated the following traffic generation for the proposed development.

Weekday Traffic Generation

- | | | | |
|---------------------|------------|------------|-----------|
| • morning peak hour | 46 arrive | 16 depart | 62 total |
| • evening peak hour | 73 arrive | 43 depart | 116 total |
| • daily | 427 arrive | 371 depart | 798 total |

Table 6 contains the full daily traffic generation profile (weekday)

Friday Traffic Generation

- | | | | |
|---------------------|-----------|-----------|----------|
| • evening peak hour | 32 arrive | 27 depart | 59 total |
|---------------------|-----------|-----------|----------|

Table 7 contains the full daily traffic generation profile (Friday)

- 10.4 Based on research into other similar planning applications and following conversations with the Applicant, it is considered that 30% of the above trips would be new to the network (with 70% comprising linked trips from existing movements

to the golf course). On this basis, the proposed development could generate the following peak hour and daily new trips.

Weekday Traffic Generation

• morning peak hour	14 arrive	5 depart	19 total
• evening peak hour	22 arrive	13 depart	35 total
• daily	128 arrive	111 depart	239 total

Friday Traffic Generation

• evening peak hour	10 arrive	8 depart	18 total
---------------------	-----------	----------	----------

10.5 The proposed development would be served by a new priority-controlled T-junction from Markfield Lane towards the northern end of the site frontage. **Drawing Number F19109/02** shows the access layout, which has been designed in accordance with the standards outlined in the Leicestershire Highways Design Guide. In addition, the access could achieve the required visibility splays and would operate comfortably within capacity at a design year of 2025. The proposed access layout has undergone a Stage 1 Road Safety Audit and all problems have been addressed within a Design Team Response included at **Appendix O**.

10.6 The following person trip generation calculations for all modes of travel have been calculated using TRICS based data:

Cyclists

• morning peak hour	-	0 two-way movements
• evening peak hour	-	5 two-way movements
• daily	-	31 two-way movements

Pedestrians

• morning peak hour	-	1 two-way movements
• evening peak hour	-	11 two-way movements
• daily	-	55 two-way movements

Coaches

- morning peak hour - 0 two-way movements
- evening peak hour - 0 two-way movements
- daily - 96 two-way movements

10.7 The proposed development would provide a total of 30 cycle parking spaces to accommodate the likely demand by staff and visitors. In addition, suitable infrastructure has been proposed to accommodate coaches and taxis within a dedicated car park and drop off area at the entrance to the hotel. Further afield, no improvements to the existing infrastructure should be required and the focus of improving sustainability should be on increasing multiple occupancy car journeys given the nature of the uses at the site, which is explored further within the Framework Travel Plan.

10.8 The proposed development would provide a total of 152 parking spaces, including 9 for disabled use within two car parks, which is in line with LCC's adopted standards. Internal vehicular and pedestrian connections would be provided between the proposed development and Forest Hill Golf Club to collaborate the two elements and to avoid visitors having to travel along Markfield Lane. This should help to reduce car travel and achieve the 70% linked trip reduction. **Drawing Number F19109/04** demonstrates how the proposed site access and internal layout would be suitable in accommodating the local refuse collection vehicle, a coach and minibus. Hence, the layout should be able to accommodate all typical vehicle types.

10.9 In conclusion, having due regard to Paragraphs 108 and 109 of the National Planning Policy Framework (MHCLG, revised June 2019), this Transport Assessment clearly demonstrates how a safe and suitable access arrangement could be provided, and that a suitable provision of parking could be provided. It also confirms that there are no on-going highway safety problems in the local area and that the proposed development would not trigger any significant capacity concerns. It is therefore considered that the proposed development would comply with current planning policy and best practice design guidance. Hence, the

Highway Authority should be in a position to provide their support for the upcoming planning application.

Period beginning	WEDNESDAY 13/11/19		THURSDAY 14/11/19		FRIDAY 15/11/19		SATURDAY 16/11/19		SUNDAY 17/11/19		MONDAY 18/11/19		TUESDAY 19/11/19		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	2	0	4	0	2	0	7	0	5	2	1	0	2	0	2	0	3	0
01:00	0	0	1	0	1	1	2	0	4	1	0	0	1	1	1	0	1	0
02:00	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0
03:00	3	1	5	0	5	0	1	0	3	0	2	0	1	0	3	0	3	0
04:00	3	0	5	0	2	0	5	0	1	0	5	1	4	1	4	0	4	0
05:00	19	3	15	7	13	2	8	0	1	0	19	4	21	4	17	4	14	3
06:00	61	9	63	8	43	7	17	1	15	0	78	15	56	7	60	9	48	7
07:00	177	23	183	24	151	18	34	8	23	0	194	18	175	21	176	21	134	16
08:00	204	18	213	29	158	19	55	9	47	3	192	23	148	16	183	21	145	17
09:00	76	8	103	11	95	16	106	14	277	7	78	13	73	11	85	12	115	11
10:00	82	14	66	9	83	10	118	14	135	7	58	6	74	10	73	10	88	10
11:00	80	10	75	11	84	16	119	12	103	10	53	7	82	14	75	12	85	11
12:00	80	13	76	21	89	21	127	13	117	10	62	9	88	13	79	15	91	14
13:00	75	12	55	13	89	21	99	5	103	7	54	12	80	10	71	14	79	11
14:00	92	17	90	13	125	17	97	9	79	2	72	14	83	10	92	14	91	12
15:00	142	18	134	20	162	26	100	7	97	6	72	8	142	16	130	18	121	14
16:00	210	13	189	19	239	21	76	10	66	9	107	10	180	19	185	16	152	14
17:00	243	19	180	8	173	21	66	3	50	1	203	12	192	14	198	15	158	11
18:00	136	6	92	6	89	6	51	2	42	4	214	24	104	11	127	11	104	8
19:00	58	2	55	5	51	3	42	5	37	3	102	6	76	11	68	5	60	5
20:00	34	2	21	2	23	2	19	0	26	2	22	0	30	2	26	2	25	1
21:00	25	2	27	1	18	0	14	2	13	1	20	1	13	1	21	1	19	1
22:00	15	0	18	2	21	1	16	1	5	0	10	0	21	2	17	1	15	1
23:00	6	0	12	1	9	0	6	1	4	0	2	0	4	0	7	0	6	0
Totals																		
12hr 7-19	1597	171	1456	184	1537	212	1048	106	1139	66	1359	156	1421	165	1474	178	1365	151
18hr 6-24	1796	186	1652	203	1702	225	1162	116	1239	72	1593	178	1621	188	1673	196	1538	167
24hr 0-24	1824	190	1682	210	1726	228	1186	116	1254	75	1620	183	1650	194	1700	201	1563	171
7 day average speed			37.7															
7 day average 85th percentile			43.5															
7 day average wet weather 85th percentile			41.0															

TABLE 1: SUMMARY OF ATC DATA MARKFIELD LANE, BOTCHESTON - NORTHBOUND

Period beginning	WEDNESDAY 13/11/19		THURSDAY 14/11/19		FRIDAY 15/11/19		SATURDAY 16/11/19		SUNDAY 17/11/19		MONDAY 18/11/19		TUESDAY 19/11/19		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	10	0	4	0	4	0	10	0	9	1	5	0	4	0	5	0	7	0
01:00	7	1	8	0	6	1	6	3	3	0	2	0	8	1	6	1	6	1
02:00	5	2	2	0	4	0	8	1	4	0	3	0	0	0	3	0	4	0
03:00	2	0	2	0	1	0	5	0	4	1	3	0	3	0	2	0	3	0
04:00	5	2	7	2	4	1	2	0	2	0	4	1	7	0	5	1	4	1
05:00	34	4	34	2	18	3	17	1	4	1	45	6	26	0	31	3	25	2
06:00	105	8	111	10	72	10	20	2	8	0	100	8	97	3	97	8	73	6
07:00	288	21	220	20	188	17	40	10	27	8	269	16	222	20	237	19	179	16
08:00	321	19	210	16	154	10	65	6	39	4	251	12	226	13	232	14	181	11
09:00	136	18	148	9	96	17	70	5	71	6	107	12	117	4	121	12	106	10
10:00	83	12	69	13	64	5	113	10	90	7	82	13	79	13	75	11	83	10
11:00	92	21	95	16	95	12	116	8	110	6	84	17	91	13	91	16	98	13
12:00	98	17	81	9	71	9	125	7	111	2	92	11	88	10	86	11	95	9
13:00	115	19	88	7	119	18	128	8	122	7	101	16	97	8	104	14	110	12
14:00	112	7	123	16	111	10	87	6	105	4	97	14	100	13	109	12	105	10
15:00	171	18	123	8	154	11	98	6	97	1	138	17	151	20	147	15	133	12
16:00	172	13	129	5	149	12	89	8	71	5	178	6	177	11	161	9	138	9
17:00	156	5	139	5	139	4	56	4	85	3	183	7	179	6	159	5	134	5
18:00	147	5	121	8	91	7	51	4	51	2	134	7	119	6	122	7	102	6
19:00	92	5	52	3	74	3	61	5	31	2	78	2	43	3	68	3	62	3
20:00	45	2	34	2	28	2	32	2	29	2	43	1	31	3	36	2	35	2
21:00	29	1	32	4	28	2	25	1	19	0	24	0	34	1	29	2	27	1
22:00	29	2	14	0	19	1	29	0	5	0	23	2	25	2	22	1	21	1
23:00	16	0	7	0	16	1	23	1	12	1	9	0	7	0	11	0	13	0
Totals																		
12hr 7-19	1891	175	1546	132	1431	132	1038	82	979	55	1716	148	1646	137	1646	145	1464	123
18hr 6-24	2207	193	1796	151	1668	151	1228	93	1083	60	1993	161	1883	149	1909	161	1694	137
24hr 0-24	2270	202	1853	155	1705	156	1276	98	1109	63	2055	168	1931	150	1963	166	1743	142
7 day average speed			41.9															
7 day average 85th percentile			46.7															
7 day average wet weather 85th percentile			44.2															

TABLE 2: SUMMARY OF ATC DATA MARKFIELD LANE, BOTCHESTON - SOUTHBOUND

Period beginning	WEDNESDAY 13/11/19		THURSDAY 14/11/19		FRIDAY 15/11/19		SATURDAY 16/11/19		SUNDAY 17/11/19		MONDAY 18/11/19		TUESDAY 19/11/19		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	12	0	8	0	6	0	17	0	14	3	6	0	6	0	8	0	10	0
01:00	7	1	9	0	7	2	8	3	7	1	2	0	9	2	7	1	7	1
02:00	6	2	2	0	5	0	9	1	5	0	3	0	0	0	3	0	4	0
03:00	5	1	7	0	6	0	6	0	7	1	5	0	4	0	5	0	6	0
04:00	8	2	12	2	6	1	7	0	3	0	9	2	11	1	9	2	8	1
05:00	53	7	49	9	31	5	25	1	5	1	64	10	47	4	49	7	39	5
06:00	166	17	174	18	115	17	37	3	23	0	178	23	153	10	157	17	121	13
07:00	465	44	403	44	339	35	74	18	50	8	463	34	397	41	413	40	313	32
08:00	525	37	423	45	312	29	120	15	86	7	443	35	374	29	415	35	326	28
09:00	212	26	251	20	191	33	176	19	348	13	185	25	190	15	206	24	222	22
10:00	165	26	135	22	147	15	231	24	225	14	140	19	153	23	148	21	171	20
11:00	172	31	170	27	179	28	235	20	213	16	137	24	173	27	166	27	183	25
12:00	178	30	157	30	160	30	252	20	228	12	154	20	176	23	165	27	186	24
13:00	190	31	143	20	208	39	227	13	225	14	155	28	177	18	175	27	189	23
14:00	204	24	213	29	236	27	184	15	184	6	169	28	183	23	201	26	196	22
15:00	313	36	257	28	316	37	198	13	194	7	210	25	293	36	278	32	254	26
16:00	382	26	318	24	388	33	165	18	137	14	285	16	357	30	346	26	290	23
17:00	399	24	319	13	312	25	122	7	135	4	386	19	371	20	357	20	292	16
18:00	283	11	213	14	180	13	102	6	93	6	348	31	223	17	249	17	206	14
19:00	150	7	107	8	125	6	103	10	68	5	180	8	119	14	136	9	122	8
20:00	79	4	55	4	51	4	51	2	55	4	65	1	61	5	62	4	60	3
21:00	54	3	59	5	46	2	39	3	32	1	44	1	47	2	50	3	46	2
22:00	44	2	32	2	40	2	45	1	10	0	33	2	46	4	39	2	36	2
23:00	22	0	19	1	25	1	29	2	16	1	11	0	11	0	18	0	19	1
Totals																		
12hr 7-19	3488	346	3002	316	2968	344	2086	188	2118	121	3075	304	3067	302	3120	322	2829	274
18hr 6-24	4003	379	3448	354	3370	376	2390	209	2322	132	3586	339	3504	337	3582	357	3232	304
24hr 0-24	4094	392	3535	365	3431	384	2462	214	2363	138	3675	351	3581	344	3663	367	3306	313

TABLE 3: SUMMARY OF ATC DATA MARKFIELD LANE, BOTCHESTON - TWO-WAY

Time Period	Trip Rates (per Hectare)		Traffic Generation (40 Hectares)		
	Arrive	Depart	Arrive	Depart	Total
06:00-07:00	0.08	0.064	3	3	6
07:00-08:00	0.112	0.032	4	1	5
08:00-09:00	0.335	0.128	13	5	18
09:00-10:00	0.287	0.112	11	4	15
10:00-11:00	0.096	0.096	4	4	8
11:00-12:00	0.271	0.192	11	8	19
12:00-13:00	0.176	0.160	7	6	13
13:00-14:00	0.160	0.383	6	15	21
14:00-15:00	0.303	0.192	12	8	20
15:00-16:00	0.192	0.271	8	11	19
16:00-17:00	0.160	0.112	6	4	10
17:00-18:00	0.192	0.255	8	10	18
18:00-19:00	0.064	0.176	3	7	10
19:00-20:00	0.048	0.144	2	6	8
20:00-21:00	0.032	0.080	1	3	4
21:00-22:00	0.032	0.080	1	3	4
Daily	2.428	2.413	100	98	198

**TABLE 4: EXISTING 'GOLF CLUB' DAILY TRAFFIC GENERATION PROFILE
(WEEKDAY)**

Time Period	Trip Rates (per Hectare)		Traffic Generation (40 Hectares)		
	Arrive	Depart	Arrive	Depart	Total
06:00-07:00	0.101	0.025	4	1	5
07:00-08:00	0.837	0.025	33	1	34
08:00-09:00	0.178	0.178	7	7	14
09:00-10:00	0.076	0.609	3	24	27
10:00-11:00	0.279	0.381	11	15	26
11:00-12:00	0.381	0.406	15	16	31
12:00-13:00	0.152	0.279	6	11	17
13:00-14:00	0.127	0.203	5	8	13
14:00-15:00	0.101	0.152	4	6	10
15:00-16:00	0.051	0.101	2	4	6
16:00-17:00	0.076	0.076	3	3	6
17:00-18:00	0.051	0.076	2	3	5
18:00-19:00	0.127	0.178	5	7	12
19:00-20:00	0.076	0.025	3	1	4
20:00-21:00	0.051	0.051	2	2	4
21:00-22:00	0.000	0.051	0	2	2
Daily	2.563	2.791	105	111	216

**TABLE 5: EXISTING 'GOLF CLUB' DAILY TRAFFIC GENERATION PROFILE
(FRIDAY)**

Time Period	Trip Rates (per bed)		Traffic Generation (152 bedrooms)		
	Arrive	Depart	Arrive	Depart	Total
06:00-07:00	0.054	0.089	8	14	22
07:00-08:00	0.125	0.107	19	16	35
08:00-09:00	0.304	0.107	46	16	62
09:00-10:00	0.125	0.107	19	16	35
10:00-11:00	0.107	0.143	16	22	38
11:00-12:00	0.196	0.161	30	24	54
12:00-13:00	0.125	0.196	19	30	49
13:00-14:00	0.196	0.232	30	35	65
14:00-15:00	0.071	0.143	11	22	33
15:00-16:00	0.232	0.161	35	24	59
16:00-17:00	0.464	0.339	71	52	123
17:00-18:00	0.482	0.286	73	43	116
18:00-19:00	0.214	0.196	33	30	63
19:00-20:00	0.089	0.071	14	11	25
20:00-21:00	0.018	0.107	3	16	19
Daily	2.748	2.356	427	371	798

**TABLE 6: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(WEEKDAY)**

Time Period	Trip Rates (per bed)		Traffic Generation (152 bedrooms)		
	Arrive	Depart	Arrive	Depart	Total
06:00-07:00	0.119	0.079	18	12	30
07:00-08:00	0.082	0.147	12	22	34
08:00-09:00	0.225	0.235	34	36	70
09:00-10:00	0.175	0.185	27	28	55
10:00-11:00	0.070	0.099	11	15	26
11:00-12:00	0.161	0.143	24	22	46
12:00-13:00	0.139	0.113	21	17	38
13:00-14:00	0.159	0.159	24	24	48
14:00-15:00	0.157	0.151	24	23	47
15:00-16:00	0.133	0.177	20	27	47
16:00-17:00	0.157	0.143	24	22	46
17:00-18:00	0.213	0.175	32	27	59
18:00-19:00	0.243	0.149	37	23	60
19:00-20:00	0.207	0.145	31	22	53
20:00-21:00	0.119	0.080	18	12	30
21:00-22:00	0.072	0.052	11	8	19
22:00-23:00	0.081	0.068	12	10	22
23:00-24:00	0.014	0.000	2	0	2
Daily	2.526	2.300	382	350	732

**TABLE 7: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(FRIDAY)**

Time Period	Existing Golf Club (40 Hectares)			Proposed Hotel (152 bedrooms)			Total Traffic Generation (Golf Club and Hotel)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
06:00-07:00	3	3	6	8	14	22	11	17	28
07:00-08:00	4	1	5	19	16	35	23	17	40
08:00-09:00	13	5	18	46	16	62	59	21	80
09:00-10:00	11	4	15	19	16	35	30	20	50
10:00-11:00	4	4	8	16	22	38	20	26	46
11:00-12:00	11	8	19	30	24	54	41	32	73
12:00-13:00	7	6	13	19	30	49	26	36	62
13:00-14:00	6	15	21	30	35	65	36	50	86
14:00-15:00	12	8	20	11	22	33	23	30	53
15:00-16:00	8	11	19	35	24	59	43	35	78
16:00-17:00	6	4	10	71	52	123	77	56	133
17:00-18:00	8	10	18	73	43	116	81	53	134
18:00-19:00	3	7	10	33	30	63	36	37	73
19:00-20:00	2	6	8	14	11	25	16	17	33
20:00-21:00	1	3	4	3	16	19	4	19	23
21:00-22:00	1	3	4				1	3	4
Daily	100	98	198	427	371	798	527	469	996

TABLE 8: TOTAL DAILY TRAFFIC GENERATION PROFILE
 (WEEKDAY)

Time Period	Existing Golf Club (40 Hectares)			Proposed Hotel (152 bedrooms)			Total Traffic Generation (Golf Club and Hotel)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
06:00-07:00	4	1	5	18	12	30	22	13	35
07:00-08:00	33	1	34	12	22	34	45	23	68
08:00-09:00	7	7	14	34	36	70	41	43	84
09:00-10:00	3	24	27	27	28	55	30	52	82
10:00-11:00	11	15	26	11	15	26	22	30	52
11:00-12:00	15	16	31	24	22	46	39	38	77
12:00-13:00	6	11	17	21	17	38	27	28	55
13:00-14:00	5	8	13	24	24	48	29	32	61
14:00-15:00	4	6	10	24	23	47	28	29	57
15:00-16:00	2	4	6	20	27	47	22	31	53
16:00-17:00	3	3	6	24	22	46	27	25	52
17:00-18:00	2	3	5	32	27	59	34	30	64
18:00-19:00	5	7	12	37	23	60	42	30	72
19:00-20:00	3	1	4	31	22	53	34	23	57
20:00-21:00	2	2	4	18	12	30	20	14	34
21:00-22:00	0	2	2	11	8	19	11	10	21
22:00-23:00				12	10	22	12	10	22
23:00-24:00				2	0	2	2	0	2
Daily	105	111	216	382	350	732	487	461	948

**TABLE 9: TOTAL DAILY TRAFFIC GENERATION PROFILE
(FRIDAY)**

Time Period	Traffic Generation (152 bedrms)			New Trips (30% of traffic generation)		
	Arrive	Depart	Total	Arrive	Depart	Total
06:00-07:00	8	14	22	2	4	7
07:00-08:00	19	16	35	6	5	11
08:00-09:00	46	16	62	14	5	19
09:00-10:00	19	16	35	6	5	11
10:00-11:00	16	22	38	5	7	11
11:00-12:00	30	24	54	9	7	16
12:00-13:00	19	30	49	6	9	15
13:00-14:00	30	35	65	9	11	20
14:00-15:00	11	22	33	3	7	10
15:00-16:00	35	24	59	11	7	18
16:00-17:00	71	52	123	21	16	37
17:00-18:00	73	43	116	22	13	35
18:00-19:00	33	30	63	10	9	19
19:00-20:00	14	11	25	4	3	8
20:00-21:00	3	16	19	1	5	6
Daily	427	371	798	128	111	239

**TABLE 10: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE - NEW TRIPS
(WEEKDAY)**

Time Period	Traffic Generation (152 bedrms)			New Trips (30% of traffic generation)		
	Arrive	Depart	Total	Arrive	Depart	Total
06:00-07:00	18	12	30	5	4	9
07:00-08:00	12	22	34	4	7	10
08:00-09:00	34	36	70	10	11	21
09:00-10:00	27	28	55	8	8	17
10:00-11:00	11	15	26	3	5	8
11:00-12:00	24	22	46	7	7	14
12:00-13:00	21	17	38	6	5	11
13:00-14:00	24	24	48	7	7	14
14:00-15:00	24	23	47	7	7	14
15:00-16:00	20	27	47	6	8	14
16:00-17:00	24	22	46	7	7	14
17:00-18:00	32	27	59	10	8	18
18:00-19:00	37	23	60	11	7	18
19:00-20:00	31	22	53	9	7	16
20:00-21:00	18	12	30	5	4	9
21:00-22:00	11	8	19	3	2	6
22:00-23:00	12	10	22	4	3	7
23:00-24:00	2	0	2	1	0	1
Daily	382	350	732	115	105	220

**TABLE 11: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE - NEW TRIPS
(FRIDAY)**

		Site Access	Markfield Lane (S)
Traffic scenario		Left / Right (B-AC)	Right (C-AB)
2025 Design Year with proposed development - AM Peak	RFC value	0.03	0.02
	max queue (vehs)	0.0	0.0
	av. delay (s)	7.06	4.96
2025 Design Year with proposed development - PM Peak	RFC value	0.09	0.03
	max queue (vehs)	0.1	0.0
	av. delay (s)	7.27	4.86

TABLE 12: PICADY ASSESSMENT SUMMARY - PROPOSED SITE ACCESS

Time Period	Trip Rates (per hectare)		Traffic Generation (40 hectares)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.020	0.000	1	0	1
08:00-09:00	0.000	0.000	0	0	0
09:00-10:00	0.000	0.000	0	0	0
10:00-11:00	0.000	0.000	0	0	0
11:00-12:00	0.000	0.000	0	0	0
12:00-13:00	0.000	0.020	0	1	1
13:00-14:00	0.000	0.000	0	0	0
14:00-15:00	0.000	0.000	0	0	0
15:00-16:00	0.000	0.000	0	0	0
16:00-17:00	0.000	0.000	0	0	0
17:00-18:00	0.000	0.000	0	0	0
18:00-19:00	0.000	0.000	0	0	0
19:00-20:00	0.000	0.000	0	0	0
20:00-21:00	0.000	0.000	0	0	0
Daily	0.020	0.020	1	1	2

**TABLE 13: EXISTING GOLF CLUB DAILY TRAFFIC GENERATION PROFILE
(TAXIS)**

Time Period	Trip Rates (per hectare)		Traffic Generation (40 hectares)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.040	0.000	2	0	2
08:00-09:00	0.060	0.000	2	0	2
09:00-10:00	0.000	0.000	0	0	0
10:00-11:00	0.000	0.000	0	0	0
11:00-12:00	0.060	0.000	2	0	2
12:00-13:00	0.000	0.040	0	2	2
13:00-14:00	0.000	0.000	0	0	0
14:00-15:00	0.020	0.000	1	0	1
15:00-16:00	0.000	0.000	0	0	0
16:00-17:00	0.000	0.000	0	0	0
17:00-18:00	0.000	0.000	0	0	0
18:00-19:00	0.000	0.000	0	0	0
19:00-20:00	0.000	0.020	0	1	1
20:00-21:00	0.000	0.000	0	0	0
Daily	0.180	0.060	7	3	10

**TABLE 14: EXISTING GOLF CLUB DAILY TRAFFIC GENERATION PROFILE
(CYCLISTS)**

Time Period	Trip Rates (per hectare)		Traffic Generation (40 hectares)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.000	0.000	0	0	0
08:00-09:00	0.040	0.000	2	0	2
09:00-10:00	0.000	0.000	0	0	0
10:00-11:00	0.080	0.040	3	2	5
11:00-12:00	0.000	0.000	0	0	0
12:00-13:00	0.040	0.040	2	2	4
13:00-14:00	0.000	0.020	0	1	1
14:00-15:00	0.020	0.000	1	0	1
15:00-16:00	0.000	0.000	0	0	0
16:00-17:00	0.040	0.040	2	2	4
17:00-18:00	0.000	0.040	0	2	2
18:00-19:00	0.000	0.000	0	0	0
19:00-20:00	0.000	0.020	0	1	1
20:00-21:00	0.000	0.020	0	1	1
Daily	0.220	0.220	10	11	21

**TABLE 15: EXISTING GOLF CLUB DAILY TRAFFIC GENERATION PROFILE
(PEDESTRIANS)**

Time Period	Trip Rates (per bed)		Traffic Generation (152 bedrooms)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.000	0.000	0	0	0
08:00-09:00	0.008	0.008	1	1	2
09:00-10:00	0.008	0.008	1	1	2
10:00-11:00	0.008	0.008	1	1	2
11:00-12:00	0.008	0.008	1	1	2
12:00-13:00	0.008	0.008	1	1	2
13:00-14:00	0.008	0.008	1	1	2
14:00-15:00	0.008	0.008	1	1	2
15:00-16:00	0.000	0.000	0	0	0
16:00-17:00	0.000	0.000	0	0	0
17:00-18:00	0.000	0.000	0	0	0
18:00-19:00	0.000	0.000	0	0	0
19:00-20:00	0.000	0.000	0	0	0
20:00-21:00	0.000	0.000	0	0	0
Daily	0.056	0.056	7	7	14

**TABLE 16: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(TAXIS)**

Time Period	Trip Rates (per bed)		Traffic Generation (152 bedrooms)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.000	0.000	0	0	0
08:00-09:00	0.000	0.000	0	0	0
09:00-10:00	0.032	0.000	5	0	5
10:00-11:00	0.000	0.008	0	1	1
11:00-12:00	0.000	0.000	0	0	0
12:00-13:00	0.000	0.008	0	1	1
13:00-14:00	0.000	0.000	0	0	0
14:00-15:00	0.000	0.008	0	1	1
15:00-16:00	0.000	0.016	0	2	2
16:00-17:00	0.008	0.008	1	1	2
17:00-18:00	0.032	0.000	5	0	5
18:00-19:00	0.024	0.063	4	10	14
19:00-20:00	0.000	0.000	0	0	0
20:00-21:00	0.000	0.000	0	0	0
Daily	0.096	0.111	15	16	31

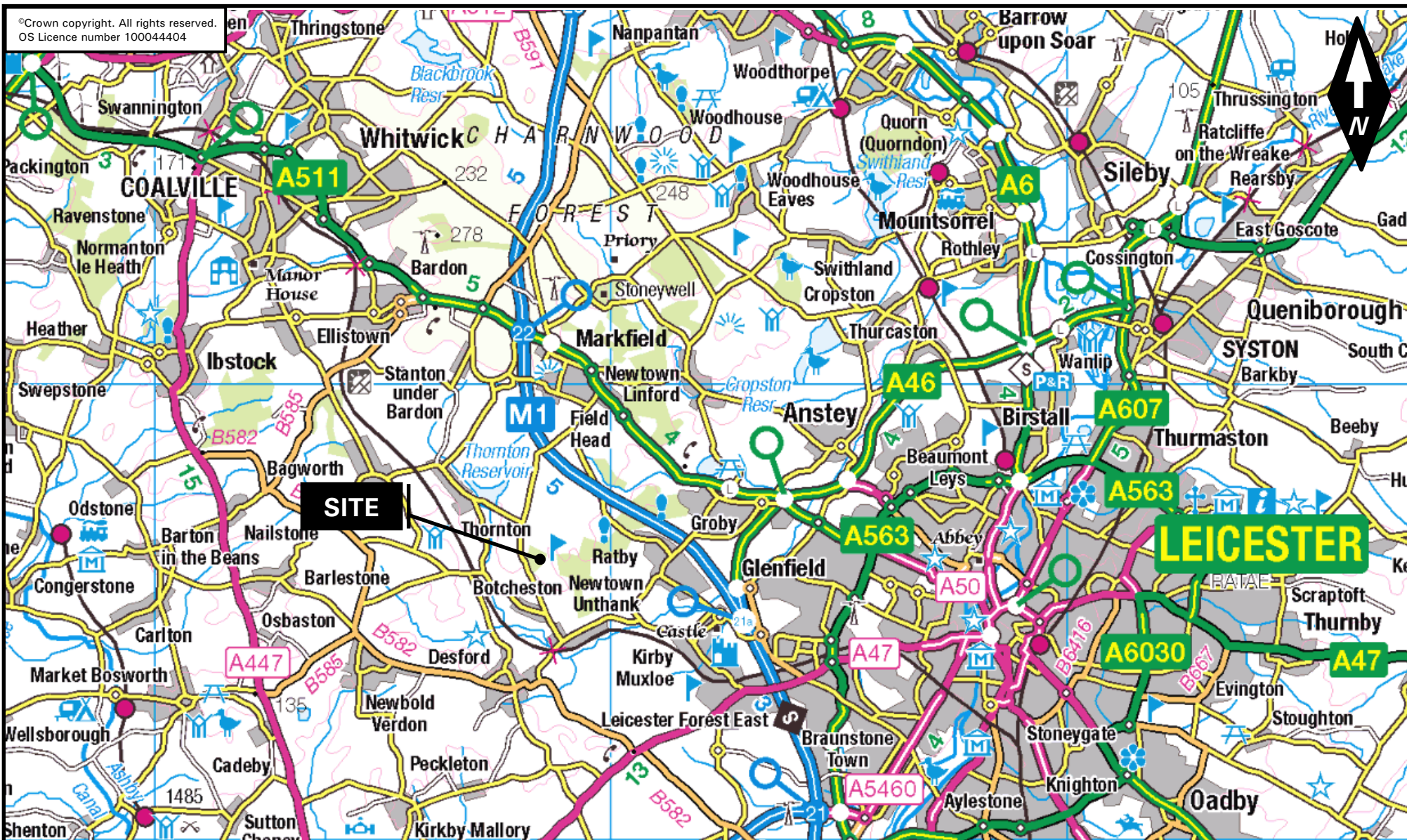
**TABLE 17: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(CYCLISTS)**

Time Period	Trip Rates (per bed)		Traffic Generation (152 bedrooms)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.000	0.000	0	0	0
08:00-09:00	0.008	0.000	1	0	1
09:00-10:00	0.008	0.000	1	0	1
10:00-11:00	0.008	0.000	1	0	1
11:00-12:00	0.000	0.000	0	0	0
12:00-13:00	0.000	0.016	0	2	2
13:00-14:00	0.016	0.016	2	2	4
14:00-15:00	0.008	0.016	1	2	3
15:00-16:00	0.008	0.016	1	2	3
16:00-17:00	0.016	0.000	2	0	2
17:00-18:00	0.071	0.000	11	0	11
18:00-19:00	0.024	0.008	4	1	5
19:00-20:00	0.016	0.087	2	13	15
20:00-21:00	0.000	0.048	0	7	7
Daily	0.183	0.207	26	29	55

**TABLE 18: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(PEDESTRIANS)**

Time Period	Trip Rates (per bed)		Traffic Generation (152 bedrooms)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.000	0.000	0	0	0
08:00-09:00	0.000	0.000	0	0	0
09:00-10:00	0.000	0.310	0	47	47
10:00-11:00	0.000	0.000	0	0	0
11:00-12:00	0.000	0.000	0	0	0
12:00-13:00	0.000	0.000	0	0	0
13:00-14:00	0.000	0.000	0	0	0
14:00-15:00	0.008	0.000	1	0	1
15:00-16:00	0.000	0.008	0	1	1
16:00-17:00	0.008	0.000	1	0	1
17:00-18:00	0.000	0.000	0	0	0
18:00-19:00	0.302	0.000	46	0	46
19:00-20:00	0.000	0.000	0	0	0
20:00-21:00	0.000	0.000	0	0	0
Daily	0.318	0.318	48	48	96

