

# BUXTON SPA HOTEL

Buxton Crescent Hotel and Thermal Spa Company Ltd

Transport Assessment

June 2011

BUXTON CRESCENT HOTEL AND THERMAL SPA COMPANY LTD  
BUXTON SPA HOTEL  
TRANSPORT ASSESSMENT  
JUNE 2011

Prepared by:

  
Shaun Grima  
Consultant

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Approved by:

  
Andrew Brookfield  
Associate Director

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Telephone: 0161 927 8200  
Fax: 0161 927 8499  
Website: <http://www.fabermaunsell.com>

Lynnfield House  
Church Street  
Altrincham  
Cheshire WA14 4DZ

# TABLE OF CONTENTS

<b>1. Introduction.....</b>	<b>2</b>
1.1. INTRODUCTION .....	2
1.2. STRUCTURE.....	2
<b>2. Existing Site and Surrounding Area .....</b>	<b>4</b>
2.1. SITE LOCATION AND FORMER USE .....	4
2.2. SITE LAYOUT .....	4
2.3. PARKING.....	5
2.3.1. THE CRESCENT .....	5
<b>3. Development Proposals.....</b>	<b>7</b>
3.1. DEVELOPMENT PROPOSALS.....	7
3.2. HIGHWAY LAYOUT .....	7
3.3. PARKING.....	7
3.3.1. VALET PARKING .....	7
3.4. SITE ACCESSIBILITY .....	8
<b>4. Access by Sustainable Modes .....</b>	<b>10</b>
4.1. INTRODUCTION .....	10
4.2. ACCESS ON FOOT.....	10
4.3. CYCLE ACCESSIBILITY .....	10
4.4. ACCESS BY BUSES .....	10
4.5. ACCESS BY RAIL .....	10
4.6. TRAVEL PLAN .....	10
<b>5. Highway Implications of the Development.....</b>	<b>12</b>
5.1. INTRODUCTION .....	12
5.2. TRIP GENERATION .....	12
5.3. TRIP DISTRIBUTION .....	12
5.4. VALET PARKING .....	13
5.5. PARKING STRATEGY .....	13
5.6. HIGHWAY SAFETY ASSESSMENT .....	13
<b>6. Conclusions .....</b>	<b>15</b>
<b>Appendix A – Green Travel Plan .....</b>	<b>17</b>
<b>Appendix B – Trip Generation Daily Profile Tables and Graphs .....</b>	<b>18</b>
<b>Table 2.1: Buxton Crescent Parking Levels .....</b>	<b>5</b>

## 1 INTRODUCTION



# 1. Introduction

## 1.1. INTRODUCTION

This Transport Assessment (TA) has been prepared by Faber Maunsell on behalf of Buxton Crescent Hotel and Thermal Spa Company Ltd to support the outline planning application for the development for a change of use of the grade 1 listed Crescent Building from offices to a proposed 87 bed-room hotel in Buxton Town Centre, Derbyshire.

This area is currently undergoing major restoration and redevelopment as several historical buildings in the vicinity have been vacant for some time. It is anticipated that the hotel development at The Crescent, amongst other complimentary development proposals for the area including the renovation of the former Devonshire Royal Hospital, the refurbishment of the opera house and investment in the Pavilion Gardens will significantly enhance the area.



**Photo 1.1: Buxton Crescent**

This TA examines the accessibility by non-car modes, assesses the traffic volumes likely to be generated by the proposed development and describes the access and parking strategy for the development.

## 1.2. STRUCTURE

Following the introduction this report comprises five further chapters:

- Chapter Two describes the existing site usage and details current traffic conditions in the vicinity of the site;
- Chapter Three discusses the development proposals;
- Chapter Four outlines the accessibility to the site by various non-car modes of transport;
- Chapter Five quantifies the implications which the development traffic would have upon the highway network and proposed parking strategy for the hotel; and
- Chapter Six presents a series of conclusions.

## 2 EXISTING SITE AND SURROUNDING AREA



## 2. Existing Site and Surrounding Area

### 2.1. SITE LOCATION AND FORMER USE

Buxton lies at the heart of the Peak District and is a major tourist attraction, as it has been for several centuries on account of its Baths with their health-giving spa water, famed from Roman times. Bubbling up from an underground reservoir, its waters maintain a constant 28°C. The town also has many fine buildings, including the magnificent Devonshire Hospital with its spectacular dome, and the elegantly decorated Edwardian Opera House, home of the annual Buxton International Festival.

