



WHITBREAD PLC



Premier Inn London Uxbridge

TRANSPORT STATEMENT

**for Proposed Hotel Extension
on behalf of Whitbread Group PLC**

2024/8177/TS01

September 2024

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Scheme Details

Local Highway Authority	London Borough of Hillingdon
Site Name	London Uxbridge
Site Address	Phase 500, Riverside Way, Uxbridge, UB8 2YF
Site Access Road	Riverside Way
Restaurant Brand	Beefeater
Existing Bedrooms	80
Proposed Total Bedrooms	150
Total Net Additional Bedrooms	70
Existing Car Parking	116
Proposed Car Parking	139

1 INTRODUCTION

1.1 Report Context

1.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the London Uxbridge Premier Inn, Phase 500, Riverside Way, Uxbridge, UB8 2YF ("the site").



Figure 1 London Uxbridge (Source. Premier Inn (2024))

1.1.2 The existing site comprises a 80-bedroom Premier Inn hotel and associated Beefeater restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 116 vehicles for the shared use of the hotel and restaurant.

1.1.3 A plan illustrating the existing site layout is attached hereto at **Appendix A**.

1.1.4 The proposals involve a net 70-bedroom extension to the existing hotel, resulting in a total of 150 bedrooms. The associated Beefeater restaurant would be removed and replaced with a 'Guest Restaurant' to cater guest meals only, this would not generate any external trade. Access would continue to be afforded from Riverside Way as per existing arrangements, with 139 car parking spaces post-development.

1.1.5 A plan illustrating the proposed site layout is attached hereto at **Appendix B**.

1.1.6 While the proposals would increase the number of guest bedrooms, any additional trips to the site would be offset as a result of the removal of the associated Beefeater restaurant, this would also compensate for the additional demands for car parking from external visitors that the associated restaurant generated above those from hotel guests.

1.2 RGP & Whitbread Operations

1.2.1 RGP is retained as Whitbread's Highway Consultant having been involved in conversion, extension and new build projects across the Whitbread estate throughout the United Kingdom (UK).

1.2.2 As a result, RGP has a wealth of survey data in relation to trip generation and parking demand for existing sites throughout the UK. This data is therefore used, in part, to determine the likely operation of the proposals in highways and transport terms post-development. The full details of which are included within this Transport Statement.

1.3 Report Structure

1.3.1 This Transport Statement has been prepared to support the proposals and evaluates the key highways and transport related matters. This report comprises the following sections:

- **Section 2 – Policy Context:** details pertinent national and local policies.
- **Section 3 – Baseline Conditions:** provides an overview of the existing situation at the site, including the local highway network and accessibility via sustainable modes of travel.
- **Section 4 – Trip Generation:** details the existing trip generation associated with the site as a whole, including hotel- and restaurant-specific trips, provides a forecast in these terms for the site post-extension.
- **Section 5 – Parking Arrangements:** outlines the existing utilisation of the car park at the site, followed by the implications of the proposals in these terms when considering the overall increase in bedrooms, with relevant reference to the locally adopted parking standards for such developments.
- **Section 6 – Access, Layout and Servicing** - outlines the access strategy and internal layout of the site in the context of vehicle movements and general parking provision, considering any alterations as a result of the proposals and the residual impact of the scheme upon servicing activities at the site.
- **Section 7 – Summary and Conclusions:** provides a concise set of conclusions and an overall summary of report findings.

1.3.2 To support this Transport Statement, and to inform the proposals, RGP has additionally prepared a Travel Plan (document reference. 2024/8177/TP01) which should be read in conjunction with this report. The Travel Plan identifies measures which will be implemented by Whitbread to promote and facilitate sustainable travel and to discourage car use for staff and guests travelling to and from the Premier Inn.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 The 'National Planning Policy Framework' (NPPF) details the government's planning policies for England and how these are expected to be applied.

2.1.2 In considering development proposals Paragraph 114 states "*in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensure that:*

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- (b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.1.3 Paragraph 115 states "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*"

2.1.4 It is considered the proposals accord with the policies of the NPPF.

2.2 Local Planning Policy

2.2.1 London Plan Policy T1 (Strategic Approach to Transport) confirms "*all development should make the most effective use of land, reflecting its connectivity and accessibility by existing future public transport, walking and cycling routes, and ensure that any impacts on London's transport network and supporting infrastructure are mitigated.*"

2.2.2 Policy T4 (Assessing and Mitigating Transport Impacts) confirms "*development proposals should reflect and be integrate with current and planned transport access, capacity and connectivity (. . .) the cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*"

2.2.3 Policy T6.4 (Hotel and Leisure Uses Parking) confirms "*in CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs (. . .) in locations of PTAL 0-3, schemes should be assessed on a case-by-case basis.*"

2.2.4 Policy T7 (Deliveries, Servicing and Construction) confirms "*development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street.*"

2.2.5 It is considered the proposals accord with the policies of the London Plan.

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 The site is located on Riverside Way, in the town of Uxbridge, in the London Borough of Hillingdon. The site location is illustrated in the figure below.

