



Transport Statement

**PROPOSED DEVELOPMENT:  
KNOLL HOUSE HOTEL**

Ferry Road, Studland

October 2022



Kingfisher Resort Studland Ltd

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## **1. INTRODUCTION**

- 1.1** This Transport Statement (TS) has been prepared to accompany a planning application for a proposed Luxury Holiday Resort, redeveloping the Knoll House Hotel in Studland, Dorset.
- 1.2** The site has already been subject to a planning application in 2019 (ref: 6/2018/0566) to redevelop the hotel and site area. Dorset Council (DCC) highways did not object to this development and the methodology for assessment was agreed. The principles agreed with DCC as part of that application have been adopted in this document to ensure a robust and consistent assessment.
- 1.3** Proposals seek to develop a new masterplan for the site, removing poor quality ancillary buildings and linking green spaces, providing a high-quality hotel, holiday villas and leisure facilities in this key location within Studland.
- 1.4** Proposals significantly improve the existing highway situation by formalising the existing car parking arrangements, alongside promoting sustainable travel by providing ample cycle parking, electric vehicle charging and offering a shuttle bus service for staff and guests.
- 1.5** Proposals reduce the number of keys available on site and provide additional leisure and amenity facilities. The reduction in keys available at the hotel outlines a net reduction in trip potential on site and as such no quantitative traffic impact assessment has been undertaken. A full car park assessment has been undertaken nonetheless and is included at Section 7. This was a principle previously agreed with officers.
- 1.6** This TS has been produced in line with the DfT Guidance on Transport Assessment. Although this document has now been archived, it is still relevant in the context of assessing the transportation aspects of development proposals.
- 1.7** The TS provides a background to the existing highways situation in the area and that connected to the existing site use. The proposed development is then discussed and the impact on the network is demonstrated.

## 2. EXISTING SITUATION

**2.1** The site is located in Studland, within the wider district of Purbeck and categorised as an Area of Outstanding Natural Beauty (AONB). The wider area is popular with tourists, with Old Harry Rocks and the Jurassic coastline found nearby and water sports offered at Knoll Beach.

**2.2** Local traffic conditions exhibit seasonal variations in line with typical school holiday periods, where the traffic present on the highway can significantly increase. Existing traffic flow data has been assessed in Table 2.3.

### Land Use and Planning History

**2.3** The site is currently occupied by the Knoll House Hotel, with the building operating as a hotel since 1931. The site falls under the C1 land use classification.

**2.4** The site is located off Ferry Road and currently contains approximately 30 buildings including a main hotel building which comprises of 106 guest bedrooms along with 57no. staff bedrooms and ancillary facilities with associated car parking and landscaping.

**2.5** The site has been redeveloped in a piecemeal fashion over the years and lacks a coherent form with informal parking across the site and a number of low quality ancillary buildings.

**2.6** The hotel is currently operational and offers a quantum of 163 keys, formed off 106 no. guest and 57 no. staff keys.

**2.7** Historic (pre-covid19 pandemic) occupancy levels have been estimated using the hotels current Property Management System. The data has been used to estimate occupancy levels throughout the year below:

*Peak Season (August / Christmas) – 90% Occupancy;*

*Shoulder Season (May / October Half Terms)– 70% Occupancy;*

*Low Season (January - March / November)– 40% Occupancy;*

*Average – 60% Occupancy.*

**2.8** The TRICS database has been utilised to estimate the likely modal split of the existing use. The hotel trip rates were agreed with DCC as part of the previously agreed assessment.

Mode	Non-car Modes		Non-car Modes			
	Single Occupancy	Multi Occupancy	Cycle	Coach Passengers	Pedestrians	Public Transport
Knoll House Hotel	52%	36.3%	1.2%	6.2%	3.5%	0.8%

**Table 2.1 – Knoll House Hotel, Modal Split (TRICS)**

**2.9** The modal split percentage estimated for a hotel in this location shows a preference for car use. Over half of trips accessing the site would be via single vehicle occupants. Almost 12% of trips would be made via non-car modes, including circa 5% by foot and cycle.

### Local Modal Split

**2.10** The modal split (TTW) gives a good indication of the willingness of local residents to use 'non-car' modes to access amenity.

**2.11** The MSOA (Purbeck 005) encapsulating the site has been compared to the Local Authority in the table below. The calculations omit those 'working from home' and 'unemployed' within the area and is correct as of the 2011 Census.

	Walk	Cycle	Car	Motorcycle	Public Transport	Other
Purbeck 005 MSOA	13.7%	2.8%	75.6%	0.9%	4.5%	2.5%
Purbeck	14.2%	3.2%	75.7%	1.4%	4.3%	1.1%

**Table 2.2 – Mode of Travel to Work in Purbeck 005 MSOA, in Comparison to Purbeck LA**

**2.12** In 2011, 21% of residents used sustainable non-car modes to access employment, the average for Purbeck is 22%. Travel habits are shown to be consistent across Purbeck, with the proportion of people walking in the local area slightly lower than for the Authority as a whole.

**2.13** The rural nature of the site would dictate that the majority of walking and cycling trips would be leisure based and therefore not represented above. The existing walking and cycle infrastructure locally has been explored in the next the section.

### Local Highway Attributes

#### Site Access

**2.14** The site benefits from an existing access point on Ferry Road. The junction is a simple priority T-junction.

**2.15** The layout of the junction enables 2-way flow, alongside easy access by HGVs from the west (i.e. turning left into the site), operating without issue at present in relation to the current hotel use.

**2.16** The stretch of Ferry Road is subject to a 40mph speed limit (as shown in Figure 2.3). In accordance with Dorset Council visibility splay guidance, stopping sight distances of 79 metres are required at the existing junction. The current junction arrangement can comfortably achieve the required visibility in both directions as shown in drawing T475-02-07, provided in the appendices. This is also demonstrated in the photos provided in Figure 2.2.

- 2.17** Figure 2.1 demonstrates the achievable visibility to the left and right at 2.4m from the give way markings. A significant proportion of Ferry Road is visible to the left and right when approaching the give way markings allowing motorists to judge the speed of vehicles approaching on Ferry Road in good time.



**Figure 2.1 – Visibility at Existing Junction (Source: Exigo, 2018)**

- 2.18** The existing access junction has been subject to a full accident analysis. The results are presented in Section 3 of the report.

### **Parking**

- 2.19** The car parking spaces currently provided on site are informal and unmarked. Vehicles at present can park in graveled areas to the west and block paved areas near to the existing buildings. There is no current provision for motorists who have met the criteria for a blue badge on site.
- 2.20** It has been estimated that the existing parking areas would allow approximately 86 vehicles to be parked within the whole site. Parking has been estimated using a topographical survey of the existing site, assuming spaces measure 2.4m x 4.8m with a 6m clearance.
- 2.21** A plan showing how the existing car parking provision has been calculated is provided in the appendices for reference.

### **Existing Parking Operation**

- 2.22** Informal surveys of the existing car park were undertaken to determine the quantum of cars parked overnight. It was noted that during high season an average of 55 vehicles were parked overnight at the Hotel.
- 2.23** This was then compared to occupancy levels to determine a ratio of guest keys to vehicles parked overnight. Based on high season occupancy figures (circa 95 keys) a ratio of 1 key per 0.58 vehicles parked overnight can be calculated (55 cars / 95 keys = 58% occupancy).
- 2.24** The following ratio has been employed in the car park accumulation assessment presented in Section 7 of this document.

## Local Parking Restrictions

- 2.25** A Traffic Regulation Order (TRO) in the form of a parking restriction is found on the stretch of Ferry Road fronting the site. The figure above denotes that the single yellow line markings are found flanking Ferry Road and extend into the site at the existing access. On street parking is restricted along Ferry Road between 1000 and 1900; the restriction is only active between 15<sup>th</sup> March to 30 September to account for the typical holiday period.



**Figure 2.2 – Existing TRO on Ferry Road**

## Highway Network

- 2.26** Knoll House Hotel takes access from the B3351 Ferry Road. The B3351 links the site northbound to the Ferry (South Haven Point) and southbound towards Studland; with the B3351 extending westbound towards Corfe Castle where it joins the A351 via a priority junction.
- 2.27** The B3351 extends from the Corfe Castle (A351) to the Poole Harbour (South Haven Point). Vehicles utilising the ferry to cross the harbour would join the B3369 in Sandbanks. The B3369 extends from Sandbanks and connects the village to the A35 and Poole. The B3065, accessible from the B3369, links Sandbanks and the site to Bournemouth via the A338.
- 2.28** The B3351 and A351 form the main highway network south side of Poole Harbour in Dorset. The Southeast Dorset Conurbation (Including: Bournemouth, Poole and Christchurch) is served by the A35, A350 and A338.
- 2.29** The nearest town to the site is Swanage and is accessible via the B3351 and Ulwell Road. The A351 connects Swanage to Wareham and the A35 (Upton Bypass).

**2.30** A Department for Transport (DfT) traffic counter is present on the A351, measuring the Annual Average Daily Traffic (AADT) on the stretch of highway (15.9km / 9.88 miles) between Swanage and Wareham. The table below summarises the AADT for the latest 5-year period.

Year	2020	2012	2006
AADT (All Vehicles)	9145	8156	8670
% Car	76.7	77.2	80.9
% LGV	18.2	18.4	13.2
% HGV	2.8	2.6	3.7
%Cycle	0.7	0.1	0.2

**Table 2.3 – A351 Traffic Counts (Source: DfT, 56995)**

**2.31** Overall vehicular traffic is shown to have marginally increased from levels surveyed in 2006 on the A351, however, the proportion of cars has decreased over that period. The proportional decrease in car traffic since 2006 is largely related to the increase in Light Goods Vehicles (LGVs), reflecting the popularity of online shopping in recent years and the move towards home delivery.

**2.32** Vehicles on Ferry Road are restricted to a speed limit of 40mph across the site frontage and to the south heading towards the settlement of Studland. The speed limit changes to 60mph to the north of the site (national speed limit), between Knoll Beach and the Ferry (Shell Bay) linking Studland to Sandbanks.



**Figure 2.3 – Ferry Road Speed Limit**

**2.33** A DfT traffic counter on the Sandbanks side of the ferry crossing recorded 2709 vehicles using the ferry crossing in 2009. This figure is likely to vary throughout the year in line with the type high and low tourist seasons.

### **Tourism**

**2.34** The 'Characteristics of Tourism in the South West Region' has been analysed as part of the Local Travel Plan Support Document 7.

- 2.35** The findings are somewhat outdated but do serve as a long-term view on tourism in the area and travel habits connected to visitors. A summary has been provided showing the pertinent findings.
- 2.36** The majority (69%) of tourist related travel in the Southwest occurs between April and September. A total of 18,115,000 visits to Dorset were recorded in 2008/2009 with 19% staying overnight.
- 2.37** For visitors who arrived by private vehicle, this mode of transport was utilised on average for 70% of days during their stay. Importantly, a private vehicle (car) was not used for 30% of the days during their stay. For those not using a car, 80% were focused on not travelling at all and staying close to the resort / destination.
- 2.38** The research found that families were more likely to go car free during their stay, however, location was a key factor in the propensity for not using a car with significant location variations.
- 2.39** For those citing they intend too or would like to use public transport (40 / 43% respectively), 60% thought it would be too difficult to do so.
- 2.40** The findings of the tourism report demonstrate that with suitable information regarding alternative transport options, modal shift is likely amongst hotel guests.

### 3. ACCESSIBILITY VIA NON-CAR MODES

**3.1** The site is located on Ferry Road, running parallel to the Jurassic Coast Line. North of the site, Studland is separated from the rest of Purbeck by Poole Harbour, with a Ferry Port located on Ferry Road.

**3.2** The table below outlines the respective resident population within a prescribed distance from the site. The distance of 2km refers to a maximum acceptable walking distance (IHT) and 5km to a distance where cycling could replace a short car journey.

Mode	Catchment	Population*
Walking	2km	366
Cycling	5km	1054

**Table 3.1 – Local Population Statistics (2020 Mid-year estimate, ONS)**

**3.3** The population catchment results are fairly typical of a rural setting and people would be expected to walk further nonetheless, especially if the purpose were leisure.