**TABLE 19: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(COACH PASSANGERS)**



SCALE: Do Not Scale

DATE: 16.08.19

DRAWN: WM

CLIENT:

SPARSIS LEISURE LIMITED

TITLE:

GENERAL SITE LOCATION

JOB TITLE:

FOREST HILL GOLF CLUB, BOTCHESTON

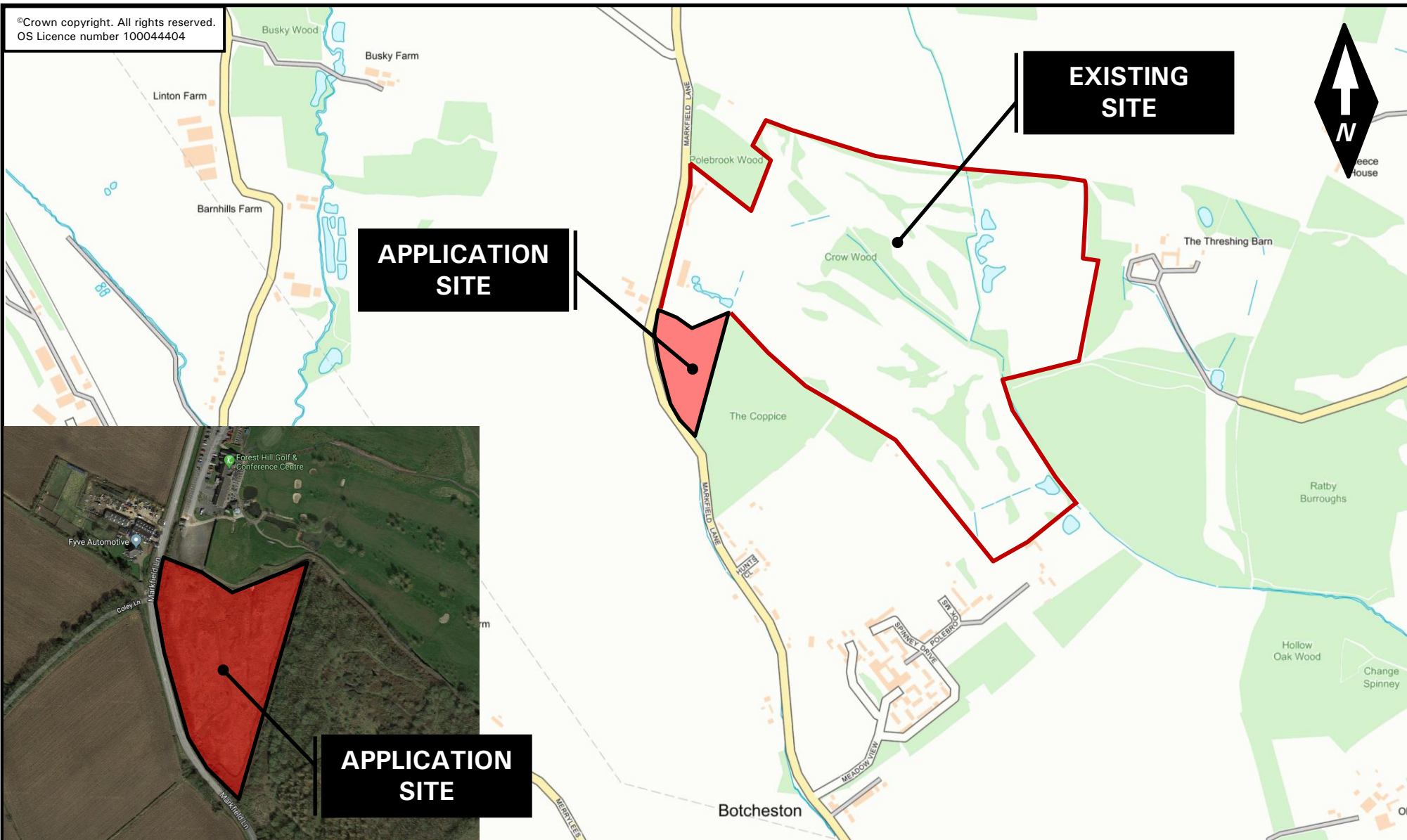
bc BANCROFT
CONSULTING

JOB NUMBER:

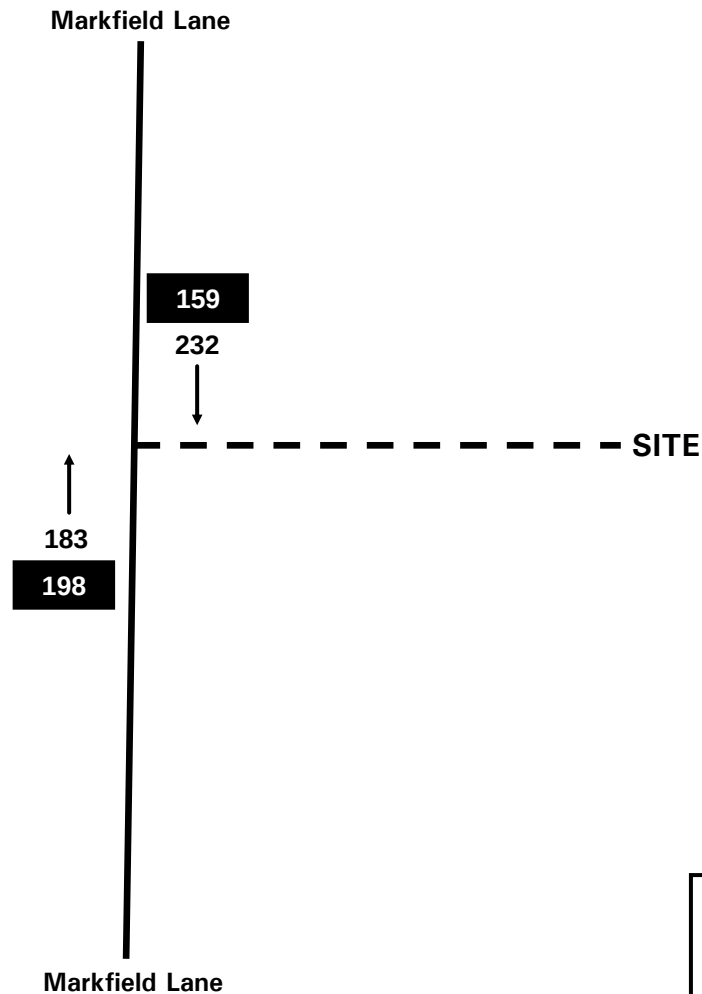
F19109

FIGURE:

1



SCALE: Do Not Scale	CLIENT: SPARSIS LEISURE LIMITED	JOB TITLE: FOREST HILL GOLF CLUB, BOTCHESTON		
DATE: 16.08.19	TITLE: DETAILED SITE LOCATION			
DRAWN: WM			JOB NUMBER: F19109	FIGURE: 2



KEY

XX = AM PEAK HOUR (0800 to 0900)

XX = PM PEAK HOUR (1700 to 1800)

SCALE: **Do Not Scale**

DATE: **14.05.20**

DRAWN: **WM**

CLIENT:

SPARSIS LEISURE LIMITED

TITLE:

2019 OBSERVED TRAFFIC FLOWS (WEEKDAY AVERAGE)

JOB TITLE:

FOREST HILL GOLF CLUB, BOTCHESTON

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F19109

FIGURE:
3



KEY

-  = Vehicle
-  = Cyclist
-  = Pedestrian
-  = Slight
-  = Serious
-  = Fatal

SCALE: **Do Not Scale**

DATE: **30.04.20**

DRAWN: **WM**

CLIENT:

SPARSIS LEISURE LIMITED

JOB TITLE:

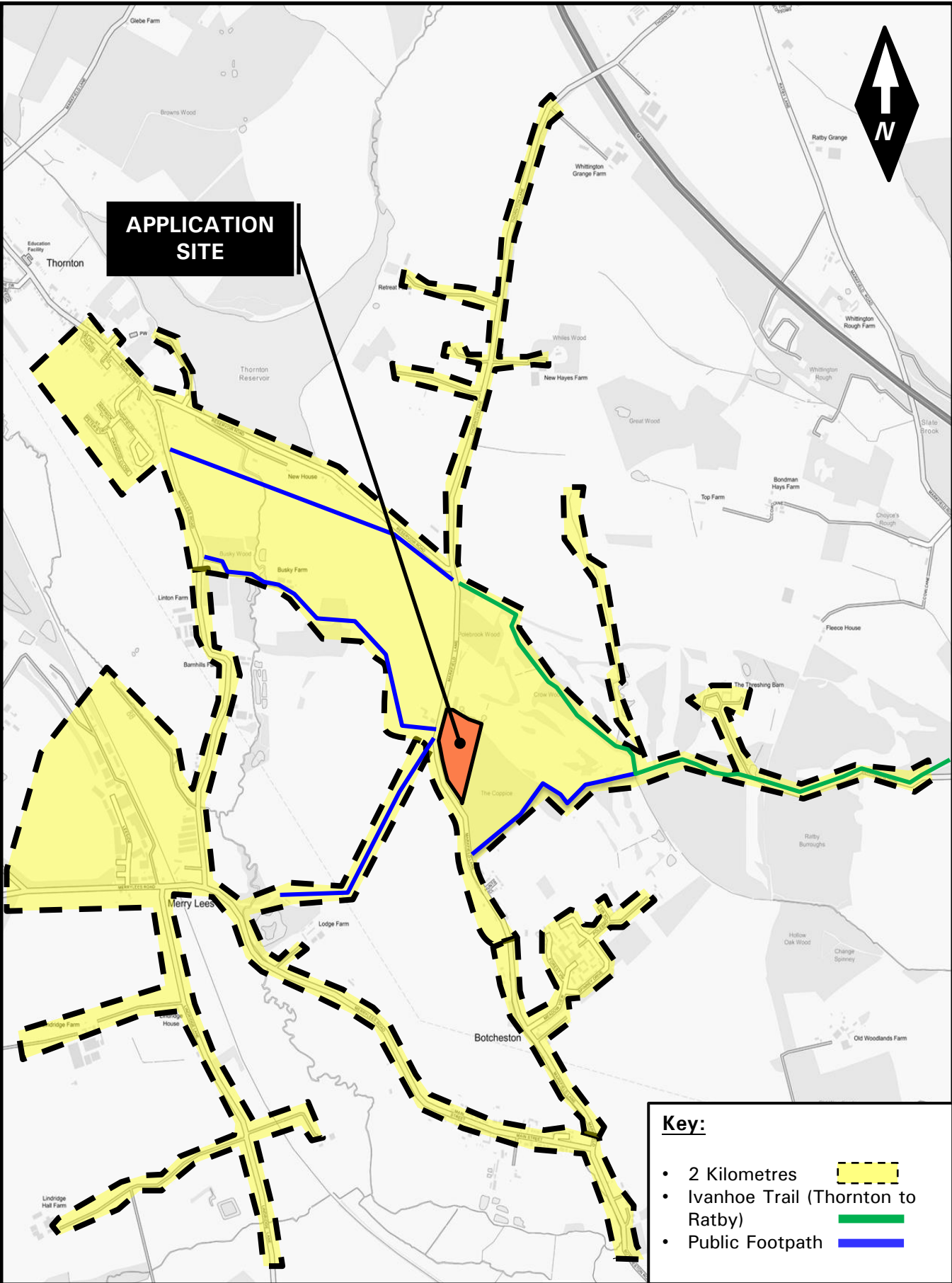
FOREST HILL GOLF CLUB, BOTCHESTON

TITLE: **PERSONAL INJURY ACCIDENT DATA – (1 JANUARY 2014 – 31 DECEMBER 2019)**

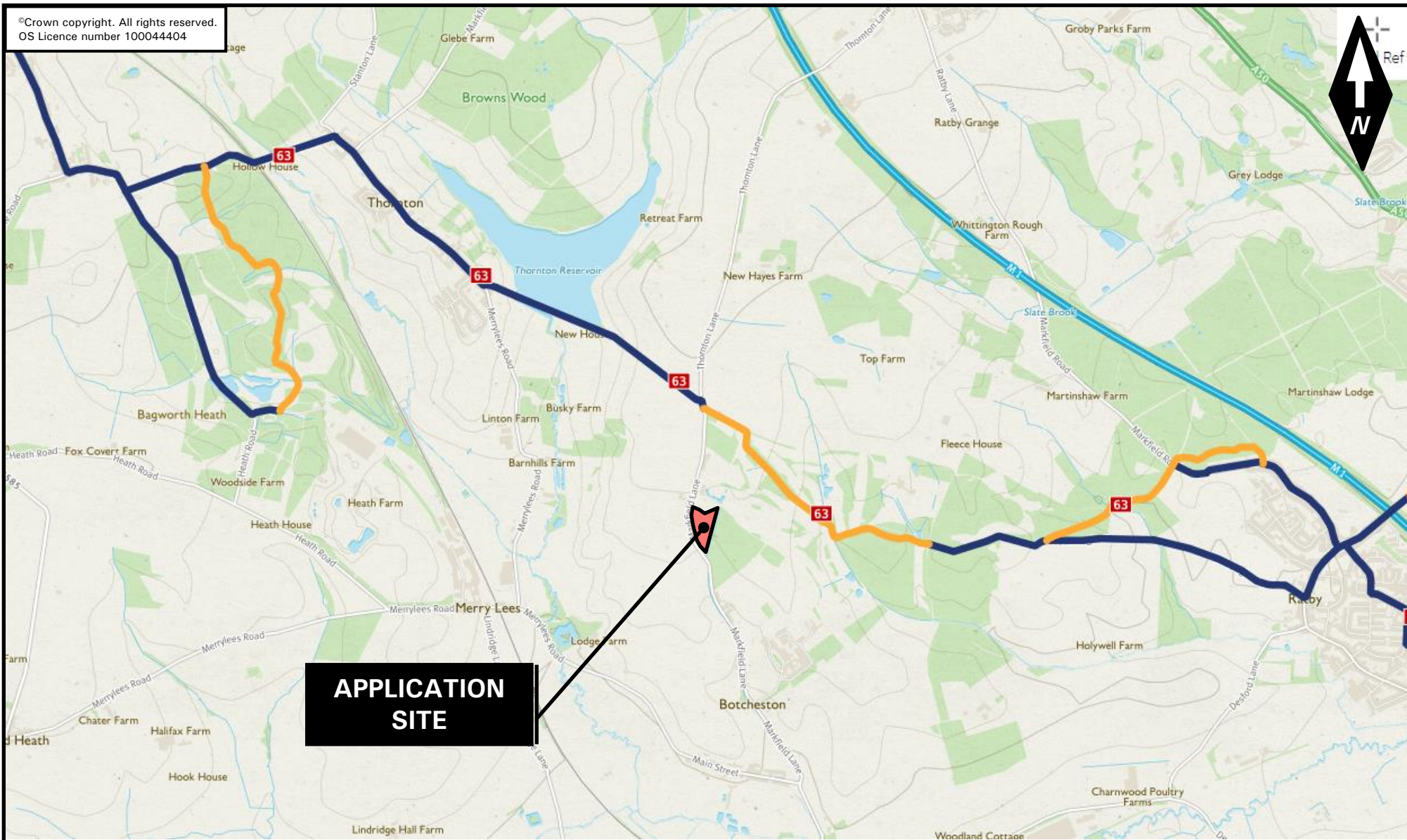
bc BANCROFT CONSULTING

NUMBER: **F19109**

FIGURE: **4**



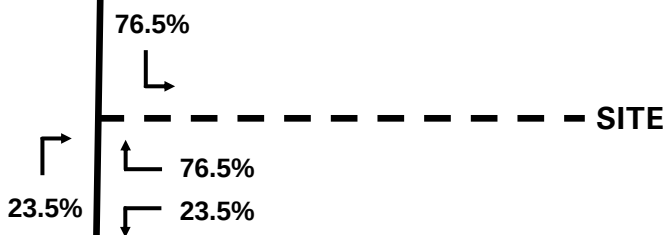
SCALE: Do Not Scale	CLIENT: SPARSIS LEISURE LIMITED	JOB TITLE: FOREST HILL GOLF CLUB, BOTCHESTON		
DATE: 19.05.20	TITLE: 2 KILOMETRES PEDESTRIAN ISOCHRON AND PUBLIC RIGHTS OF WAY		JOB NUMBER: F19109	FIGURE: 5
DRAWN: CL				



SCALE: Do Not Scale	CLIENT: SPARSIS LEISURE LIMITED	JOB TITLE: FOREST HILL GOLF CLUB, BOTCHESTON	bc BANCROFT CONSULTING	
DATE: 16.08.19	TITLE: NATIONAL CYCLE ROUTES (taken from www.sustrans.org.uk)	JOB NUMBER: F19109	FIGURE: 6	
DRAWN: WM				



Markfield Lane



Markfield Lane

KEY

XX = AM PEAK HOUR (0800 to 0900)

XX = PM PEAK HOUR (1700 to 1800)

SCALE: **Do Not Scale**

DATE: **14.05.20**

DRAWN: **WM**

CLIENT:

SPARSIS LEISURE LIMITED

TITLE:

PROPOSED DEVELOPMENT TRAFFIC DISTRIBUTION

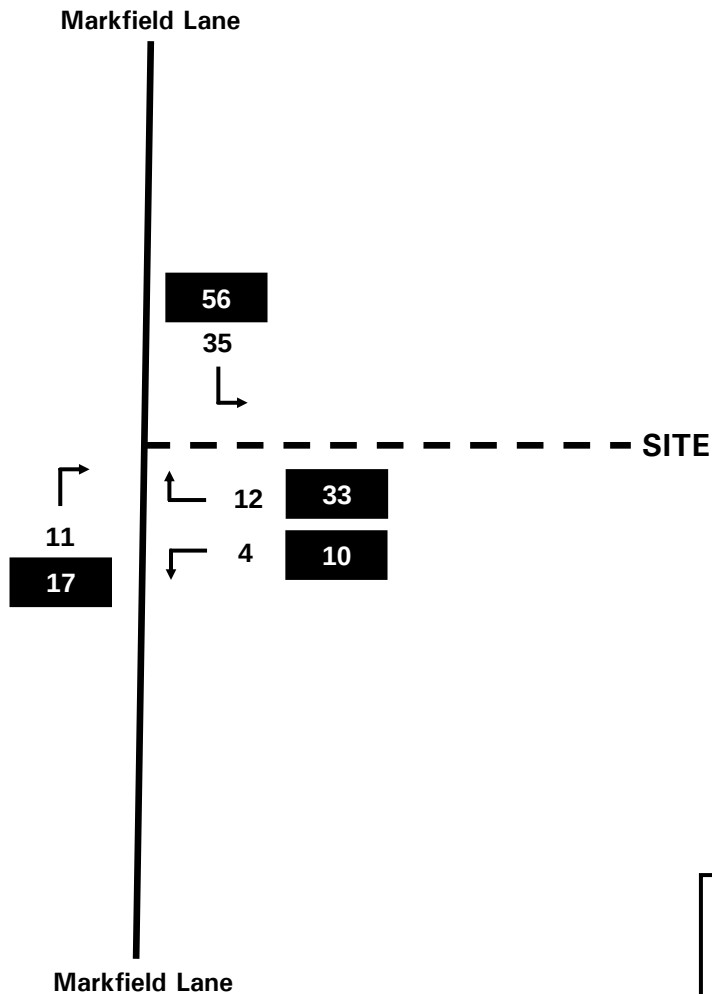
JOB TITLE:

FOREST HILL GOLF CLUB, BOTCHESTON

**bc BANCROFT
CONSULTING**

JOB NUMBER:
F19109

FIGURE:
7



KEY

XX = AM PEAK HOUR (0800 to 0900)

XX = PM PEAK HOUR (1700 to 1800)

SCALE: **Do Not Scale**

DATE: **14.05.20**

DRAWN: **WM**

CLIENT:

SPARSIS LEISURE LIMITED

TITLE:

PROPOSED DEVELOPMENT TRAFFIC ASSIGNMENT

JOB TITLE:

FOREST HILL GOLF CLUB, BOTCHESTON

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F19109

FIGURE:
8



Markfield Lane

167

244

193

205

--- SITE

Markfield Lane

2019 to 2025 Growth Factor (AM Peak) – 1.05194
2019 to 2025 Growth Factor (PM Peak) – 1.05128

KEY

XX = AM PEAK HOUR (0800 to 0900)

XX = PM PEAK HOUR (1700 to 1800)

SCALE: **Do Not Scale**

DATE: **14.05.20**

DRAWN: **WM**

CLIENT:

SPARSIS LEISURE LIMITED

TITLE:

2025 DESIGN YEAR TRAFFIC FLOWS

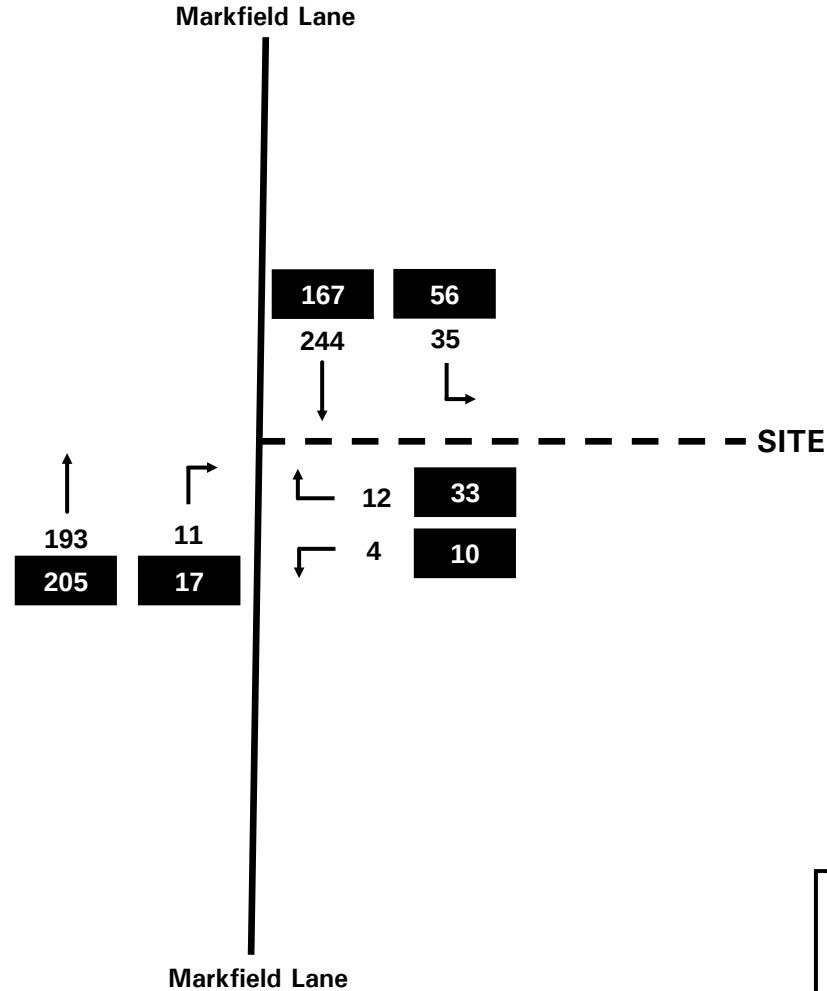
JOB TITLE:

FOREST HILL GOLF CLUB, BOTCHESTON

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F19109

FIGURE:
9



KEY

XX = AM PEAK HOUR (0800 to 0900)

XX = PM PEAK HOUR (1700 to 1800)

SCALE: **Do Not Scale**

DATE: **14.05.20**

DRAWN: **WM**

CLIENT:

SPARSIS LEISURE LIMITED

TITLE:

2025 DESIGN YEAR TRAFFIC FLOWS (WITH PROPOSED DEVELOPMENT)

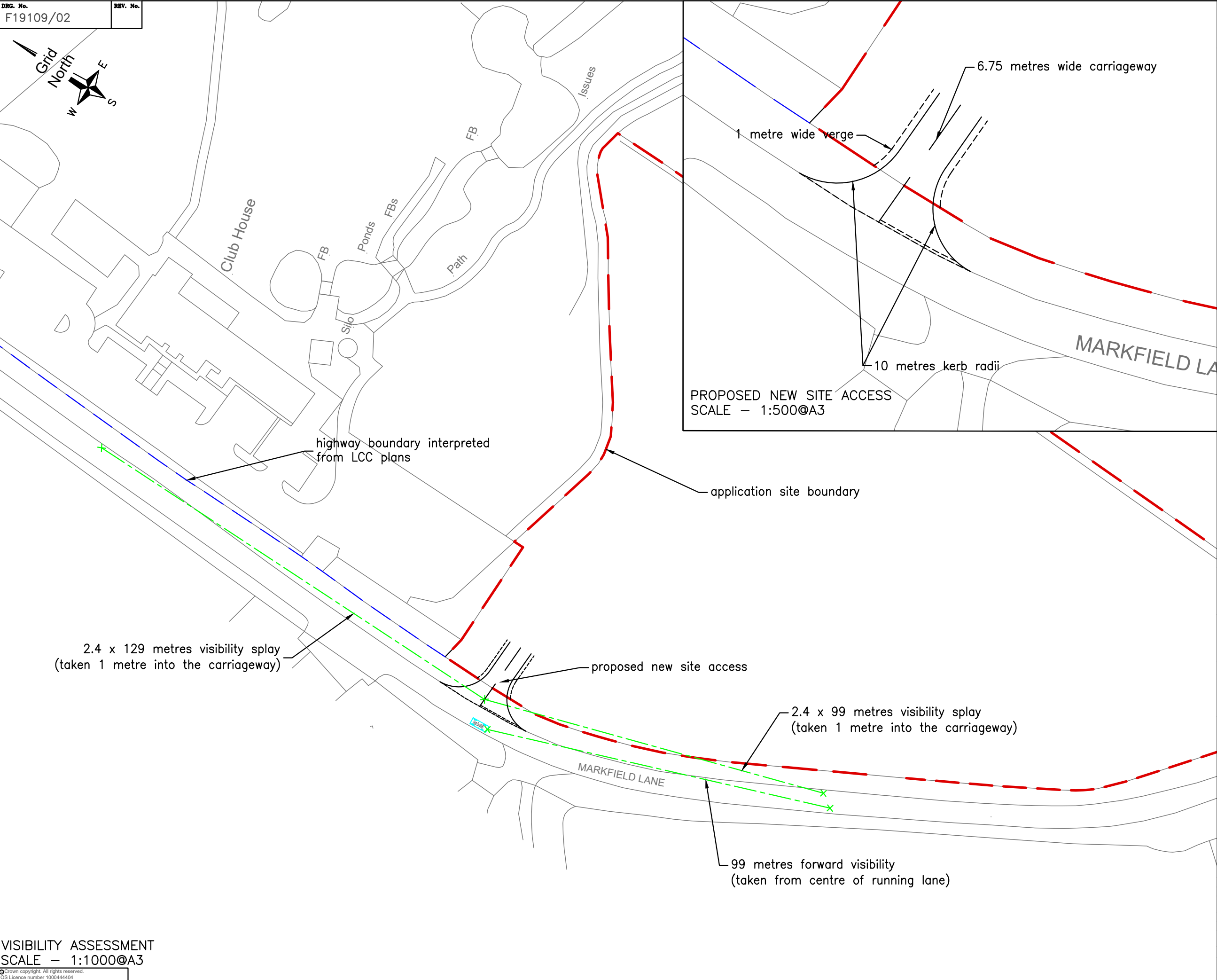
JOB TITLE:

FOREST HILL GOLF CLUB, BOTCHESTON

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F19109

FIGURE:
10



COPYRIGHT IN THIS DRAWING IS THE PROPERTY OF BANCROFT CONSULTING LTD. IT MUST NOT BE REPRODUCED NOR AMENDED NOR USED FOR THE EXECUTION OF ANY WORKS WHETHER IN CONNECTION WITH THE PROPOSED WORKS FOR WHICH IT IS PREPARED OR OTHERWISE WITHOUT THE EXPRESS CONSENT OF BANCROFT CONSULTING LTD.

NOTES:

REV.	DATE	DESCRIPTION	BY	CHK'D

CLIENT

SPARSIS LEISURE LIMITED

CONTRACT

FOREST HILL GOLF CLUB,
BOTCHESTON

TITLE

PROPOSED NEW SITE ACCESS
AND VISIBILITY ASSESSMENT

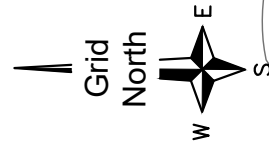
bc BANCROFT
CONSULTING

Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
WM	13.05.20
CHECKED BY	
NAME (PRINT)	DATE
MC	13.05.20
SCALE AS SHOWN	STATUS PRELIMINARY
DRG. NO.	REV

F19109/02



turning head for servicing vehicle

proposed bin storage

cycle parking
(15 Sheffield stands)

access to coach
parking area

car park for
pre-booked golfers

pedestrian connection
between two sites

vehicular connection
between two sites

3.75 metres wide
drop off point

Single Storey
Amenities

Approx position of
new site access

6.75 metres wide carriageway

over-runable area for large
vehicle turning manoeuvres

INTERNAL SITE LAYOUT
SCALE - 1:1000@A3

proposed access location
(shown in Drawing Number F19109/02)

CAR PARK FOR PRE-BOOKED GOLFERS
SCALE - 1:1500@A3

MAIN CAR PARK
SCALE - 1:500@A3

COPYRIGHT IN THIS DRAWING IS THE PROPERTY OF BANCROFT CONSULTING LTD. IT MUST NOT BE REPRODUCED NOR AMENDED NOR USED FOR THE EXECUTION OF ANY WORKS WHETHER IN CONNECTION WITH THE PROPOSED WORKS FOR WHICH IT IS PREPARED OR OTHERWISE WITHOUT THE EXPRESS CONSENT OF BANCROFT CONSULTING LTD.