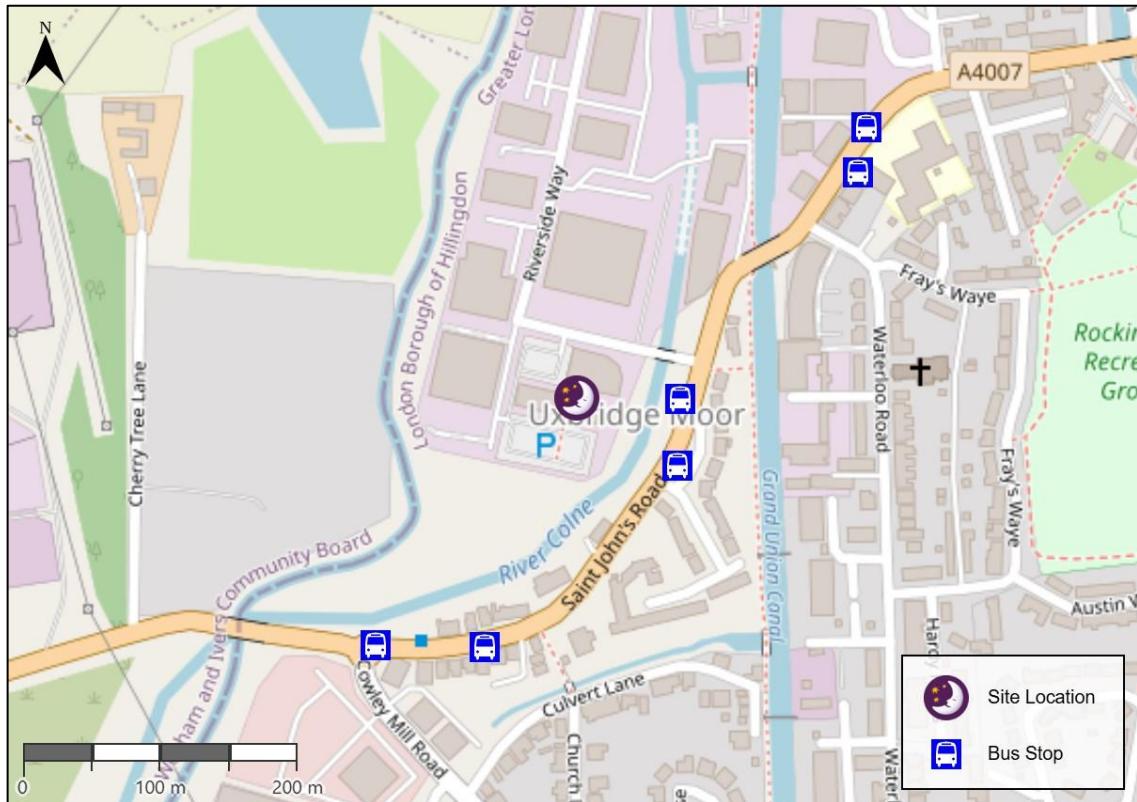


Figure 2 Site Location Plan

3.1.2 The extents of the site are predominantly 'edge-of-town' in nature, but footways provide connectivity to public transport (bus) stops on St John's Road and beyond to local convenience provision in Uxbridge town centre and Uxbridge London Underground station.

3.1.3 While active (walking and cycling) and sustainable (public transport) could be used by staff and guests to access the site, as a result of the 'edge-of-town' nature of the site, it is considered the primary mode of travel would likely comprise the private vehicle, either as a driver or passenger in.

Heathrow Airport

3.1.4 The site is located approximately 10.0km from Heathrow Airport, which can be accessed by sustainable travel, taxi, or the private vehicle. It is considered some guests could stay at the hotel before or after a flight from the Airport.

3.2 Accessibility

Active Travel

Walking

3.2.1 Footways provide connectivity to public transport (bus) stops on St John's Road and beyond to local convenience provision in Uxbridge town centre and Uxbridge London Underground station. Local footways benefit from crossing points, dropped kerbs, lighting and tactile paving.

Cycling

3.2.2 The London Borough of Hillingdon provide information on cycle routes within the Borough (<https://www.hillingdon.gov.uk/cycling-routes>) which connect to and from the town centre. National Cycle Network (NCN) Route 6 runs through Hillingdon, which is a long-distance route connecting London and Threlkeld.

Sustainable Travel

PTAL

3.2.3 The site does not achieve a Public Transport Accessibility Level (PTAL) score, as illustrated in the figure below, reproduced from Transport for London (TfL) 'WebCAT' (<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/planning-with-webcat>).