**3.4** The main visitors to the site will be guests and people from the local area using the onsite facilities.

#### **Pedestrians**

**3.5** Knoll House is situated in an AONB and is very popular for tourist/leisure activities, specifically of interest to walkers and ramblers.

**3.6** The Southwest Coastal Path extends past the site following the coastline to the north and south. The coastal path can be accessed via Knoll Beach; the beach is an approximately 500m by foot using Ferry Road.

**3.7** There are no formal footways flanking Ferry Road near to the site. The highway is flanked by verges, this accommodates existing pedestrian movements; this was evident during numerous site visits. The highway verge site side of Ferry Road, measures between 2 and 3 metres wide along the frontage. The offside verge measures approximately 2 metres wide and allows bus passengers to wait off carriageway. The highway verge along this stretch of Ferry Road benefits from a kerb with upstand from the carriageway.

Destination	Walking	
	Distance (miles)	Time** (mins)
Studland Bay Beach	1.1	10
Old Harry Rocks	2.0	43
Studland Nature Reserve	0.6	12
Ferry	2.3	44
Studland*	0.6	12
Swanage*	4.0	81

**Table 3.2 – Travel Time / Distance to Key Distance via Walking**

\*Town or village centre

\*\*Walking and cycling travel times based on Google Directions service

**3.8** The table above is reproduced in the accompanying Framework Travel Plan and the information will be offered as part of a clear and concise map once operational. A detailed accessibility plan has been produced to accompany the submission and outlines the relative walking time isochrones and the location of key destinations, alongside any notable walking routes.

### Cycling

**3.9** Over a thousand people within 5km of the site. A distance of 5km is described as where a cycle journey can replace short car journey. A plan showing the 5km catchment is included within appendices, alongside a general accessibility plan for cyclists.

**3.10** National cycle routes 2 and 6 are found near to Studland and Swanage respectively, with route 2 connecting Studland to Sandbanks via the ferry and Studland to Wareham and other national / regional routes. An overview map of all routes in Purbeck has been included in the appendices.

**3.11** Cycling as a mode of travel would likely be used as part of a leisure trips once already on site or by visitors to the site to access leisure (i.e. swimming pool / gym) or retail facilities (i.e. restaurant). Hotel guests would be unlikely to arrive by cycle, due to the restrictions on how much a person could transport on a pedal cycle. However, it may be an option for some staff.

**3.12** Cycle hire is available locally, with the nearest located in Swanage and Corfe Castle, offering hire costs of between £20 and £30 for adult riders per day. It is noted that several bike hire outlets offer electric bikes, a viable alternative to extend ride length/difficulty.

**3.13** Table 3.3 outlines the relative travel time and distance to key destinations in the area, to accurately reflect the movements of existing and proposed guests of the site.

**3.14** The analysis demonstrates that many key destinations are fully accessible by pedal cycle, with most journeys requiring a round trip of less than an

hour. Leisure cycling trips would be accessible for existing guests and residents, with the local road network suitable for cycling movements.

- 3.15** A map has been produced denoting local cycle routes and the relative accessibility of the site via cycle. The map is included at Appendix B.

Destination	Cycling	
	Distance (miles)	Time** (mins)
<i>Studland Bay Beach</i>	1.1	2
<i>Old Harry Rocks</i>	2.0	36
<i>Studland Nature Reserve</i>	0.6	3
<i>Ferry</i>	2.3	10
<i>Studland*</i>	0.6	4
<i>Swanage*</i>	4.2	25
<i>Corfe Castle</i>	12.0	30

**Table 3.3 - Travel Time/Distance to Key Destinations via Cycling**

\*Town or village centre.

\*\*Walking and cycling travel times based on Google Directions service.

### Public Transport

- 3.16** Bus stops are provided on Ferry Road across the site frontage offering travel northbound and southbound, towards Sandbanks / Bournemouth and Studland / Swanage respectively.
- 3.17** Bus service 50 (Breezer) runs between Swanage Bus Station and Bournemouth Rail Station and passes the site as part of its route along Ferry Road. All bus services are provided by the bus operator: Morebus.
- 3.18** Additional bus services are available from Swanage Bus Station, including service 30 towards Weymouth and Dorchester, Breezer service 35 towards Wareham via Corfe Castle and Breezer service 40 to Poole via Upton, Corfe Castle and Wareham.

**3.19** An extract of the Breezer service 50 bus service map outlines the route of service 50 and where to access near to site.



**Figure 3.1 – Bus Service Map Extract (Source: Breezer 50, Morebus)**

**3.20** The table below provides information on the bus operation times, frequency and major destinations.

Number –Route	Start /Finish	Weekday Frequency	Saturday Frequency	Sunday Frequency
<b>Swanage → Shell Bay Ferry → Sandbanks → Bournemouth</b>				
50 Outbound	- 0645/1927	Hourly	Hourly (Except first service at 0745, then 25-past thereon)	Every 2 hours
<b>Bournemouth → Sandbanks → Shell Bay Ferry → Swanage</b>				
50 Inbound	- 0802/2045	Hourly (Except first 2 services at 0802 & 0858, then 38-past thereon)	Hourly (Except first service at 0858, then 25-past thereon)	Every 2 hours

**Table 3.4 – Bus Frequency Table**

- 3.21** The nearest train station is in Wareham approximately 11miles (17.7km) from Knoll House Hotel via the B3351 and A351 or by using bus service 40 and 50. There are closer railway stations, for example Parkstone, but they would require the use of the ferry crossing. Parkstone station provides services to Weymouth and London Waterloo. London Waterloo provides access to major under and over ground rail services across London; therefore, providing access to key UK destinations including several international airports.
- 3.22** The nearest airport providing international air travel is in Bournemouth. Southampton Airport is located further east and provides both International and Domestic flights.
- 3.23** The table below summarises the accessibility of many key destinations by public transport. The table demonstrates that the majority of local destinations are fully accessible by public transport, with many only requiring the use of the route 50 bus service.

Destination	Public Transport	
	Service and Route (Bus, Train)	Time** (minutes)
<i>Old Harry Rocks</i>	50 → Walk	36
<i>Studland Nature Reserve</i>	50	5
<i>Ferry</i>	50	10
<i>Studland*</i>	50	3
<i>Swanage*</i>	50	15
<i>Corfe Castle</i>	50 → 35 or 40	51
<i>Wareham*</i>	50 → 35 or 40	69
<i>Sandbanks</i>	50 → Ferry → 50	18
<i>Bournemouth</i>	50 → Ferry → 50	47

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<i>Poole</i>	50 → Ferry → 50 → 60	60 - 75
<i>Bournemouth Airport</i>	50 → Ferry → 50 → Unisys B1	138
<i>Southampton</i>	50 → Ferry → 50 → CrossCountry / South Western / National Express	90 - 120

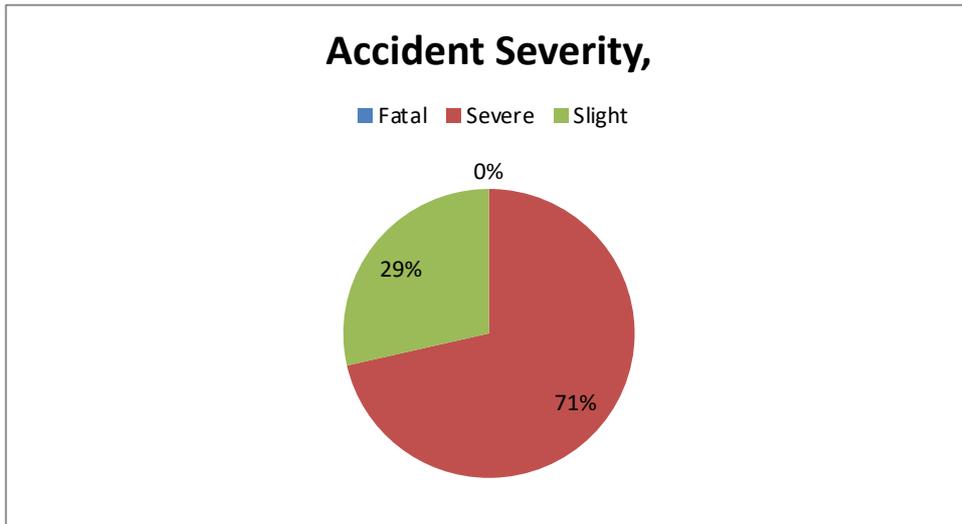
**Table 3.5 – Key Destination via Public Transport**

\*Town or village centre

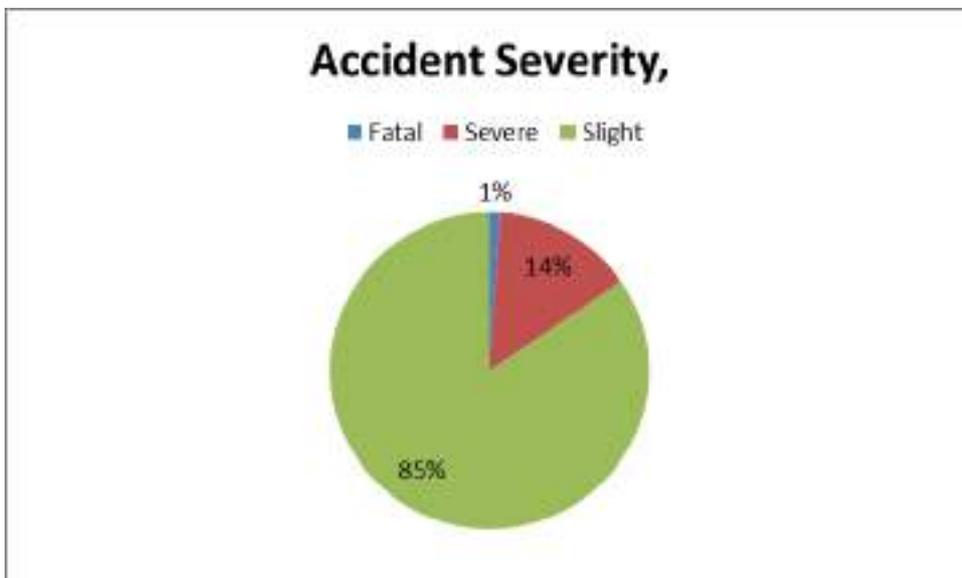
\*\* Travel times based on Google Directions service and an estimate

#### **4. ACCIDENT ANALYSIS**

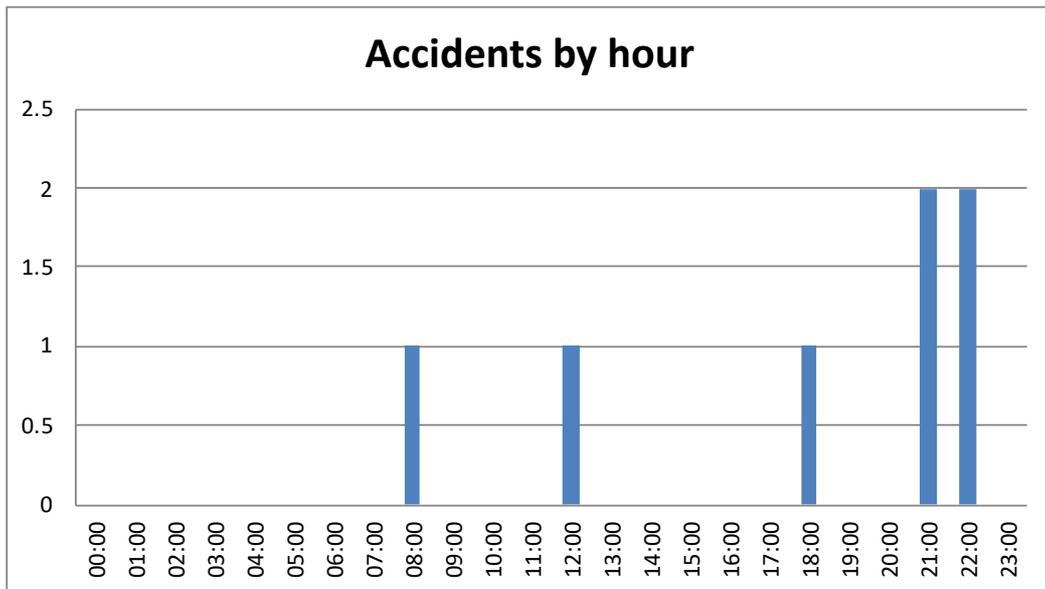
- 4.1** In accordance with the Transport Assessment guidelines, an accident assessment has been carried out on the local highway network.
- 4.2** The local highway network has already been subject to an accident assessment as part of the previous application on this site. The assessment reviewed personal injury accidents (PIAs) recorded on the local highway network between 2012 and 2017. This assessment has been updated for the latest 5-year period using the ALLSTATS19 dataset published by the Department for Transport.
- 4.3** The study area extends 1.2km and 1km to the north and south respectively along the B3351 from the site, to capture the nearest major junction in both directions. The stretch of the B3351 passing the site is subject to a 40mph speed limit, the stretch of the B3351 heading towards the Ferry and Studland is subject to a 60mph and 30mph speed limit respectively.
- 4.4** The ALLSTATS19 data (accident, casualties, and vehicle tables) dataset includes the number of recorded PIAs reported to the police up to the period of 2020 in the UK. The location, time, date, severity, weather conditions and a number of other descriptors are included. The dataset is published annually in October. Mid-year estimates for 2021 have also been published by DfT, but this dataset is not validated.
- 4.5** PIAs are investigated to highlight a common theme and to ensure that the development would not affect the accident rate. In order to determine if the area has any abnormal accident characteristics, the locally recorded data has been compared against the national average.
- 4.6** A total of 7 no. PIAs have been recorded in the study area since 2016, with 5 no. being classified as severe, 2 no. as slight and none as fatal. The low occurrence of accidents in the study area has somewhat skewed the proportion of severe accidents when comparing them to national averages.
- 4.7** A total 2 no. PIAs occurred near to the site access junction, the remainder occurred on Ferry Road.
- 4.8** No PIAs were recorded in 2021 as part of the mid-year estimate dataset.
- 4.9** The full accident data including an accident map denoting the location and severity is available at the rear of the document. Graphs are presented overleaf for several factors associated with the recorded PIAs, and then compared to national averages.