Built around 1790, the Crescent Building was originally used as hotel accommodation for affluent visitors to the spa town. The proposed site has had a number of uses since these times; most recently it has been divided into two uses; part housed offices and a library whilst the remainder was previously the St Anne's Hotel, which closed in 1991. Therefore the application for change of use only concerns part of the building. The development also incorporates the redevelopment of the Pump Room, located directly opposite The Crescent; this building is currently used as a gallery and exhibition space.



**Photo 2.1: The Crescent, Buxton**

Buxton lies at the convergence of the A6, the A53 and the A515 and these roads form a connection with the trunk road network. These highways provide connections with Manchester to the North, Derby to the southeast, Stoke on Trent to the south, and all of the smaller towns in between.

Connections to the Crescent are provided via both The Quadrant (the A515) and The Square. The location of the Crescent is shown in **Figure 2.1**.

The A515 is a major road providing connections with the town of Ashbourne to the south and with the A6 to the north.

The Square is a local distributor that connects with the A53, to the west of the town centre, and also with the A515 south of Buxton.

George Street is an access road providing frontage access to 'The George' Public House and also provides access to servicing and parking areas to the rear of the Crescent Building.

### 2.2. SITE LAYOUT

The current site plan is shown in **Figure 2.2**. The Crescent connects the A515 with the A53 and is also used for on street parking. A new parking regime has recently been implemented throughout Buxton which has introduced pay and display along the length of The Crescent.

This parking scheme gives priority to short stay parking for cars and motorcycles within the controlled zone by allocating lengths of road where parking is only permitted for a maximum of either 30 minutes or 2 hours with no return within an hour. There are also Residents Permit Holders, Business Permit Holders, Hotel Permit Holders, Disabled and Motorcycle parking. The Buxton controlled parking scheme is included on **Drawing NWT/79/04**.

This new scheme covers George Street, Hartington Road (west side) from The Square in a southerly direction for 25 metres, St John Road (south side) between the junctions with Water Street, The Crescent, The Square, The Quadrant and Water Street.

There is a combined speed hump and pedestrian crossing at the eastern end of The Crescent. Parking is available on the local highway, charges apply from Monday – Saturday, which are as follows:

Up to 1 hour 80p;

- Up to 1 hour 80p;
- 1-2 hours £1.30;
- 2-4 hours £2.50; and
- Over 4 hours £3.00.

The private land to the rear of The Crescent is separated into two unconnected plots of land. One is used for informal car parking (**Photo 2.2**) whilst the other is currently unused (**Photo 2.3**).



**Photo 2.2: Area to the rear of The Crescent currently used for car parking.**

parking for 1 or 2 hours, which is within the parking restrictions of the area.



**Photo 2.3: Proposed parking area to the rear of The Crescent, currently unused**

**Table 2.1: Buxton Crescent Parking Levels**

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave
96%	81%	84%	92%	61%	89%	63%	81%

Since the survey was carried out these spaces have been changed to pay and display, as described earlier. It is expected that this would reduce the occupancy levels on The Crescent.

## 2.3. PARKING

High Peak Borough Council have provided details of car parking surveys carried out in Buxton between the dates of 14th August 1999 and 20th August 1999, and also on Saturday 20th, Tuesday 23rd and Friday 26th November 1999. These surveys included all the main on-street and off-street parking areas in order to assess overall demand. The parking situation in Buxton can be described as follows:

- The parking utilisation was highest on Saturday, Friday and Tuesday; this corresponds with Buxton market, which is held on Saturday and Tuesday;
- Parking peaked on Saturday with the busiest time at 14.00;
- The lowest parking use over the surveyed period was on Sundays;
- Within each day the parking rate peaks between 11.00 and 15.00; and
- A total of 841 off-street parking spaces are available throughout the town centre.

The overall car park utilisation for Buxton as a whole at peak times is at 75% indicating there is spare capacity.

The parking survey indicates that certain car parks are operating close to capacity whilst others are under-utilised on the same day at the same time, for example Wye Street car park was at 97% of capacity on Friday at 16.00 whilst Cattle Market Car Park was at only 16%. Across the whole survey period the Cattle Market was under utilised in comparison with other similar sized car parks in Buxton.

