

ANNEX 2

**BLACKPOOL CONFERENCE AND CASINO QUARTER – TRANSPORT ASSESSMENT: RE
BLACKPOOL, AUGUST 2006 (EXTRACTS)**

**Blackpool Conference & Casino Quarter
Transport Assessment**

ReBlackpool
August 2006

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1		

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Job No 48957TVLD

Reference TA Master Report

Date Created August 2006

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7 Trip Generation and Assignment

7.1 Background

The trip generation for the CCQ has been developed to reflect the different land uses on the site. The land uses are quite complementary in that the peak activity for the casinos would be over the summer and in particular weekends, whereas the conference season tends to focus on weekday periods in Autumn and Spring. The hotels on the CCQ site are 3, 4 and 5 star accommodation and while they are expected to be fully occupied at peak times, much of the demand for overnight accommodation would have to be provided in the wider resort.

This analysis is based at determining the traffic generations to the CCQ. It is recognised that as Blackpool is already a major resort attraction there will be a significant proportion of visitors to the CCQ that are effectively pass-by trips with limited traffic implications. In addition there are trips that are linked between CCQ uses on site and that once in the resort a visitor may make multiple trips to the Casinos.

There is little comparable UK data for a resort style Casino destination as at Blackpool. The data that is available for such developments tends to be from the United States or South Africa where different driving cultures prevail and only tends to relate to peak hour traffic generations.

7.2 Trip Types

7.2.1 *Pass-by Trips*

There are already a large number of leisure trips being made to Blackpool and it is expected that a significant proportion will visit the casinos as an additional attraction for the resort. These trips are effectively Pass-by Trips and have limited traffic implications and therefore the trip generating characteristics are not quantified.

While the retail and leisure elements of the development are an integral part of the development, they are not considered to generate traffic demands from visitors in their own right but trade off from pass-by trips of general resort tourists or as linked visits from visitors to main attracting land uses. As these land uses are not expected to generate new trips in their own right no traffic generations have been calculated for these ancillary uses.

7.2.2 *Linked Trips*

The land uses on site are quite complementary. For example, a delegate to a conference may well stay at the hotel on site and visit the casino in the evening. These would be linked CCQ trips between the land uses that would help to reduce the traffic impact. In the analysis there is allowance of these linked trips between the hotel and casinos to avoid double counting of those Casino visitors that stay overnight. However, due to the peaked nature of Conferences it was felt prudent to add standard hotel trips to those delegates that stay overnight on site for robustness.

7.2.3 *New Trips*

It is considered that the key land uses of the Casinos, Conference Centre and Hotels will generate the demands for new trips to the site. The ability of these land uses to generate new traffic movements is calculated and presented over page.

7.3

Trip Generation - Casinos

The methodology for calculating the trip generations from new trips to the Casinos is summarised below. There is a base level of trips that is already within Blackpool that will visit the Casinos but this is assumed not to have significant traffic implications. This level of existing pass-by trips is not quantified in this report.

The numbers of new visitors is calculated, the profile of these trips over a 24 hour period, the proportions arriving as day trippers/local customers and those staying overnight. It then calculates the modal share and finally the vehicle arrivals and departures.

Technical Appendix B provides the detailed calculations for deriving the trip generations for the Casinos but a summary is given below.

7.3.1

Visitor Profile

In terms of the Casino land uses there is little UK data that is directly applicable for such a large development. To account for the level of new trips to the uses on site provide a robust assessment for Blackpool, it was assumed that during a peak Saturday evening in Summer both Casinos and the associated amusement arcade would be operating at full capacity. This therefore represents the potential of the Casinos to attract new trips accepting that the leisure and retail elements of the site would benefit from pass-by or linked trips.

The maximum number of persons designed to be accommodated within the buildings, based upon fire regulations, is 1 person per 0.5 sqm or a maximum capacity (including staff) of:

7999 persons in the Central and Northern Casinos and the associated amusement arcade.

From this maximum occupancy, the Friday peak is expected to be at 68% of the peak Saturday occupancy and the standard weekday assumed to be 50% of the maximum.

It was then appropriate to apply a 24 hour arrival and departure profile for people attracted to the Casinos to give the numbers of visitors over a whole day. This profile was based upon South African data (in percentage terms, not absolute) and is given in **Chart 7.1** for a peak Saturday, a Friday 24 and standard weekday periods.

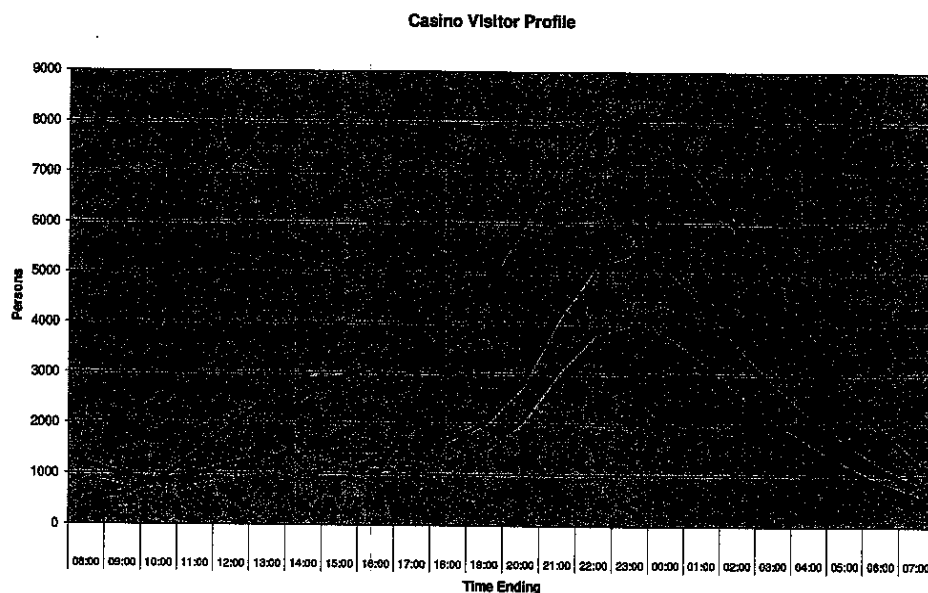


Chart 7.1. Casinos New Trip Attractions (Persons)

From these person arrivals and departures we can establish the daily person trips to the Casino which are as follows:

Persons

- 16991 Daily New Trips Summer Saturday
- 10595 Daily New Trips Friday
- 7830 Daily New Trips Off peak Weekday

7.3.2

Visitor Types

The new visitors that the Casinos attract can be categorised into Day Trippers (including those from the local area) and those that stay overnight and these have different modal share characteristics. Data from Blackpool Pleasure Beach was taken as representative of a major Blackpool attraction drawing in visitors over a wide catchment area and this showed that:

54% of visitors to the Pleasure Beach were on a day trip; and

46% were staying in local hotels or similar holiday accommodation in the area.

This same split will be used for the Casino visitors.

Overnight stayers that visit the casinos have the opportunity to stay in the new hotels on the CCQ site or in local accommodation. The CCQ hotels have limited capacity and so a significant proportion of casino visitors would stay offsite in other resort accommodation. The CCQ hotels provide 750 bedrooms and the number persons staying there depends on the occupancy levels. On a Friday and Saturday the occupancy is assumed to be 1.8 persons per bedroom and at 1.2 persons on a weekday. The numbers of visitors arriving as day-trippers, staying on site at the CCQ hotels or in other resort accommodation is described in Figure 7.1 below.

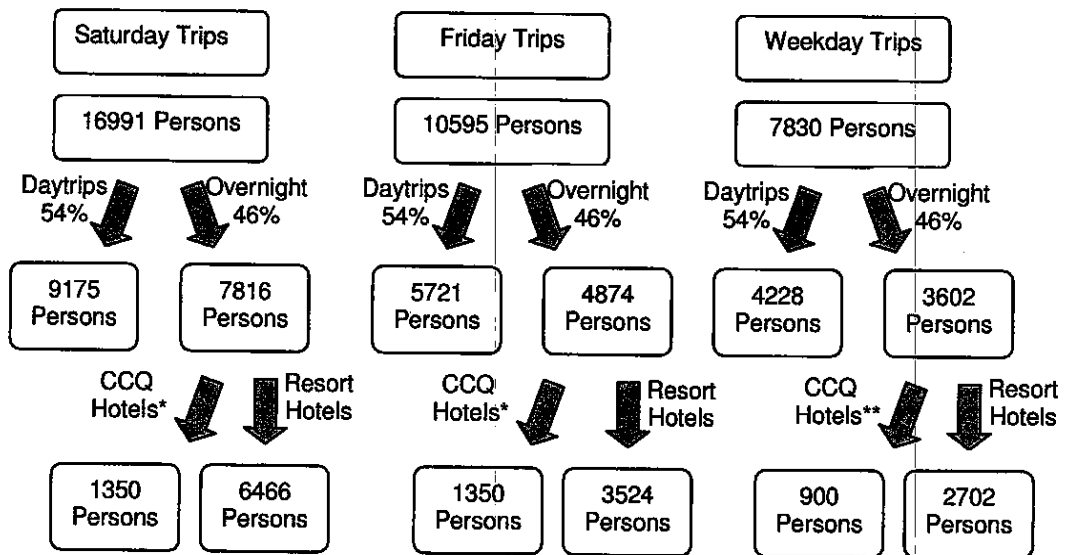


Figure 7.1 Casino Daily Trip Types

Note:

* Friday/Saturday Hotel Visitors based on 750 bedrooms (approx) with a 1.8 person occupancy

** Weekday Hotel visitors are based on 750 bedrooms with a 1.2 person occupancy

Examining the above uses, the trips associated with the CCQ hotels will be calculated separately for the hotel land use to avoid double counting.

7.3.3

Modal Share

Having established the daily visitor numbers in terms of those who are or are not staying overnight it is now appropriate to consider the modal share for these visitors. The derivation of the modal share and vehicle trips is summarised below and provided in full within **Technical Appendix B**.

The first point of reference was the modal share for leisure trips from the National Travel Survey. From this starting point where it gave car trips a mode share of 70% the figures were adjusted to reflect Blackpool's characteristics and the Casino operation. For example, Blackpool already has a significant coach operation and this is expected to be the case for the Casinos. Therefore the proportion of coach arrivals was increased to 25%. In addition Blackpool benefits from both heavy rail and a tram network and a developing regional airport. The modal share for those staying overnight has been adjusted from those for day-trippers as they are assumed to travel further. This modal share includes bus/walk and cycle trips which arise from new trips from the local area.