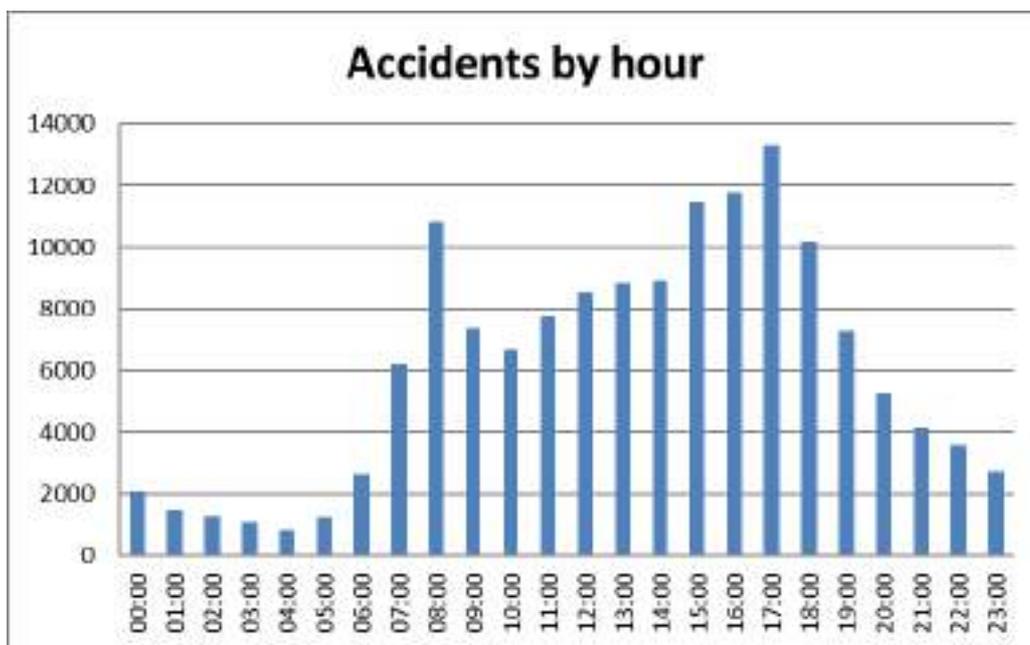
**Figure 4.1 - Local Accidents by Severity, 2016 – 2020**



**Figure 4.2 – National Accident Severity**



**Figure 4.3 – Accidents by Hour, 2016 – 2020**



**Figure 4.4 – National Accidents by Hour**

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## 5. PROPOSED DEVELOPMENT

- 5.1** The proposed development involves the redevelopment of the existing Knoll House Hotel on Ferry Road in Studland, to provide a luxury resort.
- 5.2** The proposed resort reconfigures the existing layout to provide more on-site facilities whilst reducing the number of keys available from 163 to 78.
- 5.3** The proposed luxury resort would include the following:
- 30 no. Hotel rooms and ancillary accommodation;
  - 22 no. Apartments;
  - 26 no. Villas;
  - Spa and outdoor pool.
- 5.4** The new facilities will significantly improve the existing offer and promote the retention of trips onsite, with the 'need' for guests to leave the site reduced significantly.
- 5.5** The proposed leisure and hotel facilities are available to non-guests and would improve the local offer also reducing travel distances made by local residents to meet their needs and requirements.
- 5.6** The development slightly reduces the existing level of car parking on site, however, the design, location and layout of the vehicle parking across the site has been greatly improved. Proposals are supported by a total of 79 no. car parking spaces and 36 cycle spaces. The application therefore provides a pro-rata increase in parking per key over the previous application and the current hotel.
- 5.7** The application will also deliver several sustainable initiatives, in line with local and national policy to reduce travel by private car. The introduction of a shuttle bus service (retained as agreed as part of the previous application), alongside secure cycle storage and electric vehicle charging, will ensure that there are less barriers to travel by non-car modes.
- 5.8** The proposed development is supported by a Travel Plan to encourage sustainable travel to and from the site and reduce car borne trips. The content of the Framework Travel Plan has been previously agreed with Dorset County Council.

### Access

- 5.9** It is proposed to retain the existing access point on Ferry Road. The existing layout includes kerb radii and visibility is sufficient to support all vehicles that will access and egress the site, without detriment to the adjoining public highway.
- 5.10** The priority T-junction has been subject to a full swept path analysis utilising the largest vehicles that will require access to the site.

### Servicing

- 5.11** Servicing will be carried out entirely within the site boundary and all vehicles will enter and exit the site in a forward direction.

- 5.12** The servicing requirements of the Hotel, apartments and villas have been rationalised to maximise efficiency. Nevertheless, the frequency of deliveries will not be materially different to the existing hotel operation on site.
- 5.13** Dedicated service areas are provided around the site, including a ground floor loading / unloading bay for the hotel restaurant and café, as well as service areas for the Hotel and Spa provided at the lower ground level.
- 5.14** The ground floor service area related to the restaurant and café has been designed for Light Goods Vehicles (LGV) and enables vehicles to enter and exit in a forward gear. The service area will be used for regular food and drink deliveries, related to the restaurant and café.
- 5.15** The lower ground floor service area related to the spa, is provided via the main parking area and suitable for LGV deliveries. The parking layout at the lower ground level enables the delivery vehicle to enter and exit in forward gear.
- 5.16** A service road has been provided along the rear of the site to enable access to the lower ground level servicing areas supporting the Hotel. The service road measures 3.7m in width at its narrowest point, however, for most of its length it measures 4.1m, enabling two cars to pass simultaneously.
- 5.17** The service road has been designed to accommodate a fire appliance, refuse vehicle, large rigid trunk (10m) and shuttle bus. The lower ground floor service area supports the hotel and has been designed to allow all required large vehicles to enter and exit in forward gear.
- 5.18** The lower ground floor service area related to the Hotel will form the main service area for the site. Waste related to the apartment and villa will be collected across the site and transported to the main service area for collection. For the Spa and hotel restaurant and café, the bins will be placed on the collection route.
- 5.19** A swept path assessment has been conducted, which demonstrates all service vehicles visiting the site have been included within drawing appendices of this report.

### Parking

#### *Car Parking*

- 5.20** It is proposed to provide 79 no. car parking spaces, including the provision of 4 no. parking bays for blue badge holders.
- 5.21** Parking has been provided for blue badge holders in convenient locations to ensure step free access to building entry points.
- 5.22** The existing parking provision at the hotel is informal and would not promote an efficient use of the hard landscaping, with the quantum of available parking fluctuating depending on how considerably vehicles have parked on site. The development retains the effective level of parking on

site and provides a significant improvement to the operation through the provision of marked bays and specific bays for disabled motorists.

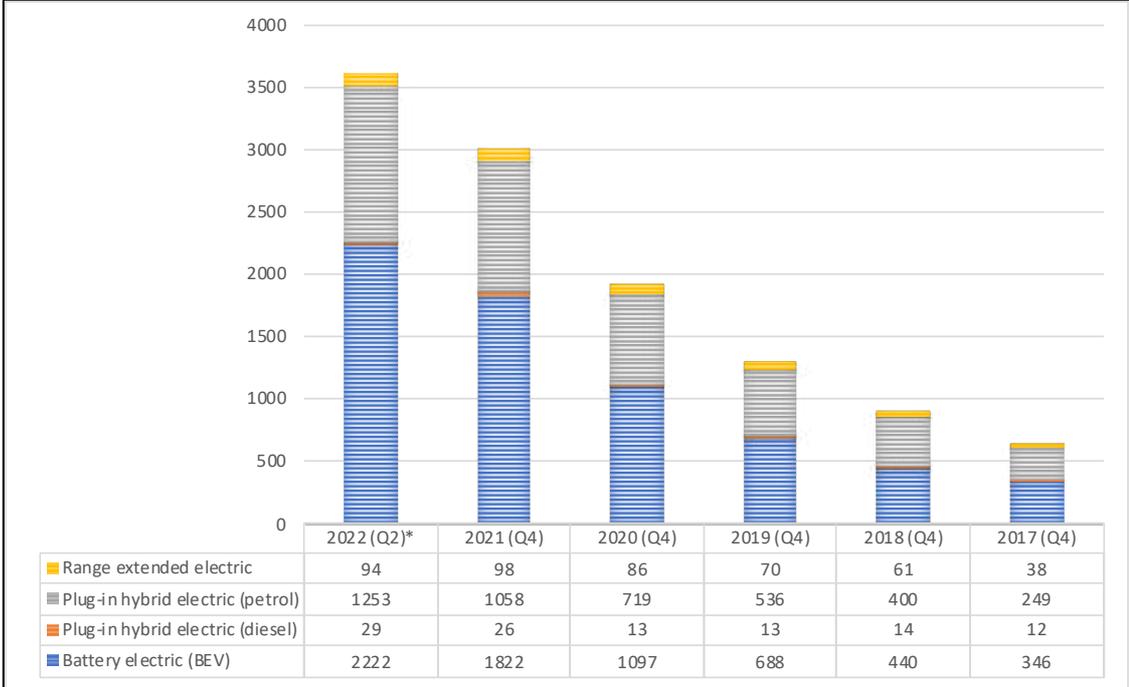
- 5.23** Locally adopted parking standards produced by Dorset Council are included in the document "Non-residential Parking Guidance" and outline the following parking recommendation:
- *C1: Hostels and Hostels – 1 per bedroom + 1 per 2 full-time staff.*
- 5.24** The guidance also acknowledges that the "figures should be interpreted as an initial, pragmatic and county-wide guide" and that "the agreed level of provision will likely take account of, amongst other things:
- *The location of the proposed development and the area that it serves;*
  - *The travel demand that is likely to be generated as a result;*
  - *Off-site constraints and opportunities that influence the functionality of the site for the use(s) proposed;*
  - *Mitigation measures proposed, including the delivery and implementation of Travel Planning and provisions."*
- 5.25** The resort will not exceed 90% occupancy; with average occupancy rate predicted to be 60% over the course of the year.
- 5.26** No staff parking has been included in the figures as it is the intention of proposals to include a shuttle bus service, to transport staff to and from the site. No staff parking spaces will be provided on site.
- 5.27** The details of the shuttle bus service have been provided in the Framework Travel Plan. However, the exact route and timings is subject to staff travel surveys undertaken once the site is fully operational. The surveys will determine the likely pick up and drop off locations, nevertheless, the route is expected to start at Purbeck and end at Knoll House, passing through Wareham, Corfe Castle and Swanage once an hour.
- 5.28** The proposed shuttle bus service will be operated primarily for staff, however, the service can be utilised by guests and will offer a transport link to local tourist destinations and therefore help to remove the need to drive whilst on site.
- 5.29** The level of car parking has been developed in line with the operational requirements of the proposed offer and adheres to local guidance.
- 5.30** The proposed car parking arrangement is fully assessed as part of the section 7 of this document, to demonstrate the provision fully serves the proposed Luxury Resort parking demand.