NOTES:

REV.	DATE	DESCRIPTION	BY	CHK'D
------	------	-------------	----	-------

CLIENT
SPARSIS LEISURE LIMITED

CONTRACT
FOREST HILL GOLF CLUB,
BOTCHESTON

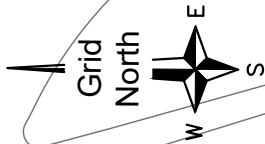
TITLE
PROPOSED INTERNAL SITE AND
PARKING LAYOUT



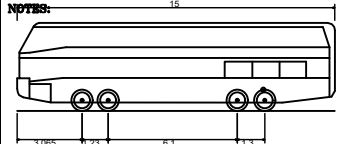
Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

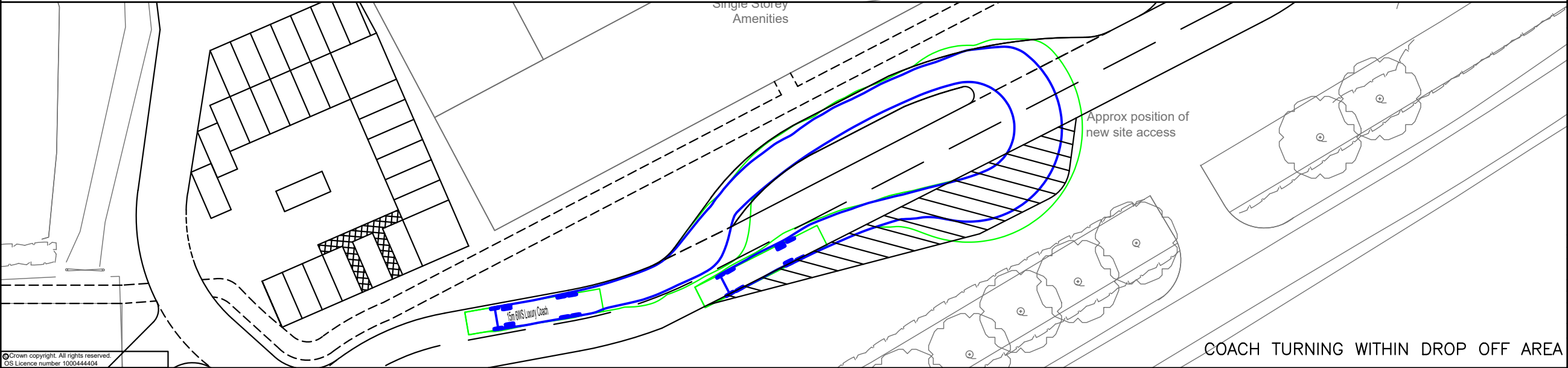
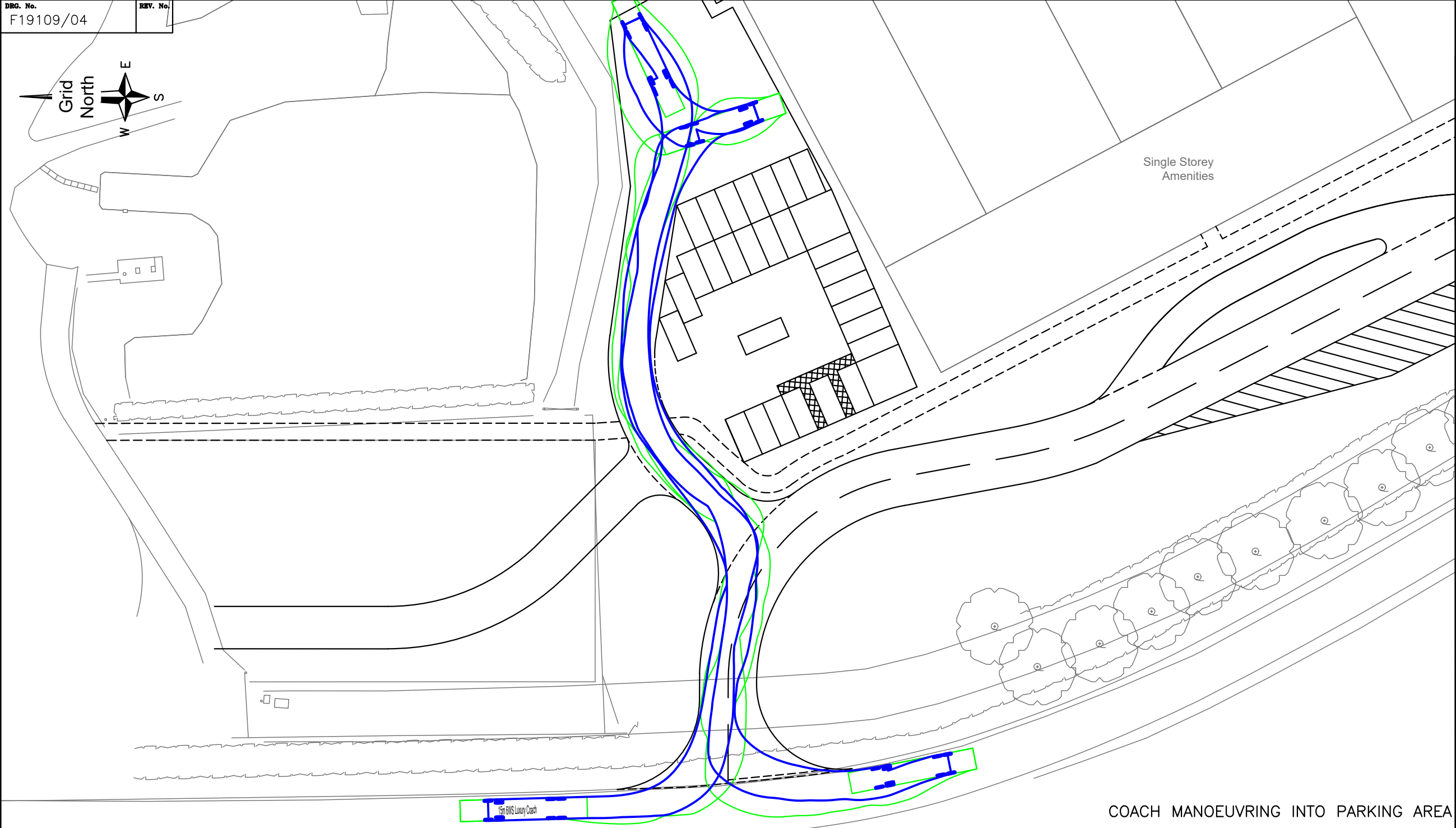
DRAWN BY	
NAME (PRINT)	DATE
WM	14.05.20
CHECKED BY	
NAME (PRINT)	DATE
MC	14.05.20
SCALE AS SHOWN	STATUS PRELIMINARY
DRG. NO.	REV
F19109/03	



COPYRIGHT IN THIS DRAWING IS THE PROPERTY OF BANCROFT CONSULTING LTD. IT MUST NOT BE REPRODUCED NOR AMENDED NOR USED FOR THE EXECUTION OF ANY WORKS WHETHER IN CONNECTION WITH THE PROPOSED WORKS FOR WHICH IT IS PREPARED OR OTHERWISE WITHOUT THE EXPRESS CONSENT OF BANCROFT CONSULTING LTD.



15m 6WS Luxury Coach
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.397m
Track Width 2.500m
Lock to lock time 5.00s
Wall to Wall Turning Radius 12.490m



REV.	DATE	DESCRIPTION	BY	CHECK'D
------	------	-------------	----	---------

CLIENT
SPARSIS LEISURE LIMITED

CONTRACT
FOREST HILL GOLF CLUB,
BOTCHESTON

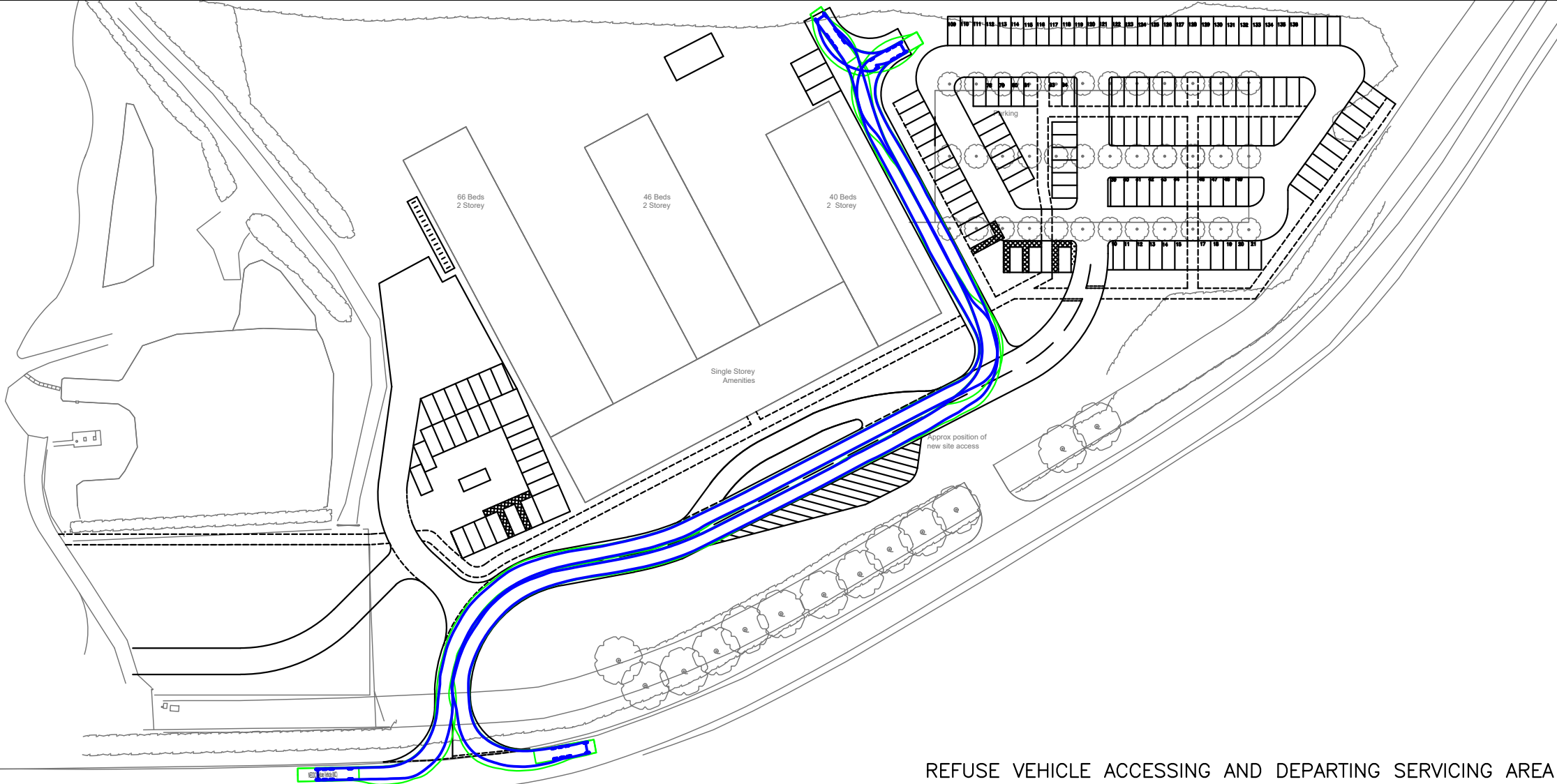
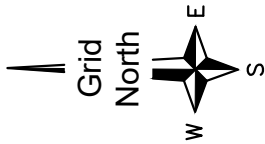
TITLE
SWEPT PATH ASSESSMENT
(LUXURY COACH)



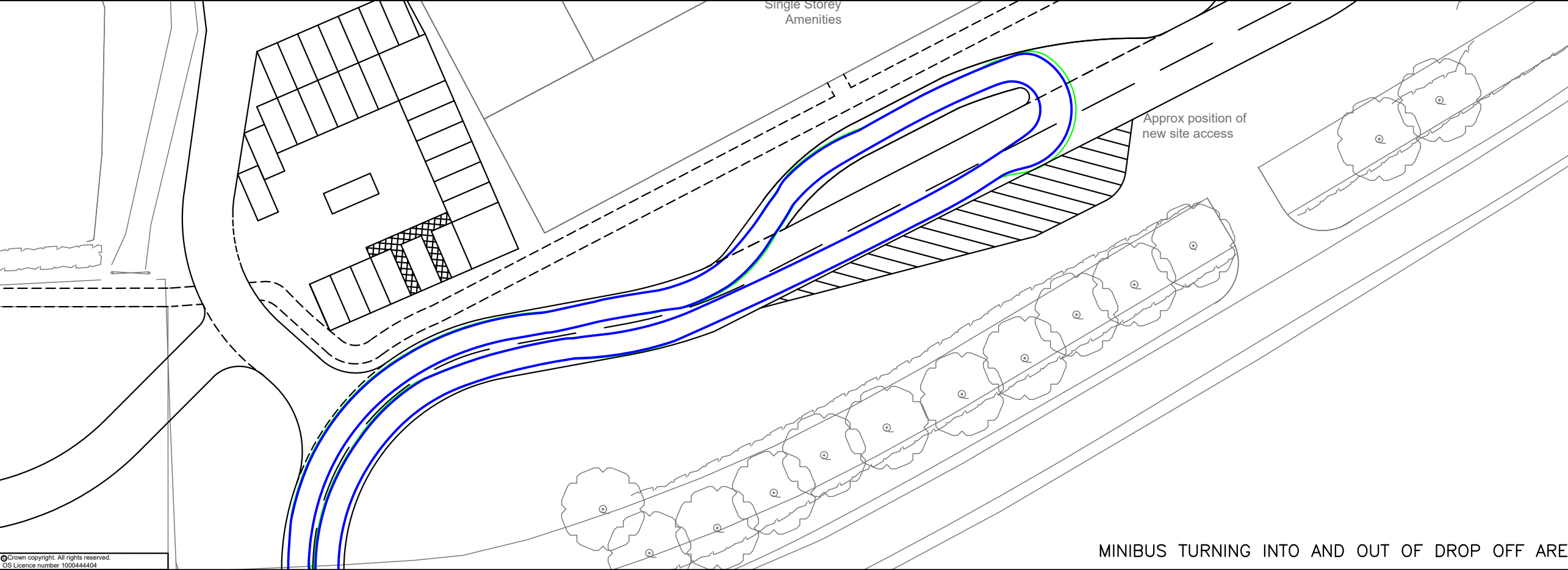
Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
WM	15.05.20
CHECKED BY	
NAME (PRINT)	DATE
MC	15.05.20
SCALE 1:1000@A3	STATUS PRELIMINARY
DRG. NO.	REV
F19109/04	



REFUSE VEHICLE ACCESSING AND DEPARTING SERVICING AREA



MINIBUS TURNING INTO AND OUT OF DROP OFF AREA

COPYRIGHT IN THIS DRAWING IS THE PROPERTY OF BANCROFT CONSULTING LTD. IT MUST NOT BE REPRODUCED NOR AMENDED NOR USED FOR THE EXECUTION OF ANY WORKS WHETHER IN CONNECTION WITH THE PROPOSED WORKS FOR WHICH IT IS PREPARED OR OTHERWISE WITHOUT THE EXPRESS CONSENT OF BANCROFT CONSULTING LTD.

NOTES:

15

3.065

1.23

6.1

1.3

15m 6WS Luxury Coach

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Wall to Wall Turning Radius

15.000m

2.500m

4.197m

0.397m

2.500m

5.00s

12.490m

6.33

1.52

3.7

Mini Bus

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

6.330m

2.192m

2.601m

0.374m

2.192m

4.00s

6.450m

REV.	DATE	DESCRIPTION	BY	CHECK'D
CLIENT				
SPARSIS LEISURE LIMITED				
CONTRACT				
FOREST HILL GOLF CLUB, BOTCHESTON				
TITLE				
SWEEP PATH ASSESSMENT (REFUSE COLLECTION VEHICLE AND MINIBUS)				
bc BANCROFT CONSULTING Bancroft Consulting Ltd Jarodale House 7 Gregory Boulevard Nottingham NG7 6LB t 0115 9602919 f 0115 9648201 e office@bancroftconsulting.co.uk				
DRAWN BY				
NAME (PRINT)		DATE		
WM		15.05.20		
CHECKED BY				
NAME (PRINT)		DATE		
MC		15.05.20		
SCALE 1:1000@A3		STATUS PRELIMINARY		
DRG. NO.				REV
F19109/04				

APPENDIX A – RELEVANT EXTRACTS FROM SCOPING STUDY

Sparsis Leisure Limited

**Forest Hill Golf Club &
Conference Centre, Botcheston**

Scoping Study

September 2019



**BANCROFT
CONSULTING**

bancroftconsulting.co.uk

Sparsis Leisure Limited

**Forest Hill Golf Club &
Conference Centre, Botcheston**

Scoping Study

September 2019



Jarodale House, 7 Gregory Boulevard
Nottingham, NG7 6LB

Tel: 0115 9602919

Email: office@bancroftconsulting.co.uk

AUTHOR:	MC	CHECKED:	CJB	APPROVED:	CJB	STATUS:	FINAL
REPORT REF:	F19109 Forest Hill Golf Club & Conference Centre, Botcheston - Scoping Study.doc						
<u>DOCUMENT ISSUE RECORD</u>							
REVISION	DATE		DESCRIPTION				
DRAFT	SEP 2019		Draft report issue to Project Team for comments				
FINAL	NOV 2019		Final report issued to Project Team				

CONTENTS

	Page Number
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS	3
3.0 PROPOSED DEVELOPMENT	7
4.0 TRIP GENERATION AND DISTRIBUTION	8
5.0 SITE ACCESS	19
6.0 SUMMARY AND SCOPE FOR TRANSPORT ASSESSMENT	21

TABLES

Table 1	Existing 'golf club' daily traffic generation profile (Saturday)
Table 2	Existing 'wedding event' daily traffic generation profile
Table 3	Proposed 'hotel' daily traffic generation profile (Saturday)
Table 4	Total daily traffic generation profile (Saturday)
Table 5	Proposed 'hotel' daily traffic generation profile (Saturday) – new trips
Table 6	Results of traffic distribution calculations

FIGURES

Figure 1	General site location
Figure 2	Detailed site location
Figure 3	2014-2018 accident records (taken from www.crashmap.co.uk)
Figure 4	45 minutes drivetime isochrone (taken from www.radiusmaps.com)
Figure 5	Proposed development traffic distribution
Figure 6	Proposed development traffic assignment - new trips (0800 to 0900)

DRAWINGS

F19109/01	Proposed new access and visibility assessment
------------------	---

APPENDICES

Appendix A	Speed survey results
Appendix B	TRICS output data (existing golf club)
Appendix C	TRICS output data (proposed hotel)
Appendix D	Extracts from Wildwood and Country Club Transport Assessment
Appendix E	Visibility splay calculations

1.0 INTRODUCTION

- 1.1 Bancroft Consulting were appointed by Sparsis Leisure Limited to provide highways and transportation advice in respect of proposals to develop a hotel with up to 250 bedrooms at the Forest Hill Golf Club & Conference Centre at Botcheston, Leicestershire. This Scoping Study has been produced as part of a pre-application enquiry, prior to a formal planning application being submitted for the proposals. **Figure 1** shows the location of the site in context with the wider area, whilst **Figure 2** shows a more detailed site location including local road names.
- 1.2 Leicestershire County Council (LCC), as the Highway Authority, adopt the 'Leicestershire Highways Design Guide' (Leicestershire County Council, 2018) as their local highway design guidance document. Table PDP1 of this document provides the minimum details required to support development proposals, which confirms that a hotel development comprising over 100 bedrooms requires a detailed Transport Assessment and Travel Plan to accompany any planning application. Furthermore, footnote 'd' of Table PDP1 confirms that a Scoping Report should be produced prior to a Transport Assessment.
- 1.3 In light of these requirements, this Scoping Study has been prepared to agree relevant background information and the scope for the Transport Assessment with LCC. It details the traffic generation and distribution within the surrounding highway network, to determine the extent of the study area where further detailed assessment should be required. It also considers a suitable access strategy to serve the proposed development, in keeping with current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, February 2019).
- 1.4 The details of this Scoping Study will be used as the basis of the Transport Assessment, which will primarily address the impact of the development traffic on the surrounding highway network in further detail. The Transport Assessment will also detail opportunities to further encourage sustainable travel at the site, including the provision of an Outline Travel Plan.

- 1.5 As part of this Scoping Study, an initial site visit was undertaken on Tuesday 20 August 2019 between 1330 and 1715 hours, to review the current highway conditions in the vicinity of the site and identify any constraints affecting access. A vehicle speed survey was also undertaken at the site frontage on Markfield Lane during the site visit, between 1400 and 1515 hours. During this time, the weather conditions were fine and dry.
- 1.6 The Transport Assessment will be prepared in accordance with, and provide a review of, the following national and local policy / guidance documents:
- National Planning Policy Framework [NPPF] (DCLG, 2012)
 - Planning Practice Guidance [PPG]
 - Manual for Streets [MfS] (DfT, 2007)
 - Manual for Streets 2 [MfS2] – Wider Application of Principles (CIHT, 2010)
 - Leicestershire Highways Design Guide (Leicestershire County Council, 2018)

2.0 EXISTING CONDITIONS

2.1 Site Details

- 2.1.1 **Figure 2** shows the location of the Forest Hill Golf Club & Conference Centre (referred to as 'the site' throughout this report) to the east of Markfield Lane near Botcheston, Leicestershire. It comprises a circa 40-hectare site with a well-established 18-hole golf course along with a 26-bay driving range. The golf centre also hosts a golf academy which offers a variety of lessons for people of all ages and abilities. These lessons are hosted by professional golf coaches.
- 2.1.2 The site also offers a number of membership packages which run between 1 April and 31 March. Membership options include:
- 7-day membership.
 - 5-day membership (Monday to Friday only).
 - Intermediate, student and junior membership.
 - Age 15-17 membership.
 - Age up to 14 membership.
- 2.1.3 The site also includes a number of ancillary facilities including a golf shop. The shop contains a variety of golf retail products and brands as well as a selection of golf equipment and accessories. It is open from 0730 to 2100 hours Monday to Friday, 0700 to 2100 on Saturdays and 0700 to 2200 hours on Sundays.
- 2.1.4 The site is an established venue for wedding functions, private parties and business conferences. The venue has 3 main functions rooms along with a bar and restaurant which are able to cater for groups of between 20 and 150 guests. Party packages can also be tailored to individual needs and organised by the Event Manager who is employed at the site.
- 2.1.5 The site also hosts wedding ceremonies and receptions which again are organised and planned by the on-site Event Manager. Wedding receptions are held within the function suite which can accommodate up to 180 seated guests.

- 2.1.6 The club house includes a restaurant and bar which serves food 7-days a week. The restaurant is targeted to group events such as business conferences and offers breakfast meetings and lunch clubs for guests of up to approximately 110 people. The Forest Hill Golf Club has formed partnerships with nationwide hotel chains that offer members and guests with discounted accommodation. This includes discount at The Fieldhead Hotel and Marriot Hotel based in Leicester.
- 2.1.7 The site currently provides over 180 car parking spaces. These are separated between the main car park and areas of hardstanding for overspill.

2.2 Local Highway Network

- 2.2.1 The site is currently served by a single point of access at Markfield Lane. The access comprises a large bellmouth junction, with an approximate 7.9 metres wide carriageway (narrowing to 5.6 metres approximately 13 metres from Markfield Lane) with kerb radii of approximately 10 metres. The access serves a car park of approximately 120 spaces, comprising a mixture of marked out bays and areas of hardstanding for overspill, which accommodates all vehicles associated with the site. Street lighting is provided on-site at the existing access point, which also covers the car park.
- 2.2.2 Markfield Lane is a single carriageway road subject to national speed limit restrictions in the vicinity of the site. It extends past the western boundary of the site in a north to south direction providing access to Markfield to the north and Botcheston to the south. Markfield Lane is rural in nature and provides no footways or street lighting in the vicinity of the site. The carriageway measures approximately 6.5 metres wide and is bound by a verge along both sides. It also provides access to the M1 at Junction 22 to the north as well as the A50, which forms a bypass around the northern edge of Leicester.
- 2.2.3 Markfield Lane forms a priority-controlled T-junction with Reservoir Road approximately 370 metres to the north of the existing site access. Reservoir Road provides access into Thornton and other smaller villages. The junction is bound by a large verge at both sides and provides adequate visibility to the north,

however visibility appears to be slightly restricted to the south due to the alignment of Markfield Lane. **Figure 3** contains an extract from the Crashmap website (www.crashmap.co.uk), which shows that between 2014 and 2018 (inclusive), which is the latest 5-year period of data available, there has been a single accident recorded at this junction. The accident occurred on 28 October 2016, was classified as slight and involved 2 vehicles.

2.2.4 Markfield Lane forms a priority-controlled T-junction with Main Street and Botcheston Road approximately 1.8 kilometres to the south of the existing site access. Markfield Lane forms the minor arm of the junction, whilst Main Street and Botcheston Road form the major arms of the junction. Markfield Lane is situated on the outside of a bend with the major arms and provides satisfactory visibility in both directions. **Figure 3** confirms that there have been no recorded accidents at this junction over the latest 5-year period of data available.

2.2.5 A manual speed survey was undertaken at the site frontage approximately 300 metres to the south of the existing site access on Markfield Lane during the site visit on Tuesday 20 August 2019, between 1400 and 1515 hours. During the time of the survey, the weather conditions were fine and dry. The survey recorded the speed of vehicles on their approach to the existing site access from a distance of approximately 80 metres in either direction. The survey recorded a total of 200 vehicle speeds, comprising 100 readings in both the northbound and southbound directions. The results of the survey are contained at **Appendix A**, whilst a summary is provided below:

	Mean	85 th ile	85 th ile wet weather*
northbound	37.26mph	41.84mph	39.36mph
southbound	41.14mph	45.98mph	43.50mph

**Based on dry weather conditions during the survey, 85thile wet weather speeds have been calculated as per TA22/81*

2.2.6 The results confirm that vehicle speeds on approach to the survey location are way below the national speed limit restrictions. This was due to the alignment of Markfield Lane, which features a bend to both the north and south of this

location, which limits forward visibility in both directions. In addition, Markfield Lane features an uphill gradient on approach to the survey location to the south, which further reduced speeds in the northbound direction. During the survey it was noted how HGV movements were minimal and Markfield Lane predominantly accommodates smaller cars and LGVs.

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises the erection of a hotel with between 200 and 250 bedrooms, on undeveloped land to the south of the main club house at the site, as shown at **Figure 2**. The hotel accommodation would be ancillary to the existing facilities whereby members at the golf club, or guests visiting the site for wedding/corporate events are able to stay on-site overnight rather than having to travel to other nearby hotels. The objective of the proposed development is to make the site more sustainable in the long term and provide an all-round package for guests that improves the current services.
- 3.2 The proposed development would also provide additional conferencing/banqueting space on the ground floor. This would allow for a greater number of guests to visit the site as the business seeks to expand on corporate based events and parties.
- 3.3 The proposed development involves the delivery of a new access from Markfield Lane to the south of the existing access point, further details of which are provided at Section 5 of this report.

4.0 TRIP GENERATION AND DISTRIBUTION

4.1 Overview

4.1.1 As the proposed development comprises the development of hotel accommodation for use by guests to the golf facilities or visitors at wedding/corporate events, it is anticipated that fewer visitors would be required to leave the site during the evening to travel to other nearby hotels (as recommended/advertised on the Forest Hill Golf Club's website), who potentially return the next morning.

4.1.2 The proposed development would improve the facilities and make the site a more desirable attraction and hence could increase the number of events per annum. The introduction of hotel accommodation would be particularly appealing for larger events and attract a greater number of corporate bodies, however in terms of golf, the size of the existing golf course, to a certain extent, limits the number of guests travelling for that particular facility. This section will calculate the peak hour and daily traffic generation from the existing uses and then consider the additional traffic that could be generated by the proposed development to get an overall total across the site.

4.1.3 Paragraph 013 of Planning Practice Guidance states:

“In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- *Whether there are particular types of impacts around which to focus the Transport Assessment of Statement (eg assessing traffic generated at peak times).”*

4.1.4 The above guidance confirms that Transport Assessments should focus their assessment around the greatest impacts generated by developments. Whilst this is typically during the network peak periods, when baseline traffic flows tend to be

at their highest, this varies site by site based on location and the type of traffic the local road network accommodates.

4.1.5 During the site visit on Tuesday 20 August 2019, it was noted how baseline traffic flows along Markfield Lane were relatively low. In addition, the Markfield Lane/Reservoir and Markfield Lane/Main Street/Botcheston Road junctions were observed between 1615 and 1715 hours to establish whether there are any current capacity issues. It was clear that, given the site is situated in a free-standing location away from any major settlement, the local routes accommodated a low volume of commuter traffic and hence there appeared to be no capacity issues during this time. From observations made during the site visit, it is considered that approximately 20% of vehicles travelling along Markfield Lane were associated with the site.

4.1.6 In order to understand the impact of golf complexes on a weekday compared to a Saturday, the TRICS database was interrogated. Sites within the 'Golf – Private > 18 Hole Courses' category were listed and a total of 3 sites were identified to have weekday and Saturday surveys. A comparison of the survey results between the weekday and Saturday surveys is shown below.

Golf Centre Near Huntingdon, Cambridgeshire (TRICS ref: CA-09-C-01)

- Weekday daily traffic generation = 433 movements.
- Saturday daily traffic generation = 892 movements.

Golf Club Near Wareham, Dorset (TRICS ref: DC-09-C-02)

- Weekday daily traffic generation = 315 movements.
- Saturday daily traffic generation = 390 movements.

Golf Club Bromsgrove, Worcestershire (TRICS ref: WO-09-C-01)

- Weekday daily traffic generation = 437 movements.
- Saturday daily traffic generation = 697 movements.

4.1.7 The above survey results confirm that traffic movements to golf clubs are generally much higher on Saturdays when compared to weekdays. With this,

and the fact that the majority of events such as weddings take place during the weekend, it is considered suitable to assess the traffic impacts of the proposed development on a Saturday when baseline traffic conditions along the local road network are expected to be higher.

4.2 Existing Uses

Golf Club

4.2.1 The TRICS database was examined to identify suitable trip rates to calculate the peak hour and daily traffic movements that could be generated by the existing golf club. The 'Golf – Private > 18 Hole Courses' category was searched, specifying sites with a site area between 18 and 162 hectares. All sites within the Greater London region were removed along with any sites within 'Town Centre' or 'Edge of Town Centre' locations. The search was limited to sites with surveys undertaken on a Saturday. The date range was extended to include any sites surveyed between January 2005 and June 2018 (latest data available) as the default date range produced a limited number of sites. Full details of the TRICS output data is included at **Appendix B**.

4.2.2 The search generated a total of 15 surveys from 15 sites and after a thorough analysis a golf club near York (TRICS ref: NY-09-B-01) was chosen as a suitable comparator. The site was deemed representative as it comprises an 18-hole golf course with ancillary facilities including a shop and a bar and is available to both members of the club and the general public. The site is also located with good access to the Strategic Road Network (A64), which connects to the A1(M) to the west and provides access to the site from Leeds, Harrogate and Wakefield.

4.2.3 The following site peak hour and daily trip rates (per hectare) were therefore considered appropriate for the existing golf club:

- | | | |
|--|--------------|--------------|
| • morning peak hour (0800 to 0900 hours) | 0.478 arrive | 0.099 depart |
| • site peak hour (1300 to 1400 hours) | 0.511 arrive | 0.346 depart |
| • daily (0700 to 2400 hours) | 4.846 arrive | 5.072 depart |

4.2.4 Utilising the above trip rates, the existing golf club comprising an area of approximately 40 hectares could generate the following peak hour and daily traffic movements (full daily traffic generation profile is shown at **Table 1**):

• morning peak hour	19 arrive	4 depart	23 total
• site peak hour	20 arrive	14 depart	34 total
• daily	194 arrive	202 depart	396 total

Events

4.2.5 The site also hosts various events including corporate days, parties and weddings. The function room and private bar, which host the events is available 7-days a week, however events are seasonal and typically occur during the weekend. From discussions with the Applicant it is understood that a full capacity wedding would generate the greatest traffic impact. Hence, this assessment will consider the impact of a full capacity wedding on a Saturday, which could operate at the same time as the golf activities.

4.2.6 The TRICS database does not contain any comparable land-use categories for wedding venues and as such a 'first-principles' approach to estimating the potential traffic generation has been conducted. This approach considers the likely vehicle movements to a typical wedding when at full capacity.

4.2.7 The nature of weddings is such that traffic is generally generated during off-peak times. Wedding events tend to have a set start and finish time which creates a different traffic flow profile whereby all guests arrive and depart within a two-hour period, with staff arriving intermittently before and in between. Given the sites rural location, the majority of guests are likely to travel as multiple occupants in a private car. From previous experience working on similar projects, guests to a typical wedding travel with an average vehicle occupancy of 3 people for 80% of trips, with the remaining 20% of guests arriving by coach or minibus (with an occupancy rate of 18 persons). The following calculations will use the above percentages and consider a 180 persons wedding (maximum capacity) as a worst-case scenario, however it is understood that the majority of weddings have much lower attendances.

Start of event

4.2.8 Arrival times for guests attending a wedding would usually occur between 1300 and 1500 hours, with a small number of staff arriving at various times earlier in the day. The following traffic generation has been deemed appropriate for typical arrivals to the site:

- 80% arrive by car (occupancy rate of 3 persons per car)
= **48 movements**
- 20% arrive by 3 minibuses (occupancy rate of 18 persons per coach/minibus)
= **2 movements**
- Total vehicular movements
= **50 arrivals**

4.2.9 If all guests were dropped off by taxi (or other private-hire vehicle) these would then also need to depart the site, resulting in 100 movements in an hour as a realistic worst case, however it is likely that movements would comprise a mixture of driven guests and private hire vehicles. When considered in context, the above worst-case impact equates to less than 2 vehicles per minute utilising the existing site access, outside of peak hour periods.

End of event

4.2.10 Departure times for guests would generally occur between 2300 and 0100 hours (again, with some potential for later movements by staff). It is reasonable to assume that guests would leave the site using the same mode of transport as they arrived and therefore the same traffic generation would occur i.e. between 50 and 100 two-way movements depending on the proportion of guests who travel by taxis.

Total event traffic

4.2.11 Using the predicted trip generations detailed above, the total daily number of movements for guests has been estimated at 100 (based on all guests travelling

by car and minibus), or 200 movements (based on all guests travelling to the site via taxis and minibuses).

4.2.12 Assuming approximately 20 staff per event (who may travel individually, generating one arrival and one departure movement) the total number of two-way movements (staff and guests) would be up to 240 vehicles per day. Delivery and servicing vehicles may also involve some movements, however deliveries would usually occur on days when the venue is not in use to avoid conflict. **Table 2** shows the daily traffic generation profile for a wedding event.

4.2.13 Whilst wedding event traffic would coincide with golf club traffic, the peak hour arrival and departure profile for a wedding should avoid the main spikes in golf traffic. Therefore, the impact of the two elements operating simultaneously tends to not cause any significant impact.

4.3 Proposed Development

4.3.1 The TRICS database was examined to identify suitable trip rates to calculate the peak hour and daily traffic movements that could be generated by the proposed hotel. The 'Hotel, Food & Drink – Hotels' category was searched, specifying sites with between 50 and 700 bedrooms. All sites within the Greater London region were removed along with any sites within 'Town Centre' or 'Edge of Town Centre' locations. The date range was extended to include any sites surveyed between January 2000 and October 2018 (latest data available) and only included surveys undertaken on a Saturday. Full details of the TRICS output data is included at **Appendix C**.