Table 7.1. Modal Share Casino Trips

Mode	Modal Share	Adjusted Modal Share
Private Car	60%	65%
Taxi	5%	5%
Coaches	25%	25%
Train/Tram	2%	5%
Walk/Cycle	5%	-
Local Bus	3%	-
Totals:	100%	100%

These modal shares are applied to the peak Saturday, Friday and Weekday daily person trips to give the numbers of visitors using each mode.

Table 7.2. Saturday Modal Share - Casino New Trips

Mode	Number of Trips	Modal Share	Number of Trips	Number of Trips
Daytrips				
Private Car	5505	60.0%	2	2752
Taxi	459	5.0%	2	229
Coaches	2294	25.0%	50	46
Train/Tram	183	2.0%		
Walk/Cycle	459	5.0%		
Local Bus	275	3.0%		
Totals:	9175	100%		
Other Resort Accommodation				
Private Car	4203	65.0%	2	2101
Taxi	323	5.0%	2	162
Coach	1616	25.0%	50	32
Trains	323	5.0%		
Totals:	6466	100%		

Table 7.3. Friday Modal Share - Casino New Trips

Mode	Passenger Trips	Modal Share	Company	Trips
Daytrips				
Private Car	3433	60.0%	2	1716
Taxi	286	5.0%	2	143
Coaches	1430	25.0%	50	29
Train/Tram	114	2.0%		
Walk/Cycle	286	5.0%		
Local Bus	172	3.0%		
Totals:	5271	100%		
Other Resort Accommodation				
Private Car	2290	65.0%	2	1145
Taxi	170	5.0%	2	88
Coach	881	25.0%	50	18
Train	176	5.0%		
Totals:	3524	100%		

Table 7.4. Weekday Modal Share - Casino New Trips

Mode	Passenger Trips	Modal Share	Company	Trips
Daytrips				
Private Car	2537	60.0%	2	1268
Taxi	211	5.0%	2	106
Coaches	1057	25.0%	50	21
Train/Tram	85	2.0%		
Walk/Cycle	211	5.0%		
Local Bus	127	3.0%		
Totals:	4228	100%		
Other Resort Accommodation				
Private Car	1756	65.0%	2	878
Taxi	135	5.0%	2	68
Coach	675	25.0%	50	14
Train	135	5.0%		
Totals:	2702	100%		

7.3.4**Occupancy**

In deriving the above modal shares, car and taxi occupancy was taken as 2 per car. Although survey data from the Central Car park shows a higher occupancy of 2.51, a lower figure was felt appropriate to reflect a more adult oriented rather than family attraction. Coach occupancy was assumed to be 50 persons per coach.

7.3.5

Peak Hour Trips

Having established the daily trips by vehicle type the peak hour trips by each vehicle mode is calculated. **Chart 7.2** shows the profile for a Saturday and **Chart 7.3** shows this for Friday/Weekdays. The detailed calculation of these arrival and departure profiles is given in **Technical Appendix B**.

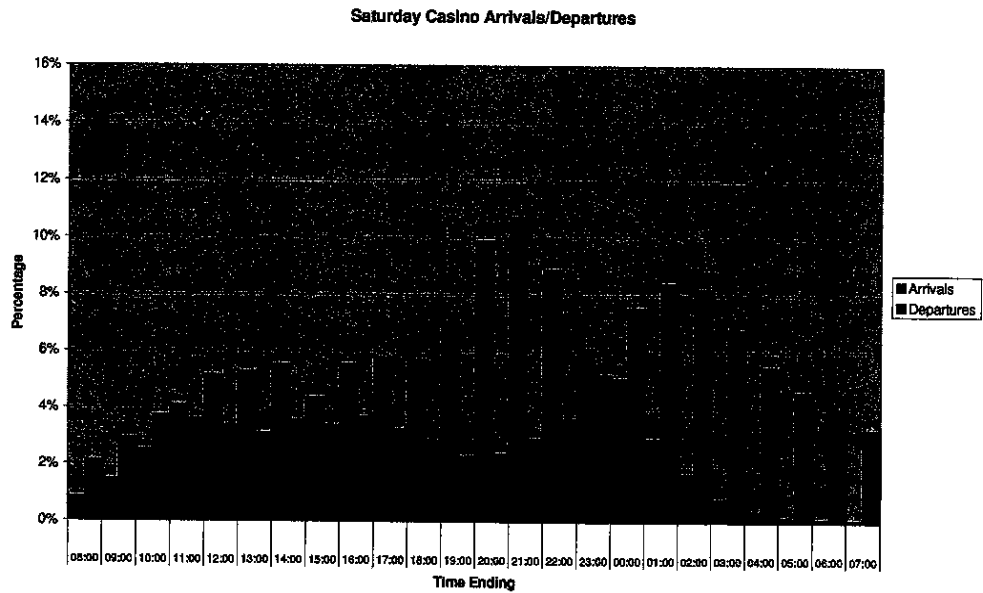


Chart 7.2. Saturday Casino Arrival/Departure Profile

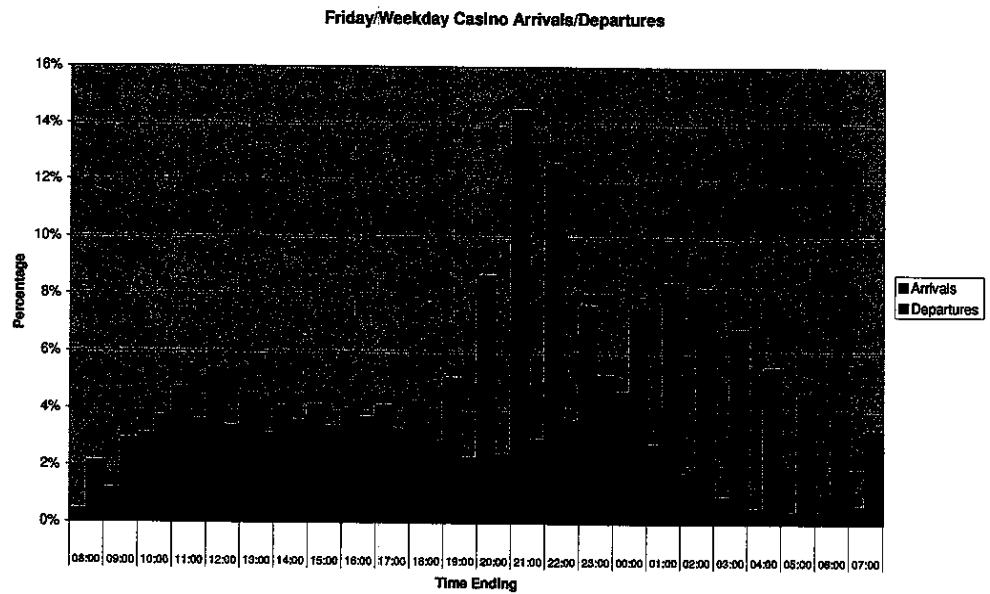


Chart 7.3. Friday/Weekday Casino Arrival/Departure Profile

It can be seen that the peak arrivals for the Casino occur from 19:00 with a more peak profile for a Friday than a Saturday. The Weekday profile is assumed to follow that for the Friday. For analysis, particularly with the Conference trips the Weekday PM peak hour trips is taken from the Friday flows as this would coincide with the last day of a Conference.

Applying the arrival and departure profiles from the peak hours of assessment to the daily vehicle flows have been derived for cars and taxis.

Coach Trip Arrivals and departures have been based upon the assumption that they would be divided into two main sessions, one for arrival at 12:00 for a lunchtime/ afternoon session, leaving by 1700 and the other half arriving by 18:00 for an evening session ending between 23:00 and 24:00.

The peak hour flows are given in **Technical Appendix B** and summarised for the peak hours in Table 7.5.

Table 7.5. Peak Hour Casino Day Trips

Mode	Saturday 12:00-18:00		Weekday AM 11:00-17:00		Weekday PM 16:00-19:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Daytrip Visitor Traffic Generations						
Private Car	145	85	15	37	70	56
Taxi	12	7	1	3	6	5
Coaches*	23	23	-	-	14	14

*Note: Coaches are assumed to arrive, drop-off then park off site each time thus generating an arrival and drop off each time

7.3.6

Parking

The parking generations from these Casino trips over a 24 hour profile is given in **Chart 7.4** below.

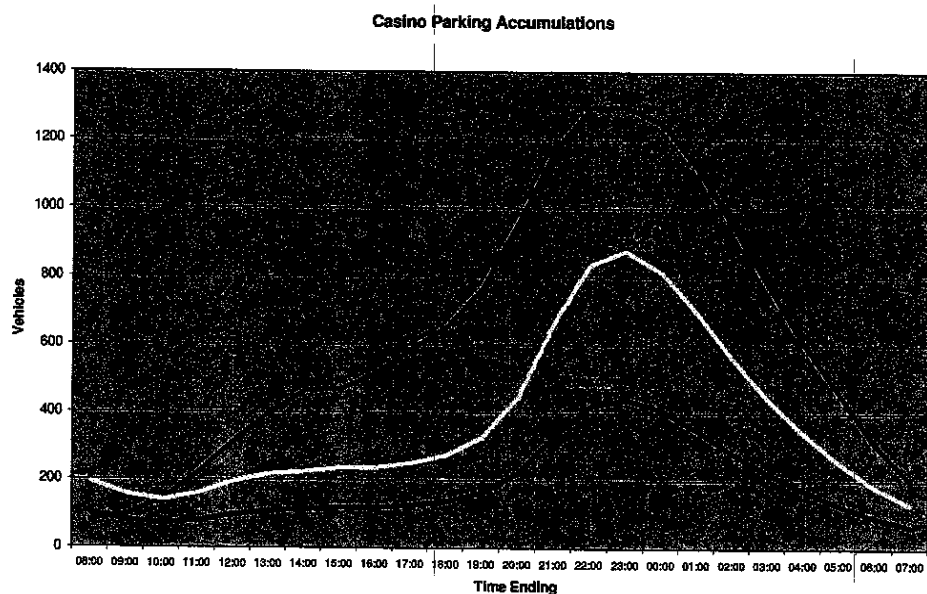


Chart 7.4. Parking Accumulations, Casino Trips

These trip generations are for those visitors to the Casinos that do not stay overnight. The trip estimation for those staying overnight in the CCQ hotels is given next.