### Electric Vehicle Charging

#### *Existing Demand*

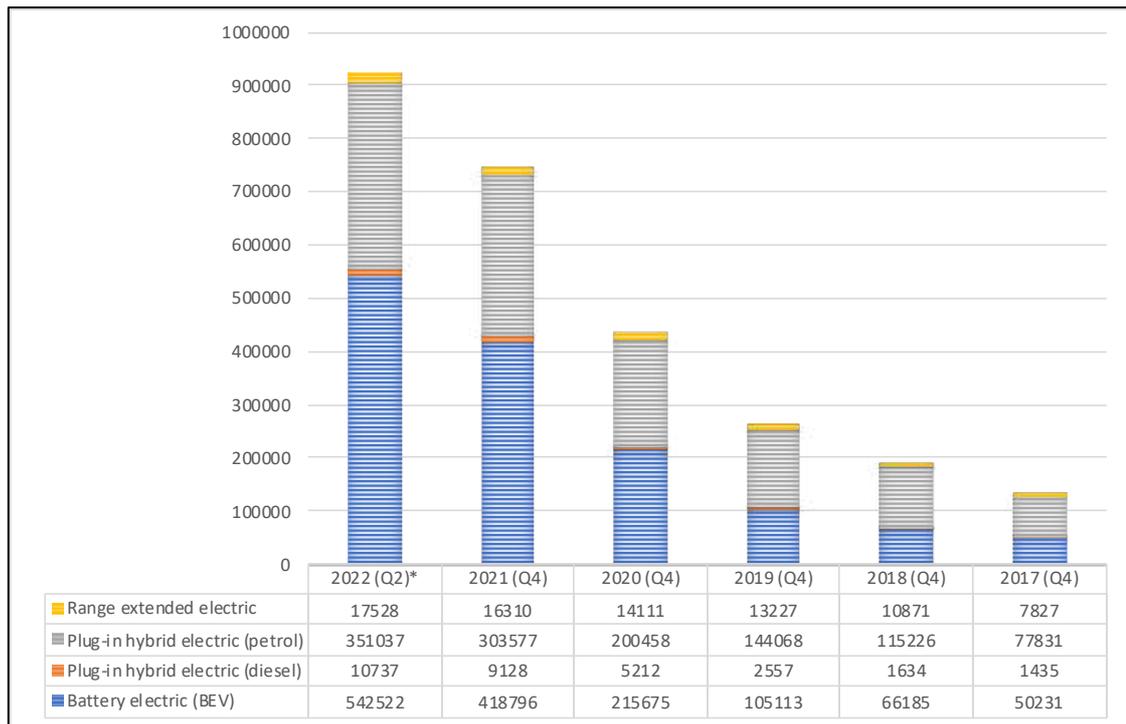
- 5.31** The demand for electric charging has been estimated using the latest vehicle licensing data. Vehicle licensing data is provided by the Department for Transport (DfT) and can be defined by vehicle type and local authority.

**5.32** The table below summarised the latest 5-year plug-in vehicle (PIV) licensing data for Dorset. PIVs can be subdivided into several vehicle types, with 'battery electric' PIVs most likely to require charging facilities at a destination.



**Figure 5.1 – Plug-in Vehicles (PiV) Licensed in Dorset Local Authority (Source: VEH0142, DfT, 2022)**

- 5.33** Local PIV ownership shows a steady year-on-year increase, which is largely because of an increase in battery electric vehicle ownership.
- 5.34** The proportion of PIV in comparison to overall car ownership in Dorset is still low however at 1.6% in 2022 (3,598 / 225,145).
- 5.35** Guests are also likely to visit from outside Dorset, the PIV ownership for the entire United Kingdom has been summarised in Figure 5.2.
- 5.36** Nationally, trends shown an initial preference towards hybrid vehicles until 2020, thereafter BEVs have become the most popular type of PIV and continue to increase year-on-year.
- 5.37** Over the latest 5-year period, the number of PIVs has increased 7-fold, but remains a relatively low proportion of the total licensed vehicles in the UK at 2.4%.
- 5.38** Proportionally, the level of PIV ownership in Dorset falls below the national average of 2.4% for the United Kingdom and 2.5% for England.



**Figure 5.2 - Plug-in Vehicles (PiV) Licensed in United Kingdom (Source: VEH0142, DfT, 2022)**

*Proposed Supply*

- 5.39** Charging facilities will be provided for guests and visitors related to the site. The number and type will depend on the available power supply.
- 5.40** Slower charging would be more appropriate as the duration of stay of parked vehicles would be long and equivalent of residential / a workplace. Therefore, 7kw chargers would enable a meaningful charge to most vehicles, as a good proportion of the vehicles would be parked overnight.
- 5.41** An initial provision of 5 no. 7kW chargers is proposed. With additional charging facilities being provided in line with demand.

Cycle Parking

- 5.42** Cycle parking will be provided in line with Local Authority guidance, to encourage and facilitate cycling to and from the site. Nevertheless, the modal split estimated for the existing use outlined 1.6% of trips were by cycle. For hotels located in a similar geography to the development site it is predicted that cycling will be seldom utilised as a means of travel.
- 5.43** DCC adopted parking standards suggest an "individual assessment" is required for cycle parking related to a Hotel land use.
- 5.44** A provision of 1 space per 100sqm for "A3/A4/A5" land uses may also be applicable to parts of the proposed development, relating to the customer and staff demand related to the café, restaurant, and spa on site.
- 5.45** The proposal provides a total of 36 no. cycle parking spaces distributed across the site.

- 5.46** A total of the 12 no short stay parking spaces will be provided at Ground Floor level near to building entrances for customers and visitors of the Hotel (including café and restaurant) and spa. In line with Local Transport Note (LTN) 1/20, 2 no. enlarged cycle bays will be provided for non-standard bikes and located near the accessible car parking provision.
- 5.47** Long stay parking will be provided for guests and staff at the lower ground floor level, accessible from the main service area. Cycle parking is provided in a secure and covered cycle store, providing spaces for 24 cycles.
- 5.48** Shower and changing facilities are also provided for staff, to help reduce barriers to sustainable travel.
- 5.49** As outlined in the guidance, all cycle parking adheres to the 'Sheffield stand' design detail. The cycle parking design will nevertheless be sensitive to the luxury nature of the proposed offering.
- 5.50** The cycle provision is flexible and will be monitored as part of the adopted Framework Travel Plan.
- 5.51** Importantly, the proposed level of cycle parking serves to facilitate and encourage cycling to and from the site and therefore supports local planning policy.
- Shuttle Bus*
- 5.52** The proposed development will be supported by a shuttle bus service, which will primarily support staff travel to and from the site. Guests will nevertheless benefit from the service to access key local destinations.
- 5.53** The shuttle bus will be operated by a 3<sup>rd</sup> party and will be kept off-site when not in service.
- 5.54** The route and frequency of services will be determined as part of a detailed study around staff home locations, shift start and end times will be managed as part of an adopted Travel Plan.
- 5.55** The shuttle bus will enter the site via the main vehicular access on Ferry Road and turn within the main servicing area to the rear of the site.
- 5.56** It is the intention of the applicant to use an electric bus to further support the sustainable travel on site.

## 6. TRANSPORT PLANNING POLICY

### National Planning Policy Framework (NPPF) July 2021

**6.1** The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

**6.2** One of the key policies within the NPPF is that of 'promoting sustainable transport', of which is discussed below.

#### Section 9 - Promoting Sustainable Transport

**6.3** Section 9 of the NPPF focuses on 'Promoting Sustainable Transport', which states "*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

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

#### Considering Development Proposals

**6.4** The NPPF also states, when assessing potential development sites, it must be ensured that:

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

**6.5** The framework also states that, "*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.*" With this quote in mind, the document advises that developments should;

- *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
  - *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
  - *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
  - *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 6.6** Finally, the NPPF states that *"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."*
- 6.7** When assessing the transport impacts for this development, the guidelines outlaid in the NPPF have been closely followed specifically in regards to promoting sustainable travel to the development.

### **Local Planning Policy**

#### *Bournemouth, Poole and Dorset Local Transport Plan 3*

- 6.8** The overarching vision of transport in Dorset is to provide:
- "...a safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets".*
- 6.9** Achieving the vision will provide the following benefits to the people of Dorset:
- *"A greater choice of realistic alternatives to the car;*
  - *People being able to make informed travel decisions, creating sustainable travel patterns;*
  - *People walking or cycling for shorter distance trips out of preference, in attractive and safe environments;*
  - *Easy to use, affordable and convenient public transport;*
  - *More efficient use of the car where it is the only practical choice;*

- *A well maintained, managed and resilient transport network - allowing people and goods to reliably get to where they need to go and keeping traffic flowing more freely;*
- *Sustainable use of natural resources, supported by the latest technologies, which respects and enhances our unique environment."*

**6.10** The vision and goals of the plan will be achieved by the following guiding principles and approaches. The three main guiding principles include: 'Smarter Working', 'Local Participation' and 'Green Thinking'. The 7 key approaches are summarised below:

- *Reducing the need to travel* – development planning to promote sustainable travel;
- *Managing and maintaining the existing network more efficiently;*
- *Active travel and "greener" travel choices* – wider opportunities for residents, including walking, cycling and low carbon vehicles;
- *Public transport alternatives to the car* – increase availability and quality of services to improve accessibility in the area;
- *Car parking measures* – reducing single occupancy commuter trips; and,
- *Strategic infrastructure improvements* – targeted improvements to the transport infrastructure to facilitate economic growth and regeneration in the area.

**6.11** Development proposals serve to support the outlined approaches above, to deliver better transport in Dorset. More specifically, it is proposed to reduce the potential traffic generated at the site access and on the immediate highway network. Sustainable travel will be supported and encouraged amongst staff and guests to further reduce any impact on the environment, whilst increasing transport options for all users of the site.

**6.12** In respect of the site, key solutions are appropriate for the development proposals have been summarised below:

- *"Working with local "green fuel technology" businesses to advance the role of alternative fuel vehicles in Dorset";*
- *"Working with the tourist boards, hoteliers and key attractions to make sure the transport system meets the needs of tourists";*
- *"Introducing more express or limited stop bus services to take advantage of the Quality Bus Corridors to provide faster public transport journey times between outlying areas and town centres";*
- *"Developing visitor management practices and Visitor Travel Plans for major attractions, supported by multi-operator tourist travel cards, to reduce the carbon footprint of our important tourism industry";*
- *"Continuing to work with public transport operators to improve levels of accessibility and integration between services, and provide frequency and timing of services to meet local needs";*

- *"Making sure that new development promotes access by a range of sustainable travel modes and caters for the needs of those with mobility impairments";*
- *"Implementing a cashless Smartcard ticketing system to make journeys by multiple modes/services easier and more affordable, with reduced queuing times";*
- *"Providing more personalised and accessible travel information, making use of continuing developments in mobile phone and internet technology";*
- *"Completing a set of high quality, safe, continuous, well-signed Strategic Cycle Route Networks as a priority for investment in cycling, linking key destinations and transport hubs and serving a variety of shorter distance utility type trips";*
- *"Working with public transport operators to better integrate walking and cycling with bus, rail and ferry travel";*
- *"Introducing cycle hire schemes and improved cycle parking in strategic destinations in town centres and at leisure / tourist attractions to make getting about by bicycle more convenient";*
- *"Promoting leisure based cycling and cycling events to allow people to gain essential cycling skills and confidence and to develop a "cycling culture";*
- *"Ensuring new development promotes opportunities for walking and cycling and contributes to necessary infrastructure and facilities";*
- *"Promoting sustainable access to visitor attractions and developing transport facilities, whether heritage or otherwise, as attractions in their own right e.g. the Swanage Railway, coastal waterborne transport and leisure focused cycling improvements, such as the North Dorset and Castleman trailways";*
- *"Supporting the development of networks of Green Infrastructure to provide attractive walking/ cycling routes, as well as being valuable recreational amenities in their own right";*
- *"Improved walking / cycling links to leisure facilities and Dorset's high-quality coast and countryside, including an enhanced role of the Rights of Way network";*
- *"Applying the Dorset Rural Roads Protocol to ensure that decisions affecting rural highways conserve and enhance the outstanding quality of its landscape and settlements, while delivering a safe and convenient network for all modes of travel";*
- *"Creating welcoming, accessible environments for pedestrians and cyclists by reducing street clutter, limiting the use of signs and lines where safe to do so, and tree planting";*

- *"Improvement schemes will seek to protect and enhance Dorset's historic townscapes and landscapes and reinforce local character and distinctiveness".*

Passenger Transport Strategy 2015 - 2026

**6.13** The Dorset Passenger Transport Strategy (PTS) was adopted in February 2016 and forms part of the supporting document for the Local Travel Plan for Dorset with a focus on Passenger Transport in the county between 2015 and 2026.