### 2.3.1. THE CRESCENT

At the time of the survey there were 75 parking spaces on The Crescent with parking limited to 2 hours maximum. The parking levels across the week in the Crescent are shown in **Table 2.1**. From this it can be seen that parking along the Crescent peaks on Monday, Thursday and Saturday. The average parking rate over the whole week calculates as 81%. There is a high turnover of vehicles at the Crescent with the majority of people



### 3 DEVELOPMENT PROPOSALS



## 3. Development Proposals

### 3.1. DEVELOPMENT PROPOSALS

As described in Chapter 2 the existing building is Grade 1 listed and any alterations to the building would have to be authorised.

The Crescent is currently benefiting from a £23 Million redevelopment, which is partly funded by the Heritage Lottery Fund, the proposals for which include:

- The 87 bedroom, 4-star, high quality hotel that is the subject of this Transport Assessment;
- Re-opening the spa in the Natural Baths;
- Relocating the tourist information centre to the ground floor of The Crescent;
- Restoration of the Ballroom and function suite linking into the hotel and available to the public;
- Development of an interpretative visitor centre within the crescent
- Eight shops under the arcade of The Crescent (158m<sup>2</sup> GFA) and;
- A tearoom and café located in the pump room (199m<sup>2</sup> GFA).

The architects' plan of the development is included in **Figure 3.1**.

### 3.2. HIGHWAY LAYOUT

As a part of the development proposals the area of the curved carriageway immediately outside the Crescent will benefit from public realm improvements including the removal of vehicular traffic, forming a pedestrianised forecourt to the building. This will provide a pedestrian friendly, high quality entrance area directly in front of the hotel. The closure of the road to traffic and public realm improvements will proceed with close liaison with the local authority and may be undertaken using the Town and Country Planning Act 1990.

Service vehicles will gain access to the site from George Street, to the rear of The Crescent (**Photo 3.1**).



**Photo 3.1: George Street**

The tearoom will be located on the opposite side of The Crescent to the proposed hotel and is located in the former Pump Room.

### 3.3. PARKING

The parking provisions detailed in this report are for hotel guests, however 1 or 2 operational spaces are reserved for on-duty staff to the rear of the building. A staff travel plan takes full account of staff parking and alternative bus and train travel options will be implemented as part of the proposals.

It is proposed that a total of 30 car parking spaces are provided to the rear of the development on two separate plots of land. The first is currently used for informal parking (see Figure 3.1), whilst the second is currently scrubland. These spaces will be distributed to hotel guests. A minimum of 4 of the total number parking spaces will be allocated for disabled use in accordance with HPBC's disabled parking standards.

A further 60 reserved car parking bays are situated in West Section of the Pavilion Gardens car park adjacent to the Pavilion Building. In addition, 12 spaces are reserved for use at the rear of the crescent for Hotel staff and visitors.

In summary, approx 102 spaces will be made available either to the rear of the development, or in the Pavilion Gardens, which will be suffice to absorb any overflow car parking generated by the respective development.

#### 3.3.1. VALET PARKING

The proposals for parking provision for the remainder of hotel residents are in the form of valet parking operated from the front of the hotel. The number of cars to the front of the hotel on The Crescent will be kept to an operational minimum.

From here cars will be taken to secure parking facilities at the top deck of the Pavilion Gardens Car Park, which is currently under-utilised (see **photo 3.2**). The Crescent Hotel and Thermal Spa Company intend to take a lease on the upper deck of the Pavilion Gardens car-park and then make available spaces and their valet service available to other hoteliers.



**Photo 3.2: Top deck of Pavilion Gardens Car Park**

#### **3.4. SITE ACCESSIBILITY**

Guests arriving for the Hotel will use The Crescent. It is proposed that hotel guests will use a short stay waiting area on the boundary of the pedestrianised forecourt to the front of the proposed development. It is from here that the valet parking service will operate.

## 4 ACCESS BY SUSTAINABLE MODES



## 4. Access by Sustainable Modes

### 4.1. INTRODUCTION

The government, through planning policy guidance, seeks to encourage sustainable development. The area of the proposed development at The Crescent, Buxton accords well with the principles of sustainable development in that it has previously been used for a number of functions (including a hotel), has lain vacant for a number of years and is located in the centre of town in an area which benefits from excellent accessibility using non car modes of transportation.