7.4

Trip Generation – CCQ Hotels

The trip generations for the CCQ hotels is based upon the TRICS database (v2006a). Here, hotels in excess of 100 rooms were selected and the average rates selected from 17 sites in the weekday period and 6 sites on a Saturday. To avoid double counting and to provide a robust estimate of trips the AM peak period is based upon the arrivals for the first day of a conference and in the PM on arrivals on the last day. The other time periods have been based upon standard TRICS data.

The TRICS analysis is given in **Technical Appendix C**. These hotels tended to include some form of conference facility and leisure facilities which although on a much smaller scale does tend to overestimate the trip attractions.

In considering the TRICS data, it is also noted that the dataset over the 24 hour period is limited. However, consideration has been given to the trip rates, particularly on a Saturday evening and it can be seen that the surveyed hotels had large numbers of departures between 22:00-23:00 reflecting that they had functions on. Given the leisure nature of the destination it is considered that these trip rates late in the evening are appropriate and robust.

The trip generations based the TRICS analysis and applied to 750 bedrooms in 3, 4 and 5 star accommodation is given in **Table 7.6** below.

Table 7.6. CCQ Hotel Trip Generations

Category	Arrival		Departure		Total	
	AM	PM	AM	PM	AM	PM
All Vehicles	210	165	105	150	83	98

7.4.1

Parking

The full data over a 24 hour period is also given in **Technical Appendix C** and this has been used to derive the parking accumulations and this is given in **Chart 7.5** below.

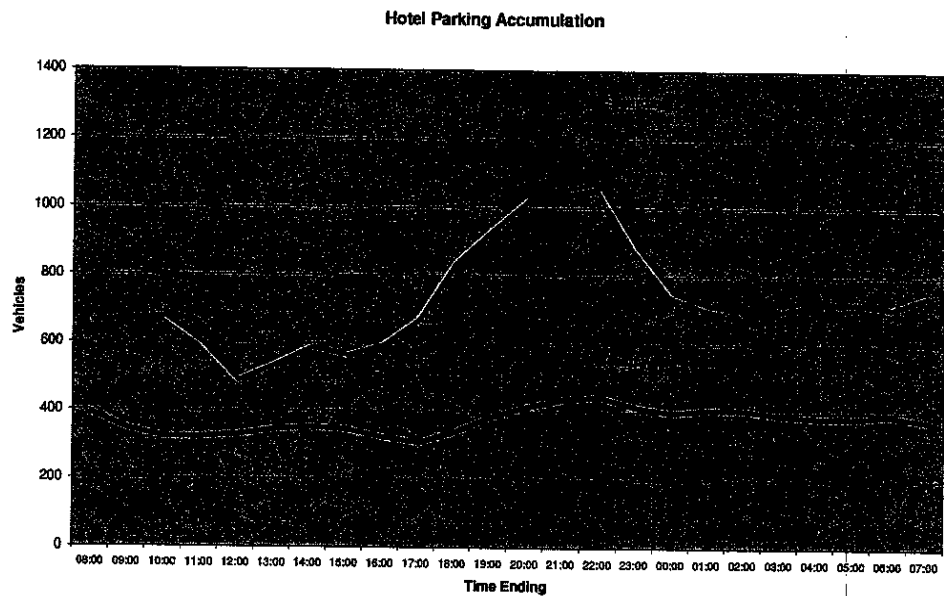


Chart 7.5. Hotel Parking Accumulations

7.5

Trip Generation – Conference Centre

7.5.1

Trip Types

The trip generations were based upon information given by the Right Solutions for a large 1500 delegate conference lasting 4 days, say Tuesday to Friday with an exhibition of 150 stands manned by 300 exhibitors. While this is not the largest conference type event it represents a size that would occur on a reasonably regular basis. Larger events they would tend to be more international and there is scope to manage the traffic demands to a greater extent possibly with greater use of the airport. Party Political Conferences are expected to be under close management in terms of car access due to security reasons so this is considered atypical of the standard large conference and would require special access measures.

This type of large conference tends to complement the activity at the Casino in that the peak in Casino leisure trips lies outside of the main conference season.

It should be noted that Blackpool is already a conference town, albeit with a declining market and that the CCQ development would effectively replace any current conferencing activity. For purposes of a robust assessment, these trips are assumed to be new to the network, although some of the existing conferencing activity may already be included within the base.

The scenario presented in **Technical Appendix D** gives a 24 hour profile for delegates on different days of the conference. It is assumed that some delegates and organisers arrive in advance of the conference starting the next day. In traffic terms, the first day of the conference is the busiest for the morning peak period with the largest number of arrivals looking to stay at hotels on the CCQ site and the arrival of those who are just attending during the day.

The last day of the conference is the busiest for departures with all delegates from the CCQ hotels looking to leave in between 1600-1700 with exhibitors following later. Exhibitor trips are considered as part of the service trip calculations. The different delegate trip types are presented below in **Figure 7.2**.

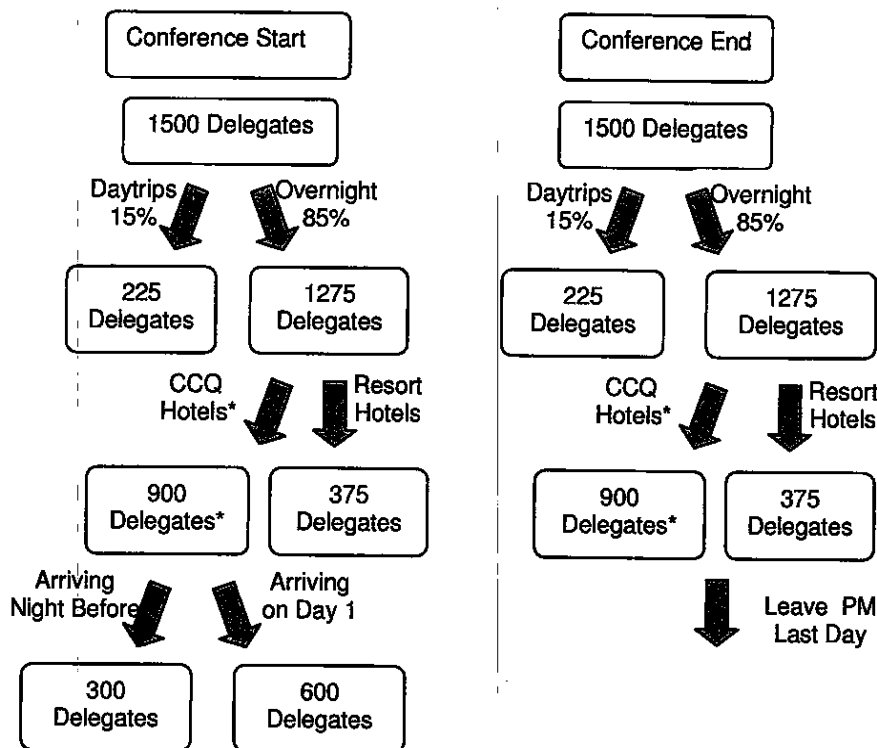


Figure 7.2 Delegate Trip Types

*Note: The Capacity of the CCQ Hotels is limited to 750 Beds approx. with an assumed occupancy of 1.2 during the week.

Again it can be seen that a proportion of delegates would stay in other local accommodation within the resort. It is noted that by estimating the trips of delegates staying at CCQ hotels there is a double counting of trips made using the TRICS analysis. However, it is considered that this provides a robust approach for analysis due to peaked nature of conference trips.

7.5.2

Modal Share

The modal share in terms of coach arrivals has also been provided by the Right Solutions with a proportion assumed to arrive by a mixture of other modes reflecting Blackpool's transport provision. The car occupancy is assumed to be 1.2 persons per car in line with commuting trips from the National Travel Survey and taxi occupancy was reduced down from 2 to 1.5. The modal share of travellers to the Conference Centre who are staying in the CCQ hotels is presented in Table 7.7 below.

Once arrived at Blackpool it is expected that the traffic impacts are much reduced during the Conference, however this analysis looks at the impacts from the arrivals on Day 1 of the Conference and those on the Final Day. Applying these modal shares to the trip types described above in Figure 7.2 gives the following trips generations.

Table 7.7. Modal Share - CCQ Conference Trips

Mode	Modal Share	Delegates	Person Trips	Trips	Cost	Revenue
Private Car	60%	1.2	495	413	675	563
Coach	25%	50	206	18	281	6
Taxi	8%	1.5	66	120	90	60
Other	7%		58		79	
Totals	100%		825		1125	

The traffic implications of Conference delegates staying in other accommodation would be more dispersed over the rest of the resort.

7.5.3

Parking

Parking associated with the Conference Centre that has not already been accounted for in the Hotel traffic analysis relates to those delegates arriving for just a day visit. These generate a peak of 113 vehicles parked in the car park with the more detailed analysis given in **Technical Appendix D**.

7.6

Trip Distribution and Assignment

The trip distribution has been developed by considering the strategic access routes with the main signed route from the M55 being via Yeadon Way / Seaside's Way. It was assumed that traffic arrives and departs via the following routes:

- Yeadon Way / Seaside's Way 70%
- Poulton Road 10%
- Preston New Road 10%
- Promenade 10%

This distribution, together with the assumed distribution via Hornby Road / Albert Road to reflect car park accesses is given in **Figure 7.3**.

Applying the trip generations as described above for the various land uses gives the following vehicle assignment as shown in **Figure 7.4** for the peak hour flows, **Figure 7.5** for the 18 hour and **Figure 7.6** for the 24 hour flows. The implications of this traffic on the highway network is considered in more detail within Chapter Nine:

7.7

Parking Assessment

The parking demands for each of the CCQ land uses have been totalled and added to the base demand for parking on the site that is associated with the resort attraction rather than those on business or shopping. The accumulation for a Saturday is given in **Chart 7.6** below and for a weekday (Friday) in **Chart 7.7**. It can be seen that on a Saturday the level of demand reaches just over 2700 spaces effectively bringing the car park close to capacity. The implications of this for management of parking demand is considered in Chapter 9.