**6.14** The document outlines the following vision of Dorset:

*"To create a safe, reliable, affordable and sustainable passenger transport network for Dorset that facilitates a strong economy, gets people to where they need to be, and respects and protects the areas unique environmental assets, while encouraging alternative means of transport to the car." (p.4)*

**Summary**

**6.15** Overall the development achieves the aspirations of national and local policy.

**6.16** Development proposals outline a net reduction in trips on site and support local and national goals to reduce travel by single occupancy vehicles.

**6.17** Non-car modes are to be encouraged and facilitated through hard and soft measures and monitored via an adopted Travel Plan on site.

**6.18** Overall, the applicant is reducing the number of trips associated with the existing operation and the remaining trips would be encouraged to be carried out using the most sustainable mode available.

## **7. TRIP GENERATION AND CAR PARK ASSESSMENT**

- 7.1** This section investigates the effect of development proposal on the public highway network.
- 7.2** It has been established that the site is occupied by Knoll House Hotel, which has a lawful C1 (hotel) planning use and currently has an operational capacity of 163 keys. It remains capable of accommodating such level of occupation when at full capacity.

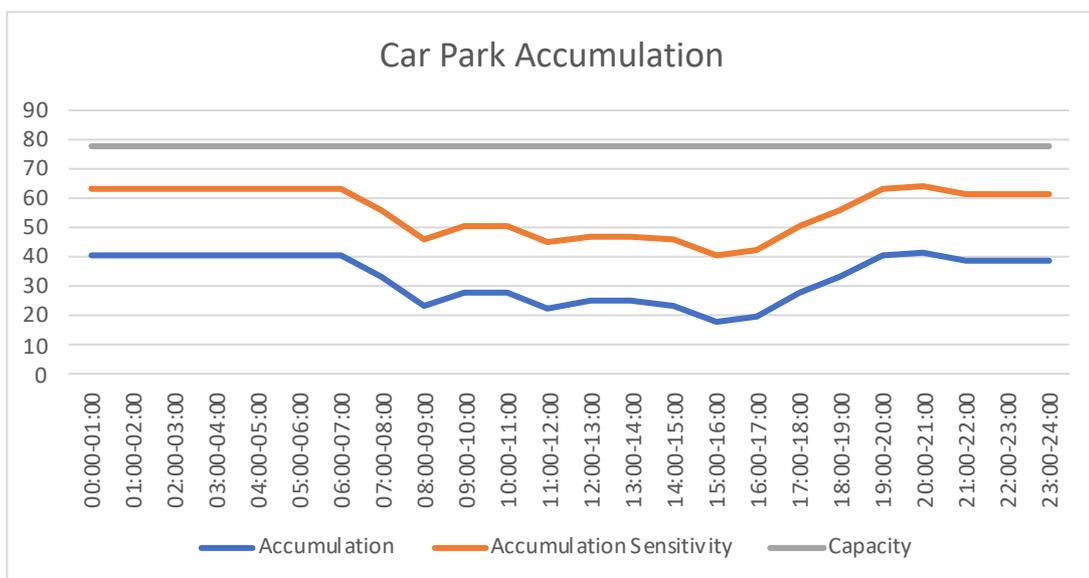
### **Trip Generation**

- 7.3** A first principles approach results in a net reduction in trips from the existing situation. Knoll House Hotel provides 163 keys, with 106 no. for guests and 57 no. for staff. Development proposals outline a maximum quantum of 78 no. keys, a reduction of 85. Therefore, the effect on the network is fewer trips and a reduced effect.
- 7.4** It is entirely appropriate to compare the number of keys, as all keys within the existing hotel could be used as guest accommodation without altering the existing planning consent. Nevertheless, if comparing guest with guest keys as currently operated, the proposed development outlines a 26% (- 28 no.) reduction in keys.
- 7.5** Using the number of keys as the trip generation factor, the proposed development would effectively reduce the existing trip generation by up to 48% ( $78/163 = 0.478$ ).
- 7.6** Development proposals remove the existing staff keys. Staff parking is not provided on site and will be monitored as part of the adopted Travel Plan; where measures such as cycle parking and a shuttle bus service will be included to reduce travel to the site by car. Travel Plan measures to support staff travel by alternative modes is an initiative being adopted by Kingfisher Resorts elsewhere.
- 7.7** The proposed shuttle bus service for staff and guests of the site will help to reduce the vehicular traffic generated by the site, with up to 510 vehicular trips removed per day from Ferry Road if the service operates at full capacity (i.e. 30 people per service). Full details of the proposed shuttle bus are detailed in the accompanying Framework Travel Plan.
- 7.8** Guidance for Transport Assessment produced by the DfT outlines a threshold of 30 trip increase per peak hour or 100 trip increase per day would need an assessment. Based on the above, traffic impact assessments would not be required at junctions near the site.
- 7.9** The nature of the existing and proposed use would dictate that the trip potential would be highest during typical holiday periods of the year, notably, Easter, August and Christmas. Outside of these periods traffic on the immediate highway would be low and there would be significant spare capacity.
- 7.10** In summary, development proposals will outline a significant improvement to the existing arrangement on site and help to reduce the impact of

vehicular traffic on the local highway and support local and national policy on encouraging sustainable travel.

**Car Parking**

- 7.11** The existing provision and layout of parking on site is not appropriate for the proposed use. Parking is unmarked and at times can lead to displaced parking or ad-hoc management strategies being employed by staff.
- 7.12** It is proposed to provide 79 marked car parking spaces on site. The figure maximises the available space within the layout, without causing detriment to the luxury offering.
- 7.13** A parking accumulation study has been undertaken to test the proposed level of parking on site, using trip rates previously agreed with Dorset Council for the previous application on site. The trip rates were extracted from the TRICS database, using hotels of similar scale and geography to estimate a vehicular trip profile.
- 7.14** The assessment assumes that the hotel is operating in high season and therefore 90% occupied.
- 7.15** Using the available data from the current operation of the hotel, approximately 58% of the available keys had a vehicle parked overnight.
- 7.16** Based on a ratio of 0.58, a total of 45 vehicles would likely be parked overnight at the proposed development. A ratio of 0.9 (90%) has also been tested as a sensitivity and assumes that 90% of the guests on site would leave their car overnight, the peak occupancy.
- 7.17** The results of the accumulation study are shown in below.



**Figure 7.1 – Proposed Parking Accumulation**

- 7.18** The car park accumulation study demonstrates that there is ample parking supply to facilitate likely demand on site. The assessment predicts very little stress on the car park during all periods.
- 7.19** The accumulation of vehicles in the car park is shown to steadily fall until 1500-1600 as guests leave the site by car in the morning, and then increases from 1600-2100 where it stabilises, demonstrating a combination of guests returning and visitors to the onsite facilities (i.e. bar, restaurant, etc.).
- 7.20** Guests of the hotel and accommodation units would be the main users of the provided parking, with vehicles likely to be long-stay and parked at the start and end of each day. The adjoining leisure uses would involve mostly short-stay parking with a high turnover of spaces during the core working hours.
- 7.21** The nature of the proposed development would therefore offer an extremely efficient use of the available site area allocated for parking.
- 7.22** It is important to note that the assessment as presented is a worst-case scenario and does not reflect the average daily car park occupancy.
- 7.23** Although parking restrictions are in place on Ferry Road, based on the results of the car parking assessment, there is no evidence that the proposed development will increase the risk of overspill parking on the local highway network.
- 7.24** The full TRICS survey outputs have been included in Appendix A.

**8. CONCLUSION**

- 8.1** This Transport Statement (TS) has been prepared to accompany a planning application for a Luxury Holiday Resort, redeveloping the Knoll House Hotel in Studland, Dorset.
- 8.2** The site, although rural, is served by a regular bus service to Sandbanks and Swanage and many key destinations are within easy walk and cycle distances. It has been demonstrated that guests of Knoll House Hotel could be entirely car free during their stay. The proposed Travel Plan will further promote sustainable access.
- 8.3** Servicing is undertaken entirely within the site, i.e. away from the public highway, this is entirely compliant with policy.
- 8.4** The proposed level of parking has been assessed against the locally adopted standards and has been subject to a car park accumulation study. The parking assessment demonstrates that proposals would have no bearing on the demand for on-street parking and there would be nil detriment to the public highway network, the aim of the adopted parking policy.
- 8.5** Development proposals outline a net reduction in trip potential on site and as such a qualitative impact assessment has been undertaken. Nevertheless, it clear that the development will result in nil detriment to the existing situation and indeed any effect would be positive especially when implementing measures contained within the Travel Plan.
- 8.6** It has been demonstrated that development traffic can be fully accommodated on the local highway network. The NPPF is clear in the fact that a development should only be refused on highway and transportation grounds where the cumulative impacts are severe.
- 8.7** Considering all the above, it is concluded that the development proposals are acceptable and should be supported from a transport perspective.

## **APPENDIX A**

TRICS Data

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : A - HOTELS

**MULTI-MODAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	BU BUCKINGHAMSHIRE	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	DV DEVON	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	1 days
<b>13</b>	<b>MUNSTER</b>	
	LI LIMERICK	1 days

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

**Secondary 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: 110 to 154 (units: )  
 Range Selected by User: 60 to 213 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/11/16

*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:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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	3
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:

Industrial Zone	1
Out of Town	2
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 4 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:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 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	3 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	4 days
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*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	4 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BU-06-A-02</b>	<b>HOLIDAY INN</b>		<b>BUCKINGHAMSHIRE</b>
	NEW ROAD			
	AYLESBURY			
	WESTON TURVILLE			
	Edge of Town			
	Out of Town			
	Total Number of bedrooms:		139	
	Survey date: WEDNESDAY		01/10/14	Survey Type: MANUAL
<b>2</b>	<b>DV-06-A-03</b>	<b>FUTURE INN</b>		<b>DEVON</b>
	WILLIAM PRANCE ROAD			
	PLYMOUTH			
	Edge of Town			
	Industrial Zone			
	Total Number of bedrooms:		110	
	Survey date: WEDNESDAY		18/07/12	Survey Type: MANUAL
<b>3</b>	<b>LI-06-A-01</b>	<b>RADISSON BLU</b>		<b>LIMERICK</b>
	ENNIS ROAD			
	NEAR LIMERICK			
	MEELICK			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Number of bedrooms:		154	
	Survey date: TUESDAY		05/11/13	Survey Type: MANUAL
<b>4</b>	<b>NF-06-A-02</b>	<b>HOLIDAY INN</b>		<b>NORFOLK</b>
	IPSWICH ROAD			
	NORWICH			
	HARFORD PARK			
	Edge of Town			
	No Sub Category			
	Total Number of bedrooms:		119	
	Survey date: THURSDAY		30/09/10	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

**MULTI-MODAL 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	4	131	0.086	4	131	0.195	4	131	0.281
08:00 - 09:00	4	131	0.136	<b>4</b>	<b>131</b>	<b>0.268</b>	<b>4</b>	<b>131</b>	<b>0.404</b>
09:00 - 10:00	4	131	0.201	4	131	0.146	4	131	0.347
10:00 - 11:00	4	131	0.132	4	131	0.132	4	131	0.264
11:00 - 12:00	4	131	0.086	4	131	0.153	4	131	0.239
12:00 - 13:00	4	131	0.107	4	131	0.080	4	131	0.187
13:00 - 14:00	4	131	0.149	4	131	0.149	4	131	0.298
14:00 - 15:00	4	131	0.103	4	131	0.126	4	131	0.229
15:00 - 16:00	4	131	0.126	4	131	0.195	4	131	0.321
16:00 - 17:00	4	131	0.167	4	131	0.144	4	131	0.311
17:00 - 18:00	<b>4</b>	<b>131</b>	<b>0.226</b>	4	131	0.117	4	131	0.343
18:00 - 19:00	4	131	0.226	4	131	0.142	4	131	0.368
19:00 - 20:00	4	131	0.226	4	131	0.130	4	131	0.356
20:00 - 21:00	4	131	0.102	4	131	0.082	4	131	0.184
21:00 - 22:00	4	131	0.052	4	131	0.094	4	131	0.146
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.125			2.153			4.278

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.

