

TRANSPORT STATEMENT

PREMIER INN LITTLEHAMPTON, ROUNDSTONE LANE, EAST PRESTON, LITTLEHAMPTON, WEST SUSSEX, BN16 1EB

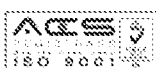
Proposed 20 Bedroom Extension

Date: July 2015

Ref: JDF/WHIT/15/2443/TN02

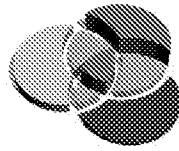
1 INTRODUCTION

- 1.1 Russell Giles Partnership (RGP) is commissioned by Whitbread Group Plc. to provide transport planning and highway advice in respect to a proposed Premier Inn hotel extension at Roundstone Lane, East Preston, Littlehampton, West Sussex, BN16 1EB.
- 1.2 The existing site comprises a 20 bedroom Premier Inn hotel and associated 210 (approximate) cover Whitbread Inns restaurant which are both operated by Whitbread. Car parking is provided on-site with provision for a total of 73 cars for the shared use of the hotel and restaurant. A site plan illustrating the existing site layout is attached hereto at **Appendix A**.
- 1.3 The proposals would involve a 20 bedroom annex extension to the existing hotel, resulting in a total of 40 bedrooms post-development. As a result, the level of on-site car parking would be increased by 13 spaces to 86. A site plan illustrating the proposed site layout is attached hereto at **Appendix B**.
- 1.4 In order to facilitate the extension and additional car parking, additional land would be acquired to the north eastern and southern boundaries of the site. It is worth noting that each of these parcels of land currently accommodates a single residential property, both of which would be demolished under the development proposals.
- 1.5 As background, a previous application for a 20 bedroom extension was submitted in April 2015 (planning reference: A/50/15/PL) and subsequently withdrawn. Although some objections were received it is noted no highway related concerns were raised and WSCC, as local highway authority, were supportive. This Transport Statement has been prepared to accompany the revised application which is made following discussions with the local Council.



RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS
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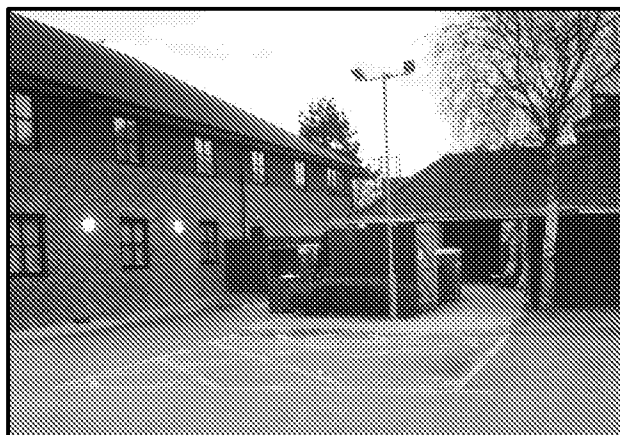


- 1.6 The site is located to the south-east of the A259 Roundstone By-Pass Roundabout, accessible from B2140 Roundstone Lane, approximately 5km to the east of Littlehampton town centre.
- 1.7 RGP has considerable experience of Premier Inn sites and has been involved in many new builds and extensions to existing sites within the Whitbread estate nationwide. As a result, RGP has a wealth of survey data in relation to traffic generation and parking demand for existing sites throughout the UK. This data is therefore used, in part, for this site, in order to determine the likely operation of the site in highway terms post-development, full details for which are included within this Transport Statement.

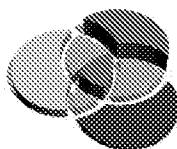
2 BASELINE CONDITIONS

Site Location

- 2.1 The site is located approximately 2 kilometres to the south of Angmering village centre and 5 kilometres east of Littlehampton town centre. Access is provided from the B2140 Roundstone Lane immediately to the south-east of the Roundstone By-pass Road roundabout. The A259 runs from Emsworth, Hampshire in the west to Folkestone, Kent in the east, and is largely parallel to the A27 in its alignment, thus the hotel is well placed for access from the local highway network and this would likely form a principal travel mode for guests accessing the site initially.
- 2.2 A ghost right turn lane is provided on Roundstone Lane, ensuring vehicles can access the site safely from the south without impeding the free flow of traffic. Good visibility is provided in each direction from the site access and vehicle speeds are anticipated to be low owing to the proximity to the roundabout and a 30mph speed limit immediately to the south.
- 2.3 The access and servicing arrangements associated with the site would remain unchanged as a consequence of the development proposals.



Photograph 1. Existing Servicing Area at Hotel



- 2.4 **Plan 01**, attached hereto illustrates the site's location in the context of the surrounding highway network and details the available public transport facilities and tourist amenities.

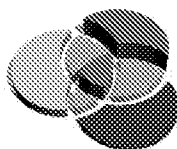
Accessibility Credentials

- 2.5 In terms of walking and cycling infrastructure, crossings with tactile paving are present at the site entrance and across Roundstone Lane and wide, well-lit footways are available along both sides of Roundstone Lane, providing safe and convenient links to local retail facilities and residential areas.
- 2.6 Footways are also located along either side of the Roundstone By-Pass which include a pedestrian refuge island and dropped kerbs with tactile paving providing a safe route to the north.
- 2.7 Furthermore, the South Coast Cycle Route (SCCR) runs to the south of the site on the B2140 Worthing Road / Littlehampton Road and a sign for a cycle route to East Preston is displayed on Roundstone Lane south of the site near Downs Way.



Photographs 2 & 3. Pedestrian Infrastructure in the Site Vicinity

- 2.8 The nearest bus stops are located approximately 200m (a 3 minute walk) to the south of the site on the B2140 Old Worthing Road, opposite Arlington Crescent. The Stagecoach South – Coastliner route 700 (Brighton – Worthing – Littlehampton – Arundel) departs every 20 minutes.
- 2.9 Additionally, the hourly no. 9 Stagecoach South service calling at Shoreham by Sea – Worthing – Angmering and Littlehampton can be boarded at Roundstone Garden Centre (a 4 minutes' walk to the east). A summary of the routes serving these stops is included within **Figure 1**, below.



BUS TIMETABLE			
Service	Route Summary	Typical Frequency	Hours of Operation
From East Preston, Arlington Crescent			
700	Brighton - Arundel	Mon-Sat: 10mins Sun: 20mins	Mon-Fri: 06:06-22:09 Sat: 06:26-22:10 Sun: 08:44-22:27
From East Preston, Roundstone Garden Centre			
9	Shoreham By Sea - Littlehampton	Mon-Sat: Hourly Sun: No service	Mon-Sat: 08:56-16:56

Figure 1. Local Bus Services

- 2.10 The nearest railway station is Angmering which is situated approximately 1km (a 12 minute walk) to the west of the site. This station is operated by Southern and lies on the West Coastway Line. Typical journey times and frequencies are summarised in **Figure 2** below.