This chapter addresses staff access to the development by sustainable modes.

### 4.2. ACCESS ON FOOT

Being situated in the Peak District National Park, a popular hiking location, the town of Buxton caters extremely well for walking.

There are currently high quality, wide footways along the length of The Crescent connecting with the Station Approach to the north east and The Square/Hall Bank to the south west, both of these offer links with public transport facilities and also with the main retail area.

It is likely that the majority of the workforce will be from the local area. The main residential area in Buxton lies approximately 0.5 miles to the west of the proposed site and is therefore within easy walking distance of the development.

Existing pedestrian facilities around the town centre provide good quality linkages between the main tourist attractions in the town, the bus and railway stations, and also with the local residential areas. There are a number of pedestrian trails that pass through Buxton, and many tourist guides recommend Buxton as a convenient place to stay, which would contribute significantly to the number of people travelling to the hotel by sustainable modes of transport.

Disabled access is provided to the east and the west pavilions of The Crescent.

To the east, the tourist information centre has direct disabled access with changes of level incorporated internally. On the western pavilion a ramp is incorporated for disabled access.

### 4.3. CYCLE ACCESSIBILITY

There are currently no cycle lanes along the Crescent. However the Crescent is a wide road making the accommodation of cycling feasible.

Approximately 200m to the west of the Crescent Building lies the Pennine Cycleway, route 68 of the National Cycle network. This route travels north through Buxton and provides links to towns and villages throughout Derbyshire and access to routes to the rest of the UK. This route consists of on road and off road cycle routes and the section through Buxton is on road. Buxton also benefits from cycle hire facilities within the town.

### 4.4. ACCESS BY BUSES

Buxton is well served by buses, which primarily operate along High Street. Services to Macclesfield, Sheffield, Chesterfield, Derby and Nottingham are available from the bus station and in addition to these interurban services there are a number of local routes connecting smaller rural villages. A large proportion of the buses that operate in Buxton also call at the rail station. As Buxton is in a rural area the majority of the buses do not operate more than an hourly service, and in some cases just one bus runs in either direction per day.

However as the proposed development is located in Buxton town centre in close proximity to the bus station, it is well located for access by buses.

A bus map for Buxton is shown in **Figure 4.1**.

### 4.5. ACCESS BY RAIL

The site is located approximately 5 minutes walk away from Buxton Station.

Direct rail services from this station call at Dove Holes, Chapel-en-le-Frith, Whaley Bridge, Furness Vale, New Mills Newtown, Disley, Middlewood, Hazel Grove, Woodsmoor, Davenport, Stockport and Manchester Piccadilly. Running to a 30-minute headway during peak hours and operating an hourly service in off peak periods.

From Manchester Piccadilly Station connections are available to stations nationwide.

**Figure 4.2** shows the location of the Proposed development in relation to the Bus Station; the Railway Station, and the Pennine Cycleway.

### 4.6. TRAVEL PLAN

The site will benefit from a staff travel plan that sets out the principles for green travel to and from the hotel. Measures will be established to encourage a reduction in staff car travel.

The green travel plan is enclosed in **Appendix A**.

## 5 HIGHWAY IMPLICATIONS OF THE DEVELOPMENT



## 5. Highway Implications of the Development

### 5.1. INTRODUCTION

The proposals for the redevelopment of The Crescent Hotel include the development of a pedestrianised area of public realm on the forecourt immediately outside the development whilst retaining a through route along The Crescent. Valet parking will be provided for hotel guests. There is very little net change in the levels of traffic in the local network as traffic generated by the hotel will be balanced by the traffic which would have previously used the car park. It is also worth noting that part of the previous use of the Crescent Building was in the form of the St Anne's Hotel, which closed in 1991.

During construction works it will be necessary for car parking spaces to be removed from the semicircular carriageway immediately in front of The Buxton Spa Hotel for construction working.

### 5.2. TRIP GENERATION

The proposed development will result in an 87 bed-room high quality hotel. The change of use planning application is for the following:

- 87 Bed-room Hotel;
- 2022 m<sup>2</sup> Spa;
- 158 m<sup>2</sup> Retail Units;
- 688m<sup>2</sup> Interpretation Centre, and
- 199 m<sup>2</sup> Tea House.