4.3.2 The search generated 3 surveys from 3 different sites and after an initial analysis none of the sites appeared to be representative. This is because two of the sites comprised large complexes with various facilities (spa, restaurant, events, swimming pools, ballrooms etc), one of which was operating corporate Christmas parties at the time of the survey. The final site comprised a stand-alone hotel on the outskirts of Derby and therefore generated a relatively large number of movements by taxis transferring guests to the town centre in the evening.

However, on balance it was considered most appropriate to use the trip rates from a site at Mickleover, Derbyshire (TRICS ref: DS-06-A-03) which comprised the standalone hotel. This was considered the most applicable site as the traffic generation from the existing uses has already been calculated and therefore it avoids any double counting. The site comprises a 99-bedroom hotel in an Edge of Town location and was also the highest ranking site across the day, which shows robustness with the trip rates.

4.3.3 The following peak hour and daily trip rates (per bedroom) were therefore considered appropriate for the proposed development:

- morning/site peak hour (0800 to 0900 hours) 0.283 arrive 0.475 depart
- daily (0700 to 2200 hours) 3.547 arrive 3.801 depart

4.3.4 Utilising the above trip rates, the proposed development comprising a 250-bedroom hotel could generate the following site peak hour and daily traffic movements (full daily traffic generation profile is shown at **Table 3**):

- morning/site peak hour 71 arrive 119 depart 190 total
- daily 890 arrive 952 depart 1842 total

4.4 Total Traffic Generation

4.4.1 In light of the above calculations the site as a whole could generate the following peak hour and daily traffic movements. The calculations confirm that the hourly period between 0800 and 0900 would be the busiest period and hence this has been taken as the peak period (full daily traffic generation profile is shown at **Table 4**):

- site peak hour (0800 to 0900 hours) 90 arrive 123 depart 213 total
- daily (0700 to 0100 hours) 1154 arrive 1224 depart 2343 total

4.4.2 The above calculations show that the busiest hourly period would be between 0800 and 0900 hours on a Saturday. These figures do not include movements from a wedding event, which typically generates the highest traffic levels between 1300 and 1500 hours. However, the level of traffic from a full capacity

wedding between 1300 and 1500 hours would not exceed the forecast level of trips between 0800 and 0900 from the golf and hotel elements of the site and therefore the hourly period between 0800 and 0900 hours should be the focus of any future Transport Assessment.

4.4.3 The above traffic generation figures reflect a stand-alone golf club and hotel. However, the proposed hotel would be ancillary to the existing uses at the site and provide on-site accommodation for guests using the golf facilities or visiting for events. The objective of the hotel is to make the site more sustainable in the long term, as it would allow guests to remain on-site rather than departing in the evening and potentially returning the following day. Hence, whilst the hotel would likely increase the number of events per annum, it would to a certain extent, reduce daily traffic movements as visitors would not be required to depart at the end of the day. However, as the hotel would offer additional conferencing/banqueting facilities there could be an element of new trips generated by this element of the proposed development.

4.4.4 As the hotel would supplement the existing uses it is considered that visitors to the golfing facilities could increase by 20%. This is considered to be robust given the size of the golf course would remain unchanged. In addition, there would also be some additional activity from the proposed conferencing/banqueting facilities within the hotel. On balance, it is considered robust to apply 30% of the proposed traffic generation from the hotel (**Table 3**) as new trips, with 70% of the trips being linked with the existing facilities i.e. existing visitors to events or travelling for golf weekends remain on-site within the hotel rather than departing at the end of the day. This is considered highly robust as it is anticipated that a large number of visitors to the hotel will comprise golfers visiting for matches/competitions and visitors from weekend events such as weddings, who would already be at the site. It also doesn't account for any reduction in movements from the existing uses to reflect visitors remaining on-site rather than departing and returning the next day.

4.4.5 To compare this linked trip proportion against other applications for similar schemes, the planning portal has been reviewed. The search initially focused on

schemes within Leicestershire, however the search only identified a single site within the last 10 years, which comprised a development for a 64-bedroom accommodation block with a replacement golf clubhouse at Springs Golf Club in North Kilworth in 2009 (Harborough District Council reference: 09/01058/FUL). This application was approved without the need for any Transport Statement/Assessment. Whilst the scheme comprised a much smaller scale of development compared to the proposals, it is clear that the Highway Authority acknowledge that ancillary accommodation to existing golf centres does not generate a significant proportion of new trips.

4.4.6 In addition, an application for the erection of an 84-bedroom hotel, with associated spa and leisure facilities was submitted at Wildwood Golf and Country Club in Alfold Crossways in Surrey in 2010 (Waverley Borough Council reference: WA/2010/1489). The application was supported by a Transport Assessment which considered the transport impacts from a new hotel at the existing golf club. The assessment concluded that the hotel would reduce daily traffic movements by corporate events, however as a robust assessment concluded that it could result in a 20% increase in the number of golfers, given the site is more desirable. Relevant extracts from the Transport Assessment are included at **Appendix D**.

4.4.7 Overall, it is clear that hotel accommodation at established golf courses helps to improve the sustainability of the site by allowing visitors to remain on-site and hence reduce the number of departures in the evenings. It could however increase the number of events per annum as the site is more desirable, however the size of the existing facilities restricts the number of visitors to what currently visit. However, in light of the above and taking into account 30% of the proposed development traffic generation, the proposed hotel could generate the following additional vehicle movements. This considers the busiest hourly period when taking into account the total traffic generation from the existing golf facilities, wedding events and propose hotel (full daily traffic generation profile is shown at **Table 5**):

• peak hour (0800 to 0900 hours)	21 arrive	36 depart	57 total
• daily (0700 to 2400 hours)	266 arrive	286 depart	554 total

4.5 Distribution and Assignment

4.5.1 The nature of the proposed development would mean that the hotel would operate as an 'attraction' and accommodate visitors from a greater distance that could cover large parts of the UK, rather than a typical 45-minutes drivetime applied to origin/destination distribution models for employment or residential based applications. This is particularly relevant for visitors travelling for golf weekends or events. However, the purposes of distributing the above peak hour traffic generation throughout the network, a P/T^2 gravity model has been produced. The model assigns the peak hour traffic increases to the network by taking into account the drive time to major settlements (with a maximum time of 1 hour) and the size of the settlements (based on population). **Figure 4** shows the 1-hour drivetime isochrone centred on the site. The Google Maps route planning tool was then used to assign the percentage of trips for each area to the local highway network.

4.5.2 **Table 5** presents the findings of these distribution calculations, whilst **Figure 5** shows the percentage distribution pattern for arrivals and departures at the proposed site access and are summarised below:

Route	Percentage Distribution
Route 1: Markfield Lane (N), Thornton Lane (N)	76.5%
Route 2: Markfield Lane (S), Botcheston Road (S), Desford Lane (E)	10.3%
Route 3: Markfield Lane (S), Main Street (W)	13.2%

4.5.3 The proposed development site peak hour (0800 to 0900 hours) traffic generation was assigned to the surrounding highway network based on values in the distribution models shown at **Figure 5**. The resulting peak hour traffic assignment is subsequently shown at **Figure 6**.

- 4.5.4 Paragraph 1.49 of Appendix C of the Leicestershire Highways Design Guide suggests that the area of assessment for Transport Assessments should include junctions where the increase in turning traffic exceeds 5% during the opening year of a development or where the increase in traffic is less than 5% but the junction is already or likely to be beyond capacity during the year the development opens.
- 4.5.5 Notwithstanding the above, within Paragraph 109 of the NPPF the key consideration in respect of off-site impact is whether this would be 'severe', noting that only developments that result in a "*severe residual cumulative impact*" should be refused. In light of this current policy guidance, the approach taken in any assessment should take a rounded view on impact that considers traffic increases in the context of existing conditions at particular junctions and links, such as whether there are any current capacity or highway safety issues.
- 4.5.6 **Figure 3** confirms that there are no existing highway safety issues at the Thornton Lane/Reservoir Road and Markfield Lane/Main Street junctions. In addition, the proposed development would generate an increase of 44 hourly movements to the north of the proposed site access (which would all travel straight along Thornton Lane until they reach the A50/M1 junctions) and only 8 movements to the south of the proposed site access. Therefore, it is considered that an assessment of the proposed site access junction only should be required and no further off-site assessments should be necessary.

5.0 SITE ACCESS

- 5.1 The proposed development would be ancillary to the existing uses and aims to create a more sustainable site in the long term. However, given the application site is located approximately 250 metres to the south of the existing facilities, the proposals seek the delivery of a new access to serve the proposed hotel as it would avoid traffic travelling through the existing car park. There could be scope to provide a vehicular connection into the existing car park, however this will be established at a later stage once a preliminary site layout has been produced.
- 5.2 The Leicestershire Highways Design Guide is absent of specific standards for new accesses serving hotel uses. However, Table DG2 of the guidance sets out the standards for employment and commercial roads. It states that a Minor Industrial Access, serving B1 land uses, should comprise a carriageway width of 6.75 metres, bound by a 1 metre wide verge at both sides. This access type is suitable to serve developments which generate a low volume of HGVs. These standards should therefore be suitable to serve the proposed development, which would generate primarily car-based traffic, with a small number of large goods vehicles for servicing.
- 5.3 **Drawing Number F19109/01** shows the proposed site access located approximately 300 metres to the south of the existing site access on Markfield Lane. The proposed site access comprises a 6.75 metres wide carriageway, bound by a 1 metre wide verge at both sides with 10 metres kerb radii.
- 5.4 A manual radar speed survey was conducted at the proposed site access location on Tuesday 20 August 2019 between 1400 and 1515 hours. The required visibility splays have been calculated using the 85th percentile wet weather speeds recorded during the survey and are based on current best practice advice contained within Chapter 10 of MfS2, which takes into account the parameters of DMRB where recorded 85th percentile vehicle speeds are in excess of 60kph.

- 5.5 Chapter 10 of MfS2 provides a detailed formula for calculating visibility splays, taking into account vehicle speeds, the percentage of HGVs and the carriageway gradient. The results show that 85th percentile vehicle speeds are in excess of 60kph in both directions and therefore DMRB parameters have been used. This includes a 2 seconds perception reaction time and a 0.25g deceleration rate. Markfield Lane features a gradient of approximately 5% running uphill towards the proposed site access in the northbound direction (calculated from Ordnance Survey mapping using Bing Maps), however is relatively flat in the southbound direction. These gradient values have been incorporated into the calculations.
- 5.6 The calculations at **Appendix E**, show that by adopting the above approach, visibility splays of 90 metres to the south (northbound traffic) and 118 metres to the north (southbound traffic) are required from the proposed site access. **Drawing Number F19109/01** shows that visibility splays of these distances could be achieved from both site accesses from a 2.4 metres setback distance, to a one metre offset from the nearside kerb line, utilising land that is under the control of the Applicant or what is likely to be public highway (confirmation of highway land boundary details will be submitted as part of the Transport Assessment).
- 5.7 Whilst on-site it was noted how Markfield Lane is bound by dense hedgerow across the site frontage. This vegetation restricts visibility in both directions and hence would need to be removed and setback behind the visibility splays. Nevertheless, given this land is either in control of the Applicant or likely to be within the public highway, this should be acceptable.
- 5.8 **Drawing Number F19109/01** also shows how a forward visibility splay of 90 metres is achievable from a driver approaching the proposed site access in the northbound direction to vehicles waiting to turn right into the site from Markfield Lane. Overall, it is considered that subject to a junction assessment to confirm whether there would be ample reserve capacity within the proposed site access, that a “*safe and suitable access*” layout could be delivered in line with NPPF policy requirements.

6.0 SUMMARY AND SCOPE FOR TRANSPORT ASSESSMENT

6.1 This Scoping Study has been produced on behalf of Sparsis Leisure Limited in respect of a proposed development comprising a new hotel on land at the Forest Hill Golf Club & Conference Centre at Botcheston, Leicestershire. This report seeks to identify baseline transport conditions associated with the proposals, with a view to agreeing the scope for the Transport Assessment with Leicestershire County Council (LCC), as the Highway Authority. Following agreement of the Scoping Study, the Transport Assessment will support an outline planning application to be submitted for the scheme.

6.2 This Scoping Study seeks to agree the following key principles:

Proposed Access Arrangement

6.3 This report confirms how the proposed development could be served by a new bellmouth junction from Markfield Lane approximately 300 metres to the south of the existing site access (as shown in **Drawing Number F19109/01**). The access comprises the standards of a Minor Industrial Access in accordance with the standards within the Leicestershire Highways Design Guide. Furthermore, adequate visibility splays calculated from the results of a speed survey could be achieved subject to the removal and setting back of hedgerow at both sides.

Trip Generation

6.4 With regard to vehicular traffic, based on suitable trip rates obtained from the TRICS database and an appropriate linked trip reduction factor, this report confirms that the proposed development would generate the following peak hour and daily movements (new trips) beyond the site access:

- | | | | |
|---------------------------------------|------------|------------|-----------|
| • site peak hour (0800 to 0900 hours) | 21 arrive | 36 depart | 57 total |
| • daily (0700 to 2400 hours) | 266 arrive | 286 depart | 554 total |

Study Area

- 6.5 Based on the calculated peak hour traffic increases and a suitable distribution model that has been identified, it is considered that the study area for further detailed analysis in the Transport Assessment should include the proposed site access junction only.
- 6.6 Details of Personal Injury Accidents recorded over the past five years within the study area will also be reviewed, to identify whether there are any existing highway safety issues that might be affected by the proposed traffic increases.

Modelling of Access

- 6.7 The Transport Assessment will undertake a capacity assessment of the proposed site access at a future year of 2025 i.e. 5 years post submission date (2020 + 5). Relevant growth factors have been obtained from the TEMPro 7.2 database for the 'Hinckley and Bosworth 001' Middle Super Output Area. This calculates relevant a growth factor of 1.08468 for all day on Saturday.

Sustainable Travel

- 6.8 The site is located away from conventional modes of sustainable travel i.e. walking, cycling and public transport. However, policy requirements within the NPPF confirm that opportunities can vary between urban and rural sites, however opportunities should be maximised where possible. The following Transport Assessment and Outline Travel Plan which explore where opportunities to car share are available and how the site can encourage greater use of sustainable travel. It will also consider how the proposed development will create a more 'self-contained' environment that allows guests to remain on-site and hence reduce the number of external trips. These opportunities are all considered sustainable for the nature and location of the site.

Parking and servicing

- 6.9 The Transport Assessment will also consider a satisfactory provision of parking to serve the proposed development in line with current policy requirements and provide details of a suitable servicing strategy.

Time Period	Trip Rates (per Hectare)		Traffic Generation (40 Hectares)		
	Arrive	Depart	Arrive	Depart	Total
07:00-08:00	0.297	0.016	12	1	13
08:00-09:00	0.478	0.099	19	4	23
09:00-10:00	0.428	0.132	17	5	22
10:00-11:00	0.461	0.214	18	9	27
11:00-12:00	0.313	0.346	13	14	27
12:00-13:00	0.511	0.329	20	13	33
13:00-14:00	0.511	0.346	20	14	34
14:00-15:00	0.478	0.329	19	13	32
15:00-16:00	0.297	0.478	12	19	31
16:00-17:00	0.198	0.395	8	16	24
17:00-18:00	0.066	0.461	3	18	21
18:00-19:00	0.066	0.198	3	8	11
19:00-20:00	0.198	0.412	8	16	24
20:00-21:00	0.181	0.461	7	18	25
21:00-22:00	0.264	0.329	11	13	24
22:00-23:00	0.066	0.099	3	4	7
23:00-24:00	0.033	0.428	1	17	18
Daily	4.846	5.072	194	202	396

**TABLE 1: EXISTING 'GOLF CLUB' DAILY TRAFFIC GENERATION PROFILE
(SATURDAY)**

Time Period	Traffic Generation (180 Person Wedding)		
	Arrive	Depart	Total
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	10	0	10
12:00-13:00	10	0	10
13:00-14:00	25	0	25
14:00-15:00	25	0	25
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	10	10
23:00-24:00	0	25	25
24:00-01:00	0	35	35
Daily	70	70	140

*The total arrival and departure figures per hour could double if guests arrive and depart by tax

**TABLE 2: EXISTING 'WEDDING EVENT' DAILY TRAFFIC GENERATION PROFILE
(SATURDAY)**

Time Period	Trip Rates (per bed)		Traffic Generation (250 bedrooms)			Parking Accumulation (initial occupancy = 199)
	Arrive	Depart	Arrive	Depart	Total	
						199
07:00-08:00	0.283	0.263	71	66	137	204
08:00-09:00	0.283	0.475	71	119	190	156
09:00-10:00	0.273	0.303	68	76	144	148
10:00-11:00	0.222	0.182	56	46	102	158
11:00-12:00	0.212	0.333	53	83	136	128
12:00-13:00	0.202	0.182	51	46	97	133
13:00-14:00	0.232	0.121	58	30	88	161
14:00-15:00	0.162	0.273	41	68	109	134
15:00-16:00	0.222	0.253	56	63	119	127
16:00-17:00	0.263	0.354	66	89	155	104
17:00-18:00	0.253	0.152	63	38	101	129
18:00-19:00	0.354	0.253	89	63	152	155
19:00-20:00	0.343	0.222	86	56	142	185
20:00-21:00	0.152	0.283	38	71	109	152
21:00-22:00	0.091	0.152	23	38	61	137
Daily	3.547	3.801	890	952	1842	

**TABLE 3: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(SATURDAY)**

Time Period	Existing Golf Club (40 Hectares)			Existing Wedding Event (180 Persons)			Proposed Hotel (250 Bedrooms)			Total Traffic Generation		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	12	1	13	0	0	0	71	66	137	83	67	150
08:00-09:00	19	4	23	0	0	0	71	119	190	90	123	213
09:00-10:00	17	5	22	0	0	0	68	76	144	85	81	166
10:00-11:00	18	9	27	0	0	0	56	46	102	74	55	129
11:00-12:00	13	14	27	10	0	10	53	83	136	76	97	173
12:00-13:00	20	13	33	10	0	10	51	46	97	81	59	140
13:00-14:00	20	14	34	25	0	25	58	30	88	103	44	147
14:00-15:00	19	13	32	25	0	25	41	68	109	85	81	166
15:00-16:00	12	19	31	0	0	0	56	63	119	68	82	150
16:00-17:00	8	16	24	0	0	0	66	89	155	74	105	179
17:00-18:00	3	18	21	0	0	0	63	38	101	66	56	122
18:00-19:00	3	8	11	0	0	0	89	63	152	92	71	163
19:00-20:00	8	16	24	0	0	0	86	56	142	94	72	166
20:00-21:00	7	18	25	0	0	0	38	71	109	45	89	134
21:00-22:00	11	13	24	0	0	0	23	38	61	34	51	85
22:00-23:00	3	4	7	0	10	10				3	14	17
23:00-24:00	1	17	18	0	25	25				1	42	43
24:00-01:00				0	35	35				0	35	
Daily	194	202	396	70	70	140	890	952	1842	1154	1224	2343

TABLE 4: TOTAL DAILY TRAFFIC GENERATION PROFILE (SATURDAY)

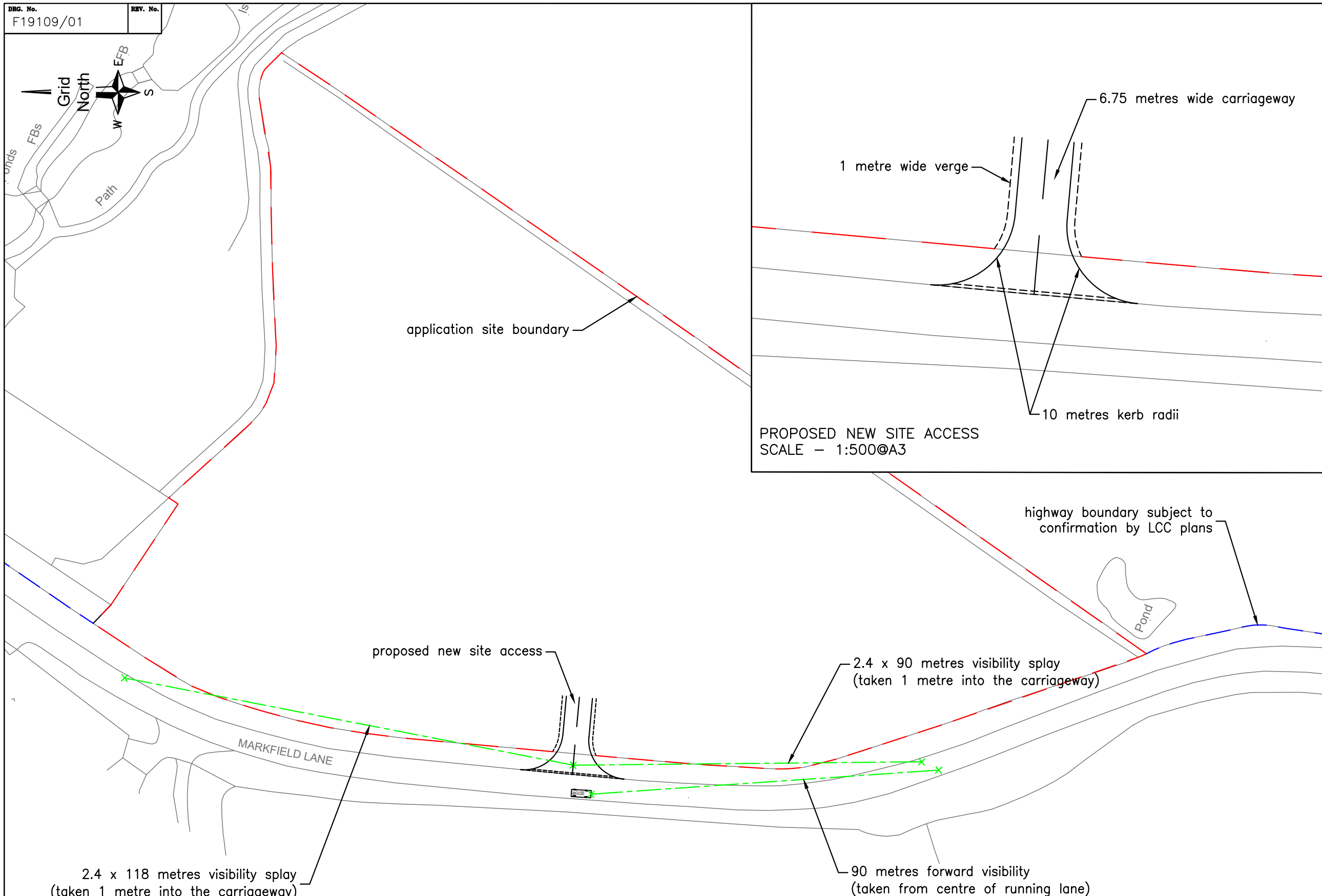
Time Period	Traffic Generation (250 bedrooms)			New Trips (30% of total traffic generation)		
	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	71	66	137	21	20	41
08:00-09:00	71	119	190	21	36	57
09:00-10:00	68	76	144	20	23	43
10:00-11:00	56	46	102	17	14	31
11:00-12:00	53	83	136	16	25	41
12:00-13:00	51	46	97	15	14	29
13:00-14:00	58	30	88	17	9	26
14:00-15:00	41	68	109	12	20	33
15:00-16:00	56	63	119	17	19	36
16:00-17:00	66	89	155	20	27	47
17:00-18:00	63	38	101	19	11	30
18:00-19:00	89	63	152	27	19	46
19:00-20:00	86	56	142	26	17	43
20:00-21:00	38	71	109	11	21	33
21:00-22:00	23	38	61	7	11	18
Daily	890	952	1842	266	286	554

**TABLE 5: PROPOSED 'HOTEL' DAILY TRAFFIC GENERATION PROFILE
(SATURDAY) - NEW TRIPS**

Location	Route from site	Population	Percentage of area within isochrone	P	T	P/T ²	Percentage of total P/T ²
Chesterfield	Route 1	104,400	100%	104400	5	4176.00	50.3%
Mansfield	Route 1	108,576	100%	108576	22	224.33	2.7%
Nottingham	Route 1	289,301	50%	144651	43	78.23	0.9%
Newark On Trent	Route 1	119,600	100%	119600	30	132.89	1.6%
Leicester	Route 1	329,839	100%	329839	35	269.26	3.2%
Wellingborough	Route 2	49,128	100%	49128	28	62.66	0.8%
Northampton	Route 2	215,173	50%	107586.5	16	420.26	5.1%
Coventry	Route 2	325,949	100%	325949	37	238.09	2.9%
Birmingham	Route 3	1,086,000	50%	543000	34	469.72	5.7%
Wolverhampton	Route 3	210,319	50%	105159.5	13	622.25	7.5%
Derby	Route 1	248,700	100%	248700	13	1471.60	17.7%
Rugby	Route 2	70,628	100%	70628	23	133.51	1.6%
					Totals	8298.80	100.00%

76.5%	Route 1 - Markfield Lane (N), Thornton Lane (N)
10.3%	Route 2 - Markfield Lane (S), Botcheston Road (S), Desford Lane (E)
13.2%	Route 3 - Markfield Lane (S), Main Street (W)
100.0%	

TABLE 6 - RESULTS OF TRAFFIC DISTRIBUTION CALCULATIONS



© Crown copyright. All rights reserved
OS Licence number 1000444404

© Crown copyright. All rights reserved
OS Licence number 1000444404

DRAWN BY			
NAME (PRINT)		DATE	
WM		02.09.19	
CHECKED BY			
NAME (PRINT)		DATE	
CJB		02.09.19	
SCALE	AS SHOWN	STATUS	PRELIMINARY
DRG. NO. F19109/01			REV



Jarodale House
7 Gregory Boulevard
Nottingham NG7 6LB

0115 960 2919
office@bancroftconsulting.co.uk

bancroftconsulting.co.uk

**APPENDIX B – SCOPING RESPONSE FROM
LEICESTERSHIRE COUNTY COUNCIL**

PRE-APPLICATION DETAILS:

District Reference Number:

Highway Reference Number: 2019/8077/04/HEN

Location: Forest Hill Golf Club, Botcheston

Proposal: Enquiry. New hotel of up to 250 bedrooms

GENERAL DETAILS

Applicant: Bancroft

Parish: Desford

Road Classification: Class C

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

This document is provided in response to an email from Hinckley and Bosworth Borough Council (HBBC) dated 1 November 2019 seeking feedback in relation to the scope of assessment required in support of a development of a new hotel accommodation at Forest Hill Golf Club Botcheston. The email enclosed the following:

- 'Forest Hill Golf Club and Conference Centre, Botcheston' Scoping Study, November 2019, prepared by Bancroft.

The Local Highway Authority (LHA) would agree with the applicant's scoping study (paragraph 1.2) that based on the quantum of development i.e. 250 bedrooms, the LHA would require a Transport Assessment (TA) and Travel Plan (TP) to support a planning application. The following information should be included in the TA and/or TP as appropriate:

Proposed Development

The applicant should provide a full description of all the current activities at the hotel and proposed use for the site including the number of bedrooms and any other facilities the hotel will include and how they will operate. The site location plan should show the red line and blue line boundaries.

Policy Documents

The LHA note reference to NPPF (February 2019) and the Leicestershire Highway Design Guide

(LHDG) amongst other policy documents.

Highway Network

The LHA note the analysis of existing highway conditions including any footway/cycleway infrastructure, bridleways and public footpaths.

Site Access

For site accesses the LHA would refer the applicant to Part 3 of the Leicestershire Highway Design Guide (LHDG) in particular Tables DG1 and DG4 and related text. Further details of the LHDG can be found here: <https://resources.leicestershire.gov.uk/lhdg>.

Visibility splays should be based on the measured 85th percentile speeds (as taken from the speed survey in August 2019). The location of the speed survey should be shown on a plan along with the location of the proposed site access. The LHA have some highway safety concerns, especially given its location which could limit forward visibility where speeds are around 40mph.

Swept Path analysis should be provided for the largest vehicle which is likely to visit the site e.g. delivery lorries / coaches / refuse vehicle. The applicant may also wish to check with the local waste authority regarding refuse collection, bearing in mind the site will remain private. Turning facilities will be required if the refuse vehicles are to enter the site, to ensure they can leave the site in a forward gear.

The details of the site access should be submitted on a scaled plan as part of any future planning application and include a Stage 1 Road Safety Audit and satisfactory Designer's Response to any issues raised for the new access being applied for. Nevertheless the LHA would question why there is a requirement for an additional access if the hotel is intended to be ancillary to the existing golf club. The golf club already has its own access which could be improved to cater for the additional trips to the site. It should be noted that the LHA would require consideration to be given to the provision of a ghost right turn facility at the junction.

Road Safety Considerations

The applicant has provided information on the Personal Injury Collisions (PIC) in the area from Crashmap. This only covers the period from 2014 - 2018 (inclusive) and therefore the LHA would advise the applicant to contact NDI@leics.gov.uk to obtain the most up to date PIC data available (currently 31 August 2019).

Trip Generation / Distribution / Assignment

Trip generation should consist of ATC data from the existing golf club and TRICS data for the proposed development based on similar sites (including any additional facilities i.e. restaurant, gym, conference rooms) as the one being applied for. The LHA note the TRICS outputs include sites in the Republic of Ireland and these should be removed from any analysis / calculations before a planning application is submitted. The details of how many people can be accommodated for a wedding have been noted and will be reviewed if a planning application is forthcoming.

Notwithstanding the above, the LHA does not believe that the golf club could be considered to be

ancillary as this would be unreasonable and unduly restrictive and as such would fail the test of “reasonableness” in the use of planning conditions. Further information on this point should be sort from the LPA however the LHA would advise the applicant that the trip generation should be robust and include guests who would like to use the hotel only and not use the golf club facilities.

Parking

The LHDG advice is that there should be one parking space per bedroom and on that basis there should be an extra 250 parking spaces for the proposed development. The applicant should justify any shortfall and whether guests of the proposed development will be able to use parking facilities at the adjacent golf club if available. The applicant may wish to consider undertaking a series of parking surveys at the adjacent golf club to establish whether there is appropriate spare supply.

As set out in Part 3, paragraph 3.188 of the LHDG, parking spaces should be 2.4m x 5.5m with an additional 0.5m if bounded on one side or 1m if bounded on both sides. Further details on the requirements for different layout of parking spaces can be found in Part 3 Figure DG16 of the LHDG.

Details of any particular arrangements regarding parking, for example signing or other arrangements encouraging hotel residents to park in particular areas or any restrictions in the car park, should be highlighted in the application documents. The LHA would recommend that a robust parking management plan is also submitted with the planning application for review. Notwithstanding the advice given above, the LHA has significant doubts at this stage whether such a level of parking per bedroom can be provided for a hotel in this location.

Highway Impact

The LHA would advise the applicant to assess the proposed impact on the development based on the trip distribution in the AM and PM highway peak hours. Additionally, as is typical for leisure related developments, trips and impacts should also be considered during a Friday evening peak hour.

It should also be noted that the LHA will require any off-site junctions subject to an increase of more than 30 trips in an peak hour to be subject to detailed capacity assessment.

Travel Plan

A robust travel plan will be required to support the planning application. It should be prepared in accordance with best practice and may also need to include measures with respect to the existing golf club if appropriate.

Closing

Finally, the LHA would welcome the pre-application submission of a transport scoping study so that the detailed scope of assessment can be agreed with the applicant in advance of preparation of a TA and TP.

Date Received
1 November 2019

Case Officer
David Hunt

Reviewer
AW

Date issued
03 December 2019

APPENDIX C – SPEED SURVEY RESULTS

observed speed mph	no. of readings n	 n×x	 n×x ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	1	26	676
27	0	0	0
28	2	56	1568
29	0	0	0
30	2	60	1800
31	6	186	5766
32	4	128	4096
33	5	165	5445
34	4	136	4624
35	8	280	9800
36	12	432	15552
37	8	296	10952
38	12	456	17328
39	12	468	18252
40	7	280	11200
41	1	41	1681
42	3	126	5292
43	4	172	7396
44	2	88	3872
45	3	135	6075
46	1	46	2116
47	0	0	0
48	2	96	4608
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	1	53	2809
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n =	Σv =	Σv ² =
Total Σ	100	3726	140908

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Forest Hill Golf Club, Botcheston**
direction: **Northbound**
day: **Tuesday**
date: **20.08.19**
time: **1400 to 1515**

SUMMARY

mean 37.26 mph 60.1 kph
85%ile 41.71 mph 67.3 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n} \quad m = 37.26 \text{ mph}$$

Step 2:
Finding Value Σ

$$\sum (v-m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \quad \sum (v-m)^2 = 2077.24$$

Step 3:
Standard deviation

$$s = \sqrt{\frac{\sum (v-m)^2}{n-1}} \quad s = 4.45 \text{ mph}$$

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s \quad p = 41.71$$

checks: 85%ile/mean = 1.12
should be 1.1 to 1.25

S.D./mean = 0.12
should be approx 1/6 (0.17)

TABLE 1 - NORTHBOUND SPEED SURVEY RESULTS

observed speed mph	no. of readings n	 n×x	 n×x ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	1	27	729
28	0	0	0
29	0	0	0
30	0	0	0
31	2	62	1922
32	2	64	2048
33	2	66	2178
34	2	68	2312
35	2	70	2450
36	3	108	3888
37	3	111	4107
38	9	342	12996
39	9	351	13689
40	9	360	14400
41	14	574	23534
42	6	252	10584
43	6	258	11094
44	9	396	17424
45	4	180	8100
46	3	138	6348
47	4	188	8836
48	3	144	6912
49	2	98	4802
50	1	50	2500
51	2	102	5202
52	1	52	2704
53	1	53	2809
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n =	Σv =	Σv ² =
Total Σ	100	4114	171568

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Forest Hill Golf Club, Botcheston**
direction: **Southbound**
day: **Tuesday**
date: **20.08.19**
time: **1400 to 1515**

SUMMARY

mean 41.14 mph 66.4 kph
85%ile 45.85 mph 74.0 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n} \quad m = 41.14 \text{ mph}$$

Step 2:
Finding Value Σ

$$\sum (v-m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \quad \sum (v-m)^2 = 2318.04$$

Step 3:
Standard deviation

$$s = \sqrt{\frac{\sum (v-m)^2}{n-1}} \quad s = 4.71 \text{ mph}$$

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s \quad p = 45.85$$

checks: 85%ile/mean = 1.11
should be 1.1 to 1.25

S.D./mean = 0.11
should be approx 1/6 (0.17)

TABLE 2 - SOUTHBOUND SPEED SURVEY RESULTS

APPENDIX D – ATC SURVEY RESULTS

Leicester ATC , Markfield Lane

Produced by Road Data Services Ltd.