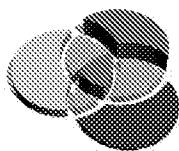
RAIL TIMETABLE (From Angmering)		
Destination	Frequency	Duration
Littlehampton	2 trains per hour	10 minutes
London Victoria	2 trains per hour	1 hour 35 minutes
Brighton	2 trains per hour	35 minutes
Portsmouth Harbour	1 train per hour	50 minutes
Southampton Central	1 train per hour	1 hour 15 minutes

Figure 2. Rail Timetable

- 2.11 In summary, although car journeys would form the primary mode of travel for guests to reach the site initially; walking and cycling, in combination with public transport would form an attractive travel mode during the course of a guest's stay. Additionally, these travel modes would be particularly attractive to hotel staff.

3 TRIP GENERATION

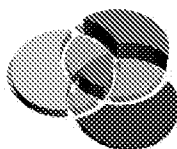
- 3.1 Based on RGP's experience of Premier Inn developments, the traffic generation for the hotel has been derived from comparable survey data. Although the TRICS database is the industry standard tool for deriving traffic generation for similar land uses, in RGP's experience this data is not comparable. Many hotels within TRICS contain conference and leisure uses on-site, which make the data unrepresentative of a hotel which does not contain these facilities.



- 3.2 As part of RGP's assessment, data collected as part of a Premier Inn Guest Travel and Parking Study (October 2011) has been used to establish the likely operation of the existing Premier Inn and how this may change with an additional 20 bedrooms.
- 3.3 Based on the schedule attached at **Appendix C**, sites within *Category C: Trunk Road/A Road* have been considered for further assessment. The sites chosen for analysis are similarly located to the Littlehampton Premier Inn in terms of proximity to major roads; however in reality the development site is better located in terms of accessibility by alternative travel modes and hence this is considered to represent a robust assessment of the site's vehicle trip generation.
- 3.4 *Category C* comprises data for three existing Premier Inn hotels at Hemel Hempstead West, Cambridge J32 and York South West. Further details of each of these sites is provided within the summary schedule.
- 3.5 During the survey of the Cambridge Premier Inn, 2 coaches were recorded as having arrived in the afternoon and hence this distorts the vehicle trip rate, as a coach represents a considerable number of guest arrivals. This survey has therefore been omitted from the below analysis.
- 3.6 For hotels with on-site car parking (as is the case with the above surveyed sites) a car park survey was undertaken between 0700 and 2400, to include observations of all arrivals and departures and details in terms of purpose of visit.
- 3.7 The spreadsheets attached at **Appendix D** provide a summary of each of the surveyed sites and key results, including trip rates, parking accumulation and duration of stay information. Data including the number of rooms available and number of rooms sold on the previous night and night of the survey is also provided. The raw data for each of these surveys, undertaken by PCC Traffic Information Consultancy Ltd in June 2011 can be provided on request.

Existing Trip Generation

- 3.8 It is important to consider the existing operation of the Premier Inn in isolation from the associated Whitbread Inns restaurant use, as this will be used as the basis from which to determine the potential impact of the proposed additional 20 bedrooms.
- 3.9 **Figure 3**, below, provides a summary of the trip rates and traffic generation derived from the *Category C* Premier Inn sites for the existing 20 bedroom hotel. For robustness the conventional highway peak hours have been considered in addition to the daily traffic generation.



	TRIP RATE (PER ROOM)			TRAFFIC GENERATION		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak	0.17	0.27	0.44	3	5	9
PM Peak	0.18	0.20	0.38	4	4	8
Daily	2.13	2.07	4.20	43	41	84

****Note.** Discrepancies due to rounding

Figure 3. Premier Inn Trip Rates and Traffic Generation (Existing 20 Bedrooms)

- 3.10 As summarised above, the existing site is likely to generate a maximum of 9 two-way vehicle movements during the AM (08:00-09:00) peak hour, as a worst case. Over the course of a typical day this would equate to a total of 84 two-way vehicle movements.

Proposed Trip Generation

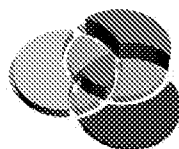
- 3.11 Based on the trip rate data detailed above, the potential increase in vehicle movements to and from the site as a result of the proposed extension has been established. **Figure 4**, below, provides a summary of the anticipated increase.

	TRAFFIC GENERATION		
	Arrivals	Departures	Two-Way
AM Peak	3	5	9
PM Peak	4	4	8
Daily	43	41	84

****Note.** Discrepancies due to rounding

Figure 4. Premier Inn Traffic Generation (Proposed 20 Bedroom Extension)

- 3.12 As summarised within **Figure 4**, above, the proposed 20 bedroom extension would generate an additional 9 two-way vehicle movements during the AM peak hour (08:00-09:00) as a worst case, representing 1 additional arrival / departure every 7 minutes, on average. Over the course of a typical day the proposed extension would generate a total of 84 additional two-way vehicle movements.
- 3.13 This is not considered to represent a significant increase in traffic and would have a negligible impact on the local highway network.
- 3.14 It is worth noting that under the proposals, two residential properties (to the north-east and to the south of the site) would be demolished, and hence the vehicular traffic associated with these would be removed from the network.



- 3.15 Furthermore, the property to the north-east of the site currently takes access directly from the A259. Under the development proposals this access would be closed, thus providing a benefit in highway safety terms.

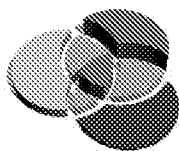
4 PARKING DEMAND

- 4.1 The existing site provides a total of 73 car parking spaces for the shared use of the 20 bedroom hotel and 210 cover Whitbread Inns restaurant. The proposals would involve an increase of 13 on-site parking spaces, resulting in a total of 86 car parking spaces post-development.
- 4.2 A review of relevant policy has been undertaken to establish the level of parking required. Car parking standards for Littlehampton and Angmering are contained within Arun District Council Local Plan (2003). Policy EMP DM1 of the Arun Local Plan (Publication Version) 2011-2031 states that car parking facilities should be provided in accordance with West Sussex County Council's (WSCC) adopted standards.
- 4.3 WSCC most recently updated their car parking standards in November 2003 and these are set out in the supplementary planning document 'Revised County Parking Standards and Transport Contributions Methodology', which set the following requirement, summarised within **Figure 5**.

Use Class	Maximum Parking Provision
C1 (Hotel)	1 car parking space per bedroom

Figure 5. WSCC Maximum Parking Standards

- 4.4 Based on the above parking standards, the proposed hotel extension could provide a maximum of 20 car parking spaces for the additional 20 guest bedrooms. No alterations would be made to the associated restaurant and hence no additional provision would be required in relation to this use.
- 4.5 The on-site car parking provision (86 spaces) would be for the shared use of the extended Premier Inn hotel and existing public house / restaurant. The two land uses operate in a complementary manner, which facilitates the shared use of the car park. The associated peaks in parking for each land use are not coincident i.e. Premier Inn guests depart during the morning period and arrive throughout the afternoon and evening period, whilst the restaurant peaks typically occur at mealtimes. In addition, the public house caters for the majority of Premier Inn guests' needs, including breakfasts and evening meals. It is therefore not entirely appropriate to consider each element individually in terms of the generic application of maximum parking standards.