Traffic generation rates have been extracted from the TRICS (Trip Rate Information Computer Systems) database (v2004b) and used to forecast the traffic, which would be generated by this development.

It should be noted that The Buxton Hotel and Thermal Spa is a unique property and it is difficult to provide comparables. The Buxton Hotel and Thermal Spa development is particularly unique in that it has no direct comparator currently in existence within the UK. It is intended that the Thermal Spa will be frequented by day visitors from as far as Manchester and Sheffield, therefore for a robust analysis a 10% increase in trips has been added to the overall total generation. The AM peak will not be affected due to spa opening hours of 10am to 6pm.

It is not anticipated that the new interpretation centre and relocated tourist information centre will create additional traffic as trips to these facilities will be linked with trips already being made to hotels and attractions within the town centre and region.

The hotel trip rates obtained were based upon sites that incorporated leisure, conference and spa facilities. Given the site's location within the town centre and as there would be only limited operational staff parking provided, it is considered appropriate to use average trip rates.

Daily profile tables of trip generations and corresponding graphs can be found in **Appendix B**.

### Average Trip Rates from the TRICs database

#### Hotel Weekday plus 10% (Day Spa Use)

Time Period	Arrivals	Departures
08:00-09:00	17	18
17:00-18:00	21	15

#### Hotel Weekend plus 10% (Day Spa Use)

Time Period	Arrivals	Departures
15:00- 16:00	30	35

#### Pump Room Tea Rooms Weekday

Time Period	Arrivals	Departures
08:00-09:00	0	0
17:00-18:00	4	3

#### Pump Room Tea Rooms Weekend

Time Period	Arrivals	Departures
15:00-16:00	5	6

#### Total Weekday

Time Period	Arrivals	Departures
08:00-09:00	17	18
17:00-18:00	25	18

#### Total Weekend

Time Period	Arrivals	Departures
15:00-16:00	35	41

It is not considered necessary to identify TIC / Interpretation Centre and retail visits independently due to the 'add on' nature of these facilities.

### 5.3. TRIP DISTRIBUTION

It has been assumed that approximately 30% of the traffic would arrive at the roundabout to the north of the hotel. Traffic arriving at the roundabout to the north of the hotel would include traffic travelling from the north and the east via the A6 Fairfield Road and A6 Bakewell Road.

50% of the traffic would arrive at the hotel from the A53 and A5004 this would include traffic travelling from the north and west.

The above traffic (80%) would enter The Crescent via The Square off the A53 as there is no right turn available into The Crescent from Terrace Road.

15% of traffic would be approaching from the south via Terrace Road. It is anticipated that there would be a further 30-70 split of this traffic at the Market Place/Terrace Road junction with 5% travelling along Hall Bank and making a right turn into The Crescent with the remaining 10% entering The Crescent by a left turn from Terrace Road.

The remaining 5% of the traffic from the east would travel to the site via the B5059 Dale Road. Taking a

right onto High Street and Terrace Road and then left into the crescent

traffic is carried along Terrace Road to the east and The Square to the west.

The distribution of the development trips on the highway network is shown in **Figure 5.1**.

#### **5.4. VALET PARKING**

The trips from the valet parking are a continuation of the trips that have already been accounted for by the trip generation. These trips will all follow a fixed route between The Crescent and the Pavilion Gardens Car Park.

**Figures 5.2 and 5.3** detail the traffic flows that would be generated by the hotel, tearooms and the valet parking.

#### **5.5. PARKING STRATEGY**

Guests arriving by car are to leave their vehicle at the front of the hotel with fully licensed and insured door and bell staff, with the exception of those guests with heavy luggage who can drive to the back of the hotel. The number of cars to the front of the hotel on The Crescent will be kept to an operational minimum.

There are limited spaces available to the rear of the hotel and, if none of these are vacant, valet parking is available operated by fully licensed and insured door and bell staff. The valet car park will be located on the upper deck of the Pavilion Gardens Car Park, and will be barrier controlled and protected by 24 hour CCTV.

Guests must ring reception 20 minutes prior to them requiring their car to allow time for the doormen to retrieve the car from the car park.

Parking rates for the valet car park will initially be £5 per day, and this is broken down into £3 per day parking fees and £2 per day valet fees. However this will be subject to change in line with market parking rates.