CCQ Parking Accumulation, Saturday

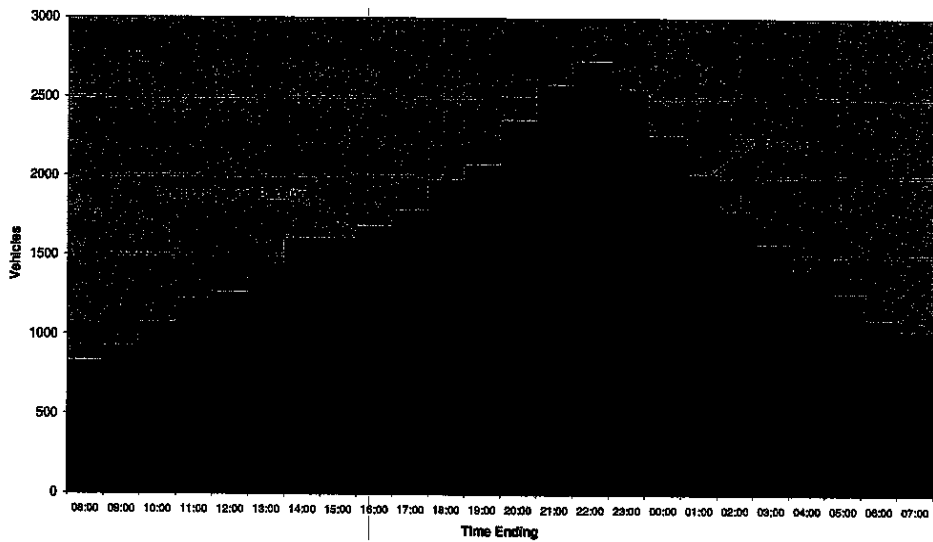


Chart 7.6. CCQ Parking Accumulation, Saturday

CCQ Parking Accumulations, Weekday

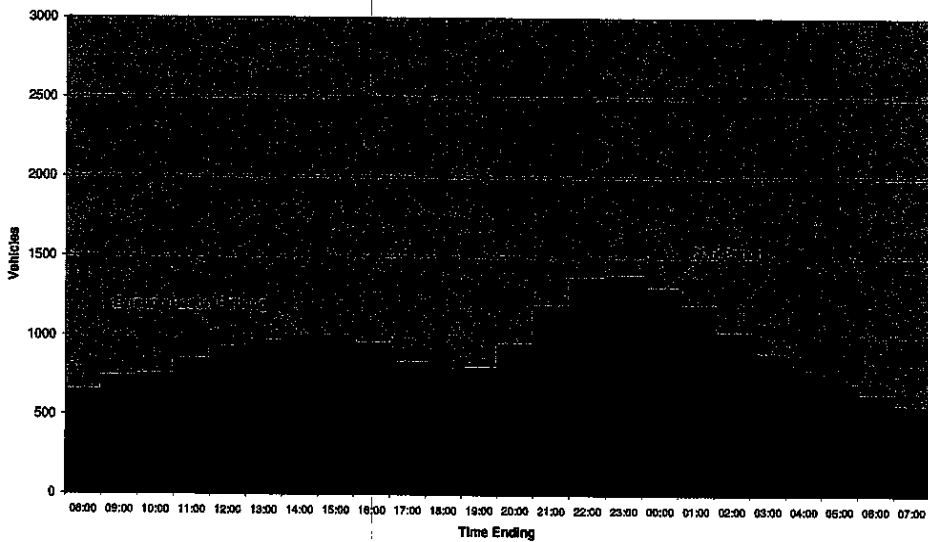


Chart 7.7. CCQ Parking Accumulation, Weekday

7.8

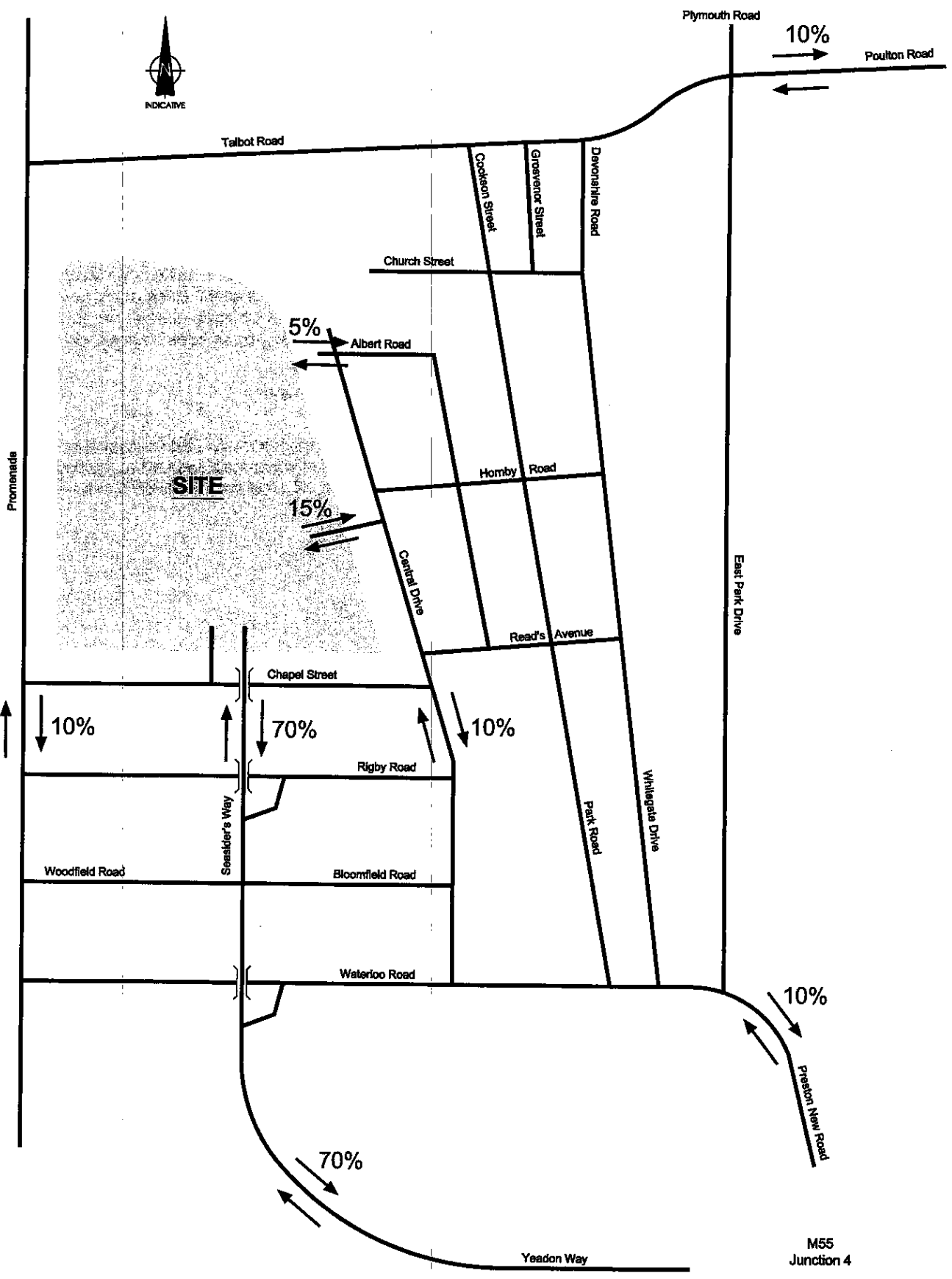
Servicing Trips

Trip generations for Service Vehicles has been divided according to the different land uses. Trip rates for servicing have been derived from similar developments. The trip rates for hotels was obtained from the TRICS database and is presented in **Technical Appendix D** and the Casino based upon a robust rate of one vehicle per hour.

The trips for the Conference were based on assumptions derived from the Right Solutions on a similar development. The service trips for the Retail/Leisure element of the site have been based on general industry rates as given below as have the split between vehicle types. Half of the service trips are made by vans less than 3.5T and only 20% by vehicles in excess of 17T.

- Bars 0.5 trips per 100sqm per day
- Retail/Leisure 0.85 trips per 100sqm per day

The assumed service trips are assigned away from Seaside's Way and the majority of trips enter the service tunnel from Chapel Street and leave via Hornby Road with a small proportion serving the Northern Casino and the Northern Hotel unit. The service trip distribution is given in **Figure 7.7**.

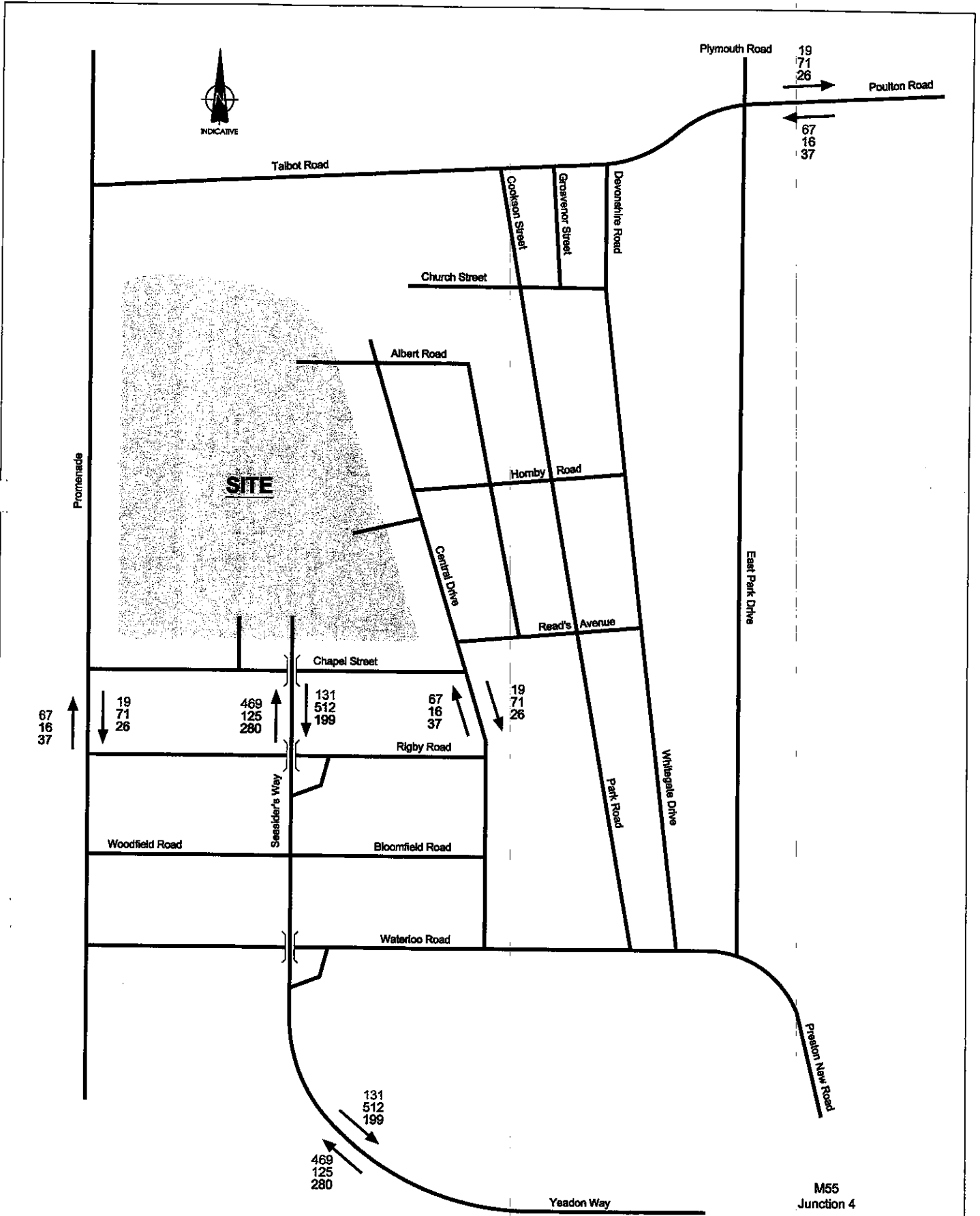


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SCALE	NTS	DATE	June 06
LOCATION	F:\Projects\48957		