- 4.6 In order to establish the existing parking demand associated with the site, a week-long parking survey was conducted between 17/01/2014 and 23/01/2014. The results are attached hereto at **Appendix E**. This survey identified a peak accumulation of 40 cars parked in the 73 vehicle capacity car park at 21:00 on 17/01/2014 and 23/01/2014, as well as at 18:00 on 21/01/2014.
- 4.7 The hotel was fully occupied on four of the survey nights (Monday through to Thursday) during which time the peak occupancy in the car park reached a maximum of 40 vehicles (i.e. 55% of the total capacity). This therefore demonstrates that even when the hotel is operating at full occupancy, a high degree of spare capacity is retained within the car park.
- 4.8 In addition to the maximum parking standards as contained in local parking policy, it is also important to understand the anticipated parking demand likely to be generated by the development proposals. This can be derived from the survey data used as part of the traffic generation analysis. Since the sites assessed are comparable to the proposed Littlehampton site this is considered an accurate representation of the anticipated operation of the hotel extension.
- 4.9 The spreadsheet attached at **Appendix F** provides the calculation for the parking demand profile for the extension, which has been factored accordingly based on the 20 bedroom extension. The resultant parking demand profile for the proposals is illustrated by **Figure 6**, below.

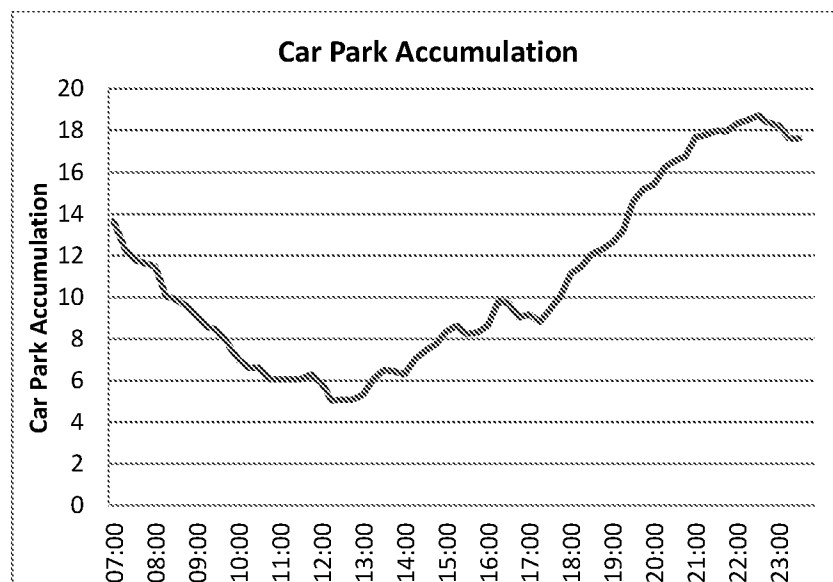
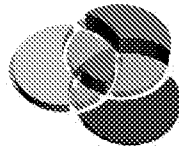
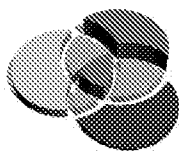


Figure 6. Anticipated Parking Demand of the 20 Bedroom Extension

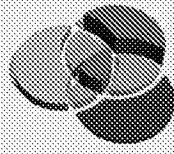


- 4.10 As demonstrated within the above figure, based on survey data from comparable *Category C* Premier Inn sites, the parking accumulation profile has a definitive pattern for the proposed 20 bedroom extension with a decrease during the morning period associated with guests departing and a gradual rise during the late afternoon and evening, associated with guests arriving. The peak demand in parking associated with the Premier Inn would occur overnight with a peak of 19 cars parked at 22:30, equivalent to 0.95 occupied spaces per room sold (assuming all rooms are sold).
- 4.11 **Figure 5**, above, shows that the proposed 20 bedroom extension would generate a peak demand for 19 on-site car parking spaces. As a robust assessment, assuming the peak existing demand (40 spaces) and the proposed additional demand (19 spaces) were to coincide, a total demand for 59 spaces would be anticipated at the site. This would represent 69% of the total on-site provision.
- 4.12 The proposed level of on-site car parking provision would therefore be suitable to accommodate the parking needs associated with the hotel and restaurant following the 20 bedroom extension, while ensuring sufficient capacity would be retained to cater for periods of particularly high demand associated with the restaurant (i.e. bank holidays weekends).



5 SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement has considered the transport planning implications associated with the proposed 20 bedroom extension to the existing Premier Inn at Littlehampton.
- 5.2 Extensive survey information has been consulted to determine the existing and post-development operation of the site in terms of trip generation and parking demand. The results show that the extension would generate minimal levels of additional traffic and the parking provision, as proposed, would be sufficient to accommodate demand.
- 5.3 RGP make the following conclusions of this Transport Statement:
- i) The site is considered to be well placed for guest travel, being located close to the local highway network and within easy reach of Angmering rail station;
 - ii) The proposed 20 bedroom extension would likely generate in the region of 9 two-way vehicle movements over the AM (worst case) peak hour and a total of 84 two-way vehicle movements over the course of a typical weekday;
 - iii) The proposed overall parking provision of 86 spaces (13 additional spaces) would be adequate to accommodate the demand from the extension proposals and is considered to be in line with local policy;
- 5.4 As a result of the data and evidence presented within this Transport Statement West Sussex County Council, as local highway authority, are respectfully requested to confirm that the development proposals are satisfactory on highway grounds.



PLANS

BUS TIME TABLE			
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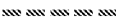
LEGEND