The valet car parking will operate from directly in front of The Crescent, from here the route travels North West along The Crescent turning left at its junction with The Quadrant. At the junction of The Quadrant/ St John's Road the valet parking vehicles make a left turn into St John's Road, following this road until making a left turn at its junction with Burlington Road. The entrance for the Pavilion Gardens is approximately 100m along Burlington Road.

The return journey from the car park to the hotel vehicles make a right turn out of the Pavilion Gardens Car Park along Burlington Road before making a right turn at the St John's Road/Burlington Road Junction. Then travelling along St John's Road as far as Water Street, after making a right turn into Water Street the route takes a right turn along the Square before making a left turn into The Crescent.

#### **5.6. HIGHWAY SAFETY ASSESSMENT**

The Crescent benefits from low traffic speeds and only moderate traffic flows. It is considered that the development proposals will not be detrimental to highway safety and in any event major through



## 6 CONCLUSIONS



## 6. Conclusions

This Transport Assessment has analysed the traffic and transportation issues associated with the proposed development of the Buxton Spa Hotel.

The development proposal is for an 87 bed-room hotel, re-opening of a spa / natural baths, relocation of a tourist information centre, restoration of the ball-room and function suite, creation of a visitor interpretation centre and 8 shops under the arcade of The Crescent.

The site is well located for access by non-car modes. To preserve the character of the area, minimal staff parking will be provided as part of the development. A Staff Travel Plan will be implemented and the principles of that plan have been set out with this Transport Assessment.

There will be approximately 30 parking spaces available for guests accessed from The Square to the rear of the building but most are expected to arrive via The Crescent. In addition a further 72 spaces are available in the immediate vicinity for Hotel users. A valet parking operation will take the cars to the under-utilised Pavilion Gardens car park that has been identified by the developer / operator and adopted by the local authority in connection with this development.

As part of the public realm improvements, it is proposed that parking would be removed from immediately in front of the Hotel and Pump Room to create a high quality environment.

The number of trips generated by the developments is limited and with the low traffic speeds it is considered that there will be no detriment to highway operation or road safety.

It can be concluded that the development will not adversely affect the highway operation and the proposed parking strategy will ensure an efficient use of the available parking within of the town

## APPENDICES



## Appendix A – Green Travel Plan

# Buxton Spa Hotel Green Travel Plan

## Executive Summary

- The framework Travel Plan has been submitted in support of a planning application for a hotel and spa development in the town centre of Buxton;
- The town of Buxton caters extremely well for access on foot, by cycle, by bus and by rail;
- The travel plan details a range of objectives for sustainable travel to be met by the developer and the occupier;
- Following a detailed site audit, the Travel Plan was been prepared with reference to current best practice guidance on the preparation of Travel Plans;
- The document provides a toolkit of sustainable travel initiatives, with particular emphasis on walking, cycling, public transport and the private car, that could potentially be implemented at Buxton Crescent and Spa. It outlines the respective roles of the developer and the occupier and provides guidance on administration and monitoring of the Travel Plan;
- The developer will be required to submit a more detailed measures Travel Plan, (which confirm specific measures and timescales for their implementation) to be introduced and monitored on a regular basis, after first occupation.

## Appendix B – Trip Generation Daily Profile Tables and Graphs

Hotel Weekday			
Time Range	Arrivals Trips	Departure Trips	Total Trips
00.00-01.00	5	6	11
01.00-02.00	3	2	5
02.00-03.00	1	1	2
03.00-04.00	0	0	0
04.00-05.00	0	0	0
05.00-06.00	2	3	5
06.00-07.00	6	7	13
07.00-08.00	10	13	23
08.00-09.00	17	18	35
09.00-10.00	15	15	30
10.00-11.00	10	12	22
11.00-12.00	10	10	20
12.00-13.00	14	12	26
13.00-14.00	14	14	28
14.00-15.00	13	17	30
15.00-16.00	15	15	30
16.00-17.00	15	15	30
17.00-18.00	19	14	33
18.00-19.00	22	13	35
19.00-20.00	26	20	46
20.00-21.00	18	14	32
21.00-22.00	10	19	29
22.00-23.00	12	17	29
23.00-24.00	4	10	14
Totals	260	270	530