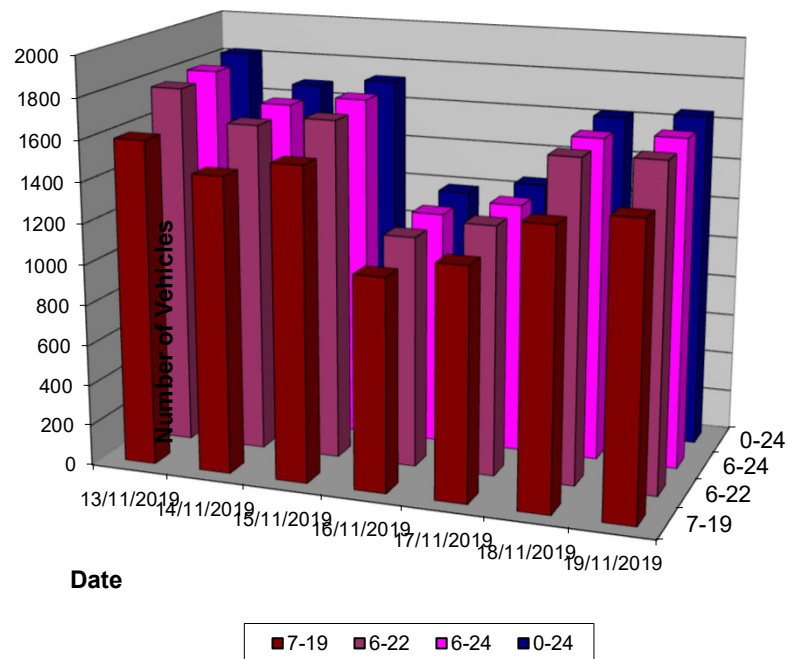
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday	5 Day Ave	7 Day Ave
1	2	4	2	7	5	1	2	2	3
2	0	1	1	2	4	0	1	1	1
3	1	0	1	1	1	0	0	0	1
4	3	5	5	1	3	2	1	3	3
5	3	5	2	5	1	5	4	4	4
6	19	15	13	8	1	19	21	17	14
7	61	63	43	17	15	78	56	60	48
8	177	183	151	34	23	194	175	176	134
9	204	213	158	55	47	192	148	183	145
10	76	103	95	106	277	78	73	85	115
11	82	66	83	118	135	58	74	73	88
12	80	75	84	119	103	53	82	75	85
13	80	76	89	127	117	62	88	79	91
14	75	55	89	99	103	54	80	71	79
15	92	90	125	97	79	72	83	92	91
16	142	134	162	100	97	72	142	130	121
17	210	189	239	76	66	107	180	185	152
18	243	180	173	66	50	203	192	198	158
19	136	92	89	51	42	214	104	127	104
20	58	55	51	42	37	102	76	68	60
21	34	21	23	19	26	22	30	26	25
22	25	27	18	14	13	20	13	21	19
23	15	18	21	16	5	10	21	17	15
24	6	12	9	6	4	2	4	7	6
7-19	1597	1456	1537	1048	1139	1359	1421	1474	1365
6-22	1775	1622	1672	1140	1230	1581	1596	1649	1517
6-24	1796	1652	1702	1162	1239	1593	1621	1673	1538
0-24	1824	1682	1726	1186	1254	1620	1650	1700	1563

Vehicle Flow (Channel 1)



Leicester ATC , Markfield Lane

Produced by Road Data Services Ltd.

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday
1	43.5	42.6	35.9	37.9	37.6	43.0	40.1
2	-	41.1	29.0	42.8	39.2	-	36.3
3	46.4	-	56.4	41.6	35.6	-	-
4	41.9	37.8	43.3	32.2	36.8	37.3	36.0
5	45.5	45.8	39.1	45.7	32.6	44.9	40.9
6	44.7	45.1	42.9	41.5	38.3	42.4	42.3
7	39.9	42.8	42.6	40.6	41.2	41.0	42.2
8	38.3	38.5	39.6	39.2	37.5	39.5	40.4
9	37.4	38.4	38.8	38.0	40.3	39.0	39.4
10	39.5	37.3	38.8	39.1	16.0	36.8	38.5
11	37.8	36.3	37.7	39.0	29.3	37.8	37.9
12	38.2	36.2	37.6	40.3	39.2	37.4	38.4
13	36.3	36.8	37.9	38.6	37.6	39.7	38.8
14	38.3	36.6	36.8	38.9	37.4	36.8	38.3
15	37.2	34.8	34.9	39.1	38.7	37.7	39.7
16	38.0	37.0	39.4	38.5	37.6	40.1	39.0
17	39.0	35.7	37.5	37.9	38.1	38.7	38.3
18	37.6	35.4	37.1	36.7	38.6	37.6	38.3
19	39.2	35.7	39.3	37.8	38.6	37.5	36.5
20	40.3	37.5	39.5	38.8	39.4	37.2	39.1
21	40.3	37.1	39.7	40.6	40.4	38.5	42.1
22	40.3	39.8	40.4	39.3	38.8	41.1	39.7
23	42.0	37.6	37.9	39.6	40.4	37.0	39.8
24	41.6	38.8	36.5	38.4	36.6	34.2	35.4

10-12	38.0	36.3	37.7	39.7	33.6	37.6	38.1
14-16	37.7	36.2	37.5	38.8	38.1	38.9	39.3
0-24	38.4	37.2	38.2	38.9	32.5	38.5	39.0

Average	37.7
---------	------

Channel 1 - Northbound

85th Percentile

Hr Ending	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday
1	47.1	47.4	36.0	39.8	41.7	-	42.1
2	-	-	-	44.6	45.4	-	-
3	-	-	-	-	-	-	-
4	45.1	40.8	48.9	-	38.3	37.9	-
5	49.8	50.3	39.8	54.5	-	49.1	42.4
6	49.2	51.2	46.0	47.4	-	46.9	51.1
7	45.0	47.8	48.2	45.0	47.6	45.9	46.4
8	43.4	43.5	44.0	44.4	43.6	44.6	44.6
9	42.5	43.5	43.9	43.9	45.8	43.9	44.5
10	44.8	42.6	43.0	45.1	29.6	43.5	42.7
11	43.7	42.8	43.2	44.4	40.5	43.6	41.9
12	43.6	42.8	42.8	45.1	43.5	43.3	42.6
13	42.2	42.1	43.7	43.8	44.2	44.8	43.0
14	42.9	41.7	42.4	45.2	42.0	43.8	43.3
15	42.9	40.8	41.6	43.5	42.7	43.8	44.6
16	42.7	42.2	43.1	43.7	42.6	45.1	44.2
17	43.7	40.5	41.9	42.4	42.7	44.4	43.5
18	43.7	40.9	41.7	42.1	43.2	43.2	42.8
19	45.1	41.4	44.3	43.4	43.6	41.9	42.3
20	44.9	41.4	43.3	41.3	43.0	42.5	43.6
21	44.4	44.0	46.8	45.5	43.2	45.9	47.9
22	44.4	45.6	45.6	48.6	45.0	44.7	43.9
23	48.2	45.2	40.5	44.4	44.8	43.0	46.0
24	52.4	44.4	40.1	40.9	41.3	35.0	40.2

10-12	43.7	42.9	42.9	44.7	42.2	43.5	42.4
14-16	42.7	41.5	42.7	43.6	42.7	44.9	44.3
0-24	43.8	42.9	43.2	44.3	42.2	43.8	43.9

85th %ile	43.5
-----------	------

Leicester ATC , Markfield Lane

Produced by Road Data Services Ltd.

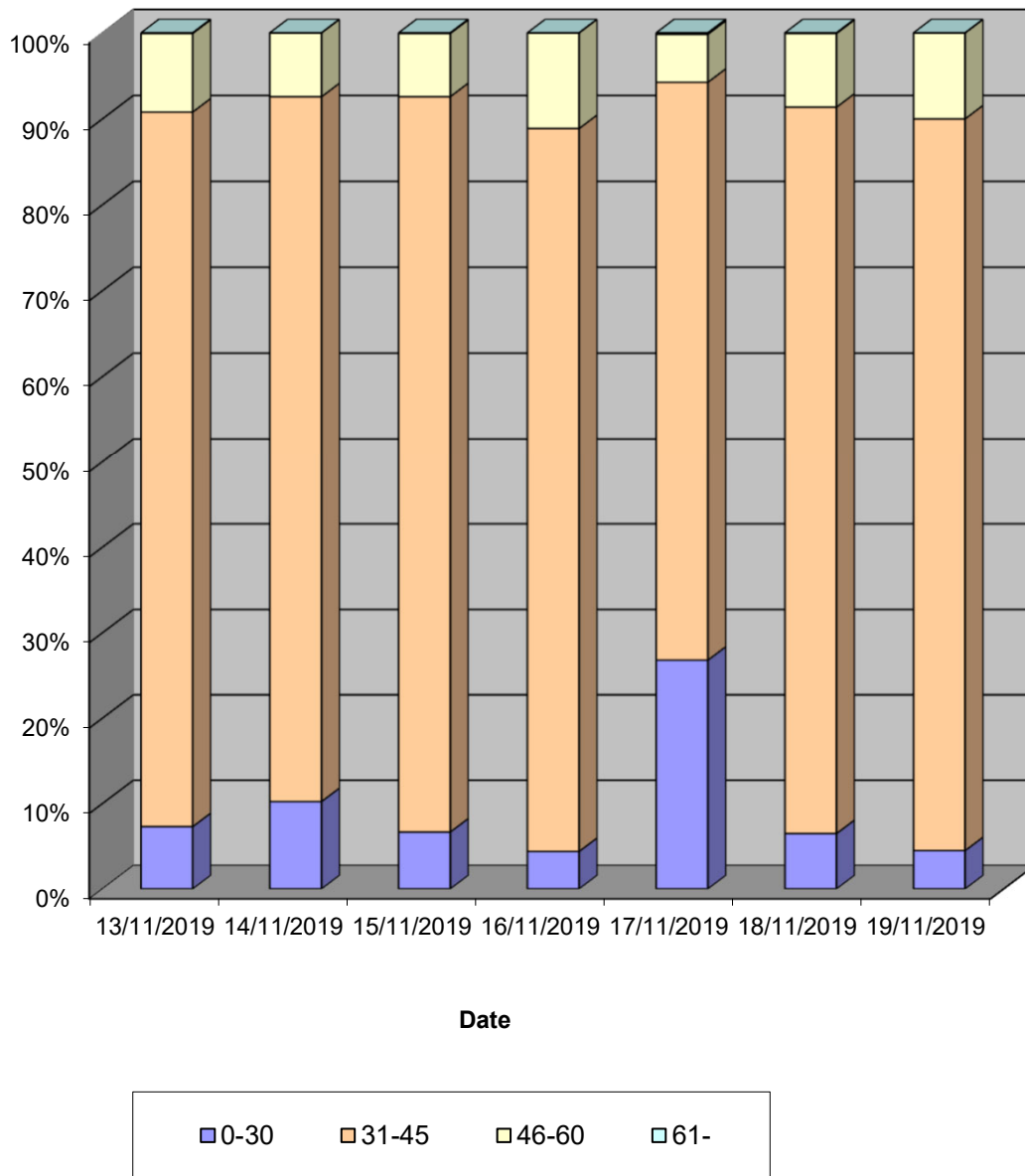
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday
0-30	133	172	115	52	336	105	74
31-45	1523	1385	1483	1002	846	1375	1411
46-60	167	125	127	132	70	139	165
61-	1	0	1	0	2	1	0
TOTAL	1824	1682	1726	1186	1254	1620	1650

Speed Summary (MPH)

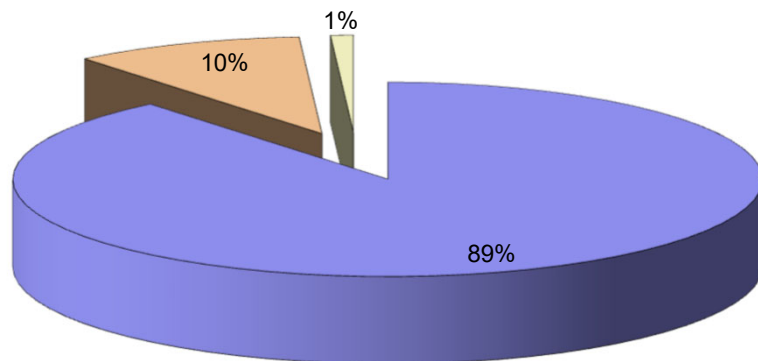


Leicester ATC , Markfield Lane

Produced by Road Data Services Ltd.

Channel 1 - Northbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
13/11/2019					
7-19	1426	154	17		1597
6-22	1589	167	19		1775
6-24	1610	167	19		1796
0-24	1634	171	19		1824
14/11/2019					
7-19	1272	169	15		1456
6-22	1422	185	15		1622
6-24	1449	188	15		1652
0-24	1472	195	15		1682
15/11/2019					
7-19	1325	180	32		1537
6-22	1448	191	33		1672
6-24	1477	192	33		1702
0-24	1498	195	33		1726
16/11/2019					
7-19	942	105	1		1048
6-22	1026	113	1		1140
6-24	1046	115	1		1162
0-24	1070	115	1		1186
17/11/2019					
7-19	1073	63	3		1139
6-22	1158	69	3		1230
6-24	1167	69	3		1239
0-24	1179	72	3		1254
18/11/2019					
7-19	1203	135	21		1359
6-22	1403	156	22		1581
6-24	1415	156	22		1593
0-24	1437	161	22		1620
19/11/2019					
7-19	1256	153	12		1421
6-22	1410	172	14		1596
6-24	1433	174	14		1621
0-24	1456	180	14		1650
Average					
7-19	1214	137	14		1365
6-22	1351	150	15		1517
6-24	1371	152	15		1538
0-24	1392	156	15		1563

Total Vehicle Class Distribution



Leicester ATC , Markfield Lane

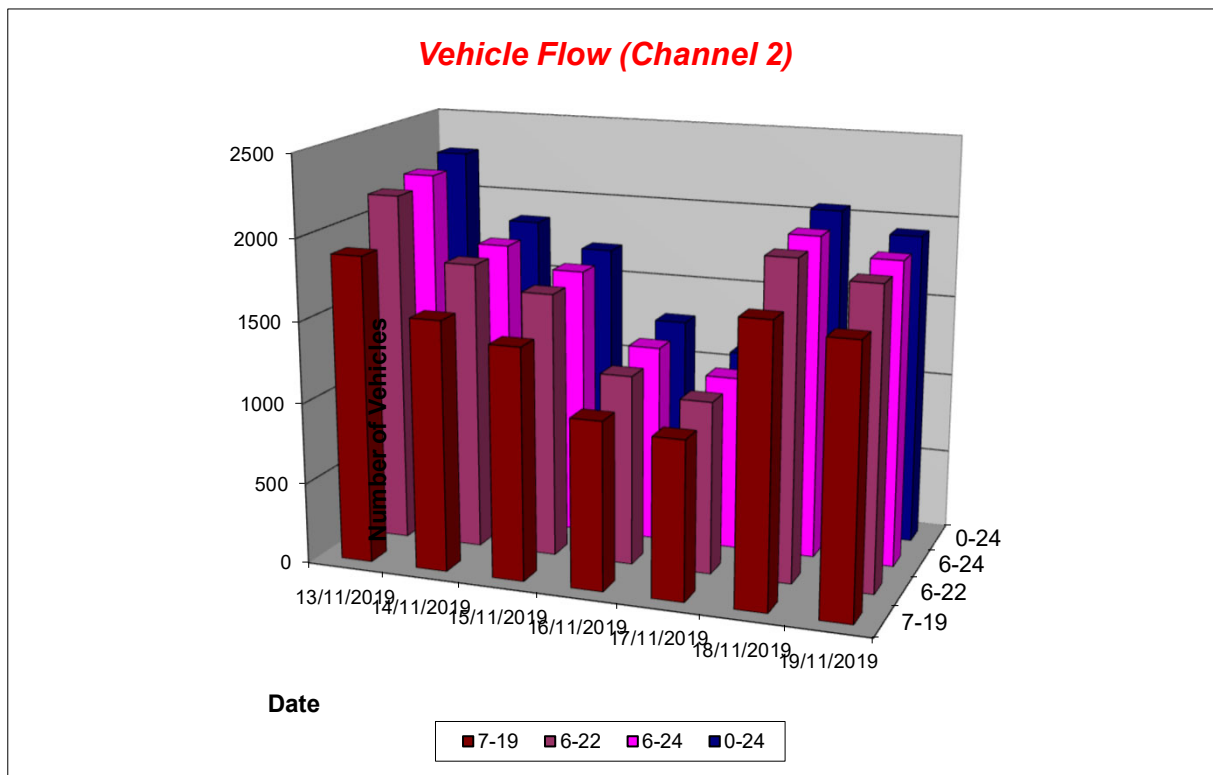
Produced by Road Data Services Ltd.

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday	5 Day Ave	7 Day Ave
1	10	4	4	10	9	5	4	5	7
2	7	8	6	6	3	2	8	6	6
3	5	2	4	8	4	3	0	3	4
4	2	2	1	5	4	3	3	2	3
5	5	7	4	2	2	4	7	5	4
6	34	34	18	17	4	45	26	31	25
7	105	111	72	20	8	100	97	97	73
8	288	220	188	40	27	269	222	237	179
9	321	210	154	65	39	251	226	232	181
10	136	148	96	70	71	107	117	121	106
11	83	69	64	113	90	82	79	75	83
12	92	95	95	116	110	84	91	91	98
13	98	81	71	125	111	92	88	86	95
14	115	88	119	128	122	101	97	104	110
15	112	123	111	87	105	97	100	109	105
16	171	123	154	98	97	138	151	147	133
17	172	129	149	89	71	178	177	161	138
18	156	139	139	56	85	183	179	159	134
19	147	121	91	51	51	134	119	122	102
20	92	52	74	61	31	78	43	68	62
21	45	34	28	32	29	43	31	36	35
22	29	32	28	25	19	24	34	29	27
23	29	14	19	29	5	23	25	22	21
24	16	7	16	23	12	9	7	11	13
7-19	1891	1546	1431	1038	979	1716	1646	1646	1464
6-22	2162	1775	1633	1176	1066	1961	1851	1876	1661
6-24	2207	1796	1668	1228	1083	1993	1883	1909	1694
0-24	2270	1853	1705	1276	1109	2055	1931	1963	1743



Leicester ATC , Markfield Lane

Produced by Road Data Services Ltd.

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday
1	46.2	43.2	42.7	39.9	44.3	42.9	46.3
2	42.7	43.9	42.0	39.8	44.6	41.2	41.3
3	35.4	41.5	42.6	43.7	44.4	42.6	-
4	46.1	43.0	46.2	39.7	45.4	43.6	45.4
5	45.2	42.7	44.9	45.5	48.9	45.8	42.5
6	44.1	46.0	44.4	44.3	41.1	44.4	41.8
7	42.5	42.9	43.3	44.1	43.5	43.6	43.1
8	43.5	42.0	43.2	43.6	44.6	43.4	44.3
9	42.7	42.1	43.2	42.3	44.7	42.9	43.4
10	41.0	42.0	41.9	42.3	38.6	42.2	45.5
11	39.5	40.1	41.2	42.2	41.3	41.1	42.5
12	42.1	40.2	41.0	42.0	42.9	41.6	40.7
13	41.7	40.1	41.5	42.8	42.5	39.8	41.0
14	42.2	38.2	42.0	42.6	42.1	42.3	40.7
15	40.0	37.8	42.1	43.9	40.9	41.6	42.6
16	41.3	40.1	42.0	41.5	41.2	40.1	41.0
17	41.6	40.3	41.5	42.5	40.6	42.7	41.9
18	41.6	40.3	40.4	41.9	40.7	40.4	40.3
19	40.9	39.8	40.6	41.2	42.4	41.4	41.8
20	41.4	41.1	41.3	42.4	41.4	41.7	42.1
21	43.6	41.6	40.5	41.9	42.9	40.4	41.7
22	42.7	42.7	43.7	42.1	44.2	42.5	40.8
23	43.0	41.3	40.1	39.5	38.8	40.6	42.8
24	43.0	40.0	43.4	40.7	43.4	39.1	40.9

10-12	40.9	40.2	41.1	42.1	42.2	41.3	41.6
14-16	40.8	38.9	42.0	42.6	41.0	40.7	41.6
0-24	42.0	40.9	41.9	42.3	41.8	42.0	42.3

Average	41.9
---------	------

Channel 2 - Southbound

85th Percentile

Hr Ending	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday
1	49.0	44.2	48.7	45.3	47.5	44.2	50.2
2	47.8	49.8	44.0	42.0	45.9	50.2	46.7
3	39.3	42.6	48.1	50.4	55.6	44.0	-
4	49.7	43.7	-	42.2	47.7	47.3	48.2
5	49.3	48.2	49.7	49.4	49.9	51.0	45.1
6	48.5	50.1	48.6	51.9	46.9	48.6	45.3
7	46.3	46.9	47.9	48.8	49.3	47.6	46.9
8	47.2	46.1	47.5	49.0	47.4	46.7	47.9
9	46.9	46.8	48.4	48.9	50.1	47.4	47.5
10	46.5	45.4	46.2	47.7	44.5	47.0	51.6
11	45.0	45.0	46.1	46.9	47.0	46.5	46.7
12	45.8	44.9	45.6	48.2	47.7	45.7	46.5
13	45.9	44.4	47.1	47.0	47.6	44.5	46.0
14	47.6	45.0	47.0	49.2	46.8	46.4	46.8
15	45.2	42.3	46.8	49.3	45.4	46.5	46.9
16	46.7	44.9	46.4	46.5	45.6	44.7	45.3
17	45.4	46.0	45.6	46.8	45.3	47.5	46.0
18	45.5	45.2	45.3	46.2	44.6	44.5	44.5
19	45.5	44.8	45.9	45.2	48.4	45.9	46.1
20	47.3	47.0	45.3	47.1	45.6	45.6	44.9
21	49.5	47.4	44.7	46.4	46.8	45.5	47.3
22	48.6	50.1	48.8	46.5	51.5	46.2	44.3
23	49.7	45.7	44.2	44.4	41.7	46.1	46.5
24	48.5	43.0	52.6	43.9	46.4	40.5	45.6

10-12	45.3	45.0	45.8	47.6	47.3	46.3	46.6
14-16	45.9	43.5	46.6	48.1	45.4	45.3	45.8
0-24	46.6	45.8	46.9	47.6	46.8	46.5	47.1

85th %ile	46.7
-----------	------

Leicester ATC , Markfield Lane

Produced by Road Data Services Ltd.

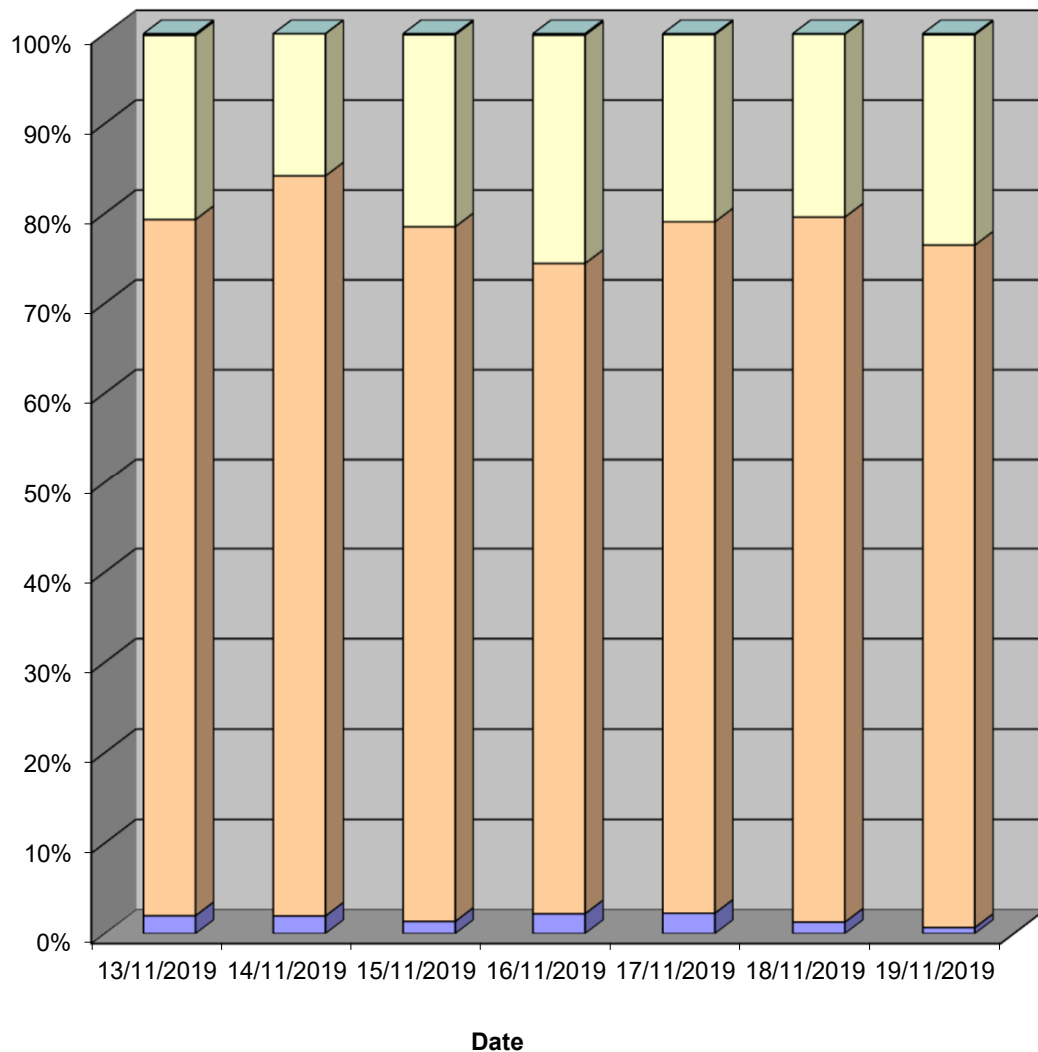
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	13/11/2019 Wednesday	14/11/2019 Thursday	15/11/2019 Friday	16/11/2019 Saturday	17/11/2019 Sunday	18/11/2019 Monday	19/11/2019 Tuesday
0-30	45	36	23	28	25	26	13
31-45	1756	1524	1316	922	852	1610	1464
46-60	465	293	364	324	231	418	452
61-	4	0	2	2	1	1	2
TOTAL	2270	1853	1705	1276	1109	2055	1931

Speed Summary (MPH)



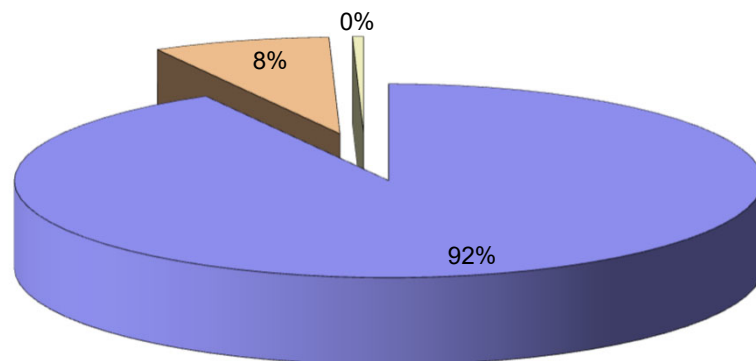
0-30 31-45 46-60 61-

Leicester ATC , Markfield Lane

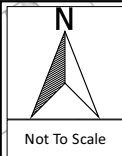
Produced by Road Data Services Ltd.

Channel 2 - Southbound		Vehicle Class			Week 1
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
13/11/2019					
7-19	1716	162	13		1891
6-22	1971	177	14		2162
6-24	2014	179	14		2207
0-24	2068	185	17		2270
14/11/2019					
7-19	1414	127	5		1546
6-22	1624	145	6		1775
6-24	1645	145	6		1796
0-24	1698	148	7		1853
15/11/2019					
7-19	1299	126	6		1431
6-22	1484	143	6		1633
6-24	1517	145	6		1668
0-24	1549	148	8		1705
16/11/2019					
7-19	956	82	0		1038
6-22	1084	91	1		1176
6-24	1135	92	1		1228
0-24	1178	95	3		1276
17/11/2019					
7-19	924	55	0		979
6-22	1007	59	0		1066
6-24	1023	60	0		1083
0-24	1046	63	0		1109
18/11/2019					
7-19	1568	135	13		1716
6-22	1802	144	15		1961
6-24	1832	146	15		1993
0-24	1887	153	15		2055
19/11/2019					
7-19	1509	131	6		1646
6-22	1704	140	7		1851
6-24	1734	142	7		1883
0-24	1781	142	8		1931
Average					
7-19	1341	117	6		1464
6-22	1525	128	7		1661
6-24	1557	130	7		1694
0-24	1601	133	8		1743

Total Vehicle Class Distribution



APPENDIX E – PERSONAL INJURY ACCIDENT DATA



Accidents between dates 01/01/2014 and 31/12/2019 (72) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data request polygons ("Bancroft Forest Hill 30.04.2020")

Selected Polygon:Bancroft Forest Hill 30.04.2020

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201600631	18/04/2016	448020	306105	Fine without high winds	Dry	Daylight	Slight

Location: C4103 MARKFIELD LANE DESFORD APPROX 200M N BOTCHESTON.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead left bend	N	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201601770	28/10/2016	448029	306869	Fine without high winds	Dry	Daylight	Slight

Location: C5106 THORNTON LANE BAGWORTH & THORNTON JW RESERVOIR ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	N	NW
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N

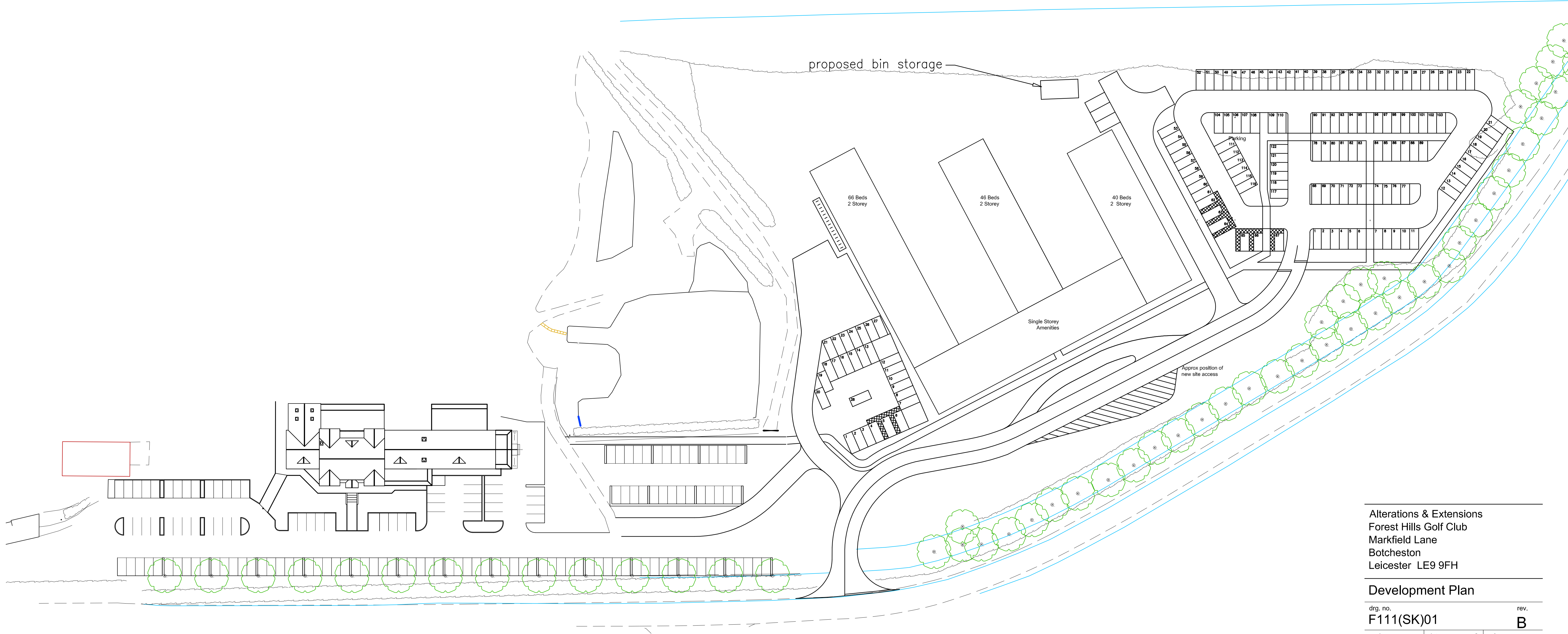
Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 2

APPENDIX F – LATEST SITE MASTERPLAN

rev	description	date
A	New access indicated	03/01/2020
B	Parking revised	04/06/2020



Alterations & Extensions
Forest Hills Golf Club
Markfield Lane
Botcheston
Leicester LE9 9FH

Development Plan

drg. no.	rev.
F111(SK)01	B
scale	date
1/500 @ A1	December '19
ref	mac/tmc

MAC
architects & design consultants

118 South Knighton Road
leicester LE2 3LQ
tel: 0116 2708599 mob: 07739663249
collins.knighton@btinternet.com

APPENDIX G – LCC EMAIL DATED 31 MARCH 2020

From: [David Hunt](#)
To: [Matthew Corner](#)
Cc: [Liam Butler](#)
Subject: RE: Proposed Hotel at Forest Hill Golf Club, Botcheston
Date: 31 March 2020 16:17:17
Attachments: [image001.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Good afternoon Matt

Thank you for your email.