SITE LOCATION



RAIL STATION



RAILWAY



LOCAL BUS STOP



2KM WALKING ISOCHRONE



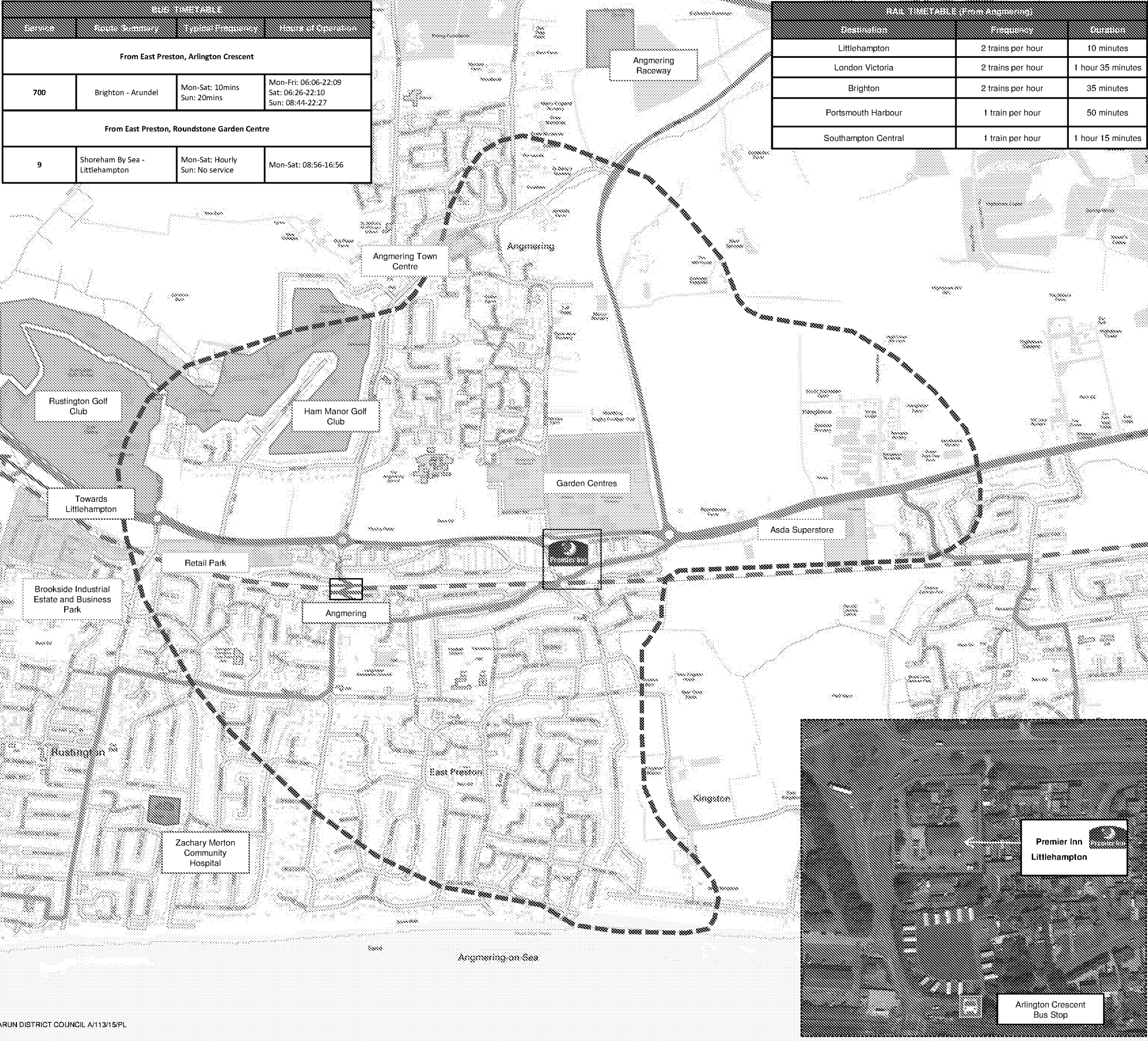
RETAIL



LEISURE



HEALTHCARE



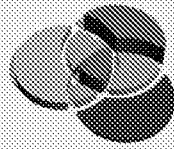
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Client: Whitbread Group Plc

Project: PIX Littlehampton

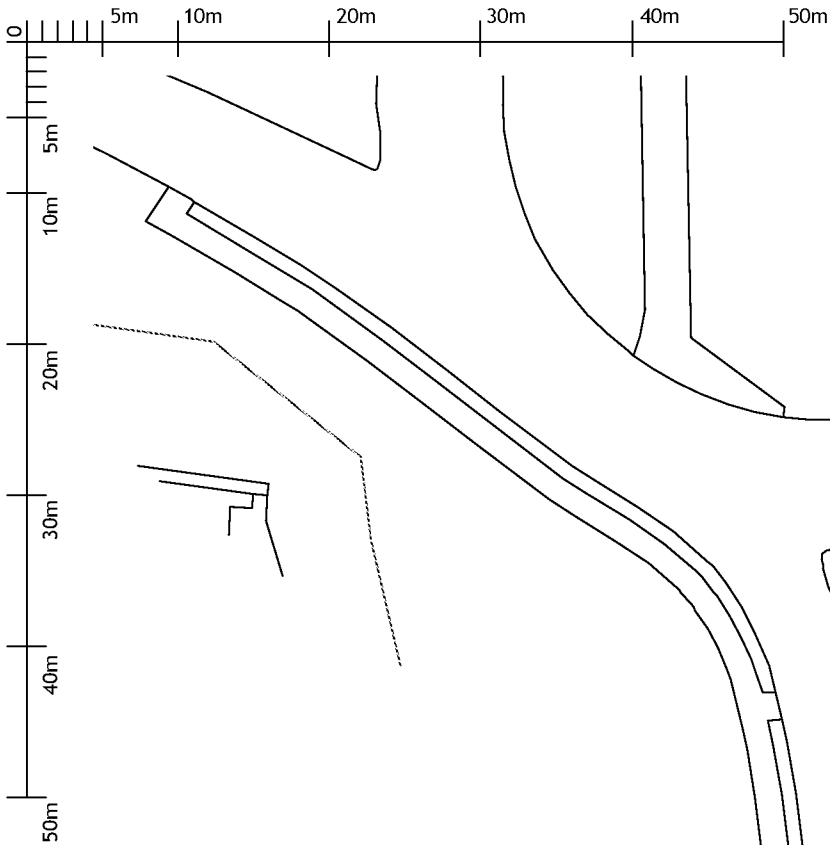
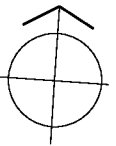
Title: Site Location and Accessibility Plan

Plan No: Plan 01	Job No: 15/2443	Date: July 2015	Scale: NTS
Drawn By: JDF	Checked By: PJB	Approved By: NDR	Rev: A



APPENDIX A

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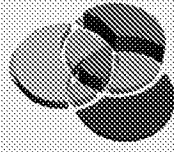
Client
WHITBREAD GROUP PLC