Development Trip Distribution

Figure 7.3

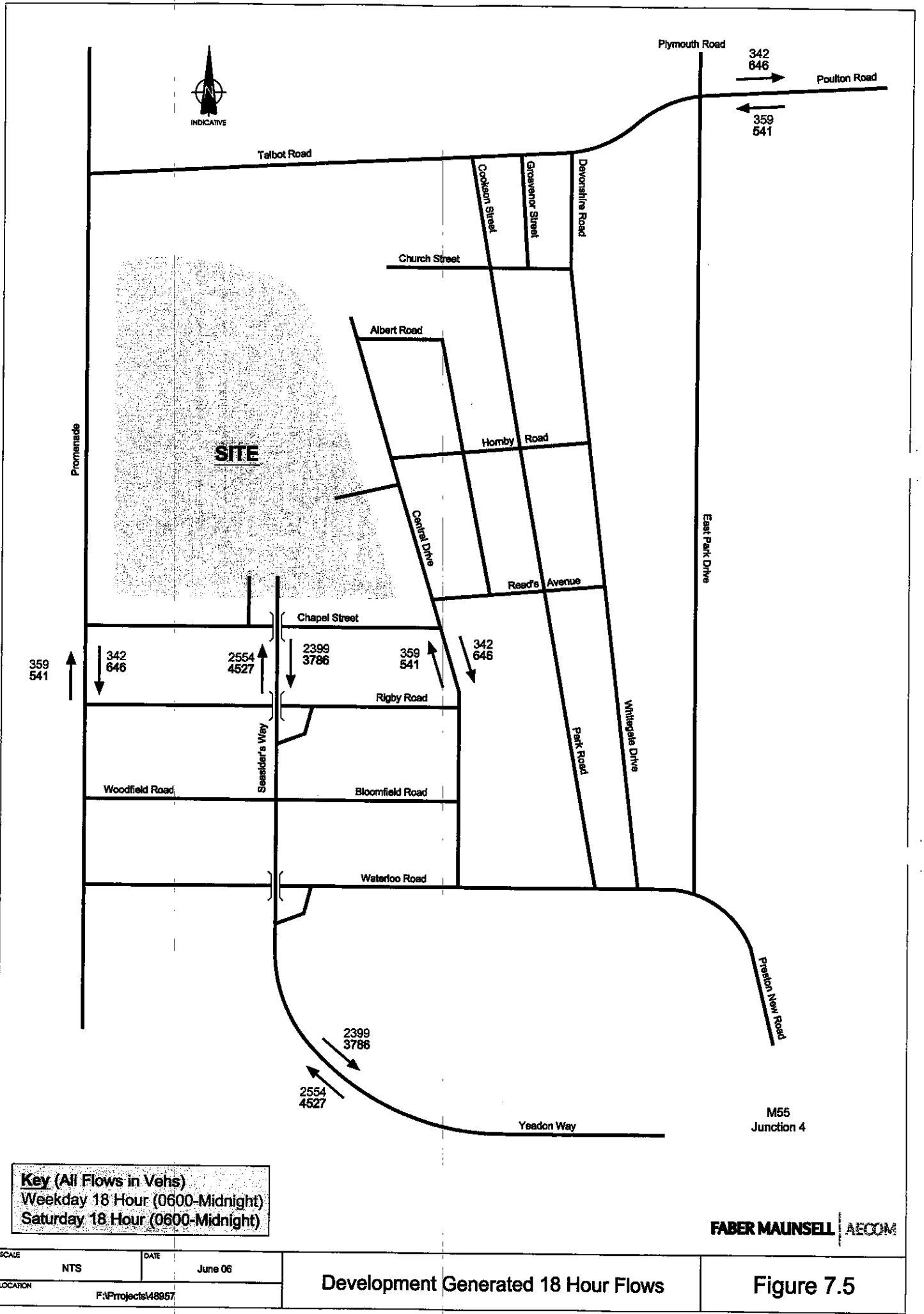


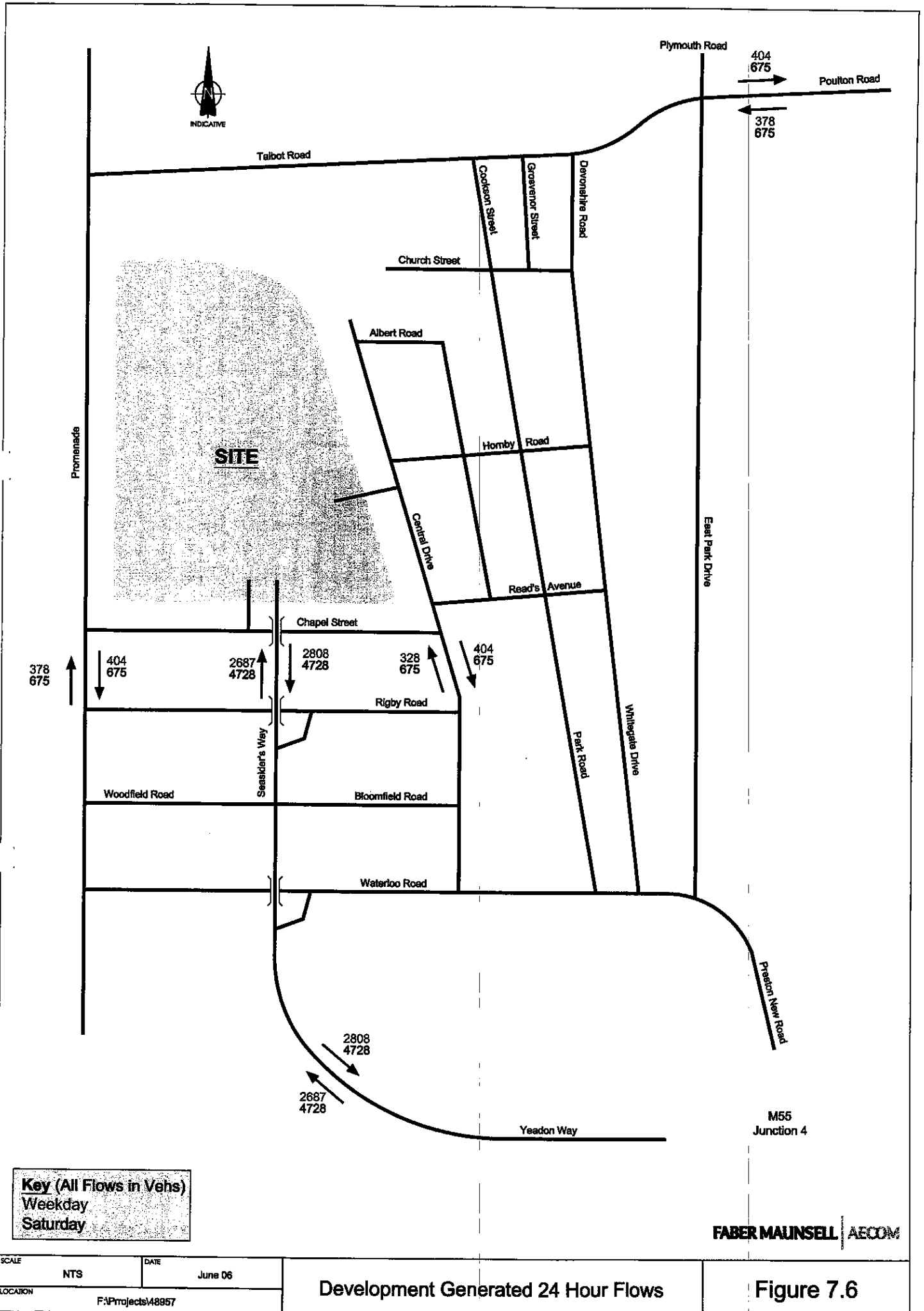
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SCALE	NTS	DATE	June 06
LOCATION	F:\Projects\48957		