The LHA notes that surveys cannot currently be undertaken at the golf club access. The LHA would therefore advise the Applicant that a sensitivity test be undertaken and the TRICS data be supplemented using any existing data that may be available from the golf club (for when it was fully operational) along with an indication of the likely number of trips based on the hotel and any conference facilities (from TRICS) the proposed development will provide.

The Applicant could look to obtain data from the golf club to identify which postcode/area existing golf club members are travelling from to assist with trip distribution. This could then be used along with catchment areas for future visitors to the hotel / conference rooms to establish their likely routes.

I understand the situation regarding the traffic surveys and the delay in being able to undertake them due to the Coronavirus. You may wish to contact NDI@leics.gov.uk to establish what traffic data they have available in the area. However, if no traffic survey is available for the links / junctions required then I'm afraid you will have to wait until the traffic levels have returned to their pre-Covid 19 levels before undertaking any new traffic surveys.

Kind regards,

David

David Hunt

Senior Transportation Engineer

Highway Development Management

Environment and Transport Department, Room 700

Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter

Please Note: In line with Government Guidance for COVID-19, all site visits and face-to-face meetings are to be cancelled/rescheduled where they are unable to be conducted electronically (skype etc.). There is also a likelihood of a delay in providing a response to your query or concern at this time due to the impact of the COVID-19 restrictions. More details on the Council's policy on social distancing and how it will affect services can be found [here](#).

From: Matthew Corner <matthew@bancroftconsulting.co.uk>
Sent: 30 March 2020 13:26
To: David Hunt <David.Hunt@leics.gov.uk>
Cc: Liam Butler <Liam.Butler@leics.gov.uk>
Subject: RE: Proposed Hotel at Forest Hill Golf Club, Botcheston

Hi David,

Further to receiving your comments on our Scoping Study (see attached) we are now looking to progress the Transport Assessment and are happy to include the information being requested.

We were looking to instruct surveys at the existing access in April to understand current traffic levels at the Golf Club but unfortunately given the Covid-19 virus, we are now unable to do so. I should make you aware that the proposed hotel has now been reduced by 98 bedrooms to 152 which will have a significant reduction in the trip generation. On this basis, would it be acceptable to base the traffic generation for the entire site on TRICS information to avoid significant delays on the TA? This will include an assessment on weekday AM/PM peaks and a Friday PM peak as requested.

Clearly we will need to commission surveys at any off-site junction experiencing above 30 peak hour movements to undertake the capacity assessments, which won't be able to take place until after the virus issues. Alternatively, do LCC hold turning count information at the junctions in the local area which could be supplied to us, or is there a way we can use data from the LLITM?

Kind regards

Matt

Matthew Corner

Senior Engineer

Bancroft Consulting Limited



p: [0115 9602919](tel:01159602919)

a: Jarodale House, 7 Gregory Boulevard, Nottingham, NG7 6LB

w: www.bancroftconsulting.co.uk **e:** office@bancroftconsulting.co.uk

TRANSPORT ASSESSMENTS / ROAD SAFETY AUDITS / ACCESS APPRAISAL / HIGHWAY DESIGN / TRAVEL PLANS / CONCEPTUAL DESIGN AND MASTERPLANNING

Bancroft Consulting Ltd is a limited company registered in England and Wales. Registered number: 5471239
Registered office: 8 Albemarle Road, Woodthorpe, Nottingham, NG5 4FE

This message contains confidential information and is intended only for whom it is addressed. Please notify office@bancroftconsulting.co.uk immediately by email if you have received this message by mistake and delete the email from your system as you should not disseminate, distribute or copy this email. Transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. Bancroft Consulting Ltd therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of email transmission. If verification is required please request a hard-copy version. Please note that Bancroft Consulting Ltd may monitor email traffic data and also the content of email for the purposes of security and staff training.

From: Liam Butler <Liam.Butler@leics.gov.uk>
Sent: 23 December 2019 10:52
To: Matthew Corner <matthew@bancroftconsulting.co.uk>
Subject: RE: Proposed Hotel at Forest Hill Golf Club, Botcheston

Hi Matthew,

Sorry for not getting back to you, please see our obs attached for Forest Hill Golf Club. Feel free to let me know if you need anything else.

**APPENDIX H – INFORMATION ON CURRENT ACTIVITY TO
FOREST HILL GOLF CLUB**

TRIP DATA - STAFF - DELIVERIES - SERVICES

Staff Activity	Dept	TRIPS	HOURS	Mon		Tue		Wed		Thu		Fri		Sat		Sun		
		PER WEEK	PER WEEK	hrs	hrs	hrs	hrs	hrs	hrs	hrs	hrs	hrs	hrs	hrs	hrs			
Bouttier - Butler Estelle	Shop	5	37	1	7	1	7	0	0	1	7	1	8	1	8			alternate weekends
Crowden Rachel	Admin	5	40	1	8	1	8	1	8	1	8	1	8					
Dryden Megan	Bar	4	18			1	4			1	3	1	3	1	8			
Fixter Holly	Bar	3	18	1	8					1	4						1	6
Fox Roy	Greens	5	15	1	3	1	3	1	3	1	3	1	3					works extra some weekends
Gatto Giancarlo	Kitchen	5	40	1	8	1	8	1	8					1	8	1	8	shifts change weekly
Gough Michael	Greens	5	40	1	8	1	8	1	8	1	8	1	8					
Hancott Janet	Bar	2	12			1	6			1	6							
Harris Mark	Greens	5	40	1	8	1	8	1	8	1	8	1	8					works some weekends for day of in week
James Hayley	Bar	2	10			1	2							1	8			
Lakin Pat	Kitchen	2	10											1	5	1	5	
Lee Matthew	Bar	3	10					1	2			1	4	1	4			
Moore Peter	Greens	5	40	1	8	1	8	1	8	1	8	1	8					works some weekends for day of in week
Nixon John	Admin	6	44	1	8	1	8	1	8	1	8	1	8	1	4			
Parker Nicole	Bar	2	16			1	8	1	8									
Pickering Richard	Kitchen	5	40	1	8	1	8			1	8	1	8			1	8	shifts change weekly
Rimington Joseph	Kitchen	2	14											1	8	1	6	
Sloan Nicola	Bar	4	25			1	7			1	5	1	6			1	7	
Taylor Liam	Greens	5	40	1	8	1	8	1	8	1	8	1	8					works some weekends for day of in week
Tighe Joshua	Bar	4	27	1	3	1	8	1	8							1	8	
Tipper Charlotte	Bar	5	40	1	8			1	8	1	8	1	8			1	8	
Towlson Joanne	Cleaner	5	17	1	3	1	3	1	3	1	4					1	4	
Tucker Georgia	Bar	1	8													1	6	not worked for some time
Voss Sam	Greens	5	40	1	8	1	8	1	8	1	8	1	8					works some weekends for day of in week
Wilkinson Scott	Maint	5	40	1	8	1	8	1	8	1	8	1	8					
currently on maternity																		
TOTALS		100	681	16	112	19	128	15	104	17	112	15	104	8	53	10	66	

TOTAL STAFF TRIPS PER WEEK		100	Per Week
Delivery & Services			
	TRIPS PER WEEK	AVE PER DAY	
Butchers	4	0.57	
Fruit & Veg	5	0.71	
Brakes	3	0.43	
Kitchen - other	1	0.14	
Postman	6	0.86	
Parcel Deliveries	12	1.71	
Bookers	1	0.14	
Greeneking	1	0.14	
Other dink suppliers	1	0.14	
Martin & Steve - Shop	10	1.43	
Waste collection	1	0.14	
Calor Gas	0.25	0.04	
Bulk propane	0.25	0.04	
Cleaning supplies	0.25	0.04	
Course supplies	0.10	0.01	
Reps	0.25	0.04	
Directors	1	0.14	
Missalaneous	1	0.14	
Totals	48.1	6.87	48
Access for land owners	14	2	14
TOTAL			162

**APPENDIX I –TRICS OUTPUT DATA (EXISTING GOLF
CLUB)**

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	WR WREXHAM	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms

Actual Range: 15 to 148 (units:)

Range Selected by User: 15 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/02 to 16/10/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	3

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

Selected Location Sub Categories:

Village	2
Out of Town	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C1

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less

2 days

1,001 to 5,000

3 days

10,001 to 15,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

50,001 to 75,000

1 days

75,001 to 100,000

1 days

100,001 to 125,000

2 days

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

5 days

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

Travel Plan:

Not Known

3 days

No

3 days

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

PTAL Rating:

No PTAL Present

6 days

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

LIST OF SITES relevant to selection parameters

1	CH-06-A-01	RAMADA JARVIS	CESHIRE
	WHITCHURCH ROAD		
	CHESTER		
	CHRISTLETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	126	
	Survey date: WEDNESDAY	15/10/08	Survey Type: MANUAL
2	DC-06-A-03	HOTEL	DORSET
	EAST STOKE		
	NEAR WAREHAM		
	BINNEGAR		
	Free Standing (PPS6 Out of Town)		
	No Sub Category		
	Total Number of bedrooms:	15	
	Survey date: WEDNESDAY	11/09/02	Survey Type: MANUAL
3	KC-06-A-01	RAMADA HOTEL	KENT
	ASHFORD ROAD		
	NEAR MAIDSTONE		
	HOLLINGBOURNE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:	126	
	Survey date: FRIDAY	14/06/02	Survey Type: MANUAL
4	WM-06-A-05	HOTEL	WEST MIDLANDS
	BIRMINGHAM ROAD		
	BIRMINGHAM		
	HOPWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
5	WO-06-A-01	HILTON	WORCESTERSHIRE
	BIRMINGHAM ROAD		
	NEAR BROMSGROVE		
	UPPER CATSHILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Number of bedrooms:	148	
	Survey date: TUESDAY	28/05/02	Survey Type: MANUAL
6	WR-06-A-02	HOTEL	WREXHAM
	WREXHAM ROAD		
	NEAR WREXHAM		
	HOLT		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:	37	
	Survey date: THURSDAY	06/10/11	Survey Type: MANUAL

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

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 WR-06-A-02 Tot: 0.297
85th Percentile = No. 2 KC-06-A-01 Tot: 0.778

Median Values		Mean Values	
Arrivals:	0.270	Arrivals:	0.257
Departures:	0.323	Departures:	0.302
Totals:	0.593	Totals:	0.560

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DC-06-A-03	HOTEL	NEAR WAREHAM	DORSET	15	Wed	11/09/02	0.333	0.533	0.866
2	KC-06-A-01	RAMADA HOTEL	NEAR MAIDSTONE	KENT	126	Fri	14/06/02	0.492	0.286	0.778
3	WO-06-A-01	HILTON	NEAR BROMSGROVE	WORCESTERSHIRE	148	Tue	28/05/02	0.365	0.392	0.757
4	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	0.175	0.254	0.429
5	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	0.054	0.243	0.297
6	WM-06-A-05	HOTEL	BIRMINGHAM	WEST MIDLANDS	56	Mon	09/11/15	0.125	0.107	0.232

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 WR-06-A-02 Tot: 0.540
85th Percentile = No. 2 KC-06-A-01 Tot: 0.896

Median Values		Mean Values	
Arrivals:	0.361	Arrivals:	0.372
Departures:	0.311	Departures:	0.298
Totals:	0.672	Totals:	0.670

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DC-06-A-03	HOTEL	NEAR WAREHAM	DORSET	15	Wed	11/09/02	0.667	0.333	1.000
2	KC-06-A-01	RAMADA HOTEL	NEAR MAIDSTONE	KENT	126	Fri	14/06/02	0.444	0.452	0.896
3	WM-06-A-05	HOTEL	BIRMINGHAM	WEST MIDLANDS	56	Mon	09/11/15	0.464	0.339	0.803
4	WO-06-A-01	HILTON	NEAR BROMSGROVE	WORCESTERSHIRE	148	Tue	28/05/02	0.257	0.284	0.541
5	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	0.297	0.243	0.540
6	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	0.103	0.135	0.238

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 WR-06-A-02 Tot: 4.378
85th Percentile = No. 2 KC-06-A-01 Tot: 7.571

Median Values		Mean Values	
Arrivals:	2.606	Arrivals:	2.737
Departures:	2.309	Departures:	2.621
Totals:	4.915	Totals:	5.358

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DC-06-A-03	HOTEL	NEAR WAREHAM	DORSET	15	Wed	11/09/02	3.800	3.867	7.667
2	KC-06-A-01	RAMADA HOTEL	NEAR MAIDSTONE	KENT	126	Fri	14/06/02	3.976	3.595	7.571
3	WO-06-A-01	HILTON	NEAR BROMSGROVE	WORCESTERSHIRE	148	Tue	28/05/02	2.730	2.547	5.277
4	WM-06-A-05	HOTEL	BIRMINGHAM	WEST MIDLANDS	56	Mon	09/11/15	2.482	2.071	4.553
5	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	2.162	2.216	4.378
6	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	1.270	1.429	2.699

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: VG-09-B-02
 Created: Version: 7.4.3 04/07/17
 Latitude/Longitude: 51.42124, -3.28607
 Land Use Type: 09 - GOLF/B - PRIVATE 18 HOLE COURSES
 Region/Area: WALES/VALE OF GLAMORGAN

Description: GOLF COURSE
 Street: PORT ROAD
 District: COLCOTT
 Town: BARRY
 Post Code: CF62 8PN
 Planning Authority: VALE OF GLAMORGAN C.

Location: Edge of Town
 Location Sub Category: No Sub Category
 Use Class: D2

Population within 500m: 1773
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 100,001 to 125,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	58		58
Monday-Friday	0700-1000	15		15
Monday-Friday	1600-1900	14		14
Saturday	0700-1900	42		42
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Previous survey VG-09-B-01
 Site area 62.64 hect
 Number of holes 18

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

Located on the northern outskirts of Barry, around 2.5km north of the town centre, the site is 250m north west of the A4226 and A4050.
 Housing developments can be found to both the south west and south east of the site with farmers' fields all across the north side of the site boundary. There is also a large supermarket, a hospital and two schools to the south.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Barry	2	22

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to those listed above, there are four other bus services running up to once per hour.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

There is a cycle track running adjacent to the site.

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2017
Nearest Primary School	1.0 kilometres
Nearest Secondary School	0.8 kilometres
Nearest Local Shop/Corner Shop	1.0 kilometres
Nearest Main Supermarket	1.3 kilometres
Nearest Doctors Surgery	2.4 kilometres
Nearest Hospital with Minor Injuries/A & E	1.1 kilometres
Nearest Sports/Leisure Centre	3.1 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	W00005778
Number of people employed within Census Output Area	133
Number of households within Census Output Area	135
Number of people living within Census Output Area	335
Area of Census Output Area (hectares)	83.00
Population density within Census Output Area (per hectare)	4.04

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	VG-09-B-02
Trade name:	BRYNHILL (BARRY) GOLF CLUB
Site area (h/a):	62.64
Open since	1921
Total Employees	14
Full Time Employees	12 85%
Part Time Employees	2 15%
Approximate % of total employees working standard 9-5 hours or similar	0%
Percentage Split of Employee Gender	
Male	60%
Female	40%
Number of holes	18
Name of nearest site	WENVOE CASTLE GOLF C.
Distance to nearest similar site	0.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00 to 22:00
Friday	07:00 to 22:00
Saturday	07:00 to 22:00
Sunday	07:00 to 22:00

Comments

There are 657 members belonging to the site.

Site bookings are made by an application form available on the website or by contacting bookings manager.

The following facilities can be found on site; Club House, Function Room, bar, showers, changing rooms, 18 hole course.

On-Site parking

Total no. of parking spaces	75
Parking Spaces Per Hectare	1.197
Parking Spaces Per Course	75.000

Number of spaces

Employee	10
Disabled	0
Visitor/Customer	65
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0
Electronic Vehicle Charging Points	0

Parking charges	No
Site parking surface or non-surface (multi-storey/underground)	Surface

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	Yes
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	Yes, Only Some Parts of the Area
Permitted on-street parking for non-residents available within this CPZ	Yes, All Day
If yes, time limited for non-residents	No
Charges for non-residents parking if permitted	No

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	390
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: VG-09-B-02 Survey date: 08/05/17 Day of week: Monday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Clear

Initial car park occupancy: 6 Final car park occupancy: 10

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 56% (75 On-Site Spaces)

Data proportions in %

Motor cars	83	Motor cycles	0	Public service	0
Light goods	16	OGV (1)	1	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 159	Dep 155	Totals 314	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00	5	4	9	7
07:00-08:00	7	2	9	12
08:00-09:00	21	8	29	25
09:00-10:00	18	7	25	36
10:00-11:00	6	6	12	36
11:00-12:00	17	12	29	41
12:00-13:00	11	10	21	42
13:00-14:00	10	24	34	28
14:00-15:00	19	12	31	35
15:00-16:00	12	17	29	30
16:00-17:00	10	7	17	33
17:00-18:00	12	16	28	29
18:00-19:00	4	11	15	22
19:00-20:00	3	9	12	16
20:00-21:00	2	5	7	13
21:00-22:00	2	5	7	10
22:00-23:00				
23:00-24:00				

Comments

No taxis, motorcycles, PSVs or cyclists either entered or exited the survey on the day of the survey.
 At least one of the initial car park occupants was an OGV and at least one was an LGV.
 At least four of the final car park occupants were cars and at least two were LGVs.

Calculation Reference: AUDIT-539501-200408-0428

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : B - PRIVATE 18 HOLE COURSES
 VEHICLES

Selected regions and areas:

10 WALES
 VG VALE OF GLAMORGAN 1 days

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

Primary Filtering selection:

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

Parameter: Site area
 Actual Range: 62.64 to 62.64 (units: hect)
 Range Selected by User: 18.00 to 101.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/09/19

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

Selected survey days:

Monday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

No Sub Category 1

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

Secondary Filtering selection:

Use Class:

D2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

100,001 to 125,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1 VG-09-B-02 GOLF COURSE VALE OF GLAMORGAN
PORT ROAD
BARRY
COLCOTT
Edge of Town
No Sub Category
Total Site area: 62.64 hect
Survey date: MONDAY 08/05/17 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WO-09-B-01	Monday Survey

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	62.64	0.080	1	62.64	0.064	1	62.64	0.144
07:00 - 08:00	1	62.64	0.112	1	62.64	0.032	1	62.64	0.144
08:00 - 09:00	1	62.64	0.335	1	62.64	0.128	1	62.64	0.463
09:00 - 10:00	1	62.64	0.287	1	62.64	0.112	1	62.64	0.399
10:00 - 11:00	1	62.64	0.096	1	62.64	0.096	1	62.64	0.192
11:00 - 12:00	1	62.64	0.271	1	62.64	0.192	1	62.64	0.463
12:00 - 13:00	1	62.64	0.176	1	62.64	0.160	1	62.64	0.336
13:00 - 14:00	1	62.64	0.160	1	62.64	0.383	1	62.64	0.543
14:00 - 15:00	1	62.64	0.303	1	62.64	0.192	1	62.64	0.495
15:00 - 16:00	1	62.64	0.192	1	62.64	0.271	1	62.64	0.463
16:00 - 17:00	1	62.64	0.160	1	62.64	0.112	1	62.64	0.272
17:00 - 18:00	1	62.64	0.192	1	62.64	0.255	1	62.64	0.447
18:00 - 19:00	1	62.64	0.064	1	62.64	0.176	1	62.64	0.240
19:00 - 20:00	1	62.64	0.048	1	62.64	0.144	1	62.64	0.192
20:00 - 21:00	1	62.64	0.032	1	62.64	0.080	1	62.64	0.112
21:00 - 22:00	1	62.64	0.032	1	62.64	0.080	1	62.64	0.112
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.540			2.477			5.017	

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

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

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

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	62.64 to 62.64 (units: hect)
Survey date range:	01/01/12 - 28/09/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Site Reference: WO-09-B-01
 Created: Version: 7.2.1 17/09/14
 Latitude/Longitude: 52.18186, -2.24613
 Land Use Type: 09 - GOLF/B - PRIVATE 18 HOLE COURSES
 Region/Area: WEST MIDLANDS/WORCESTERSHIRE

Description: GOLF CLUB
 Street: BOUGHTON PARK
 District:
 Town: WORCESTER
 Post Code: WR2 4EZ
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: D2

Population within 500m: 1964
 Population within 1 Mile: 15,001 to 20,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	1202	40	1242
Monday-Friday	0700-1000	354	34	388
Monday-Friday	1600-1900	304	36	340
Saturday	0700-1900	944	38	982
Sunday	0700-1900	178	32	210

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 39.42 hect
 Number of holes: 18

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

2km south west of Worcester city centre, the site is located on the B4485 and its boundaries run out to the A4440, with the A44 500m to the north, the A449 1.25km to the east and the A4103 is 2km to the north west.
 Residential developments surround the site to the north, east and south whilst mainly farmers' fields can be found to the west, though there is some housing further away to the north west.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Henwick Park	5	21
Sixways	5	29
Dines Green	4	19
Upton-upon-Severn	3	41

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2014
Nearest Primary School	1.3 kilometres
Nearest Secondary School	5.5 kilometres
Nearest Local Shop/Corner Shop	1.1 kilometres
Nearest Main Supermarket	1.4 kilometres
Nearest Doctors Surgery	1.3 kilometres
Nearest Hospital with Minor Injuries/A & E	4.2 kilometres
Nearest Sports/Leisure Centre	1.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00164688
Number of people employed within Census Output Area	142
Number of households within Census Output Area	124
Number of people living within Census Output Area	301
Area of Census Output Area (hectares)	26.00
Population density within Census Output Area (per hectare)	11.58

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	WO-09-B-01
Trade name:	WORCESTER GOLF & COUNTRY CLUB
Site area (h/a):	39.42
Open since	1927
Total Employees	17
Full Time Employees	8 47%
Part Time Employees	9 53%
Approximate % of total employees working standard 9-5 hours or similar	6%
Percentage Split of Employee Gender	
Male	50%
Female	50%
Number of holes	18
Name of nearest site	BRANSFORD GOLF CLUB
Distance to nearest similar site	4.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	07:30	to	24:00
Friday	07:30	to	24:00
Saturday	07:30	to	24:00
Sunday	07:30	to	24:00

Comments

There are 1,020 members at the club.

There are seven tennis courts, two squash courts, a pro golf shop, lockers and a green keepers' shed on site.

At the time of the survey the green keepers' shed was being developed.

The nearest similar site is 3.9km away.

On-Site parking

Total no. of parking spaces	100
Parking Spaces Per Hectare	2.537
Parking Spaces Per Course	100.000

Number of spaces

Employee	1
Disabled	2
Visitor/Customer	97
OGV parking bays	0
Cycle racks	13
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The car park is managed by site management and will call the police for any unauthorised vehicles parking on site.

Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking

Seven of the visitor/customer car parking spaces are reserved.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: WO-09-B-01 Survey date: 23/05/14 Day of week: Friday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Light Rain

Initial car park occupancy: 9 Final car park occupancy: 3

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 44% (100 On-Site Spaces)

Data proportions in %

Motor cars	91	Motor cycles	0	Public service	0
Light goods	9	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 105	Dep 111	Totals 216	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00	4	1	5	12
07:00-08:00	33	1	34	44
08:00-09:00	7	7	14	44
09:00-10:00	3	24	27	23
10:00-11:00	11	15	26	19
11:00-12:00	15	16	31	18
12:00-13:00	6	11	17	13
13:00-14:00	5	8	13	10
14:00-15:00	4	6	10	8
15:00-16:00	2	4	6	6
16:00-17:00	3	3	6	6
17:00-18:00	2	3	5	5
18:00-19:00	5	7	12	3
19:00-20:00	3	1	4	5
20:00-21:00	2	2	4	5
21:00-22:00	0	2	2	3
22:00-23:00				
23:00-24:00				

Comments

No taxis, motorcycles, PSVs or OGVs either entered or exited the site on the day of the survey.
 There was at least one cycle present on site at the beginning of the survey.
 At least one of the initial car park occupants was an LGV and at least five were cars.

Calculation Reference: AUDIT-539501-200408-0409

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : B - PRIVATE 18 HOLE COURSES
 VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
 WO WORCESTERSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Site area
 Actual Range: 39.42 to 39.42 (units: hect)
 Range Selected by User: 18.00 to 101.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/09/19

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

15,001 to 20,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1 WO-09-B-01 GOLF CLUB WORCESTERSHIRE
BOUGHTON PARK
WORCESTER

Edge of Town
Residential Zone
Total Site area: 39.42 hect
Survey date: FRIDAY 23/05/14 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
VG-09-B-02	Friday Survey

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	39.42	0.101	1	39.42	0.025	1	39.42	0.126
07:00 - 08:00	1	39.42	0.837	1	39.42	0.025	1	39.42	0.862
08:00 - 09:00	1	39.42	0.178	1	39.42	0.178	1	39.42	0.356
09:00 - 10:00	1	39.42	0.076	1	39.42	0.609	1	39.42	0.685
10:00 - 11:00	1	39.42	0.279	1	39.42	0.381	1	39.42	0.660
11:00 - 12:00	1	39.42	0.381	1	39.42	0.406	1	39.42	0.787
12:00 - 13:00	1	39.42	0.152	1	39.42	0.279	1	39.42	0.431
13:00 - 14:00	1	39.42	0.127	1	39.42	0.203	1	39.42	0.330
14:00 - 15:00	1	39.42	0.101	1	39.42	0.152	1	39.42	0.253
15:00 - 16:00	1	39.42	0.051	1	39.42	0.101	1	39.42	0.152
16:00 - 17:00	1	39.42	0.076	1	39.42	0.076	1	39.42	0.152
17:00 - 18:00	1	39.42	0.051	1	39.42	0.076	1	39.42	0.127
18:00 - 19:00	1	39.42	0.127	1	39.42	0.178	1	39.42	0.305
19:00 - 20:00	1	39.42	0.076	1	39.42	0.025	1	39.42	0.101
20:00 - 21:00	1	39.42	0.051	1	39.42	0.051	1	39.42	0.102
21:00 - 22:00	1	39.42	0.000	1	39.42	0.051	1	39.42	0.051
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.664			2.816			5.480

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

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

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

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 39.42 to 39.42 (units: hect)
 Survey date range: 01/01/12 - 28/09/19
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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

APPENDIX J – TRICS OUTPUT DATA (PROPOSED HOTEL)

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	WR WREXHAM	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 15 to 148 (units:)
 Range Selected by User: 15 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/02 to 16/10/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3
Free Standing (PPS6 Out of Town)	3

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

Selected Location Sub Categories:

Village	2
Out of Town	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C1	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	3 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

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

Travel Plan:

Not Known	3 days
No	3 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CH-06-A-01	RAMADA JARVIS	CESHIRE
	WHITCHURCH ROAD		
	CHESTER		
	CHRISTLETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	126	
	Survey date: WEDNESDAY	15/10/08	Survey Type: MANUAL
2	DC-06-A-03	HOTEL	DORSET
	EAST STOKE		
	NEAR WAREHAM		
	BINNEGAR		
	Free Standing (PPS6 Out of Town)		
	No Sub Category		
	Total Number of bedrooms:	15	
	Survey date: WEDNESDAY	11/09/02	Survey Type: MANUAL
3	KC-06-A-01	RAMADA HOTEL	KENT
	ASHFORD ROAD		
	NEAR MAIDSTONE		
	HOLLINGBOURNE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:	126	
	Survey date: FRIDAY	14/06/02	Survey Type: MANUAL
4	WM-06-A-05	HOTEL	WEST MIDLANDS
	BIRMINGHAM ROAD		
	BIRMINGHAM		
	HOPWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
5	WO-06-A-01	HILTON	WORCESTERSHIRE
	BIRMINGHAM ROAD		
	NEAR BROMSGROVE		
	UPPER CATSHILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Number of bedrooms:	148	
	Survey date: TUESDAY	28/05/02	Survey Type: MANUAL
6	WR-06-A-02	HOTEL	WREXHAM
	WREXHAM ROAD		
	NEAR WREXHAM		
	HOLT		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:	37	
	Survey date: THURSDAY	06/10/11	Survey Type: MANUAL

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

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 WR-06-A-02 Tot: 0.297
85th Percentile = No. 2 KC-06-A-01 Tot: 0.778

Median Values		Mean Values	
Arrivals:	0.270	Arrivals:	0.257
Departures:	0.323	Departures:	0.302
Totals:	0.593	Totals:	0.560

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DC-06-A-03	HOTEL	NEAR WAREHAM	DORSET	15	Wed	11/09/02	0.333	0.533	0.866
2	KC-06-A-01	RAMADA HOTEL	NEAR MAIDSTONE	KENT	126	Fri	14/06/02	0.492	0.286	0.778
3	WO-06-A-01	HILTON	NEAR BROMSGROVE	WORCESTERSHIRE	148	Tue	28/05/02	0.365	0.392	0.757
4	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	0.175	0.254	0.429
5	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	0.054	0.243	0.297
6	WM-06-A-05	HOTEL	BIRMINGHAM	WEST MIDLANDS	56	Mon	09/11/15	0.125	0.107	0.232

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 WR-06-A-02 Tot: 0.540
85th Percentile = No. 2 KC-06-A-01 Tot: 0.896

Median Values		Mean Values	
Arrivals:	0.361	Arrivals:	0.372
Departures:	0.311	Departures:	0.298
Totals:	0.672	Totals:	0.670

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DC-06-A-03	HOTEL	NEAR WAREHAM	DORSET	15	Wed	11/09/02	0.667	0.333	1.000
2	KC-06-A-01	RAMADA HOTEL	NEAR MAIDSTONE	KENT	126	Fri	14/06/02	0.444	0.452	0.896
3	WM-06-A-05	HOTEL	BIRMINGHAM	WEST MIDLANDS	56	Mon	09/11/15	0.464	0.339	0.803
4	WO-06-A-01	HILTON	NEAR BROMSGROVE	WORCESTERSHIRE	148	Tue	28/05/02	0.257	0.284	0.541
5	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	0.297	0.243	0.540
6	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	0.103	0.135	0.238

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 WR-06-A-02 Tot: 4.378
85th Percentile = No. 2 KC-06-A-01 Tot: 7.571

Median Values		Mean Values	
Arrivals:	2.606	Arrivals:	2.737
Departures:	2.309	Departures:	2.621
Totals:	4.915	Totals:	5.358

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DC-06-A-03	HOTEL	NEAR WAREHAM	DORSET	15	Wed	11/09/02	3.800	3.867	7.667
2	KC-06-A-01	RAMADA HOTEL	NEAR MAIDSTONE	KENT	126	Fri	14/06/02	3.976	3.595	7.571
3	WO-06-A-01	HILTON	NEAR BROMSGROVE	WORCESTERSHIRE	148	Tue	28/05/02	2.730	2.547	5.277
4	WM-06-A-05	HOTEL	BIRMINGHAM	WEST MIDLANDS	56	Mon	09/11/15	2.482	2.071	4.553
5	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	2.162	2.216	4.378
6	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	1.270	1.429	2.699

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: WM-06-A-05
 Created: Version: 7.3.3 14/07/16
 Latitude/Longitude: 52.37713, -1.95936
 Land Use Type: 06 - HOTEL, FOOD & DRINK/A - HOTELS
 Region/Area: WEST MIDLANDS/WEST MIDLANDS

Description: HOTEL
 Street: BIRMINGHAM ROAD
 District: HOPWOOD
 Town: BIRMINGHAM
 Post Code: B48 7AL
 Planning Authority:

Location: Neighbourhood Centre (PPS6 Local Centre)
 Location Sub Category: Village
 Use Class: C1

Population within 500m: 200
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 250,001 to 500,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	22		22
Monday-Friday	0700-1000	6		6
Monday-Friday	1600-1900	4		4
Saturday	0700-1900	22		22
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Gross floor area: 3600 sqm
 Number of bedrooms: 56
 Total Employees: 35

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

Located off the A441, the site is roughly 13km south west of Birmingham city centre. Surrounded largely by farmers' fields, there are some residential developments close by but, other than that, the site is relatively isolated.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is one bus service per hour running to Birmingham taking 30 minutes.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.4 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	2.6 kilometres
Nearest Doctors Surgery	1.8 kilometres
Nearest Hospital with Minor Injuries/A & E	6.9 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00163844
Number of people employed within Census Output Area	151
Number of households within Census Output Area	120
Number of people living within Census Output Area	379
Area of Census Output Area (hectares)	486.00
Population density within Census Output Area (per hectare)	0.80

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	WM-06-A-05
Trade name:	WESTMEAD HOTEL
Site area (h/a):	0.90
Gross floor area (sqm)	3600
GFA not in use (sqm)	0
Open since	2010
Total Employees	35
Full Time Employees	15 42%
Part Time Employees	20 58%
Approximate % of total employees working standard 9-5 hours or similar	0%
Percentage Split of Employee Gender	
Male	20%
Female	80%
GFA per employee	102.857
Number of bedrooms	56
Name of nearest site	OLD ROSE & CROWN HOTEL
Distance to nearest similar site	6.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00 to 24:00
Friday	00:00 to 24:00
Saturday	00:00 to 24:00
Sunday	00:00 to 24:00

Conference Facilities:

Comments

The site is open 24 hours per day, seven days per week.
 There are 260 seats in the restaurant.
 There are function rooms on site.