Project
LITTLEHAMPTON PREMIER INN
ROUNDSTONE LANE
LITTLEHAMPTON

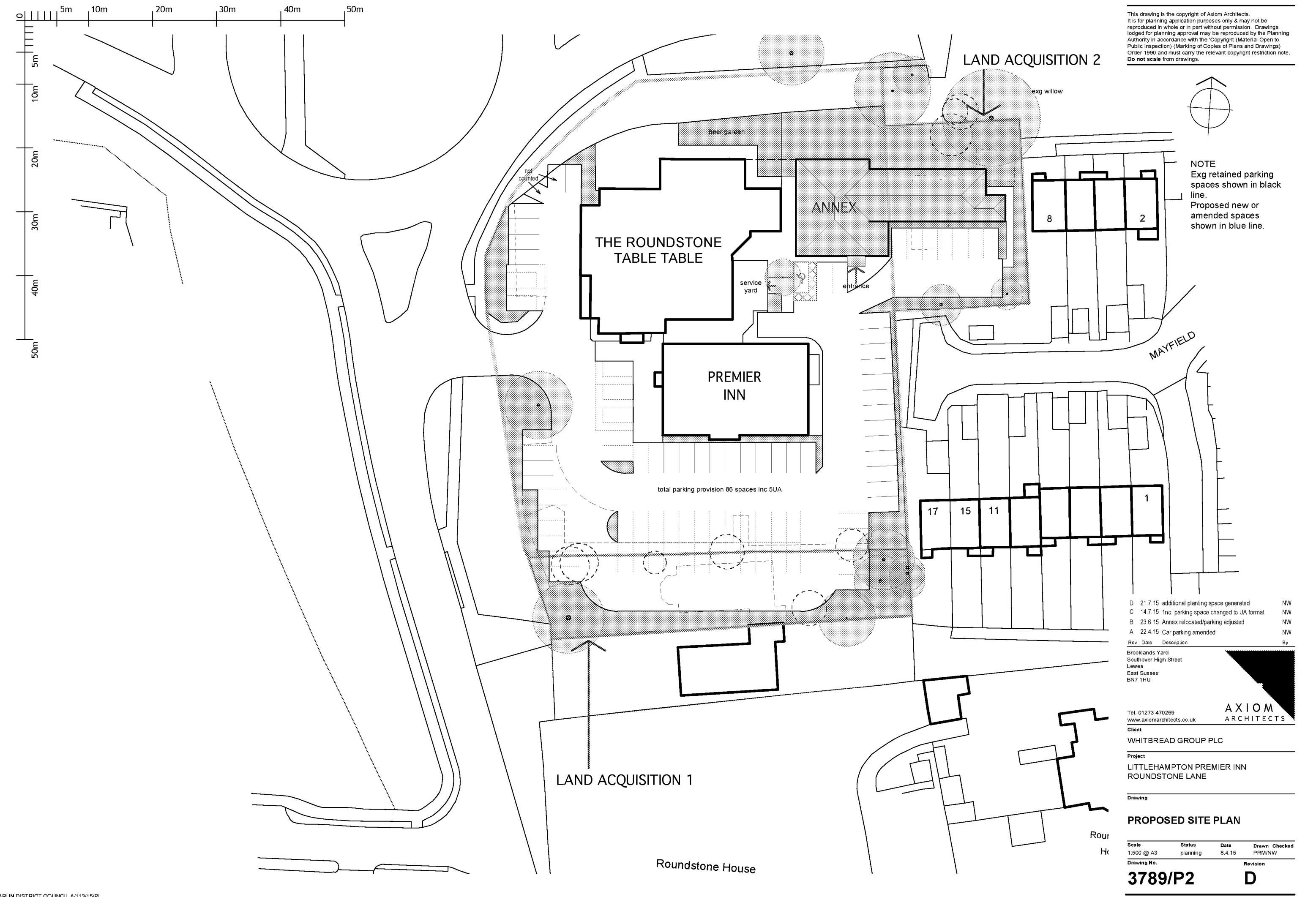
Drawing
EXISTING SITE PLAN

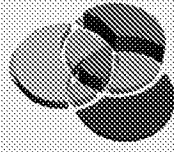
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APPENDIX B





APPENDIX C

1344: PREMIER INN PARKING STUDY - SURVEY SCHEDULE

EAT SLEEP & DRINK
WHITBREAD

HOTEL CATEGORY		HOTEL NAME	SITE REFERENCE	BROCHURE CODE	POSTCODE	NO. OF BEDROOMS	RESTAURANT ON SITE	NO. OF COVERS	PARKING CHARGING	NO. OF PARKING SPACES	SPACES PER ROOM	DISTANCE FROM NEAREST RAIL STATION	TELEPHONE NUMBER
1	LONDON (INNER)	London Victoria	1	345	SW1V 1PS	110	IR	70	Chargeable	N/A	N/A	0.2 mile	0871 527 8680
		London Euston	2	329	WC1H 9PJ	266	IR	N/A	Chargeable	16	0.06	0.25 mile	0871 527 8656
		London Southwark	3	342	SE1 9EF	59	OR	N/A	Chargeable	6	0.10	500 metres	0871 527 8676
2	LONDON (OUTER)	London Kew	4	339	TW8 0BB	141	IR	100	Chargeable	30	0.21	0.5 mile	0871 527 8670
		London Richmond (Wimbledon South)	5	347	SW19 2RF	134	IR	N/A	Chargeable	N/A	N/A	400 yards	0871 527 8684
		London Edgware	6	327	HA8 5AQ	114	IR	N/A	N/A	70	0.61	0.5 mile	0871 527 8652
3	TRUNK ROAD / A-ROAD	Hemel Hempstead West	7	262	HP1 2SB	62	IR	40	Free	60	0.97	1 mile	0871 527 8516
		Cambridge A14 Junction 32	8	95	CB4 2GW	154	IR	100	Free	132	0.86	4 miles	0871 527 8186
		York South West	9	605	YO23 3PP	61	IR	44	N/A	63	1.03	6 miles	0871 527 9202
4	INDUSTRIAL / COMMERCIAL / EDGE OF TOWN / LEISURE PARK	Birmingham NEC/Airport	10	44	B40 1QA	247	IR	240	Free	300	1.21	1 mile	0871 527 8086
		Thurrock East	11	554	RM16 6YJ	63	BF	200	Free	120	1.90	0.5 mile	0871 527 9092
		Enfield	12	193	EN3 7XU	200	TT	143	Free	173	0.87	1 mile	0871 527 8374
5	EDGE OF TOWN CENTRE	Wolverhampton Bluebricks	13	596	WV10 0BA	89	TT	120	Free	100	1.12	0.5 mile	0871 527 9186
		Wakefield South	14	566	WF4 3BB	75	OR	N/A	Free	80	1.07	2.6 miles	0871 527 9118
		Rochester	15	475	ME2 2SS	121	IR	65	Free	130	1.07	2 miles	0871 527 8938
6	TOWN CENTRE (EXCLUDING LONDON)	Reading Central	16	468	RG1 2HN	151	IR	72	Chargeable	32	0.21	1 mile	0871 527 8924
		York Blossom Street North	17	601	YO24 1AJ	102	IR	120	Free	30	0.29	0.3 mile	0871 527 9196
		Leicester City Centre	18	299	LE1 1AA	135	IR	48	Free	47	0.35	10 metres	0871 527 8596
7	COASTAL / SEASONAL VARIATION SITES	Torquay	19	558	TQ2 5HE	143	BR	295	Free	130	0.91	0.5 mile	0871 527 9102
		Brighton City Centre	20	76	BN1 1RE	160	IR	95	Free/Chargeable	N/A	N/A	0.25 mile	0871 527 8150
		Scarborough	21	487	YO11 2EN	74	BF	140	Free	N/A	N/A	250 metres	0871 527 9292
8	MAJOR UK CENTRES	Leeds City Centre	22	293	LS3 1LW	140	OR	N/A	Free	100	0.71	0.5 mile	0871 527 8582
		Birmingham City Centre (Waterloo Street)	23	42	B2 5PG	152	IR	120	N/A	N/A	N/A	5 minutes	0871 527 8074
		Edinburgh Central (Lauriston Place)	24	185	EH3 9DG	112	IR	90	Chargeable	N/A	N/A	1 mile	0871 527 8366
9	AIRPORTS	Gatwick Airport Central	25	209	RH6 0NX	220	IR	84	Chargeable	120	0.55	0.5 mile	0871 527 8406
		Liverpool Airport	26	309	L24 1YQ	101	IR	80	Free	100	0.99	1.5 miles	0871 527 8626
		Manchester Airport	27	359	M90 5DL	195	IR	100	Chargeable	150	0.77	0.75 mile	0871 527 8726
		Heathrow Airport Bath Road	28	258	TW6 2AB	590	IR	2000	Chargeable	240	0.41	2 miles	0871 527 8508