Development Generated Peak Hour Traffic Flows

Figure 7.4





SITE

378
675

Promenade

Woodfield Road

Seaside's Way

Chapel Street

Rigby Road

Bloomfield Road

Waterloo Road

2808
4728

2687
4728

Yeadon Way

Albert Road

Central Drive

Read's Avenue

Hornby Road

Church Street

Cockson Street

Grovernor Street

Devonshire Road

East Park Drive

Park Road

Whitegate Drive

Preston New Road

M55
Junction 4

Plymouth Road

404
675

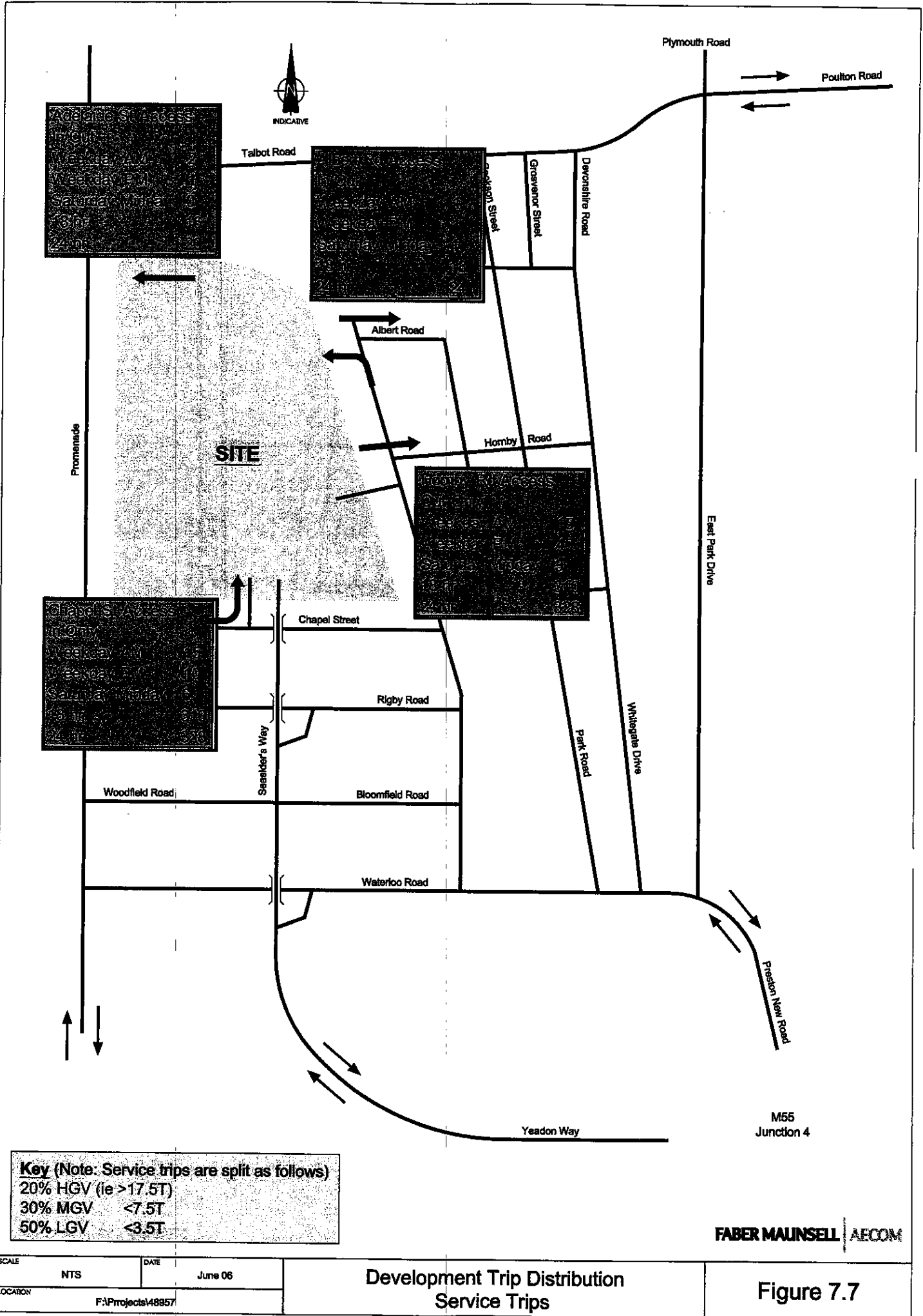
Poulton Road

378
675

SCALE	NTS	DATE	June 06
LOCATION	F:\Projects\48957		

Development Generated 24 Hour Flows

Figure 7.6



Key (Note: Service trips are split as follows)

- 20% HGV (>17.5T)
- 30% MGW (<7.5T)
- 50% LGV (<3.5T)

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SCALE	NTS	DATE	June 06
LOCATION	F:\Projects\48857		

Development Trip Distribution
Service Trips

Figure 7.7

- The proposed CCQ site is readily accessible by local bus services that link Blackpool Town Centre with key areas along the Fylde Coast. On the basis that there are already good levels of service provision, bus offers considerable potential for more localised journeys to the site, particularly with respect to prospective employees. The formal closure of New Bonny Street during a later phase of development will displace some services onto a new two-way link along Bank Hey Street and Adelaide Street West between Central Drive and the Promenade and require the provision of new stops to the periphery of the site.
- The site is well placed to benefit from pedestrian access and has been designed to maximise permeability and linkages with the adjacent Town Centre and wider resort accommodation and attractions. In terms of enhancing pedestrian linkages, a number of off-site improvements are proposed, including the provision of signal controlled crossings along Chapel Street, Central Drive and the Promenade.
- Taxis will be a key mode in ensuring the CCQ site operates in a sustainable manner. Taxis would be permitted to pick-up and drop-off, with a supplementary feeder rank, at podium level adjacent to the Conference Centre and central Casino. In addition, it is proposed that the existing rank facilities should be retained along the Adelaide Street West / Bank Hey Street link with additional boarding and alighting facilities to be provided along Chapel Street, the Promenade and Central Drive.
- Servicing within the site would occur principally via a dedicated service route between Chapel Street and Central Drive. With larger service vehicles prohibited from using the central Yeadon Way / Seaside's Way corridor, most would be expected to arrive and depart via the Promenade and Central Drive routes.
- In terms of promoting access by sustainable modes, this Transport Assessment is supported by means of a sustainable access strategy, incorporating proposals for future public transport walking and cycling enhancements, potential Park & Ride facilities and a Framework Travel Plan for future site occupation.
- The proposed development is forecast to attract a large number of new trips to Blackpool but the overall impact of these new trips is mitigated by the fact that the main Casino trips would tend to peak later in the evening and at weekends, outside of the traditional traffic peaks. The busiest forecast period of traffic activity and therefore worst case scenario occurs in the morning on the first day of a Conference and in the late afternoon on the last day.
- Impact appraisal suggests that the main strategic tourist route along Yeadon Way and Seaside's Way would adequately cater for the forecast trip demands. On more localised routes, forecast changes in flows as a result of CCQ development are not considered significant with an increase of between 2 and 11 percent.
- Seaside's Way would experience the biggest increase in peak hour traffic flow (on the last day of a Conference) with an additional 500+ vehicles forecast. The implications of this scenario have however been formally appraised and it is suggested that there would be ample reserve capacity along this route for an assumed 2012 year of full site development.

Appendix A: Casino Trip Forecasts

**Technical Appendix A Derivation of Casino Trips
Casino Trips**

Assumptions

- 7178 Central Casino Floor Area (excs service areas but includes casino leisure/retail)
- 6983 Northern Casino floor Area
- 1836 Central Casino Amusement Arcade
- 0.5 (Based on Fire regs)
- 7998 persons (including staff)
- The maximum occupancy within the Casinos is
- 68% of Max Saturday capacity (S African & US data)
- On Friday maximum occupancy is
- 50% of Friday capacity (FW Assumption)

Visitor Accumulation and Arrival/Departure Profiles are from S African data

Maximum Capacity

Peak Summer Saturday Visitor Profile

Trip Attractions	People Daily Visitors	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Person Accumulation Within Casinos			6%	7%	11%	17%	24%	31%	36%	36%	40%	45%	50%	59%	74%	90%	100%	100%	96%	86%	73%	60%	47%	35%	24%	15%
Arrivals			494	583	868	1357	1945	2461	2857	2889	3175	3621	4033	4741	5933	7229	7999	7994	7686	6867	5867	4785	3736	2813	1895	1225
Departures	16991		1%	1%	3%	4%	5%	5%	6%	4%	6%	6%	6%	7%	10%	11%	9%	6%	5%	3%	2%	1%	0%	0%	0%	0%
	16991		141	249	429	694	873	896	937	739	940	982	969	1199	1679	1820	1510	1036	857	493	288	138	64	26	19	13
			3%	1%	1%	1%	2%	2%	3%	4%	4%	3%	3%	3%	3%	3%	4%	6%	7%	8%	8%	8%	7%	6%	6%	4%
			475	151	151	203	279	377	544	721	665	537	567	485	489	505	741	1068	1196	1370	1347	1281	1167	993	983	718

Friday Peak Visitor Profile

Maximum Capacity



Trip Attractions	People Daily Visitors	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Person Accumulation Within Casino			22% 1204	18% 973	16% 868	18% 978	22% 1192	25% 1341	26% 1365	27% 1451	27% 1461	28% 1538	31% 1687	37% 2005	51% 2742	76% 4104	95% 5153	100% 5411	93% 5022	79% 4296	64% 3466	50% 2731	39% 2110	29% 1582	21% 1131	15% 802
Arrivals			0% 0	1% 122	3% 327	5% 498	5% 568	5% 479	4% 429	4% 435	4% 421	4% 435	4% 448	4% 537	9% 917	14% 1531	13% 1332	8% 806	5% 487	3% 294	2% 183	1% 100	1% 55	0% 42	0% 42	1% 64
Departures	10595		44	3% 122	4% 327	4% 498	3% 568	3% 479	4% 429	3% 435	4% 421	3% 448	3% 537	2% 917	2% 1531	3% 1332	4% 806	5% 487	8% 294	8% 183	7% 100	5% 55	5% 42	5% 42	4% 31	3% 64
	10595		224	311	395	382	358	329	376	358	389	345	303	242	253	308	382	547	797	889	868	716	576	484	418	345

Weekday Peak Visitor Profile

Maximum Capacity



Trip Attractions	People Daily Visitors	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Person Accumulation Within Casino			22% 890	18% 719	16% 641	18% 723	22% 881	25% 991	26% 1023	27% 1072	27% 1080	28% 1137	31% 1247	37% 1482	51% 2026	76% 3033	95% 3808	100% 3999	93% 3711	79% 3175	64% 2562	50% 2018	39% 1559	29% 1169	21% 836	15% 592
Arrivals			0% 0	1% 90	3% 241	5% 368	5% 420	5% 354	4% 317	4% 321	4% 311	4% 321	4% 332	5% 397	9% 677	14% 1132	13% 984	8% 596	5% 360	3% 217	2% 135	1% 74	1% 41	0% 31	0% 31	1% 47
Departures	7830		33	3% 90	4% 241	4% 368	3% 420	3% 354	4% 317	3% 321	4% 311	3% 321	3% 332	2% 397	2% 677	3% 1132	4% 984	5% 596	8% 360	8% 217	7% 135	5% 74	5% 41	5% 31	4% 31	3% 47
	7830		165	229	292	282	265	243	278	265	288	255	224	179	187	228	282	405	589	657	642	529	426	358	309	255