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#### Parameter summary

Trip rate parameter range selected:	110 - 154 (units: )
Survey date date range:	01/01/10 - 23/11/16
Number of weekdays (Monday-Friday):	4
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 show. 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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL TAXIS**

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	4	131	0.006	4	131	0.006	4	131	0.012
08:00 - 09:00	<b>4</b>	<b>131</b>	<b>0.021</b>	4	131	0.019	<b>4</b>	<b>131</b>	<b>0.040</b>
09:00 - 10:00	4	131	0.006	4	131	0.004	4	131	0.010
10:00 - 11:00	4	131	0.010	4	131	0.010	4	131	0.020
11:00 - 12:00	4	131	0.006	4	131	0.010	4	131	0.016
12:00 - 13:00	4	131	0.004	4	131	0.004	4	131	0.008
13:00 - 14:00	4	131	0.010	4	131	0.008	4	131	0.018
14:00 - 15:00	4	131	0.011	4	131	0.013	4	131	0.024
15:00 - 16:00	4	131	0.013	4	131	0.013	4	131	0.026
16:00 - 17:00	4	131	0.011	4	131	0.011	4	131	0.022
17:00 - 18:00	4	131	0.013	4	131	0.013	4	131	0.026
18:00 - 19:00	4	131	0.013	4	131	0.011	4	131	0.024
19:00 - 20:00	4	131	0.019	<b>4</b>	<b>131</b>	<b>0.021</b>	4	131	0.040
20:00 - 21:00	4	131	0.008	4	131	0.008	4	131	0.016
21:00 - 22:00	4	131	0.006	4	131	0.006	4	131	0.012
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.157			0.157			0.314

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL OGVS**

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	<b>4</b>	<b>131</b>	<b>0.002</b>	4	131	0.000	4	131	0.002
08:00 - 09:00	4	131	0.002	<b>4</b>	<b>131</b>	<b>0.004</b>	<b>4</b>	<b>131</b>	<b>0.006</b>
09:00 - 10:00	4	131	0.002	4	131	0.004	4	131	0.006
10:00 - 11:00	4	131	0.002	4	131	0.002	4	131	0.004
11:00 - 12:00	4	131	0.002	4	131	0.002	4	131	0.004
12:00 - 13:00	4	131	0.002	4	131	0.002	4	131	0.004
13:00 - 14:00	4	131	0.002	4	131	0.002	4	131	0.004
14:00 - 15:00	4	131	0.002	4	131	0.002	4	131	0.004
15:00 - 16:00	4	131	0.002	4	131	0.002	4	131	0.004
16:00 - 17:00	4	131	0.002	4	131	0.002	4	131	0.004
17:00 - 18:00	4	131	0.000	4	131	0.000	4	131	0.000
18:00 - 19:00	4	131	0.000	4	131	0.000	4	131	0.000
19:00 - 20:00	4	131	0.002	4	131	0.000	4	131	0.002
20:00 - 21:00	4	131	0.000	4	131	0.000	4	131	0.000
21:00 - 22:00	4	131	0.000	4	131	0.000	4	131	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.022			0.022			0.044

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL PSVS**

**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	<b>4</b>	<b>131</b>	<b>0.004</b>	<b>4</b>	<b>131</b>	<b>0.004</b>	<b>4</b>	<b>131</b>	<b>0.008</b>
08:00 - 09:00	4	131	0.000	4	131	0.004	4	131	0.004
09:00 - 10:00	4	131	0.000	4	131	0.000	4	131	0.000
10:00 - 11:00	4	131	0.000	4	131	0.000	4	131	0.000
11:00 - 12:00	4	131	0.000	4	131	0.000	4	131	0.000
12:00 - 13:00	4	131	0.000	4	131	0.000	4	131	0.000
13:00 - 14:00	4	131	0.000	4	131	0.000	4	131	0.000
14:00 - 15:00	4	131	0.000	4	131	0.000	4	131	0.000
15:00 - 16:00	4	131	0.000	4	131	0.000	4	131	0.000
16:00 - 17:00	4	131	0.000	4	131	0.000	4	131	0.000
17:00 - 18:00	4	131	0.000	4	131	0.000	4	131	0.000
18:00 - 19:00	4	131	0.004	4	131	0.000	4	131	0.004
19:00 - 20:00	4	131	0.000	4	131	0.000	4	131	0.000
20:00 - 21:00	4	131	0.000	4	131	0.000	4	131	0.000
21:00 - 22:00	4	131	0.000	4	131	0.000	4	131	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL CYCLISTS**

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	<b>4</b>	<b>131</b>	<b>0.008</b>	4	131	0.000	4	131	0.008
08:00 - 09:00	4	131	0.006	4	131	0.002	4	131	0.008
09:00 - 10:00	4	131	0.002	4	131	0.000	4	131	0.002
10:00 - 11:00	4	131	0.002	4	131	0.006	4	131	0.008
11:00 - 12:00	4	131	0.002	4	131	0.004	4	131	0.006
12:00 - 13:00	4	131	0.000	4	131	0.000	4	131	0.000
13:00 - 14:00	4	131	0.004	4	131	0.002	4	131	0.006
14:00 - 15:00	4	131	0.004	<b>4</b>	<b>131</b>	<b>0.015</b>	<b>4</b>	<b>131</b>	<b>0.019</b>
15:00 - 16:00	4	131	0.002	4	131	0.006	4	131	0.008
16:00 - 17:00	4	131	0.004	4	131	0.004	4	131	0.008
17:00 - 18:00	4	131	0.002	4	131	0.002	4	131	0.004
18:00 - 19:00	4	131	0.000	4	131	0.000	4	131	0.000
19:00 - 20:00	4	131	0.000	4	131	0.000	4	131	0.000
20:00 - 21:00	4	131	0.000	4	131	0.000	4	131	0.000
21:00 - 22:00	4	131	0.002	4	131	0.000	4	131	0.002
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.038</b>			<b>0.041</b>			<b>0.079</b>

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL VEHICLE OCCUPANTS**

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	4	131	0.094	4	131	0.238	4	131	0.332
08:00 - 09:00	4	131	0.136	<b>4</b>	<b>131</b>	<b>0.374</b>	4	131	0.510
09:00 - 10:00	4	131	0.249	4	131	0.243	4	131	0.492
10:00 - 11:00	4	131	0.151	4	131	0.159	4	131	0.310
11:00 - 12:00	4	131	0.111	4	131	0.180	4	131	0.291
12:00 - 13:00	4	131	0.140	4	131	0.092	4	131	0.232
13:00 - 14:00	4	131	0.193	4	131	0.178	4	131	0.371
14:00 - 15:00	4	131	0.136	4	131	0.157	4	131	0.293
15:00 - 16:00	4	131	0.159	4	131	0.238	4	131	0.397
16:00 - 17:00	4	131	0.226	4	131	0.190	4	131	0.416
17:00 - 18:00	<b>4</b>	<b>131</b>	<b>0.343</b>	4	131	0.149	4	131	0.492
18:00 - 19:00	4	131	0.343	4	131	0.195	<b>4</b>	<b>131</b>	<b>0.538</b>
19:00 - 20:00	4	131	0.285	4	131	0.199	4	131	0.484
20:00 - 21:00	4	131	0.125	4	131	0.092	4	131	0.217
21:00 - 22:00	4	131	0.061	4	131	0.107	4	131	0.168
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.752			2.791			5.543

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL PEDESTRIANS**

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	4	131	0.004	4	131	0.010	4	131	0.014
08:00 - 09:00	4	131	0.000	4	131	0.000	4	131	0.000
09:00 - 10:00	4	131	0.002	4	131	0.004	4	131	0.006
10:00 - 11:00	4	131	0.000	4	131	0.000	4	131	0.000
11:00 - 12:00	4	131	0.000	4	131	0.008	4	131	0.008
12:00 - 13:00	4	131	0.008	4	131	0.008	4	131	0.016
13:00 - 14:00	4	131	0.015	<b>4</b>	<b>131</b>	<b>0.025</b>	<b>4</b>	<b>131</b>	<b>0.040</b>
14:00 - 15:00	<b>4</b>	<b>131</b>	<b>0.019</b>	4	131	0.006	4	131	0.025
15:00 - 16:00	4	131	0.006	4	131	0.013	4	131	0.019
16:00 - 17:00	4	131	0.010	4	131	0.006	4	131	0.016
17:00 - 18:00	4	131	0.004	4	131	0.008	4	131	0.012
18:00 - 19:00	4	131	0.008	4	131	0.011	4	131	0.019
19:00 - 20:00	4	131	0.006	4	131	0.004	4	131	0.010
20:00 - 21:00	4	131	0.010	4	131	0.017	4	131	0.027
21:00 - 22:00	4	131	0.008	4	131	0.002	4	131	0.010
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.100			0.122			0.222

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL BUS/TRAM PASSENGERS**

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	<b>4</b>	<b>131</b>	<b>0.008</b>	4	131	0.002	<b>4</b>	<b>131</b>	<b>0.010</b>
08:00 - 09:00	4	131	0.004	4	131	0.000	4	131	0.004
09:00 - 10:00	4	131	0.002	4	131	0.000	4	131	0.002
10:00 - 11:00	4	131	0.000	4	131	0.000	4	131	0.000
11:00 - 12:00	4	131	0.006	4	131	0.000	4	131	0.006
12:00 - 13:00	4	131	0.006	4	131	0.002	4	131	0.008
13:00 - 14:00	4	131	0.000	<b>4</b>	<b>131</b>	<b>0.006</b>	4	131	0.006
14:00 - 15:00	4	131	0.002	4	131	0.002	4	131	0.004
15:00 - 16:00	4	131	0.000	4	131	0.006	4	131	0.006
16:00 - 17:00	4	131	0.000	4	131	0.004	4	131	0.004
17:00 - 18:00	4	131	0.000	4	131	0.000	4	131	0.000
18:00 - 19:00	4	131	0.000	4	131	0.000	4	131	0.000
19:00 - 20:00	4	131	0.000	4	131	0.002	4	131	0.002
20:00 - 21:00	4	131	0.000	4	131	0.000	4	131	0.000
21:00 - 22:00	4	131	0.002	4	131	0.000	4	131	0.002
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.030			0.024			0.054

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL COACH PASSENGERS**

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	4	131	0.006	4	131	0.006	4	131	0.012
08:00 - 09:00	4	131	0.000	<b>4</b>	<b>131</b>	<b>0.190</b>	<b>4</b>	<b>131</b>	<b>0.190</b>
09:00 - 10:00	4	131	0.000	4	131	0.000	4	131	0.000
10:00 - 11:00	4	131	0.000	4	131	0.000	4	131	0.000
11:00 - 12:00	4	131	0.000	4	131	0.000	4	131	0.000
12:00 - 13:00	4	131	0.000	4	131	0.000	4	131	0.000
13:00 - 14:00	4	131	0.000	4	131	0.000	4	131	0.000
14:00 - 15:00	4	131	0.000	4	131	0.000	4	131	0.000
15:00 - 16:00	4	131	0.000	4	131	0.000	4	131	0.000
16:00 - 17:00	4	131	0.000	4	131	0.000	4	131	0.000
17:00 - 18:00	4	131	0.000	4	131	0.000	4	131	0.000
18:00 - 19:00	<b>4</b>	<b>131</b>	<b>0.190</b>	4	131	0.000	4	131	0.190
19:00 - 20:00	4	131	0.000	4	131	0.000	4	131	0.000
20:00 - 21:00	4	131	0.000	4	131	0.000	4	131	0.000
21:00 - 22:00	4	131	0.000	4	131	0.000	4	131	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.196			0.196			0.392