On-Site parking

Total no. of parking spaces	140
Parking Spaces Per 100m2 GFA	3.889
Parking Spaces Per bedroom	2.500

Number of spaces

Employee	0
Disabled	2
Visitor/Customer	138
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0
Electronic Vehicle Charging Points	0

Parking charges	No
Site parking surface or non-surface (multi-storey/underground)	Surface

General Comments on Parking

There is only a single access to the car park by the hotel reception.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	Yes
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If yes, considered easy to find a space	No
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: WM-06-A-05 Survey date: 09/11/15 Day of week: Monday

Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Light Rain

Initial car park occupancy: 16 Final car park occupancy: 36

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 29% (140 On-Site Spaces)

Data proportions in %

Motor cars	91	Motor cycles	0	Public service	0
Light goods	8	OGV (1)	1	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 157	Dep 137	Totals 294	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	3	5	8	14
08:00-09:00	7	6	13	15
09:00-10:00	17	6	23	26
10:00-11:00	7	6	13	27
11:00-12:00	6	8	14	25
12:00-13:00	11	9	20	27
13:00-14:00	7	11	18	23
14:00-15:00	11	13	24	21
15:00-16:00	4	8	12	17
16:00-17:00	13	9	22	21
17:00-18:00	26	19	45	28
18:00-19:00	27	16	43	39
19:00-20:00	12	11	23	40
20:00-21:00	5	4	9	41
21:00-22:00	1	6	7	36
22:00-23:00				
23:00-24:00				

Comments

Due to the large volume of traffic it was not possible to reliably determine which vehicles were cars and which were taxis so all have been recorded as cars in this survey.

No PSVs or cycles either entered or exited the site on the day of the survey.

At least three of the initial car park occupants were cars.

At least 21 of the final car park occupants were cars, at least one was an LGV and at least one was a motorcycle.

Calculation Reference: AUDIT-539501-200408-0404

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

06 WEST MIDLANDS

WM WEST MIDLANDS

1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms

Actual Range: 56 to 56 (units:)

Range Selected by User: 15 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by:

Include all surveys

Date Range: 01/01/12 to 16/10/19

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

Monday

1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count

1 days

Directional ATC Count

0 days

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

Neighbourhood Centre (PPS6 Local Centre)

1

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

Village

1

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

Secondary Filtering selection:

Use Class:

C1

1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*Population within 1 mile:

1,001 to 5,000

1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1 WM-06-A-05 HOTEL WEST MIDLANDS
BIRMINGHAM ROAD
BIRMINGHAM
HOPWOOD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of bedrooms: 56
Survey date: MONDAY 09/11/15 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BU-06-A-02	Monday Site
DV-06-A-03	Monday Site
LE-06-A-01	Monday Site
SW-06-A-01	Monday Site
WK-06-A-01	Monday Site
WL-06-A-03	Monday Site

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	56	0.054	1	56	0.089	1	56	0.143
08:00 - 09:00	1	56	0.125	1	56	0.107	1	56	0.232
09:00 - 10:00	1	56	0.304	1	56	0.107	1	56	0.411
10:00 - 11:00	1	56	0.125	1	56	0.107	1	56	0.232
11:00 - 12:00	1	56	0.107	1	56	0.143	1	56	0.250
12:00 - 13:00	1	56	0.196	1	56	0.161	1	56	0.357
13:00 - 14:00	1	56	0.125	1	56	0.196	1	56	0.321
14:00 - 15:00	1	56	0.196	1	56	0.232	1	56	0.428
15:00 - 16:00	1	56	0.071	1	56	0.143	1	56	0.214
16:00 - 17:00	1	56	0.232	1	56	0.161	1	56	0.393
17:00 - 18:00	1	56	0.464	1	56	0.339	1	56	0.803
18:00 - 19:00	1	56	0.482	1	56	0.286	1	56	0.768
19:00 - 20:00	1	56	0.214	1	56	0.196	1	56	0.410
20:00 - 21:00	1	56	0.089	1	56	0.071	1	56	0.160
21:00 - 22:00	1	56	0.018	1	56	0.107	1	56	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.802			2.445			5.247

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

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

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

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 56 - 56 (units:)
 Survey date range: 01/01/12 - 16/10/19
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 6

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

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: KC-06-A-01
 Latitude/Longitude: 51.25814, 0.61698
 Land Use Type: 06 - HOTEL, FOOD & DRINK/A - HOTELS
 Region/Area: SOUTH EAST/KENT

Description: RAMADA HOTEL
 Street: ASHFORD ROAD
 District: HOLLINGBOURNE
 Town: NEAR MAIDSTONE
 Post Code: ME17 1RE
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: C1

Population within 500m: 100
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 100,001 to 125,000
 Car ownership within 5 Miles: 1.1 to 1.5
 Buses/Trains per day (both directions): 20-39 per day
 Is site associated with a travel plan:
 If not, are there any plans to implement a Travel Plan in the future?
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat:
 Urban Regeneration:

Gross floor area: 8250 sqm
 Number of bedrooms: 126
 Total Employees: 150

No. of developments for this Site: 1
 No. of survey Days for this Site: 2

Comments

This site is located on the main A20 road, in a rural area to the east of Maidstone. The A20 heads west into the town and south-east away from it towards Lenham and Charing, towards Ashford. The M20 motorway is next to the A20, Junction 8 can be easily accessed from the site. The M20 heads west past Maidstone towards Sevenoaks, and south-east via Ashford towards the Kent coast.

The site is surrounded by open land to the south, east and west, whilst to the north is the A20 and the M20.

There is one bus stop near the site, a short distance along the A20 to the east.

The site has a single access off the A20.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Only one train and 1 bus per hour stop within reasonable walking distance of the site.

Design features encouraging non-car modes12. Pedestrians

Footpath links are provided from the car parking areas to the hotel entrances.

13. Pedal cycles

None

14. Public transport

None

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	KC-06-A-01
Trade name:	RAMADA HOTEL & RESORT
Site area (h/a):	9.00
Gross floor area (sqm)	8250
Open since	1960
Total Employees	150
Full Time Employees	
Part Time Employees	
GFA per employee	55.000
Number of bedrooms	126
Name of nearest site	
Distance to nearest similar site	2.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	02:00
Friday	07:00	to	02:00
Saturday	07:00	to	02:00
Sunday	07:00	to	24:00

Total no. of parking spaces	500
Parking Spaces Per 100m2 GFA	6.061
Parking Spaces Per bedroom	3.968
Visitor/Customer spaces	495
Employee spaces	0
Disabled spaces	5
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Mother & Toddler spaces	0

Parking charges	No
Surface parking	Yes

Off-Site parking available	No
Conference Facilities:	

Comments

This site is a 3+ star hotel with a health club. Facilities include a swimming pool, conference rooms, ballroom, restaurant (holding 180 covers), bar, hairdressers and beauticians. Outdoor facilities include 2 tennis courts, a children's play area, a pitch and putt golf course, and an archery site. There is also a jogging course and a helicopter pad.

The hotel does have an all night porter but reception duties only operate at the stated opening times.

Of the 150 employees, 80 are full time and 70 are part time.

The hotel is open all year.

Any OGV's visiting the site park in the general parking area, as there are no specific OGV parking spaces/loading bays available.

Site reference: KC-06-A-01 Survey date: 14/06/02 Day of week: Friday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy

Initial car park occupancy: 69 Final car park occupancy: 134

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 27% (500 On-Site Spaces)

Data proportions in %

Motor cars	87	Motor cycles	1	Public service	1
Light goods	9	OGV (1)	2	OGV (2)	0
Servicing Vehicles count recorded	No				

Taxis are included as cars in this survey

Time	Arr 593	Dep 528	Totals 1121	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00	15	10	25	74
07:00-08:00	19	16	35	77
08:00-09:00	62	36	98	103
09:00-10:00	41	33	74	111
10:00-11:00	15	16	31	110
11:00-12:00	40	30	70	120
12:00-13:00	34	32	66	122
13:00-14:00	45	32	77	135
14:00-15:00	55	54	109	136
15:00-16:00	38	58	96	116
16:00-17:00	44	44	88	116
17:00-18:00	56	57	113	115
18:00-19:00	52	45	97	122
19:00-20:00	44	32	76	134
20:00-21:00	19	18	37	135
21:00-22:00	14	15	29	134
22:00-23:00				
23:00-24:00				

Comments

The difference in arrivals and departures can be explained by the fact that this site is 24-hours in nature, and functions etc. take place at the hotel. More people would probably have left the site than arrived after 2200, which would have made the total figures more evenly balanced.

Calculation Reference: AUDIT-539501-200408-0430

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 24 to 126 (units:)
 Range Selected by User: 15 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 16/10/19

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

Selected survey days:

Friday 6 days

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

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4
 Edge of Town 1
 Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Development Zone 1
 Residential Zone 2
 Built-Up Zone 1
 Out of Town 1
 No Sub Category 1

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

Secondary Filtering selection:

Use Class:

C1	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	3 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

Not Known	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-06-A-03	TRAVELODGE	CAMBRIDGESHIRE
	CLIFTON WAY		
	CAMBRIDGE		
	CAMBRIDGE LEISURE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of bedrooms:	120	
	Survey date: FRIDAY	16/10/09	Survey Type: MANUAL
2	KC-06-A-01	RAMADA HOTEL	KENT
	ASHFORD ROAD		
	NEAR MAIDSTONE		
	HOLLINGBOURNE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:	126	
	Survey date: FRIDAY	14/06/02	Survey Type: MANUAL
3	LC-06-A-04	BEST WESTERN	LANCASHIRE
	LEYLAND WAY		
	LEYLAND		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	93	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
4	TV-06-A-02	HOTEL	TEES VALLEY
	MARTON ROAD		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	74	
	Survey date: FRIDAY	18/12/09	Survey Type: MANUAL
5	TW-06-A-02	TRAVELODGE	TYNE & WEAR
	CASPER WAY		
	GATESHEAD		
	SWALWELL		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of bedrooms:	60	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
6	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HEADINGLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	126	0.119	1	126	0.079	1	126	0.198
07:00 - 08:00	6	83	0.082	6	83	0.147	6	83	0.229
08:00 - 09:00	6	83	0.225	6	83	0.235	6	83	0.460
09:00 - 10:00	6	83	0.175	6	83	0.185	6	83	0.360
10:00 - 11:00	6	83	0.070	6	83	0.099	6	83	0.169
11:00 - 12:00	6	83	0.161	6	83	0.143	6	83	0.304
12:00 - 13:00	6	83	0.139	6	83	0.113	6	83	0.252
13:00 - 14:00	6	83	0.159	6	83	0.159	6	83	0.318
14:00 - 15:00	6	83	0.157	6	83	0.151	6	83	0.308
15:00 - 16:00	6	83	0.133	6	83	0.177	6	83	0.310
16:00 - 17:00	6	83	0.157	6	83	0.143	6	83	0.300
17:00 - 18:00	6	83	0.213	6	83	0.175	6	83	0.388
18:00 - 19:00	6	83	0.243	6	83	0.149	6	83	0.392
19:00 - 20:00	6	83	0.207	6	83	0.145	6	83	0.352
20:00 - 21:00	6	83	0.119	6	83	0.080	6	83	0.199
21:00 - 22:00	6	83	0.072	6	83	0.052	6	83	0.124
22:00 - 23:00	1	74	0.081	1	74	0.068	1	74	0.149
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.526			2.300			4.826

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

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

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

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 24 - 126 (units:)
 Survey date range: 01/01/00 - 16/10/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

**APPENDIX K – RELEVANT EXTRACTS FROM TRANSPORT
ASSESSMENT AT WILDWOOD GOLF AND COUNTRY CLUB**



5 PROPOSED TRAFFIC GENERATION AND PARKING PROVISION

- 5.1.1 Since the proposals include the provision of accommodation on site, for use by visitors to Wildwood for corporate and PGA training type events, it is anticipated that fewer visitors would be required to leave the site during the evening to travel to a Hotel, for example, potentially returning the next morning.
- 5.1.2 It is acknowledged that the proposals are likely to increase intensity of activity at the Wildwood site, such that, for example, there are greater numbers of visitors per annum, since the new ancillary facilities are more attractive to corporate bodies and hence the frequency of large events would increase. However it should be noted that the size of the golf course, to a certain extent, dictates the number of golfers and visitors who can be reasonably accommodated on the site.
- 5.1.3 The proposals would also bring about changes in the type of events held at Wildwood including PGA training and education and Golf Academy events, which have differing needs and requirements for the various golfing facilities, accommodation and ancillary uses. It should also be noted that not all proposed events or uses could occur concurrently.
- 5.1.4 This section therefore considers the individual impact, in terms of traffic generation and parking, associated with the likely events and their anticipated cumulative impact, based upon survey information or a first principle approach, as is most appropriate.
- 5.1.5 The main traffic generation and parking aspects of the proposed development, which have been considered in detail are as follows:
- (i) Background Golfing activity from existing members;
 - (ii) Corporate Days;



(iii) PGA Office, Training and Education;

(iv) Golf Academy;

(v) Functions / Conferencing.

5.1.6 It is considered that the additional conference and Golf Break events, would be promoted to fit in around the major events planned, as above, and hence would only be promoted in the event that there was sufficient availability within the accommodation and on the golf course, in terms of tee-off times.

5.1.7 It is relevant to note that the major events, as listed above, would be planned some 12 months in advance, and hence the operators of the site would have clear knowledge of the expectations in terms of visitor numbers, golfing capacity and accommodation demand, well in advance.

5.1.8 Each of the major activities anticipated on the site has been considered in detail below. Section 5.2 considers the likely scenarios for assessment purposes, which identifies the activities which could operate in parallel with one another. Sections 5.3 and 5.4 provide a summary of the overall parking accumulation and traffic impact for the proposed development.

5.1.9 The following sections set out the assumptions that have been made with respect to each major activity on site. The results of the assessment work are provided at **Appendix G** to this report.

Background Golfing Activity

5.1.10 It is anticipated that the activity associated with the existing Membership would continue, post development, with a similar level of membership, and hence regular golfers. General background golfing activity would continue on days which do not have significant corporate golfing activity on the course.



- 5.1.11 With the additional facilities on site, such as the new improved spa and gym facility, which would be open to all members of the golf club, this may attract additional visitors, such as families of members. With the increased facilities, such as spa / gym and restaurant, it is anticipated that Members would stay for a longer duration on site, however the additional facilities are unlikely to result in significant additional journeys to and from the site since the membership numbers would remain reasonably consistent with existing levels.
- 5.1.12 However, to ensure a robust assessment, and to allow for a slight increase in trips made by golf members and their families, and to allow for the increase in duration of stay, the background traffic levels have been increased by 20% from existing levels for assessment purposes. This is considered to be robust.
- 5.1.13 In addition, there is anticipated to be seasonal variation in respect to the background traffic flows and golfing activity. The effect, in terms of total background daily traffic, is summarised within figure 5.1 below:

	Proportion	Existing		Proposed	
		Weekday	Weekend	Weekday	Weekend
Summer (May – Sept)	145%	378	464	453	556
Winter (Nov – March)	100%	260	320	312	383
April / Oct	120%	313	384	375	460

Figure 5.1 Seasonal Variation in Anticipated Background Golf Traffic

PGA Office, Events and Training

- 5.1.14 As part of the re-development proposals, the site would accommodate the office of the PGA South Region. This is currently based within loft space at Clandon Regis golf club to the east of Guildford. There are currently six full-time PGA staff, employed in the management and administration of general PGA membership; the administration of PGA golf events; and administration of training and educational courses for PGA members and Trainee members.

APPENDIX L – TEMPRO GROWTH FACTORS

Dataset Version: 72
Result Type: Trip ends by time period
Base Year: 2019
Future Year: 2025
Trip Purpose Group: All purposes
Time Period: Weekday AM peak period (0700 - 0959)
Trip End Type: Origin/Destination
Alternative Assumptions Applied: No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	1.0352	1.0448

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	84	93

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,375	2,085

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,459	2,178

Level	Area	Local Growth Figure
E02005381	Hinckley and Bosworth 005	1.051941762

Dataset Version: 72
Result Type: Trip ends by time period
Base Year: 2019
Future Year: 2025
Trip Purpose Group: All purposes
Time Period: Weekday PM peak period (1600 - 1859)
Trip End Type: Origin/Destination
Alternative Assumptions Applied: No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	1.0421	1.0366

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	94	90

Base Year

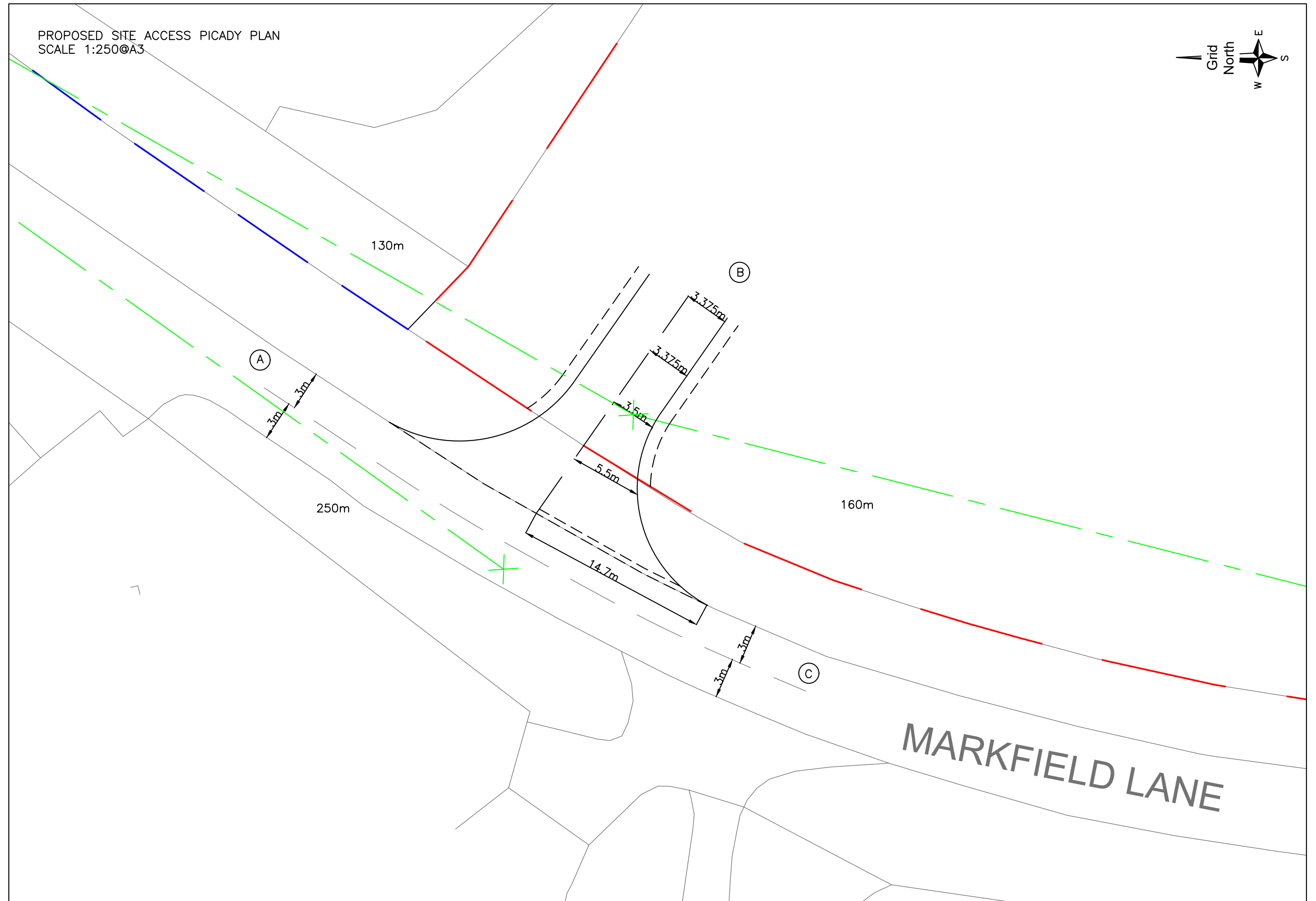
Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,243	2,457

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02005381	Hinckley and Bosworth 005	2,337	2,547

Level	Area	Local Growth Figure
E02005381	Hinckley and Bosworth 005	1.051284299

APPENDIX M – PICADY MEASUREMENTS AND OUTPUT DATA



Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.0.6896									
© Copyright TRL Limited, 2018									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Proposed Site Access PICADY Model.j9

Path: Z:\2019 Projects\F19109 Forest Hill Golf Club, Bothcheston\Capacity Analysis

Report generation date: 18/05/2020 18:07:36

»2025 Design Year with development, AM

»2025 Design Year with development, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2025 Design Year with development										
Stream B-AC	0.0	7.06	0.03	A	286 %	0.1	7.27	0.09	A	257 %
Stream C-AB	0.0	4.96	0.02	A	[Stream B-AC]	0.0	4.86	0.03	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Proposed Hotel
Location	Forest Hill Golf Club
Site number	
Date	15/05/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BANCROFT\mcorner
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Design Year with development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Design Year with development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Design Year with development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	286	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Markfield Lane (N)		Major
B	Site Access		Minor
C	Markfield Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.38	160	130

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	620	0.113	0.285	0.180	0.408
1	B-C	732	0.112	0.284	-	-
1	C-B	719	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Design Year with development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	279	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A	B	C	
	A	0	35	244
	B	12	0	4
	C	193	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	A	0	0	6
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	7.06	0.0	A	15	22
C-AB	0.02	4.96	0.0	A	13	20
C-A					174	261
A-B					32	48
A-C					224	336

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	565	0.021	12	0.0	0.0	6.512	A
C-AB	10	3	752	0.014	10	0.0	0.0	4.946	A
C-A	143	36			143				
A-B	26	7			26				
A-C	184	46			184				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	549	0.026	14	0.0	0.0	6.732	A
C-AB	13	3	760	0.017	13	0.0	0.0	4.922	A
C-A	171	43			171				
A-B	31	8			31				
A-C	219	55			219				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	527	0.033	18	0.0	0.0	7.061	A
C-AB	17	4	771	0.022	17	0.0	0.0	4.896	A
C-A	208	52			208				
A-B	39	10			39				
A-C	269	67			269				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	527	0.033	18	0.0	0.0	7.061	A
C-AB	17	4	771	0.022	17	0.0	0.0	4.909	A
C-A	208	52			208				
A-B	39	10			39				
A-C	269	67			269				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	549	0.026	14	0.0	0.0	6.735	A
C-AB	13	3	760	0.017	13	0.0	0.0	4.944	A
C-A	171	43			171				
A-B	31	8			31				
A-C	219	55			219				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	565	0.021	12	0.0	0.0	6.513	A
C-AB	10	3	752	0.014	10	0.0	0.0	4.958	A
C-A	143	36			143				
A-B	26	7			26				
A-C	184	46			184				

2025 Design Year with development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access	T-Junction	Two-way		0.87	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	257	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Design Year with development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	223	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	56	167
	B	33	0	10
	C	205	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	7.27	0.1	A	39	59
C-AB	0.03	4.86	0.0	A	21	31
C-A					183	274
A-B					51	77
A-C					153	230

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	574	0.056	32	0.0	0.1	6.634	A
C-AB	16	4	769	0.021	16	0.0	0.0	4.854	A
C-A	151	38			151				
A-B	42	11			42				
A-C	126	31			126				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	561	0.069	39	0.1	0.1	6.890	A
C-AB	20	5	779	0.026	20	0.0	0.0	4.819	A
C-A	180	45			180				
A-B	50	13			50				
A-C	150	38			150				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	542	0.087	47	0.1	0.1	7.269	A
C-AB	26	7	795	0.033	26	0.0	0.0	4.778	A
C-A	218	55			218				
A-B	62	15			62				
A-C	184	46			184				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	542	0.087	47	0.1	0.1	7.270	A
C-AB	26	7	795	0.033	26	0.0	0.0	4.788	A
C-A	218	55			218				
A-B	62	15			62				
A-C	184	46			184				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	561	0.069	39	0.1	0.1	6.892	A
C-AB	20	5	779	0.026	20	0.0	0.0	4.838	A
C-A	180	45			180				
A-B	50	13			50				
A-C	150	38			150				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	574	0.056	32	0.1	0.1	6.644	A
C-AB	16	4	769	0.021	16	0.0	0.0	4.863	A
C-A	151	38			151				
A-B	42	11			42				
A-C	126	31			126				

APPENDIX N – STAGE 1 ROAD SAFETY AUDIT REPORT



safer roads for everyone

**Forest Hill Golf Club, Botcheston,
Leicestershire**

Road Safety Audit Stage 1

on behalf of Bancroft Consulting Ltd

TMS reference no: 15643
Date: 29th May 2020

Forest Hill Golf Club, Botcheston, Leicestershire

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out Forest Hill Golf Club, Botcheston, Leicestershire on behalf of Bancroft Consulting Ltd. The audit was carried out on 27th May 2020 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

Audit Team Leader

Lee Williams – BSc (Hons), MIHE
Highways England Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Matthew Corner of Bancroft Consulting Ltd.

1.4 The site was visited by the Audit Team on Tuesday 26th May 2020 at 14:45 hours. The weather was sunny. Traffic flows were medium. Pedestrian and cycle flows were not observed.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119 (GG 119 superseded HD 19/15 in November 2018). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

- 1.8 The scheme consists of a proposed development for a 152-bedroom hotel on land within the curtilage of Forest Hill Golf Club in Botcheston, Leicestershire. The development would be served by a new access from Markfield Lane. The speed limit along Markfield Lane is national speed limit and is currently an unlit road.

1.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Markfield Lane Hotel access (south side of visibility splay)

Summary: Turning and shunt type collisions at access

From the site visit at the location of the proposed access there was extensive trees and vegetation in place, which could potentially obscure the visibility splay for vehicles exiting the hotel, increasing the risk of turning collisions. This coupled with the radius of the right-hand bend could also reduce stopping site distance for vehicles following, where they might not see a vehicle stopped in the carriageway waiting to turn right into the access. This could increase the risk of shunt type collisions.



RECOMMENDATION

Ensure that vegetation at the access and on the northbound approach is cut back sufficiently to ensure the visibility splay and stopping site distance appropriate for the speed of vehicles travelling along Markfield Lane (as per speed survey).

2.2 PROBLEM

Location – Markfield Lane

Summary: Darkness related turning/ shunt collisions at the development access

Although Markfield Lane is unlit, there are a number of lighting units both from the golf course car park and the businesses opposite where there is also a lighting column in place opposite the proposed hotel access. This light pollution could spill out onto the main carriageway, creating inconsistent lighting levels and a distraction to drivers. As it generally takes 5 seconds for the eyesight to adjust between light and dark conditions, this temporary loss of visibility could increase the risk of turning collisions with the oncoming traffic and shunt collisions on the main carriageway in the hours of darkness.



RECOMMENDATION

Street lighting installed and extend a suitable distance either side of the access as per street lighting design specifications for a 60mph road, to allow sufficient time for a driver's eye site to adjust and ensure consistent lighting levels.

2.3 PROBLEM

Location – Hotel access and golf course entrance

Summary: Collisions with pedestrians

It is not known at this stage if there is to be an internal link from the hotel to the golf course for pedestrians. If this is not proposed to be installed or is not well signed and directed, then persons could head out the hotel access and out onto the main road. At this location there is only a grass verge strip available to walk on, where they are at risk of slip and fall hazards and could be hit by high speed traffic on Markfield Lane if they choose to walk along the carriageway.



RECOMMENDATION

An internal link for pedestrians should be established, otherwise suitable footway facilities along Markfield Lane should be installed between the two properties.

2.4 PROBLEM

Location – Markfield Lane heading northbound

Summary: Risk of shunt collisions at access

As the hotel is proposed to have 152 rooms and likely conference facilities, vehicle flows in and out of the access could be high for a priority junction type layout. With potential large volumes of traffic, especially at peak times, traffic heading northbound to the hotel could queue when waiting to turn right into the hotel access. This combined with the visibility and lighting issues raised in problems 2.1 and 2.2 could increase the risk of shunt collisions.

RECOMMENDATION

A ghost island right hand turn lane should be installed at the hotel access.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 (formerly HD 19/15).