Restaurant Codes:

BE - Beefeater

TT - Table Table

BF - Brewers Fayre

TB - Taybarns

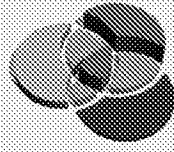
IR - Integral Restaurant

OR - Other Restaurant

N/A - refers to a site that doesn't have car parking or is shared with another company / use

RSP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey GU7 1JF • Tel: 01483 861681 • Fax: 01483 861682 • www.rnsedglen.com
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APPENDIX D

Premier Inn Parking & Travel Study

Survey Details

Location	Trunk Road / A - Road
Date	Jun-11
Type	Car Park

Average Occupancy figures

	Occupancy (%)	Persons per Room
SITE 7 (Hemel Hempstead West)	98	1.53
SITE 8 (Cambridge J32)	80.8	1.41
SITE 9 (York South West)	75	1.31
AVERAGE	84.6	1.44

Traffic Generation for 100 Bedroom Premier Inn

Two-Way Traffic

AM Peak	44
PM Peak	38
Day	420

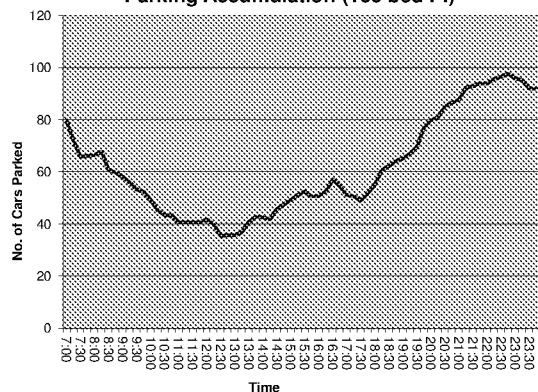
Duration of Stay

	Frequency	Percentage
Total	74	100
< 30 min	11	15
> 30 min, < 4 hours	54	73
> 4 hours (not staying overnight)	9	12

Peak Parking Demand

Parking demand per room	0.97
Rooms per parking space	1.03
Disabled Provision	6

Parking Accumulation (100 bed PI)



Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.17	0.27	0.44
PM Peak	0.18	0.20	0.38
Day	2.13	2.07	4.20

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

Totals	43
Car / Van	99
Public Transport	0
Taxi	1
Other	0

Question 2 - Why did you choose to drive to reach the PI? (%)

Totals	75
I require a car/van for work	22
No P.T. available	5
P.T. not convenient	44
P.T. not cost effective	7
Never use P.T.	2
I have too much luggage for P.T.	8
I travelled with children	6
I am a disabled driver	3
Other	3

Question 3 - How important is car parking to you at PI? (%)

Totals	42
Very Important	99
4	1
3	0
2	0
Not important at all	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

Totals	115
On Street (Pay and Display)	29
On Street (Free)	9
Public Car Park (Paid)	25
Public Car Park (Pay and Redeem)	6
Public Car Park (Free)	6
Premier Inn Car Park (Charged)	22
Premier Inn Car Park (Pay and Redeem)	4

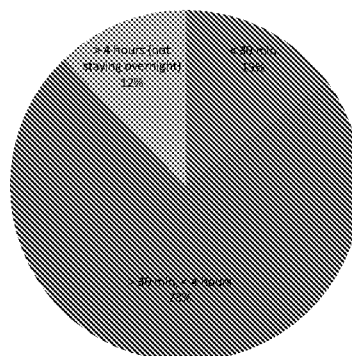
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

Totals	43
PI was my ultimate destination	79
I was travelling elsewhere	22

Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

Totals	14
Car	96
Bus	5
Taxi	0
Underground	0
Train	0
Plane	0
Cycle	0
Walk	0
Other	0

Car Park duration of stay


 GET YOUR 2 DRINK
 WHITBREAD


Premier Inn Parking & Travel Study

Survey Details

Location:	Hemel Hampstead West
Date:	Tuesday 14/06/2011
Type:	Car Park Study

Site Details

Number of Rooms:	62
Restaurant:	Integral
Number of Covers:	40
Number of Parking Spaces:	60
Parking Spaces per Room:	0.97

Weather Details (During Survey)

General Conditions:	Rain
Max. Temp. (°C):	19
Min. Temp. (°C):	10

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold:	60	62
Number of covers sold:	N/A	N/A
Number of Guests in the Hotel:	92	95

Car Park Summary Details

Start Occupancy:	54
End Occupancy:	52
Max. Occupancy:	56
Ave. Duration of Stay (hh:mm):	01:43
Cars Present for survey duration:	3

Duration of Stay - Car Park Study Breakdown

	Frequency	Percentage
Total	64	100
< 30 min	9	14
> 30 min, < 4 hours	51	80
> 4 hours (not staying overnight)	4	6

Daily Parking Demand

Parking demand per room:	0.92
Rooms per parking space:	1.09

Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.08	0.23	0.31
PM Peak	0.16	0.06	0.23
Day	1.82	1.85	3.68

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	10
Car / Van	100	
Public Transport	0	
Taxi	0	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	14
I require a car/van for work	7	
No P.T. available	7	
P.T. not convenient	50	
P.T. not cost effective	7	
Never use P.T.	0	
I have too much luggage for P.T.	7	
I travelled with children	7	
I am a disabled driver	7	
Other	7	

Question 3 - How important is car parking to you at PI? (%)

	Totals	10
Very Important	5	100
	4	0
	3	0
	2	0
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	25
On Street (Pay and Display)	28	
On Street (Free)	12	
Public Car Park (Paid)	20	
Public Car Park (Pay and Redeem)	8	
Public Car Park (Free)	8	
Premier Inn Car Park (Charged)	20	
Premier Inn Car Park (Pay and Redeem)	4	

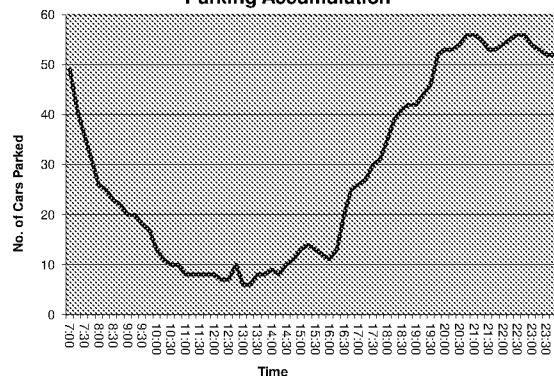
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	10
PI was my ultimate destination	70	
I was travelling elsewhere	30	