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 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

**MULTI-MODAL PUBLIC TRANSPORT USERS****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	4	131	0.013	4	131	0.008	4	131	0.021
08:00 - 09:00	4	131	0.004	<b>4</b>	<b>131</b>	<b>0.190</b>	<b>4</b>	<b>131</b>	<b>0.194</b>
09:00 - 10:00	4	131	0.002	4	131	0.000	4	131	0.002
10:00 - 11:00	4	131	0.000	4	131	0.000	4	131	0.000
11:00 - 12:00	4	131	0.006	4	131	0.000	4	131	0.006
12:00 - 13:00	4	131	0.006	4	131	0.002	4	131	0.008
13:00 - 14:00	4	131	0.000	4	131	0.006	4	131	0.006
14:00 - 15:00	4	131	0.002	4	131	0.002	4	131	0.004
15:00 - 16:00	4	131	0.000	4	131	0.006	4	131	0.006
16:00 - 17:00	4	131	0.000	4	131	0.004	4	131	0.004
17:00 - 18:00	4	131	0.000	4	131	0.000	4	131	0.000
18:00 - 19:00	<b>4</b>	<b>131</b>	<b>0.190</b>	4	131	0.000	4	131	0.190
19:00 - 20:00	4	131	0.000	4	131	0.002	4	131	0.002
20:00 - 21:00	4	131	0.000	4	131	0.000	4	131	0.000
21:00 - 22:00	4	131	0.002	4	131	0.000	4	131	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.225			0.220			0.445

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL TOTAL PEOPLE**

Calculation factor: 1 BEDRMS

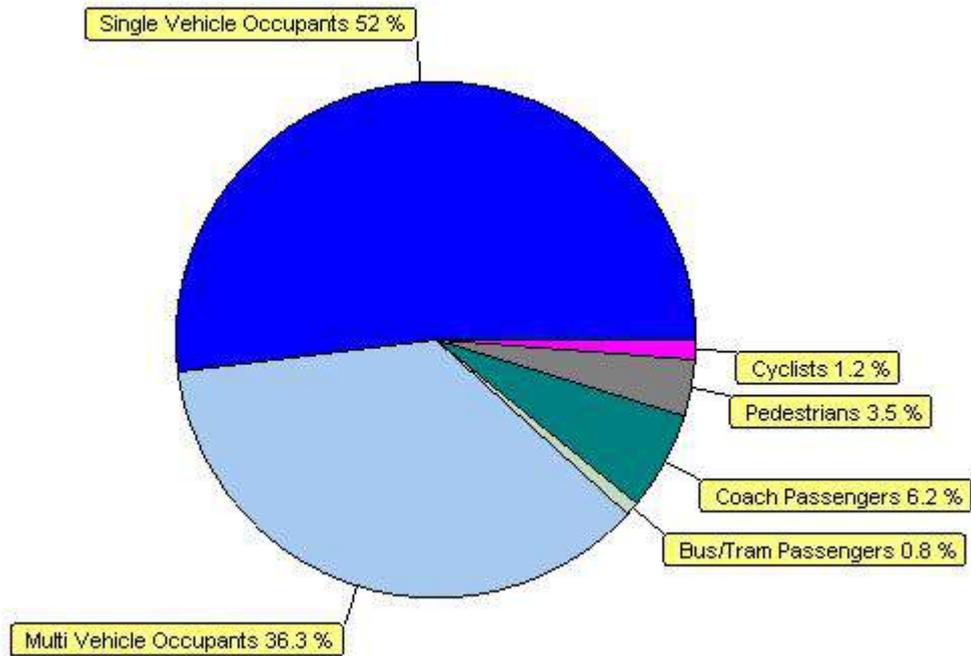
**BOLD print indicates peak (busiest) period**

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	4	131	0.119	4	131	0.255	4	131	0.374
08:00 - 09:00	4	131	0.146	<b>4</b>	<b>131</b>	<b>0.565</b>	4	131	0.711
09:00 - 10:00	4	131	0.255	4	131	0.247	4	131	0.502
10:00 - 11:00	4	131	0.153	4	131	0.165	4	131	0.318
11:00 - 12:00	4	131	0.119	4	131	0.192	4	131	0.311
12:00 - 13:00	4	131	0.153	4	131	0.102	4	131	0.255
13:00 - 14:00	4	131	0.213	4	131	0.211	4	131	0.424
14:00 - 15:00	4	131	0.161	4	131	0.180	4	131	0.341
15:00 - 16:00	4	131	0.167	4	131	0.262	4	131	0.429
16:00 - 17:00	4	131	0.239	4	131	0.203	4	131	0.442
17:00 - 18:00	4	131	0.349	4	131	0.159	4	131	0.508
18:00 - 19:00	<b>4</b>	<b>131</b>	<b>0.540</b>	4	131	0.207	<b>4</b>	<b>131</b>	<b>0.747</b>
19:00 - 20:00	4	131	0.291	4	131	0.205	4	131	0.496
20:00 - 21:00	4	131	0.134	4	131	0.109	4	131	0.243
21:00 - 22:00	4	131	0.073	4	131	0.109	4	131	0.182
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.112			3.171			6.283

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.

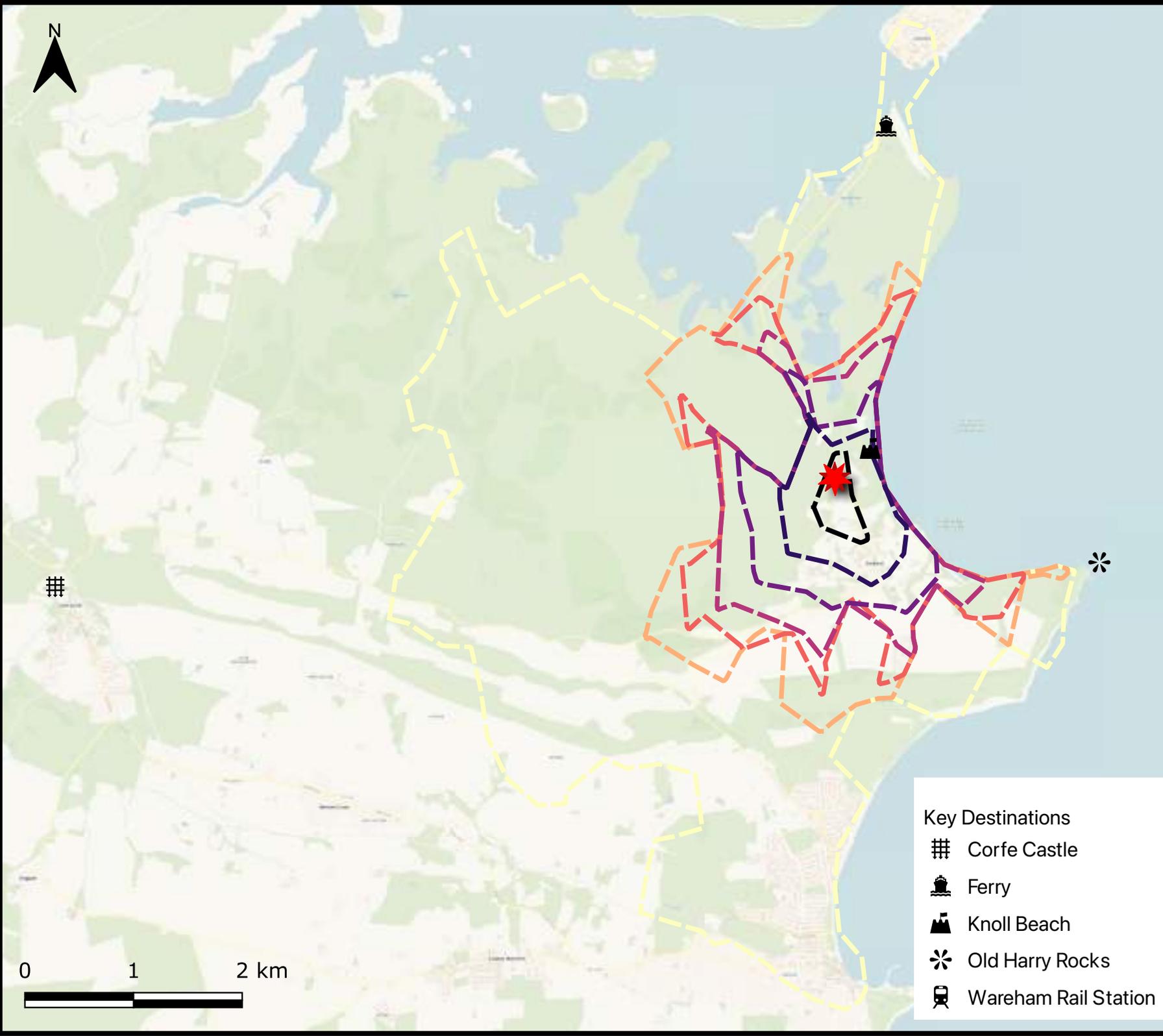
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

### Modal Split Percentages



Time Range/Peak Period Selection  
Direction: Totals / Use All Times

**APPENDIX B**  
Walking & Cycling Catchments



### Legend

 Site Location

### Cycle Catchment (Mins)

-  5
-  10
-  15
-  20
-  25
-  30
-  60

OSM - Voyager

### SCHEME

Proposed Development  
Knoll House Hotel, Studland

### ON BEHALF OF

Kingfisher

### DRAWING TITLE

Walking Assessment

### DRAWING REFERENCE

T475-R2/GIS/02

### REV

-

### SCALE @A4

NTS

### DRAWN BY

JA

### DATE CREATED

2022-09-05

### CHECKED BY

CS

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Walking and cycling catchments based on isochrone analysis © Powered by openrouteservice.

### Key Destinations

 Corfe Castle

 Ferry

 Knoll Beach

 Old Harry Rocks

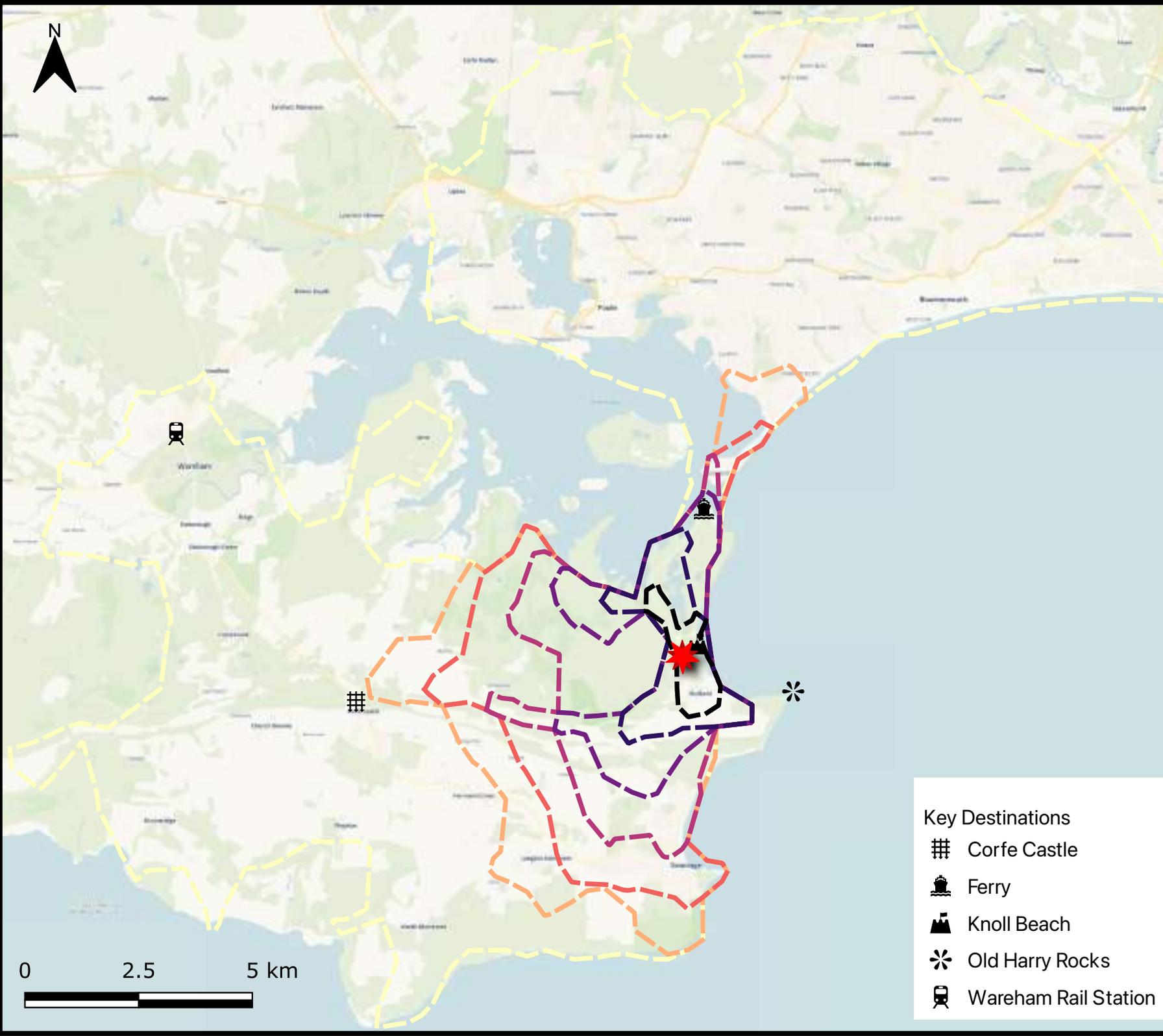
 Wareham Rail Station



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Website: [www.exigoprojectsolutions.co.uk](http://www.exigoprojectsolutions.co.uk)