Audit Team Leader

Lee Williams – BSc (Hons), MIHE
Highways England Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Signed



Date 29th May 2020

Audit Team Member

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Signed



Date 29th May 2020

TMS Consultancy

Unit 1b, Sovereign Court 2,
University of Warwick Science Park
Sir William Lyons Road
Coventry,
CV4 7EZ



+ 44 (0)24 7669 0900



info@tmsconsultancy.co.uk



www.tmsconsultancy.co.uk

Appendix A

Documents Examined:

- Drawing No. F19109_02 - Proposed New Site Access Location

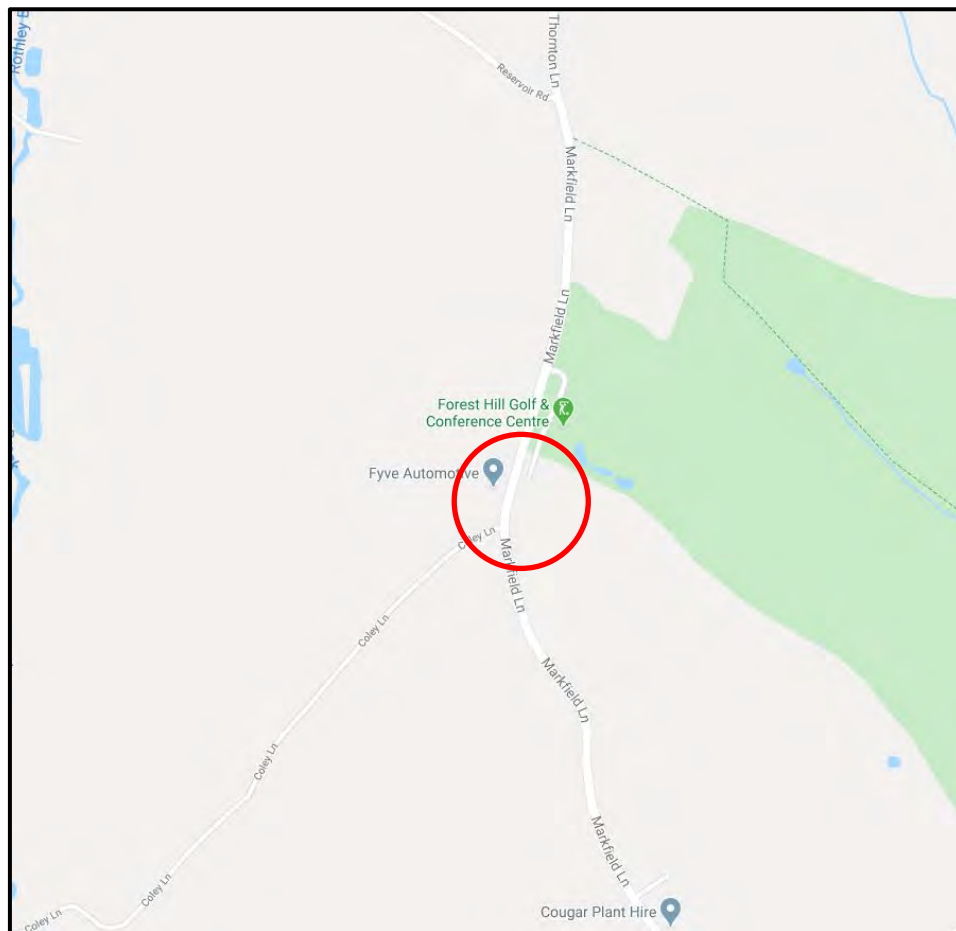
Other Information Provided:

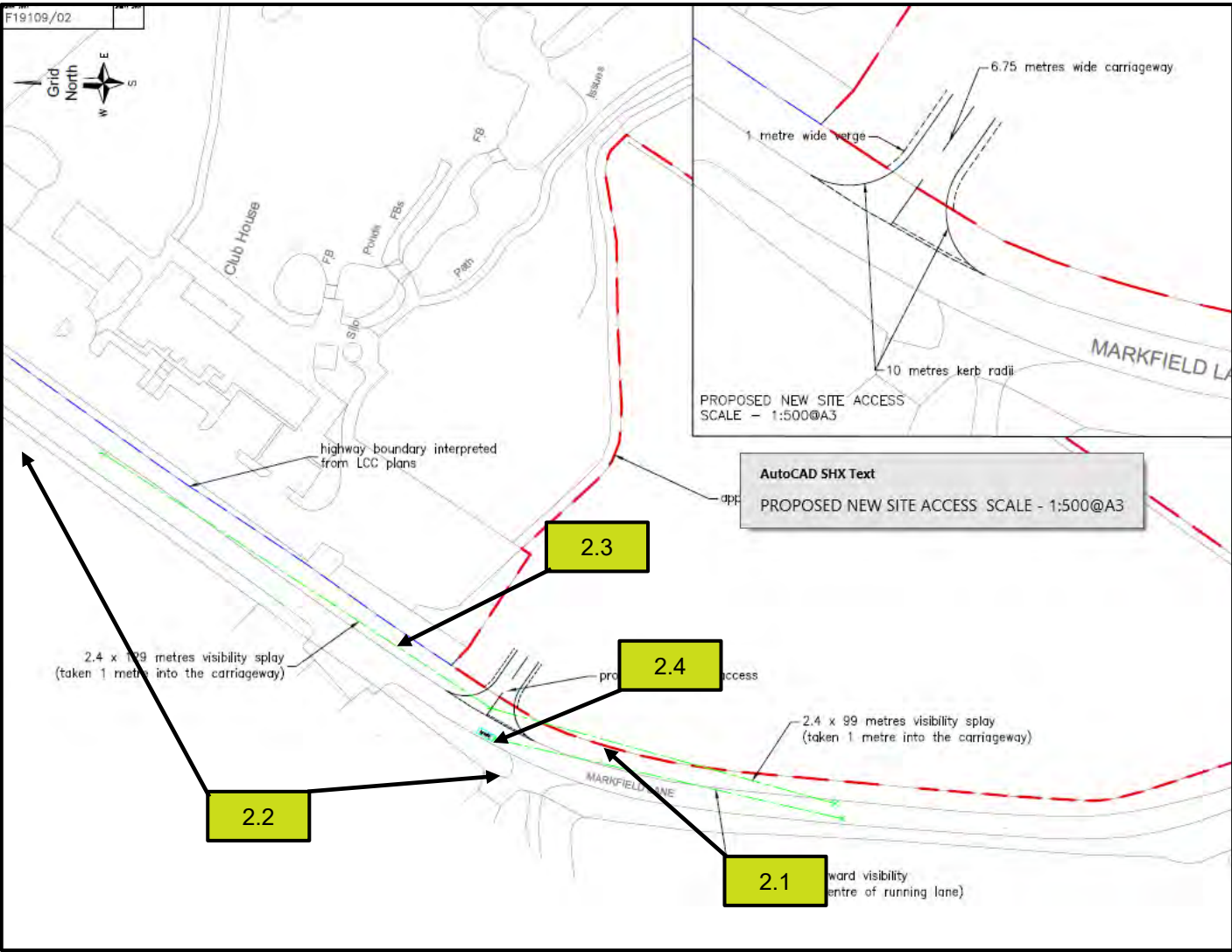
- RSA1 (Prelim Design) Audit Brief F19109
 - ATC Summary Table - F19109
 - MFS Visibility Calculator - F19109
 - PIA Figure - F19109
 - PIA Reports
 - PIA Summary
 - Site Location Plan
 - Speed Survey Summary - F19109

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:





APPENDIX O – DESIGN TEAM RESPONSE

Road Safety Audit Response Report

Project Details

Report Title	Forest Hill Golf Club, Botcheston, Leicestershire
Date	29 th May 2020
Document Reference and Revision	TMS 15643
Prepared by:	Bancroft Consulting
On behalf of:	Leicestershire County Council

Authorisation Sheet

Project:	Proposed site access from Botcheston Road
Project Title	Forest Hill Golf Club, Botcheston
Prepared by	
Name:	Lee Williams
Position:	Principal Engineer
Organisation:	TMS Consultancy
Date:	26 th May 2020
Approved by	
Name:	Richard Marriott
Position:	Road Safety Engineer
Organisation:	TMS Consultancy
Date:	26 th May 2020

Introduction

The Stage 1 Road Safety Audit (RSA) was commissioned by Bancroft Consulting in relation to a proposed highway works on Markfield Lane in Botcheston, Leicestershire associated with the delivery of an access to serve a new hotel with ancillary facilities. Details of the access layout are shown at Drawing Number F19109/02.

This RSA response follows completion of the RSA Stage 1 report referenced 15643 by TMS Consultancy dated 29th May 2020.

The RSA Stage 1 report was prepared by Mr. Lee Williams (Team Leader, Principal Engineer) and Mr. Richard Marriott (Team Member, Road Safety Engineer) of TMS Consultancy.

This Road Safety Audit Response Report has been prepared by Matthew Corner (Senior Engineer) of Bancroft Consulting.

Key Personnel

Overseeing Organisation	Leicestershire County Council
RSA Team	TMS Consultancy
Design Organisation	Bancroft Consulting

Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design Organisation Response	Overseeing Organisation response	Agreed RSA action
2.1 <u>Location:</u> Markfield Lane Hotel access (south side of visibility splay). <i>“From the site visit at the location of the proposed access there was extensive trees and vegetation in place, which could potentially obscure the visibility splay for vehicles exiting the hotel, increasing the risk of turning collisions. This coupled with the radius of the right-hand bend could also reduce stopping site [sic] distance for vehicles following, where they might not see a vehicle stopped in the carriageway waiting to turn right into the access. This could increase the risk of shunt type collisions.”</i>	<i>“Ensure that vegetation at the access and on the northbound approach is cut back sufficiently to ensure the visibility splay and stopping site [sic] distance appropriate for the speed of vehicles travelling along Markfield Lane (as per the speed survey).”</i>	<u>Agreed:</u> All vegetation within the visibility splay envelope will be cut back. This is confirmed at Section 8 of the Transport Assessment.		
2.2 <u>Location:</u> Markfield Lane. <i>“Although Markfield Lane is unlit, there are a number of lighting units both from the golf course car park and the businesses opposite where there is also a lighting column</i>	<i>“Street lighting installed and extend a suitable distance either side of the access as per street lighting specifications for a</i>	<u>Agree:</u> An appropriate street lighting scheme will be considered at the detailed design stage.		

<i>in place opposite the proposed hotel access. This light pollution could spill out onto the main carriageway, creating inconsistent lighting levels and a distraction to drivers. As it generally takes 5 seconds for the eyesight to adjust between light and dark conditions, this temporary loss of visibility could increase the risk of turning collisions with the oncoming traffic and shunt collisions on the main carriageway in the hours of darkness."</i>	<i>60mph road, to allow sufficient time for a driver's eye site [sic] to adjust and ensure consistent lighting levels."</i>			
2.3 Location: Hotel access and golf course entrance. <i>"It is not known at this stage if there is to be an internal link from the hotel to the golf course for pedestrians. If this is not proposed to be installed or is not well signed and directed, then persons could head out the hotel access and out onto the main road. At this location there is only a grass verge strip available to walk on, where they are at risk of slip and fall hazards and could be hit by high speed traffic on Markfield Lane if they choose to walk along the carriageway."</i>	<i>"An internal link for pedestrians should be established, otherwise suitable footway facilities along Markfield Lane should be installed between the two properties."</i>	<u>Agreed:</u> Internal pedestrian links would be provided between the two elements of the site, which would be signposted. This is shown at Drawing Number F20041/03 included in the Transport Assessment.		
2.4 Location: Markfield Lane heading south. <i>"As the hotel is proposed to have 152 rooms and likely conference facilities, vehicle flows in and out of the access could be high for a priority junction type layout. With potential large volumes of traffic, especially at peak</i>	<i>"A ghost island right hand turn lane should be installed at the hotel access."</i>	<u>Disagree:</u> The problems associated with problems 2.1 and 2.2 would be addressed to help reduce conflict at the access point. However, as outlined in Section 8 of the Transport Assessment there		

<i>times, traffic heading northbound to the hotel could queue when waiting to turn right into the hotel access. This combined with the visibility and lighting issues raised in problems 2.1 and 2.2 could increase the risk of shunt type accidents."</i>		should be no requirement for a right turn lane. This is based on a detailed capacity assessment which confirms that there would be no issues with queueing when turning right into the site. Other junctions in the local area also comprise simple T arrangements and operate without any highway safety problems.		
---	--	--	--	--

Design Organisation and Overseeing Organisation Statements

On behalf of the Design Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Matthew Corner
Signed	M. Corner
Position:	Senior Engineer
Organisation:	Bancroft Consulting
Date:	2 June 2020
On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation; and 2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

APPENDIX P – LCC REFUSE VEHICLE SPECIFICATION

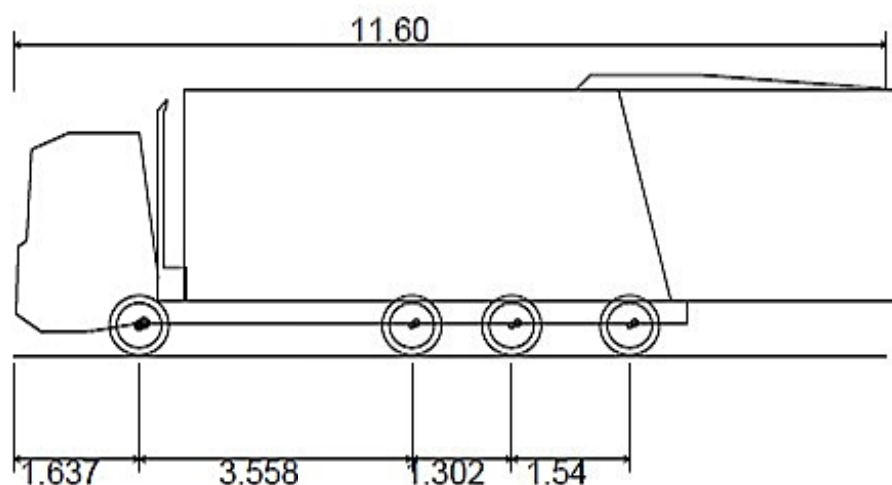
KEY



Vehicle body overhang



Vehicle wheel track



REFUSE VEHICLE

Overall Length	11.600m
Overall Width	2.500m
Overall Body Height	3.330m
Min Body Ground Clearance	0.310m
Track Width	2.200m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	11.200m

APPENDIX Q – TRICS OUTPUT DATA (MULTI MODAL)

EXISTING GOLF CLUB

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : B - PRIVATE 18 HOLE COURSES
 MULTI-MODAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 NE NORTH EAST LINCOLNSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Site area
 Actual Range: 49.77 to 49.77 (units: hect)
 Range Selected by User: 49.77 to 49.77 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/05/14

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

Selected survey days:

Sunday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1 NE-09-B-01 GOLF CLUB NORTH EAST LINCOLNSHIRE
LITTLECOATES ROAD
GRIMSBY

Edge of Town
Residential Zone

Total Site area: 49.77 hect

Survey date: SUNDAY

18/05/14

Survey Type: MANUAL

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

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES
MULTI-MODAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-08:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	1.005	Arrivals:	1.005
Departures:	0.040	Departures:	0.040
Totals:	1.045	Totals:	1.045

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NE-09-B-01	GOLF CLUB	GRIMSBY	NORTH EAST LINCOLNS	49.77	Sun	18/05/14	1.005	0.040	1.045

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES
MULTI-MODAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.181	Arrivals:	0.181
Departures:	0.784	Departures:	0.784
Totals:	0.965	Totals:	0.965

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NE-09-B-01	GOLF CLUB	GRIMSBY	NORTH EAST LINCOLNS	49.77	Sun	18/05/14	0.181	0.784	0.965

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES
MULTI-MODAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	4.199	Arrivals:	4.199
Departures:	3.556	Departures:	3.556
Totals:	7.755	Totals:	7.755

Rank	Site-Ref	Description	Town/City	Area	AREA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NE-09-B-01	GOLF CLUB	GRIMSBY	NORTH EAST LINCOLNS	49.77	Sun	18/05/14	4.199	3.556	7.755

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: NE-09-B-01 Multi-Modal Site
 Created: Version: 7.1.3 01/08/14
 Latitude/Longitude: 53.55921, -0.12143
 Land Use Type: 09 - GOLF/B - PRIVATE 18 HOLE COURSES
 Region/Area: YORKSHIRE & NORTH LINCOLNSHIRE/NORTH EAST LINCOLNSHIRE

Description: GOLF CLUB
 Street: LITTLECOATES ROAD
 District:
 Town: GRIMSBY
 Post Code: DN34 4LU
 Planning Authority:

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: D2

Population within 500m: 1530
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	75		75
Monday-Friday	0700-1000	20		20
Monday-Friday	1600-1900	20		20
Saturday	0700-1900	43		43
Sunday	0700-1900	21		21

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area 49.77 hect
 Number of holes 18

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This golf club is located in the outskirts of Grimsby on Littlecoates Road which joins Laceby Road to the south. As the site is located in the suburbs the local area mainly consists of open space/fields and residential developments.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Grimsby	3	10

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2014
Nearest Primary School	0.4 kilometres
Nearest Secondary School	1.4 kilometres
Nearest Local Shop/Corner Shop	0.8 kilometres
Nearest Main Supermarket	1.4 kilometres
Nearest Doctors Surgery	0.8 kilometres
Nearest Hospital with Minor Injuries/A & E	2.2 kilometres
Nearest Sports/Leisure Centre	1.2 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00066764
Number of people employed within Census Output Area	100
Number of households within Census Output Area	118
Number of people living within Census Output Area	232
Area of Census Output Area (hectares)	13.00
Population density within Census Output Area (per hectare)	18.40

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	NE-09-B-01	Multi-Modal survey site
Trade name:	Grimsby Golf Club	
Site area (h/a):	49.77	
Open since	1923	
Total Employees	11	
Full Time Employees	9	81%
Part Time Employees	2	19%
Approximate % of total employees working standard 9-5 hours or similar	25%	
Percentage Split of Employee Gender		
Male	50%	
Female	50%	
Number of holes	18	
Name of nearest site	CLEETHORPES GOLF CLUB	
Distance to nearest similar site	8.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	07:00	to	22:30
Friday	07:00	to	22:30
Saturday	07:00	to	22:30
Sunday	07:00	to	22:30

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	110
Parking Spaces Per Hectare	2.210
Parking Spaces Per Course	110.000

Number of spaces

Employee	0
Disabled	5
Visitor/Customer	105
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

Car park is managed by the reception staff

Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking

The car park has more than enough parking spaces for its users

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: NE-09-B-01 Survey date: 18/05/14 Day of week: Sunday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Hot and Clear
 PM weather: Hot and Clear
 Initial car park occupancy: 0 Final car park occupancy: 15

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 77% (110 On-Site Spaces)

Data proportions in %

Motor cars	93	Motor cycles	1	Public service	0
Light goods	5	OGV (1)	0	OGV (2)	0
				Taxis	1

Servicing Vehicles count recorded No

Time	Arr 213	Dep 198	Totals 411	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	50	2	52	48
08:00-09:00	15	4	19	59
09:00-10:00	13	7	20	65
10:00-11:00	16	12	28	69
11:00-12:00	14	13	27	70
12:00-13:00	21	20	41	71
13:00-14:00	33	19	52	85
14:00-15:00	17	20	37	82
15:00-16:00	12	14	26	80
16:00-17:00	5	11	16	74
17:00-18:00	9	39	48	44
18:00-19:00	4	16	20	32
19:00-20:00	2	13	15	21
20:00-21:00	2	4	6	19
21:00-22:00	0	4	4	15
22:00-23:00				
23:00-24:00				

Comments

confirm survey times as data sheet says 2100hr but we have counts upto 2200hrs

Site reference: NE-09-B-01 Survey date: 18/05/14 Day of week: Sunday
Multi-Modal survey site
Vehicles surveyed: Taxis

Time	Arr 1	Dep 1	Totals 2	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	0	1	(1)
08:00-09:00	0	0	0	(1)
09:00-10:00	0	0	0	(1)
10:00-11:00	0	0	0	(1)
11:00-12:00	0	0	0	(1)
12:00-13:00	0	1	1	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: NE-09-B-01 Survey date: 18/05/14 Day of week: Sunday
Multi-Modal survey site
Vehicles surveyed: Cycles

Time	Arr 9	Dep 3	Totals 12	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	0	2	(2)
08:00-09:00	3	0	3	(5)
09:00-10:00	0	0	0	(5)
10:00-11:00	0	0	0	(5)
11:00-12:00	3	0	3	(8)
12:00-13:00	0	2	2	(6)
13:00-14:00	0	0	0	(6)
14:00-15:00	1	0	1	(7)
15:00-16:00	0	0	0	(7)
16:00-17:00	0	0	0	(7)
17:00-18:00	0	0	0	(7)
18:00-19:00	0	0	0	(7)
19:00-20:00	0	1	1	(6)
20:00-21:00	0	0	0	(6)
21:00-22:00	0	0	0	(6)
22:00-23:00				
23:00-24:00				

Site reference: NE-09-B-01 Survey date: 18/05/14 Day of week: Sunday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arr 11	Dep 11	Totals 22	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	2	0	2	(2)
09:00-10:00	0	0	0	(2)
10:00-11:00	4	2	6	(4)
11:00-12:00	0	0	0	(4)
12:00-13:00	2	2	4	(4)
13:00-14:00	0	1	1	(3)
14:00-15:00	1	0	1	(4)
15:00-16:00	0	0	0	(4)
16:00-17:00	2	2	4	(4)
17:00-18:00	0	2	2	(2)
18:00-19:00	0	0	0	(2)
19:00-20:00	0	1	1	(1)
20:00-21:00	0	1	1	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Calculation Reference: AUDIT-539501-200515-0556

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : B - PRIVATE 18 HOLE COURSES
 MULTI-MODAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 NE NORTH EAST LINCOLNSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Site area
 Actual Range: 49.77 to 49.77 (units: hect)
 Range Selected by User: 49.77 to 49.77 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/05/14

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

Selected survey days:

Sunday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

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

LIST OF SITES relevant to selection parameters

1 NE-09-B-01 GOLF CLUB NORTH EAST LINCOLNSHIRE
LITTLECOATES ROAD
GRIMSBY

Edge of Town
Residential Zone

Total Site area: 49.77 hect

Survey date: SUNDAY

18/05/14

Survey Type: MANUAL

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

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES

MULTI-MODAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	49.77	1.005	1	49.77	0.040	1	49.77	1.045
08:00 - 09:00	1	49.77	0.301	1	49.77	0.080	1	49.77	0.381
09:00 - 10:00	1	49.77	0.261	1	49.77	0.141	1	49.77	0.402
10:00 - 11:00	1	49.77	0.321	1	49.77	0.241	1	49.77	0.562
11:00 - 12:00	1	49.77	0.281	1	49.77	0.261	1	49.77	0.542
12:00 - 13:00	1	49.77	0.422	1	49.77	0.402	1	49.77	0.824
13:00 - 14:00	1	49.77	0.663	1	49.77	0.382	1	49.77	1.045
14:00 - 15:00	1	49.77	0.342	1	49.77	0.402	1	49.77	0.744
15:00 - 16:00	1	49.77	0.241	1	49.77	0.281	1	49.77	0.522
16:00 - 17:00	1	49.77	0.100	1	49.77	0.221	1	49.77	0.321
17:00 - 18:00	1	49.77	0.181	1	49.77	0.784	1	49.77	0.965
18:00 - 19:00	1	49.77	0.080	1	49.77	0.321	1	49.77	0.401
19:00 - 20:00	1	49.77	0.040	1	49.77	0.261	1	49.77	0.301
20:00 - 21:00	1	49.77	0.040	1	49.77	0.080	1	49.77	0.120
21:00 - 22:00	1	49.77	0.000	1	49.77	0.080	1	49.77	0.080
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.278			3.977			8.255	

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

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

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

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	49.77 to 49.77 (units: hect)
Survey date range:	01/01/12 - 18/05/14
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES

MULTI-MODAL TAXIS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	49.77	0.020	1	49.77	0.000	1	49.77	0.020
08:00 - 09:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
09:00 - 10:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
10:00 - 11:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
11:00 - 12:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
12:00 - 13:00	1	49.77	0.000	1	49.77	0.020	1	49.77	0.020
13:00 - 14:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
14:00 - 15:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
15:00 - 16:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
16:00 - 17:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
17:00 - 18:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
18:00 - 19:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
19:00 - 20:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
20:00 - 21:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
21:00 - 22:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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

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

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES

MULTI-MODAL CYCLISTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	49.77	0.040	1	49.77	0.000	1	49.77	0.040
08:00 - 09:00	1	49.77	0.060	1	49.77	0.000	1	49.77	0.060
09:00 - 10:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
10:00 - 11:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
11:00 - 12:00	1	49.77	0.060	1	49.77	0.000	1	49.77	0.060
12:00 - 13:00	1	49.77	0.000	1	49.77	0.040	1	49.77	0.040
13:00 - 14:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
14:00 - 15:00	1	49.77	0.020	1	49.77	0.000	1	49.77	0.020
15:00 - 16:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
16:00 - 17:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
17:00 - 18:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
18:00 - 19:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
19:00 - 20:00	1	49.77	0.000	1	49.77	0.020	1	49.77	0.020
20:00 - 21:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
21:00 - 22:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.060			0.240

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

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

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
08:00 - 09:00	1	49.77	0.040	1	49.77	0.000	1	49.77	0.040
09:00 - 10:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
10:00 - 11:00	1	49.77	0.080	1	49.77	0.040	1	49.77	0.120
11:00 - 12:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
12:00 - 13:00	1	49.77	0.040	1	49.77	0.040	1	49.77	0.080
13:00 - 14:00	1	49.77	0.000	1	49.77	0.020	1	49.77	0.020
14:00 - 15:00	1	49.77	0.020	1	49.77	0.000	1	49.77	0.020
15:00 - 16:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
16:00 - 17:00	1	49.77	0.040	1	49.77	0.040	1	49.77	0.080
17:00 - 18:00	1	49.77	0.000	1	49.77	0.040	1	49.77	0.040
18:00 - 19:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
19:00 - 20:00	1	49.77	0.000	1	49.77	0.020	1	49.77	0.020
20:00 - 21:00	1	49.77	0.000	1	49.77	0.020	1	49.77	0.020
21:00 - 22:00	1	49.77	0.000	1	49.77	0.000	1	49.77	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.220			0.220			0.440

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

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

PROPOSED HOTEL

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 MULTI-MODAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	WR WREXHAM	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 37 to 126 (units:)
 Range Selected by User: 15 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 16/10/19

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

Selected survey days:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Village	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C1	2 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
------------	--------

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CH-06-A-01	RAMADA JARVIS	CHESHIRE
	WHITCHURCH ROAD		
	CHESTER		
	CHRISTLETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	126	
	Survey date: WEDNESDAY	15/10/08	Survey Type: MANUAL
2	WR-06-A-02	HOTEL	WREXHAM
	WREXHAM ROAD		
	NEAR WREXHAM		
	HOLT		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:	37	
	Survey date: THURSDAY	06/10/11	Survey Type: MANUAL

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

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.114	Arrivals:	0.114
Departures:	0.248	Departures:	0.248
Totals:	0.363	Totals:	0.363

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	0.175	0.254	0.429
2	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	0.054	0.243	0.297

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.200	Arrivals:	0.200
Departures:	0.189	Departures:	0.189
Totals:	0.389	Totals:	0.389

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	0.297	0.243	0.540
2	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	0.103	0.135	0.238

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	1.716	Arrivals:	1.716
Departures:	1.823	Departures:	1.823
Totals:	3.538	Totals:	3.538

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WR-06-A-02	HOTEL	NEAR WREXHAM	WREXHAM	37	Thu	06/10/11	2.162	2.216	4.378
2	CH-06-A-01	RAMADA JARVIS	CHESTER	CHESHIRE	126	Wed	15/10/08	1.270	1.429	2.699

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Site Reference: CH-06-A-01 Multi-Modal Site
 Created: Version: 2009(a)v6.3.1 26/01/09
 Latitude/Longitude: 53.18600, -2.84810
 Land Use Type: 06 - HOTEL, FOOD & DRINK/A - HOTELS
 Region/Area: NORTH WEST/CHESHIRE

Description: RAMADA JARVIS
 Street: WHITCHURCH ROAD
 District: CHRISTLETON
 Town: CHESTER
 Post Code: CH3 5QL
 Planning Authority:

Location: Neighbourhood Centre (PPS6 Local Centre)
 Location Sub Category: Village
 Use Class: C1

Population within 500m: 300
 Population within 1 Mile: 10,001 to 15,000
 Population within 5 Miles: 100,001 to 125,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	202		202
Monday-Friday	0700-1000	48		48
Monday-Friday	1600-1900	48		48
Saturday	0700-1900	196		196
Sunday	0700-1900	102		102

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Gross floor area: 6000 sqm
 Number of bedrooms: 126
 Total Employees: 147

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in Christleton, at the eastern edge of Chester. It is off the A41 Whitchurch Road, which heads south-east away from town and west into the city centre. The local city Bypass (A55) is very close to the site, and heads north to the M53 motorway and south-west around Chester.

The site has a single vehicle access off Whitchurch Road.

Local developments include retail superstores, a garden centre, residential developments, a pub/restaurant, and a law college. A Park & Ride site is also very close by, also on Whitchurch Road.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Chester City Centre	6	10
Waverton	2	20

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the bus services shown, there is an hourly service available to Wrexham, the journey time taking 35 minutes.

There are fluctuations in bus service frequencies shown (services per hour) and start and end times (i.e. not all services run from 0700 to 1900) for the individual bus services listed.

Design features encouraging non-car modes

12. Pedestrians

The site is in proximity to a canal towpath.

13. Pedal cycles

The site is in proximity to local cycle lanes.

14. Public transport

The site is in proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	0.8 kilometres
Nearest Secondary School	0.8 kilometres
Nearest Local Shop/Corner Shop	0.5 kilometres
Nearest Main Supermarket	0.7 kilometres
Nearest Doctors Surgery	1.1 kilometres
Nearest Hospital with Minor Injuries/A & E	4.5 kilometres
Nearest Sports/Leisure Centre	0.8 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	87
Number of households within Census Output Area	89
Number of people living within Census Output Area	212
Area of Census Output Area (hectares)	69.00
Population density within Census Output Area (per hectare)	3.07

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference:	CH-06-A-01	Multi-Modal survey site
Trade name:	RAMADA JARVIS	
Site area (h/a):	1.55	
Gross floor area (sqm)	6000	
GFA not in use (sqm)	0	
Open since	2002	
Total Employees	147	
Full Time Employees	102	69%
Part Time Employees	45	31%
Approximate % of total employees working standard 9-5 hours or similar	15%	
Percentage Split of Employee Gender		
	Male	%
	Female	%
GFA per employee	40.816	
Number of bedrooms	126	
Name of nearest site	ROWTON HALL	
Distance to nearest similar site	2.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Conference Facilities:

Comments

This hotel includes a 130-seat restaurant, along with a health club and spa, and conference rooms. On the day of the survey, two small day-long conferences were taking place.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	134
Parking Spaces Per 100m2 GFA	2.233
Parking Spaces Per bedroom	1.063

Number of spaces

Employee	0
Disabled	3
Visitor/Customer	129
OGV parking bays	2
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is also a drop-off point just in front of the hotel building's front entrance.

A park and ride facility is located very close to the site, a short walking distance along Whitchurch Road.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 750

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

Yes

Approximate journey time from the facility to the site

0

Site reference: CH-06-A-01 Survey date: 15/10/08 Day of week: Wednesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Light Rain
 PM weather: Cold and Cloudy
 Initial car park occupancy: 46 Final car park occupancy: 36

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 37% (134 On-Site Spaces)

Data proportions in %

Motor cars	85	Motor cycles	0	Public service	2
Light goods	6	OGV (1)	3	OGV (2)	0
				Taxis	4

Servicing Vehicles count recorded No

Time	Arr 184	Dep 194	Totals 378	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	9	8	17	47
08:00-09:00	22	32	54	37
09:00-10:00	31	19	50	49
10:00-11:00	14	15	29	48
11:00-12:00	12	13	25	47
12:00-13:00	7	14	21	40
13:00-14:00	8	6	14	42
14:00-15:00	11	17	28	36
15:00-16:00	9	22	31	23
16:00-17:00	10	11	21	22
17:00-18:00	13	17	30	18
18:00-19:00	14	6	20	26
19:00-20:00	14	7	21	33
20:00-21:00	9	4	13	38
21:00-22:00	1	3	4	36
22:00-23:00				
23:00-24:00				

Comments

All public transport users recorded were coach passengers.

The difference in total people arrivals and departures can be explained by the fact that this site is 24-hour in nature.

Site reference: CH-06-A-01 Survey date: 15/10/08 Day of week: Wednesday
Multi-Modal survey site
Vehicles surveyed: Taxis

Time	Arr 7	Dep 7	Totals 14	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	1	1	2	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	1	1	2	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference: CH-06-A-01 Survey date: 15/10/08 Day of week: Wednesday
Multi-Modal survey site
Vehicles surveyed: Cycles

Time	Arr 12	Dep 14	Totals 26	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	4	0	4	(4)
10:00-11:00	0	1	1	(3)
11:00-12:00	0	0	0	(3)
12:00-13:00	0	1	1	(2)
13:00-14:00	0	0	0	(2)
14:00-15:00	0	1	1	(1)
15:00-16:00	0	2	2	(-1)
16:00-17:00	1	1	2	(-1)
17:00-18:00	4	0	4	(3)
18:00-19:00	3	8	11	(-2)
19:00-20:00	0	0	0	(-2)
20:00-21:00	0	0	0	(-2)
21:00-22:00	0	0	0	(-2)
22:00-23:00				
23:00-24:00				

Site reference: CH-06-A-01 Survey date: 15/10/08 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Pedestrians

Time	Arr 23	Dep 26	Totals 49	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	1	0	1	(2)
10:00-11:00	1	0	1	(3)
11:00-12:00	0	0	0	(3)
12:00-13:00	0	2	2	(1)
13:00-14:00	2	2	4	(1)
14:00-15:00	1	2	3	(0)
15:00-16:00	1	2	3	(-1)
16:00-17:00	2	0	2	(1)
17:00-18:00	9	0	9	(10)
18:00-19:00	3	1	4	(12)
19:00-20:00	2	11	13	(3)
20:00-21:00	0	6	6	(-3)
21:00-22:00	0	0	0	(-3)
22:00-23:00				
23:00-24:00				

Site reference: CH-06-A-01 Survey date: 15/10/08 Day of week: Wednesday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arr 40	Dep 40	Totals 80	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	39	39	(-39)
10:00-11:00	0	0	0	(-39)
11:00-12:00	0	0	0	(-39)
12:00-13:00	0	0	0	(-39)
13:00-14:00	0	0	0	(-39)
14:00-15:00	1	0	1	(-38)
15:00-16:00	0	1	1	(-39)
16:00-17:00	1	0	1	(-38)
17:00-18:00	0	0	0	(-38)
18:00-19:00	38	0	38	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				



Jarodale House
7 Gregory Boulevard
Nottingham NG7 6LB

0115 960 2919
office@bancroftconsulting.co.uk

bancroftconsulting.co.uk