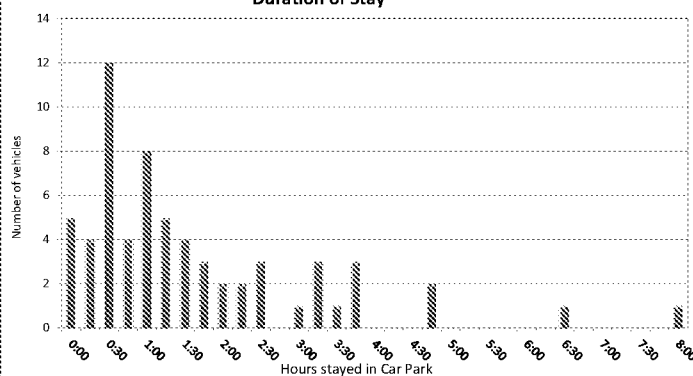
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	3
Car	100	
Bus	0	
Taxi	0	
Underground	0	
Train	0	
Plane	0	
Cycle	0	
Walk	0	
Other	0	

Parking Accumulation



Duration of Stay



Sole Sponsor

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Premier Inn Parking & Travel Study

Survey Details

Location	Cambridge A14 Junction 32
Date	Tuesday 21/06/2011
Type	Car Park Study

Site Details

Number of Rooms	154
Restaurant	Integral
Number of Covers	100
Number of Parking Spaces	132
Parking Spaces per Room	0.86

Weather Details (During Survey)

General Conditions	Sunny
Max. Temp. (°C)	20
Min. Temp. (°C)	13

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	97	152
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	161	200

Car Park Summary Details

Start Occupancy	94
End Occupancy	40
Max. Occupancy	91
Ave. Duration of Stay (hours)	02:06
Cars Present for survey duration	3

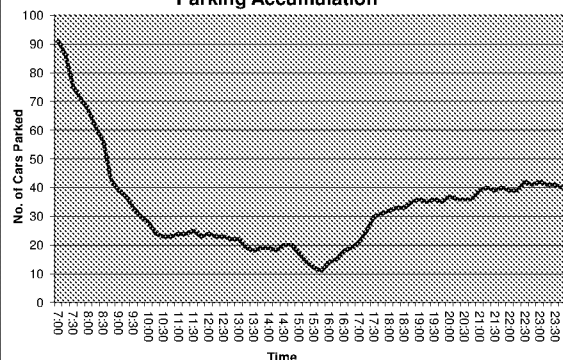
Duration of Stay

	Frequency	Percentage
Total	82	100
< 30 min	20	24
> 30 min, < 4 hours	51	62
> 4 hours (not staying overnight)	11	13

Real Parking Demand

Parking demand per room	0.73
Rooms per parking space	1.37

Parking Accumulation



Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.09	0.31	0.40
PM Peak	0.13	0.03	0.16
Day	0.96	1.39	2.35

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	1
Car / Van	100	
Public Transport	0	
Taxi	0	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	2
I require a car/van for work	50	
No P.T. available	0	
P.T. not convenient	50	
P.T. not cost effective	0	
Never use P.T.	0	
I have too much luggage for P.T.	0	
I travelled with children	0	
I am a disabled driver	0	
Other	0	

Question 3 - How important is car parking to you at PI? (%)

	Totals	1
Very important	5	100
4	0	
3	0	
2	0	
Not important at all	0	

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	3
On Street (Pay and Display)	33	
On Street (Free)	0	
Public Car Park (Paid)	33	
Public Car Park (Pay and Redeem)	0	
Public Car Park (Free)	0	
Premier Inn Car Park (Charged)	33	
Premier Inn Car Park (Pay and Redeem)	0	

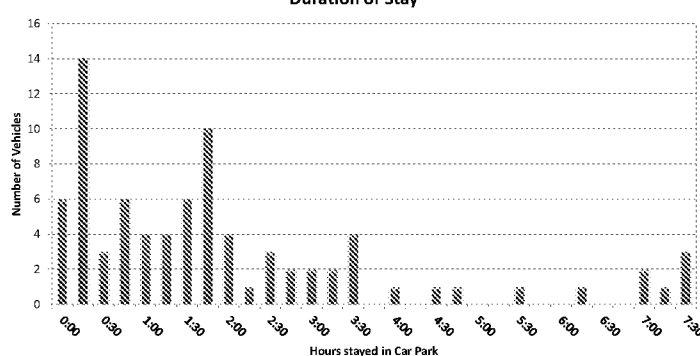
Question 5 - Was PI your ultimate destination or were you travelling elsewhere? (%)

	Totals	1
PI was my ultimate destination	100	
I was travelling elsewhere	0	

Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	-
Car	-	
Bus	-	
Taxi	-	
Underground	-	
Train	-	
Plane	-	
Cycle	-	
Walk	-	
Other	-	

Duration of Stay



Premier Inn Parking & Travel Study

Survey Details

Location: York South West
 Date: Tuesday 21/06/2011
 Type: Car Park

Site Details

Number of Rooms: 61
 Restaurant: Integral
 Number of Covers: 44
 Number of Parking Spaces: 63
 Parking Spaces per Room: 1.03

Weather Details (During Survey)

General Conditions: Cloudy / Rain
 Max. Temp. (°C): 19
 Min. Temp. (°C): 12

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	36	55
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	46	74

Car Park Summary Details

Start Occupancy: 38
 End Occupancy: 45
 Max. Occupancy: 47
 Ave. Duration of Stay (hh:mm): 02:49
 Cars Present for survey duration: 5

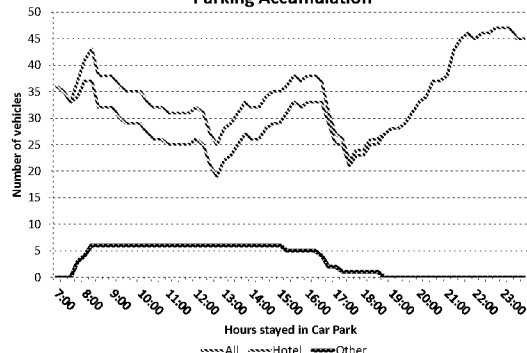
Duration of Stay

	Frequency	Percentage
Total	77	100
< 30 min	5	6
> 30 min, < 4 hours	59	77
> 4 hours (not staying overnight)	13	17

Peak Parking Demand

Parking demand per room: 1.02
 Rooms per parking space: 0.98

Parking Accumulation



Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.26	0.31	0.57
PM Peak	0.20	0.33	0.53
Day	2.44	2.29	4.73

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals
Car / Van	97
Public Transport	0
Taxi	3
Other	0

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals
I require a car/van for work	10
No P.T. available	9
P.T. not convenient	31
P.T. not cost effective	14
Never use P.T.	5
I have too much luggage for P.T.	17
I travelled with children	12
I am a disabled driver	2
Other	2

Question 3 - How important is car parking to you at PI? (%)

	Totals
Very important	97
Important	3
Not important at all	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals
On Street (Pay and Display)	25
On Street (Free)	15
Public Car Park (Paid)	21
Public Car Park (Pay and Redeem)	9
Public Car Park (Free)	9
Premier Inn Car Park (Charged)	14
Premier Inn Car Park (Pay and Redeem)	7