**Legend**



**Cycle Catchment (Mins)**

- 5
- 10
- 15
- 20
- 25
- 30
- 60

OSM - Voyager

**Key Destinations**

- Corfe Castle
- Ferry
- Knoll Beach
- Old Harry Rocks
- Wareham Rail Station

SCHEME	
Proposed Development Knoll House Hotel, Studland	
ON BEHALF OF Kingfisher	
DRAWING TITLE Cycling Assessment	
DRAWING REFERENCE T475-R2/GIS/03	REV -
SCALE @A4 NTS	DRAWN BY JA
DATE CREATED 2022-09-05	CHECKED BY CS

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**APPENDIX C**  
Accidents Plan & Data



0 100 200 m



Legend

 Site Location

Severity [7]

 Fatal [0]

 Severe [5]

 Slight [2]

UK OS Open Zoomstack Road

SCHEME	
Proposed Development, Knoll House Hotel, Studland	
ON BEHALF OF	
Kinfisher Resorts	
DRAWING TITLE	
Accident Plan	
DRAWING REFERENCE	REV
T475-R2/GIS/04	-
SCALE @A4	DRAWN BY
NTS	JA
DATE CREATED	CHECKED BY
2022-10-24	JA

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The Department for Transport ALLSTATS19 personal injury accident data extracted for the latest 5-year period. Raw output file provided overleaf.



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**DRAWINGS**

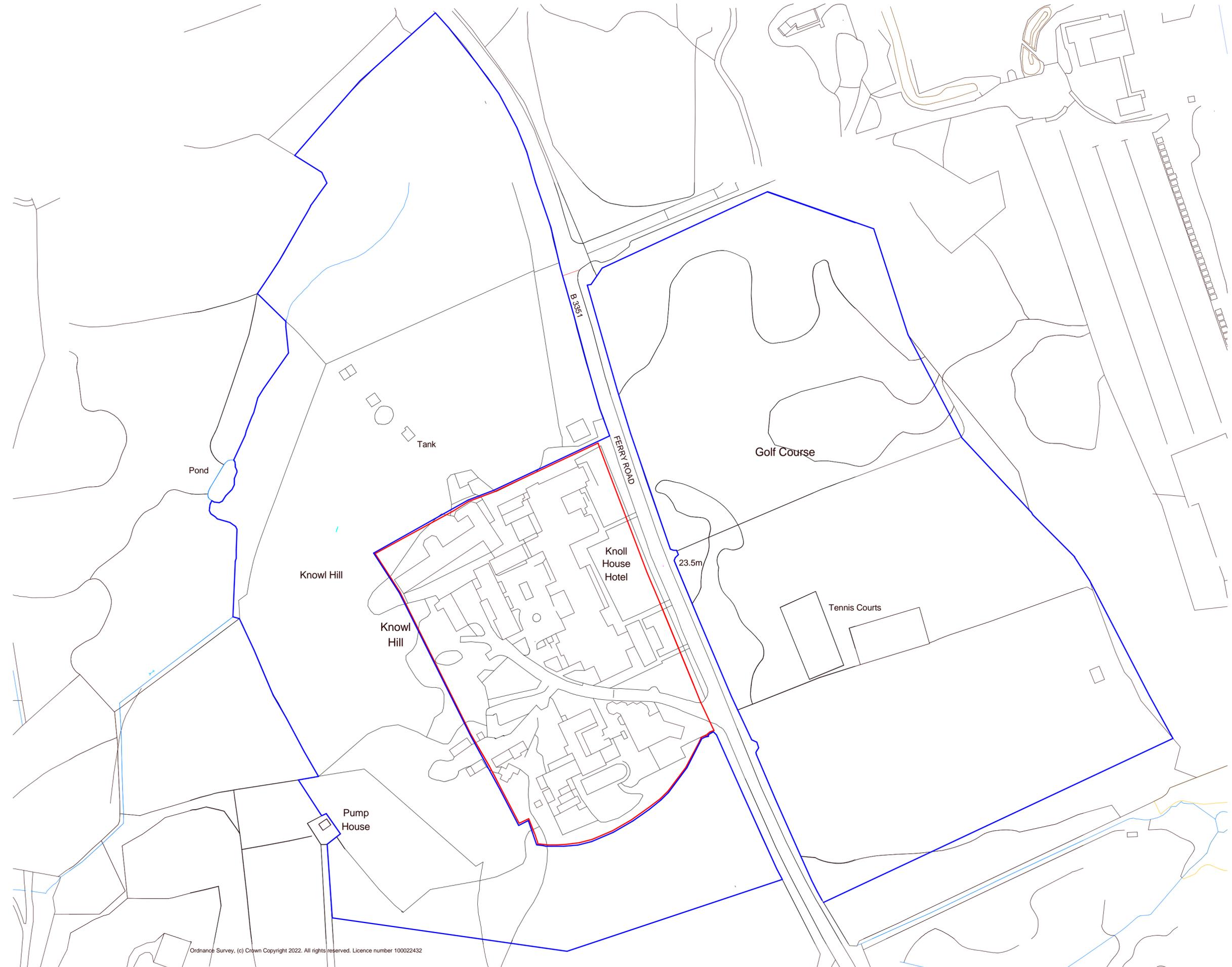
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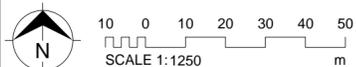
**Key**

Application boundary

National Trust land on lease



Rev	Date	Notes	Dm	Chk'd



Document Originator

**AWW**

London - 106 Weston Street, SE1 3QB 020 7160 6000  
 Plymouth - East Quay House, PL4 0HX 0117 923 2535  
 Bristol - pivot + mark, 48 - 52 Baldwin Street, BS1 1QB 01752 261 282  
 RIBA Chartered Practice www.aww-uk.com

Client  
 Kingfisher Resorts Studland Ltd

AWW Project Number 4561 Project Stage STAGE 2

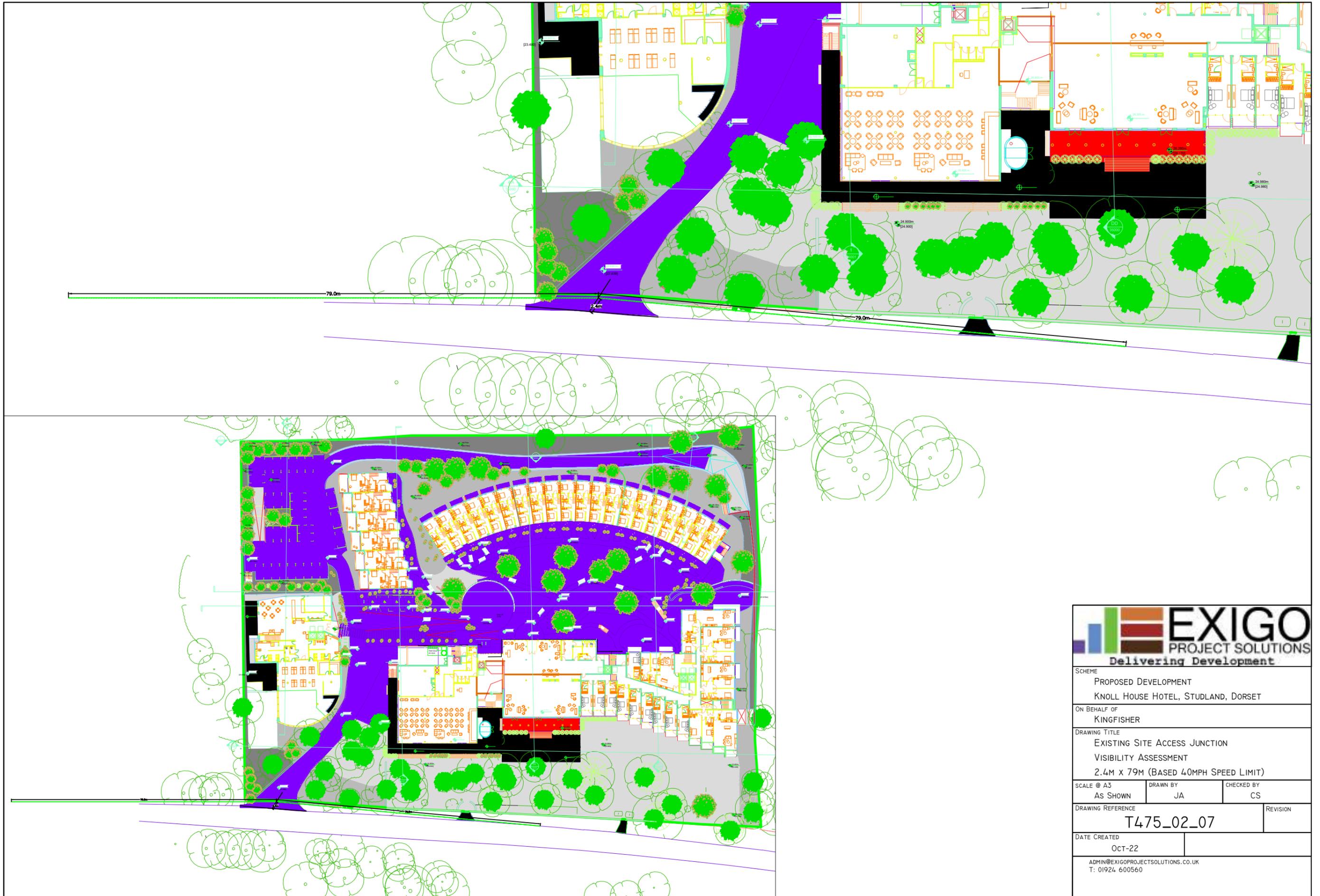
Project Title  
 Knoll House Studland

Title  
 Site Location Plan - Existing

Scale @ A2 Document Status  
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Project	Origin.	Volume	Level	Type	Role	Number	Rev
4561	AWW	SI	ZZ	DR	A	10001	P02

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SCHEME		
PROPOSED DEVELOPMENT KNOLL HOUSE HOTEL, STUDLAND, DORSET		
ON BEHALF OF KINGFISHER		
DRAWING TITLE EXISTING SITE ACCESS JUNCTION VISIBILITY ASSESSMENT 2.4M X 79M (BASED 40MPH SPEED LIMIT)		
SCALE @ A3 AS SHOWN	DRAWN BY JA	CHECKED BY CS
DRAWING REFERENCE T475_02_07		REVISION
DATE CREATED OCT-22		
ADMIN@EXIGOPROJECTSOLUTIONS.CO.UK T: 01924 600560		