Technical Appendix A

Saturday Casino Trips

Assumptions

This equates to	16891	visitors per day
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Visitors Staying overnight
Visitors - Day Visits

Note

Day Visits also include
Local trips from residents

Casino Day Trips

Based on (NTS Leisure Trips)

9175

Mode	Assumptions	Person Trips	Modal Share
Private car	Occupancy 2 No. vehicles 2982	5964	65.0%
Taxi	Occupancy 2 No Vehicles 229	459	5.0%
Other Private (Coaches)	Occupancy 50 No. Coaches 2	92	1.0%
Train/tram		367	4.0%
Walk/cycle		1835	20.0%
Local Bus		459	5.0%
		9,175	100%

Casino Day Trips
Adjusted for Blackpool Coach Trips

9175

Mode	Assumptions	Person Trips	Modal Share
Private car	Occupancy 2 No. vehicles 2752	5505	60.0%
Taxi	Occupancy 2 No Vehicles 229	459	5.0%
Other Private (Coaches)	Occupancy 50 No. Coaches 46	2294	25.0%
Train/tram		183	2.0%
Walk/cycle		459	5.0%
Local Bus		275	3.0%
		9,175	100%

Chart figures

Private car	60.0%
Other Private (Coaches)	25.0%
Taxi	5.0%
Train/tram	2.0%
Walk/cycle	5.0%
Local Bus	3.0%
	100%

CCQ (Leisure) (Leisure)
Saturday (Leisure) (Leisure)
Casino (Leisure) (Leisure)

16891 (Total)
9175 (Casino)
7716 (Leisure)

Overnight Visitors Staying Offsite

Mode	Assumptions	Person Trips	Modal Share
Private car	Occupancy 2 No. vehicles 2164	4328	51%
Taxi	Occupancy 2 No Vehicles 199	398	5%
Other Private (Coaches)	Occupancy 50 No. Coaches 1	100	1%
Train/tram		367	4%
Walk/cycle		1835	22%
Local Bus		459	5%
		8486	100%

Once in Blackpool, Visitors from Local Hotels to the CCQ are expected to have a very low traffic impact
Traffic Impact of Visits to Local Hotels is not assessed.

NTS 70% Leisure Trips by Car (35% Driver, 35% Passenger)
Taxi Split is FM Assumption

Technical Appendix A

Weekday Casino Trips

Assumptions

Estimate from Casino Industry 7830 visits per day

Visitors Staying overnight

Visitors - Day Visits

Note

Day Visits also include

Local trips from residents

Casino Day Trips

Based on (NTS Leisure Trips)

CCQ Hotel Capacity (rooms) 750
 Weekday Room Occupancy 12
 CCQ Hotel Visitors 900

CCQ Hotel (Calculations) 900
 Local Hotel (Estimated) 2,128
 Total Trips 3,028

4228

Mode	Assumptions	Person Trips	Modal Share
Private car	Occupancy 2 No. vehicles 1374	2748	65.0%
Taxi	Occupancy 2 No Vehicles 106	211	5.0%
Other Private (Coaches)	Occupancy 50 No. Coaches 1	42	1.0%
Train/tram		189	4.0%
Walk/cycle		846	20.0%
Local Bus		211	5.0%
		4,228	100%

Casino Day Trips

Adjusted for Blackpool Coach Trips

Mode	Assumptions	Person Trips	Modal Share
Private car	Occupancy 2 No. vehicles 1268	2537	60.0%
Taxi (exc train link)	Occupancy 2 No Vehicles 106	211	5.0%
Coach	Occupancy 50 No. Coaches 21	1057	25.0%
Train/tram		85	2.0%
Walk/cycle		211	5.0%
Local Bus		127	3.0%
		4,228	100%

Overnight Visitors Staying Offsite 2701.9

Mode	Assumptions	Person Trips	Modal Share
Private car (on site)	Occupancy No. Vehicles	2748	61%
Taxi (exc train link)	Occupancy No. Vehicles	211	5%
Other Private (Coaches)	Occupancy No. Coaches	42	1.0%
Train/tram		189	4%
Walk/cycle		846	20%
Local Bus		211	5%
		2701.9	100%

Once In Blackpool Visitors in the CCQ and Local Hotels are expected to have a very low traffic impact. Traffic impact of visits to Local Hotels is not assessed.

NTS 70% Leisure Trips by Car (35% Driver, 35% Passenger)
 Taxi Split is FM Assumption

Technical Appendix A

Weekday Casino Trips

Assumptions

This equates to 10595 visits per day

Visitors Staying overnight

Visitors - Day Visits

Note

Day Visits also include

Local trips from residents

Casino Day Trips

Based on (NTS Leisure Trips)

CCQ Hotel Capacity (rooms)
1760
NTS by Room Occupancy
118
CCQ Hotel Visitors
1356

CCQ Hotels
1356
CCQ Hotel Capacity (rooms)
1760
NTS by Room Occupancy
118
CCQ Hotel Visitors
1356

5721

Mode	Assumptions	Person Trips	Modal Share
Private car	Occupancy 2 No. vehicles 1859	3719	65.0%
Taxi	Occupancy 2 No Vehicles 143	286	5.0%
Other Private (Coaches)	Occupancy 50 No. Coaches 1	57	1.0%
Train/tram	No. Coaches 1	229	4.0%
Walk/cycle		1144	20.0%
Local Bus		286	5.0%
		5,721	100%

Casino Day Trips

Adjusted for Blackpool Coach Trips

5721

Mode	Assumptions	Person Trips	Modal Share
Private car	Occupancy 2 No. vehicles 1716	3433	60.0%
Taxi (exc train link)	Occupancy 2 No Vehicles 143	286	5.0%
Coach	Occupancy 50 No. Coaches 29	1430	25.0%
Train/tram		114	2.0%
Walk/cycle		286	5.0%
Local Bus		172	3.0%
		5,721	100%

Overnight Visitors Staying Offsite 3524

Mode	Assumptions	Person Trips	Modal Share
Private car (tourists)	Occupancy 2 No. Vehicles 1716	3433	65%
Taxi (exc train link)	Occupancy 2 No. Vehicles 143	286	5%
Other Private (Coaches)	Occupancy 50 No. Coaches 29	1430	25.9%
Train/tram		114	5%
Walk/cycle		286	60%
Local Bus		172	60%

Once in Blackpool Visitors in the CCQ and Local Hotels are expected to have a very low traffic impact
Traffic Impact of Visits to Local Hotels is not assessed.

NTS 70% Leisure Trips by Car (35% Driver, 35% Passenger)
Taxi Split is FM Assumption

Technical Appendix A. Vehicle Flows by Hour

Assumptions

Trip Profile is from South African Data
 Coach profile assumes two main trips, one arriving at lunchtime for and afternoon session, one arriving at bedtime for an evening session
 Note: The coach trips have been doubled to reflect that they enter and leave in order to park up
 Taxi Profile follows that of car trips

Casino Trips Saturday

Trip Attractions	Vehicles	Time																							
		08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Arrivals		1%	1%	3%	4%	5%	6%	6%	6%	6%	6%	7%	10%	11%	9%	9%	8%	8%	5%	3%	2%	1%	0%	0%	0%
Casino Day Trips	2762	23	40	69	112	141	145	162	120	162	199	167	194	272	285	246	168	136	80	47	22	10	4	3	2
Drop Offs																									
Coach Profile	48																								
Casino Coach Trips	229	2	3	6	9	12	12	13	10	13	13	13	16	23	26	20	14	12	7	4	2	1	0	0	0
Taxi																									
Departures		2%	3%	4%	4%	3%	4%	3%	4%	3%	3%	2%	2%	3%	4%	4%	5%	8%	8%	7%	5%	6%	5%	4%	3%
Casino Day Trips	2762	68	81	103	89	83	85	98	83	101	90	79	63	88	80	99	142	207	231	228	188	150	128	109	90
Drop Offs																									
Coach Profile	48																								
Casino Coach Trips	229	5	7	9	8	8	7	6	8	8	7	7	5	5	7	8	12	17	19	18	16	12	10	9	7
Taxi																									

18hr	24 hr
2686	2762
218	92
1726	229
144	2762
	92
	229

Casino Trips Friday

Trip Attractions	Vehicles	Time																							
		08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Arrivals		0.4%	1%	3%	5%	5%	4%	4%	4%	4%	4%	4%	6%	9%	14%	13%	8%	5%	3%	2%	1%	1%	0.4%	0.4%	1%
Casino Day Trips	1716	7	20	53	81	92	78	70	70	68	70	73	87	148	248	216	131	79	48	30	16	9	7	7	10
Drop Offs																									
Coach Profile	29																								
Casino Coach Trips	143	1	2	4	7	8	6	6	6	6	6	7	12	21	18	11	7	4	2	1	1	1	1	1	1
Taxi																									
Departures		2%	3%	4%	4%	3%	4%	3%	4%	3%	3%	2%	2%	3%	4%	4%	5%	8%	8%	7%	5%	6%	4%	3%	3%
Casino Day Trips	1716	36	50	64	62	58	53	61	68	63	66	49	39	41	50	92	89	129	144	141	118	83	78	66	66
Drop Offs																									
Coach Profile	29																								
Casino Coach Trips	143	3	4	5	5	4	5	5	5	5	4	3	3	4	3	4	5	7	11	12	10	8	7	6	6
Taxi																									

18hr	24 hr
1601	1716
133	57
1076	143
90	1716
	57
	143

Casino Trips Weekday

Assumptions

Trip Attractions	Vehicles	Time																							
		08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Arrivals		0.4%	1%	3%	5%	5%	4%	4%	4%	4%	4%	6%	9%	14%	13%	8%	5%	3%	2%	1%	1%	0.4%	0.4%	1%	1%
Casino Day Trips	1268	6	15	39	60	68	57	61	62	50	52	54	64	110	183	169	98	56	35	22	12	7	6	5	8
Drop Offs																									
Coach Profile	21																								
Casino Coach Trips	106	0	1	3	5	6	4	4	4	4	4	4	6	9	15	13	8	5	3	2	1	1	0	0	1
Taxi																									
Departures		2%	3%	4%	4%	3%	4%	3%	4%	3%	3%	2%	2%	3%	4%	4%	5%	8%	8%	7%	5%	6%	4%	3%	3%
Casino Day Trips	1268	27	37	47	46	43	39	45	43	47	41	36	29	30	37	46	68	96	108	104	86	69	58	50	41
Drop Offs																									
Coach Profile	21																								
Casino Coach Trips	106	2	3	4	4	4	3	4	4	4	4	3	2	3	3	4	5	8	6	9	7	6	5	4	3
Taxi																									