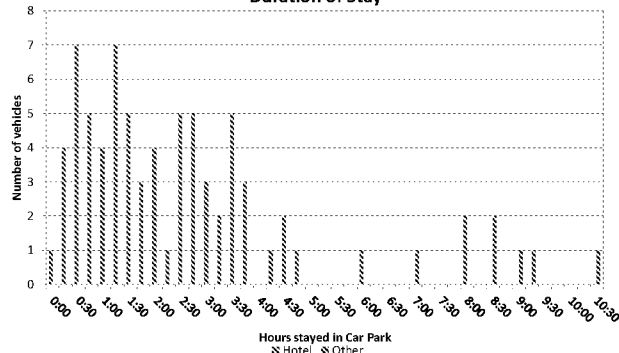
Question 5 - Was PI your ultimate destination or were you travelling elsewhere? (%)

	Totals
PI was my ultimate destination	66
I was travelling elsewhere	34

Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

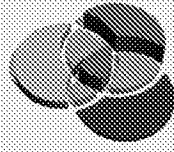
	Totals
Car	91
Bus	9
Taxi	0
Underground	0
Train	0
Plane	0
Cycle	0
Walk	0
Other	0

Duration of Stay



NOT A GENUINE WHITBREAD





APPENDIX E

CAR PARKING SURVEY – 2014

FAX BACK WHEN COMPLETE TO: 01628 532255
Or email: carole.durant@walsingplan.co.uk

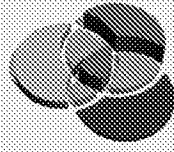
Location – LITTLEHAMPTON

No of Rooms **20** Total no. of Car Parking Spaces. **73** No. of covers in Restaurant **170** No of tables in Restaurant **44**

	Friday Date 17/01/14	Saturday Date 18/01/14	Sunday Date 19/01/14	Monday Date 20/01/14	Tuesday Date 21/01/14	Wednesday Date 22/01/14	Thursday Date 23/01/14
10:00 am	15	17	21	16	18	14	13
1:00 pm	24	26	39	20	24	17	35
6.00 pm	37	33	28	22	40	31	31
9.00 pm	40	38	30	39	37	35	40
ROOMS OCCUPIED	14	16	16	20	20	20	20

Any other information

.....



APPENDIX F

Average Trips Rates

C: Trunk Road / A-Road

				Number of Rooms 20			Accumulation
	Trip Rates			Trips			
Start Occupancy	0.8211			16			
TIME	Arr	Dep	2-way	Arr	Dep	2-Way	
0700 - 0715	0.008	0.071	0.079	0	1	2	15
0715 - 0730	0.046	0.123	0.169	1	2	3	14
0730 - 0745	0.011	0.074	0.084	0	1	2	12
0745 - 0800	0.049	0.079	0.128	1	2	3	12
0800 - 0815	0.043	0.052	0.095	1	1	2	12
0815 - 0830	0.079	0.087	0.166	2	2	3	11
0830 - 0845	0.016	0.087	0.104	0	2	2	10
0845 - 0900	0.033	0.041	0.073	1	1	1	10
0900 - 0915	0.022	0.038	0.060	0	1	1	10
0915 - 0930	0.008	0.030	0.038	0	1	1	9
0930 - 0945	0.016	0.044	0.060	0	1	1	9
0945 - 1000	0.025	0.033	0.057	0	1	1	8
1000 - 1015	0.000	0.033	0.033	0	1	1	8
1015 - 1030	0.000	0.038	0.038	0	1	1	7
1030 - 1045	0.016	0.035	0.052	0	1	1	7
1045 - 1100	0.000	0.000	0.000	0	0	0	7
1100 - 1115	0.022	0.049	0.071	0	1	1	6
1115 - 1130	0.019	0.019	0.038	0	0	1	6
1130 - 1145	0.000	0.000	0.000	0	0	0	6
1145 - 1200	0.000	0.000	0.000	0	0	0	6
1200 - 1215	0.041	0.030	0.071	1	1	1	6
1215 - 1230	0.000	0.019	0.019	0	0	0	6
1230 - 1245	0.000	0.043	0.043	0	1	1	5
1245 - 1300	0.025	0.022	0.046	0	0	1	5
1300 - 1315	0.043	0.044	0.087	1	1	2	5
1315 - 1330	0.022	0.011	0.033	0	0	1	5
1330 - 1345	0.038	0.000	0.038	1	0	1	6
1345 - 1400	0.022	0.000	0.022	0	0	0	6
1400 - 1415	0.027	0.030	0.057	1	1	1	6
1415 - 1430	0.011	0.019	0.030	0	0	1	6
1430 - 1445	0.060	0.022	0.082	1	0	2	7
1445 - 1500	0.057	0.038	0.095	1	1	2	7
1500 - 1515	0.044	0.027	0.071	1	1	1	8
1515 - 1530	0.038	0.008	0.046	1	0	1	8
1530 - 1545	0.030	0.016	0.046	1	0	1	9
1545 - 1600	0.049	0.068	0.117	1	1	2	8
1600 - 1615	0.038	0.035	0.074	1	1	1	8
1615 - 1630	0.035	0.019	0.055	1	0	1	9
1630 - 1645	0.068	0.011	0.079	1	0	2	10
1645 - 1700	0.082	0.084	0.166	2	2	3	10
1700 - 1715	0.046	0.082	0.128	1	2	3	9
1715 - 1730	0.035	0.027	0.063	1	1	1	9
1730 - 1745	0.068	0.087	0.155	1	2	3	9
1745 - 1800	0.030	0.000	0.030	1	0	1	9
1800 - 1815	0.071	0.038	0.109	1	1	2	10
1815 - 1830	0.055	0.000	0.055	1	0	1	11
1830 - 1845	0.057	0.041	0.098	1	1	2	11
1845 - 1900	0.049	0.019	0.068	1	0	1	12
1900 - 1915	0.030	0.019	0.049	1	0	1	12
1915 - 1930	0.027	0.011	0.038	1	0	1	13
1930 - 1945	0.057	0.030	0.087	1	1	2	13
1945 - 2000	0.090	0.019	0.109	2	0	2	15
2000 - 2015	0.030	0.000	0.030	1	0	1	15
2015 - 2030	0.022	0.011	0.033	0	0	1	15
2030 - 2045	0.071	0.030	0.101	1	1	2	16
2045 - 2100	0.016	0.000	0.016	0	0	0	17
2100 - 2115	0.019	0.008	0.027	0	0	1	17
2115 - 2130	0.054	0.008	0.063	1	0	1	18
2130 - 2145	0.022	0.016	0.038	0	0	1	18
2145 - 2200	0.019	0.008	0.027	0	0	1	18
2200 - 2215	0.008	0.011	0.019	0	0	0	18
2215 - 2230	0.027	0.008	0.035	1	0	1	18
2230 - 2245	0.027	0.019	0.046	1	0	1	18
2245 - 2300	0.027	0.016	0.044	1	0	1	18
2300 - 2315	0.008	0.025	0.033	0	0	1	18
2315 - 2330	0.022	0.030	0.052	0	1	1	18
2330 - 2345	0.000	0.030	0.030	0	1	1	18
2345 - 2400	0.000	0.000	0.000	0	0	0	18