18hr	24 hr
1183	1268
99	42
795	106
68	1268
	42
	106

Technical Appendix Casino Parking Accumulations

Saturday

Vehicles	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Parking Accumulation		80	96	141	220	315	399	483	468	514	587	653	768	961	1171	1296	1295	1245	1112	950	775	605	456	307	198

Friday

Vehicles	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Parking Accumulation		195	158	141	158	193	217	224	235	237	249	273	325	444	665	835	877	814	696	562	442	342	256	183	130

Weekday

Vehicles	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Parking Accumulation		97	79	70	79	97	109	112	118	118	125	137	162	222	332	417	438	407	348	281	221	171	128	92	65

Appendix B: Hotel Trip Forecasts

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

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	1	101	0.05	1	101	0.04	1	101	0.09
01:00 - 02:00	1	101	0.03	1	101	0.03	1	101	0.06
02:00 - 03:00	1	101	0.02	1	101	0.04	1	101	0.06
03:00 - 04:00	1	101	0.00	1	101	0.01	1	101	0.01
04:00 - 05:00	1	101	0.01	1	101	0.01	1	101	0.02
05:00 - 06:00	1	101	0.02	1	101	0.01	1	101	0.03
06:00 - 07:00	3	125	0.09	3	125	0.11	3	125	0.20
07:00 - 08:00	17	163	0.09	17	163	0.15	17	163	0.24
08:00 - 09:00	17	163	0.14	17	163	0.20	17	163	0.34
09:00 - 10:00	17	163	0.12	17	163	0.15	17	163	0.27
10:00 - 11:00	17	163	0.09	17	163	0.09	17	163	0.18
11:00 - 12:00	17	163	0.10	17	163	0.09	17	163	0.19
12:00 - 13:00	17	163	0.13	17	163	0.11	17	163	0.24
13:00 - 14:00	17	163	0.11	17	163	0.10	17	163	0.21
14:00 - 15:00	17	163	0.11	17	163	0.12	17	163	0.23
15:00 - 16:00	17	163	0.10	17	163	0.13	17	163	0.23
16:00 - 17:00	17	163	0.11	17	163	0.13	17	163	0.24
17:00 - 18:00	17	163	0.17	17	163	0.13	17	163	0.30
18:00 - 19:00	17	163	0.18	17	163	0.12	17	163	0.30
19:00 - 20:00	11	159	0.20	11	159	0.16	11	159	0.36
20:00 - 21:00	11	159	0.15	11	159	0.12	11	159	0.27
21:00 - 22:00	7	119	0.08	7	119	0.07	7	119	0.15
22:00 - 23:00	2	125	0.11	2	125	0.15	2	125	0.26
23:00 - 24:00	2	125	0.08	2	125	0.10	2	125	0.18
Daily Trip Rates:			2.29			2.38			4.66

Parameter summary

Trip rate parameter range selected: 100 - 483 (units:)
 Survey date date range: 01/01/97 - 07/07/05
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

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

Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	1	40	0.05	1	40	0.10	1	40	0.15
01:00 - 02:00	1	40	0.03	1	40	0.05	1	40	0.08
02:00 - 03:00	1	40	0.00	1	40	0.00	1	40	0.00
03:00 - 04:00	1	40	0.03	1	40	0.00	1	40	0.03
04:00 - 05:00	1	40	0.00	1	40	0.00	1	40	0.00
05:00 - 06:00	1	40	0.03	1	40	0.05	1	40	0.08
06:00 - 07:00	2	83	0.09	2	83	0.04	2	83	0.13
07:00 - 08:00	6	48	0.10	6	48	0.10	6	48	0.20
08:00 - 09:00	6	48	0.17	6	48	0.16	6	48	0.33
09:00 - 10:00	6	48	0.24	6	48	0.23	6	48	0.47
10:00 - 11:00	6	48	0.20	6	48	0.30	6	48	0.50
11:00 - 12:00	6	48	0.24	6	48	0.39	6	48	0.63
12:00 - 13:00	6	48	0.28	6	48	0.22	6	48	0.50
13:00 - 14:00	6	48	0.31	6	48	0.24	6	48	0.55
14:00 - 15:00	6	48	0.23	6	48	0.26	6	48	0.49
15:00 - 16:00	6	48	0.29	6	48	0.25	6	48	0.54
16:00 - 17:00	6	48	0.32	6	48	0.22	6	48	0.54
17:00 - 18:00	6	48	0.41	6	48	0.19	6	48	0.60
18:00 - 19:00	6	48	0.41	6	48	0.28	6	48	0.69
19:00 - 20:00	3	59	0.39	3	59	0.27	3	59	0.66
20:00 - 21:00	3	59	0.32	3	59	0.30	3	59	0.62
21:00 - 22:00	3	59	0.21	3	59	0.18	3	59	0.39
22:00 - 23:00	2	26	0.31	2	26	0.54	2	26	0.85
23:00 - 24:00	2	26	0.19	2	26	0.37	2	26	0.56
Daily Trip Rates:			4.84			4.73			9.59

Parameter summary

Trip rate parameter range selected: 12 - 483 (units:)
 Survey date range: 01/01/97 - 07/07/05
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 6
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

Appendix C: Conference Trip Forecasts

**Technical Appendix C
Conference Trip Attractions**

Assumptions

3-4 Day Large National/International Conference

Total Delegates 1500

Delegates on Daytrip 15%

Delegates Staying Overnight 85%



Delegates staying in local hotels 1250
Delegates staying in off-site hotels 250



Delegates staying in local hotels 600
Delegates staying in off-site hotels 600

Delegates staying in local hotels 375
Delegates staying in off-site hotels 375

Conference Start Day 1

Delegate Arrivals to CCG Hotels Day 1 600

Mode	Assumptions	Person Trips	Modal Share
Private car (on-site)	Occupancy 124 No. Vehicles 400	360	60.0%
Coach	No. Coaches 3 Occupancy 9	18	3.0%
Taxi	No. Coaches 10 Occupancy 30	40	6.7%
Train, Tram, Walk, Cycle	No. Vehicles 30	30	5.0%
		600	100%

Delegates to/from Local Hotels 375

Mode	Assumptions	Person Trips	Modal Share
Private car (on-site)	Occupancy 420 No. Vehicles 140	420	70.0%
Coach	No. Coaches 2 Occupancy 6	12	3.2%
Taxi	No. Coaches 10 Occupancy 30	40	10.7%
Train, Tram, Walk, Cycle	No. Vehicles 20	20	5.3%
		472	100%

During Conference

Daytrip Delegates 225

Mode	Assumptions	Person Trips	Modal Share
Private car (on-site)	Occupancy 12 No. Vehicles 113	135	60.0%
Coach	No. Coaches 2 Occupancy 6	12	5.3%
Taxi	No. Coaches 1.5 Occupancy 4.5	18	8.0%
Train, Tram, Walk, Cycle	No. Vehicles 12	12	5.3%
		225	100%

Shuttle to/from Off Site Hotels

Delegates & Exhibitors 675

Mode	Assumptions	Person Trips	Modal Share
Private car (on-site)	Occupancy 135 No. Vehicles 45	135	20.0%
Coach	No. Coaches 3 Occupancy 9	18	2.7%
Taxi	No. Coaches 10 Occupancy 30	40	6.0%
Train, Tram, Walk, Cycle	No. Vehicles 20	20	3.0%
		673	100%

Final Day

Delegates Departures from CCG Hotels 900

Mode	Assumptions	Person Trips	Modal Share
Private car (on-site)	Occupancy 480 No. Vehicles 160	480	53.3%
Coach	No. Coaches 5 Occupancy 15	30	3.3%
Taxi	No. Coaches 1.5 Occupancy 4.5	18	2.0%
Train, Tram, Walk, Cycle	No. Vehicles 48	48	5.3%
		900	100%

Conference Centre

Conference Start Profile

Assumptions

100% of visitors depart 1600-1800
 65% are at on site hotels 20% in other local hotels.
 Peak traffic periods occur at the start of the conference and at the end of the conference
 During the conference much of the activity is walk, taxi or shuttle bus.
 It is assumed that 10% of delegates and all exhibitors arrive the day before the conference starts

Therefore the busiest traffic period for a conference is the last day whereupon all delegates leave from 1600-1800

Trip Attractions	Vehicles	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Arrivals																										
Day Visit Delegate Car Trips	113																									
Overnight Delegate Car Trips	300																									
Departures																										
Day Visit Delegate Car Trips	113											79	34													
Parking Accumulation			0	113	113	113	113	113	113	113	113	113	34	0	0	0	0	0	0	0	0	0	0	0	0	0

18hr	24 hr
113	113
300	300
113	113

Trip Attractions	Vehicles	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Drop Off Arrivals																										
Conference Coach Trips	3																									
Minibus from Local Hotels	15																									
Taxi	120																									
Drop Off Departures																										
Conference Coach Trips	3																									
Minibus to Local Hotels	15																									
Taxi	120																									

18hr	24 hr
6	6
29	29
239	239
6	6
29	29
239	239

Conference Centre

During Conference Profile

Assumptions

100% of visitors depart 1600-1800
 65% are at on site hotels 20% in other local hotels,
 Peak traffic periods occur at the start of the conference and at the end of the conference
 During the conference much of the activity is walk taxi or shuttle bus.
 It is assumed that 10% of delegates and all exhibitors arrive the day before the conference starts

Therefore the busiest traffic period for a conference is the last day whereupon all delegates leave from 1600-1800

Trip Attractions	Vehicles	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Arrivals	113																									
Day Visit Delegate Car Trips	113																									
Departures																										
Day Visit Delegate Car Trips	113											79	34													
Accumulation			621	734	734	734	734	734	734	734	734	685	621													
Minus Linked Trips (Hotel)			0	113	113	113	113	113	113	113	113	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18hr	24 hr
113	113
113	113

Trip Attractions	Vehicles	Time Ending	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00
Drop Off Arrivals	23																									
Minibus from Local Hotels	100												23													
Taxi													100													
Drop Off Departures	23																									
Minibus to Local Hotels	100												23													
Taxi													100													

18hr	24 hr
47	47
199	199
47	47
199	199

Appendix D: Framework Travel Plan