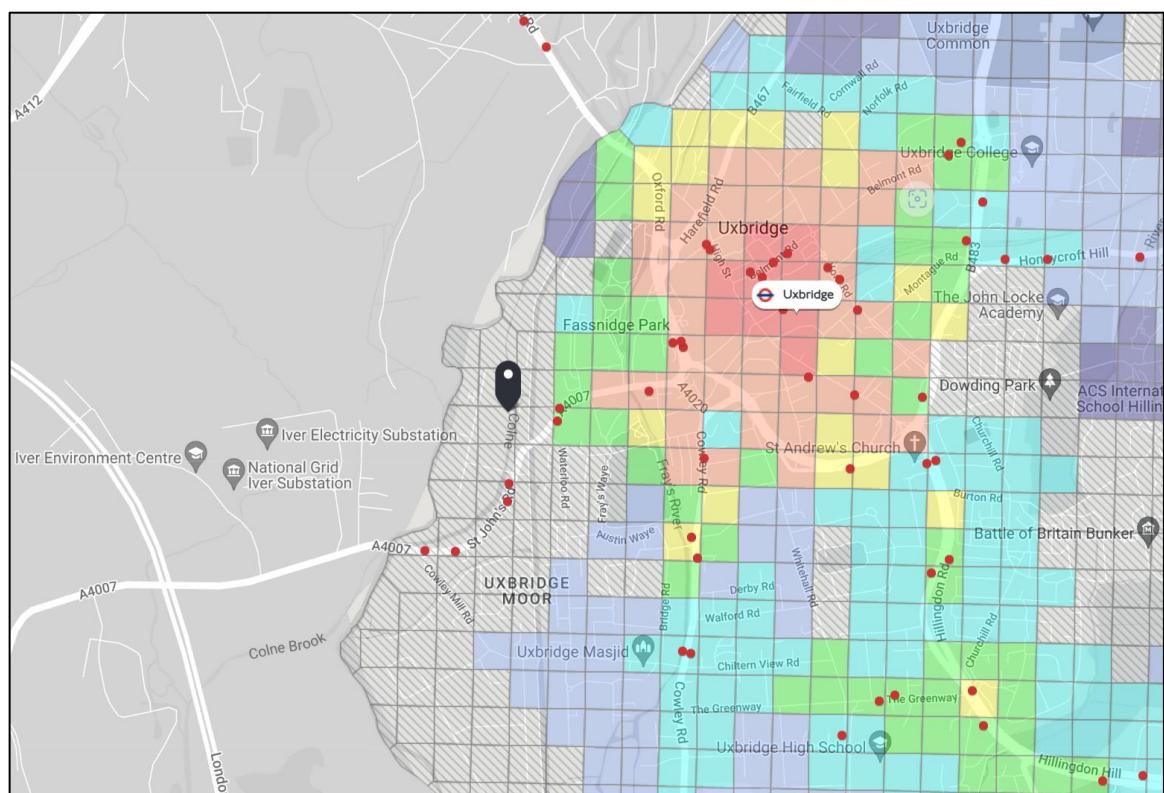


Figure 3 PTAL Output

Bus

3.2.4 The closest bus stops are located on St John's Road. The stops can be reached on foot utilising existing footways at approximately 200m from the site. Services comprise:

- 3 – Slough to Uxbridge, via Langley Road, Langley, Iver and Iver Heath.
- 583 – Hedgerley & Slough to Uxbridge, via Wexham Park Hospital, Langley, Richings Park, Iver and Iver Heath.

3.2.5 The bus stops are demarcated by a flag and post arrangement and benefit from printed timetable information, with the northbound stop further benefitting from seating and a shelter.

Light Rail

3.2.6 The closest light rail station is Uxbridge London Underground station located approximately 2.0km from the site. The station could be reached on foot utilising existing footways; however, it is considered guests would utilise bus services or local taxi provision for travel to and from the station. The station is served by Piccadilly (all stations to Cockfosters) and Metropolitan (all stations to Aldgate) line services.

Rail

3.2.7 The closest rail station is West Drayton located approximately 4.5km from the site. The station is served by Elizabeth line services to Abbey Wood, Maidenhead and Reading. The station is further served by a number of Great Western Railway services between London Paddington and Reading.

3.3 Taxi

3.3.1 For guests requiring a taxi, a freephone is available within the hotel reception area and will automatically connect to a local operator.

3.4 Summary

3.4.1 As summarised above, active (walking and cycling) and sustainable (public transport) could be used by staff and guests to access the site, however, as a result of the 'edge-of-town' nature of the site, it is considered the primary mode of travel would likely comprise the private vehicle, either as a driver or passenger in.

4 TRIP GENERATION

4.1 Context

4.1.1 While the Trip Rate Information Computer System (TRICS) is considered the industry standard tool for deriving trip generation, in RGP's experience this data is often not representative of Premier Inn sites. Hotels within the TRICS database often contain 'other' on-site uses (i.e. conference and leisure facilities), which can make the data unrepresentative of a hotel which does not contain such facilities.

4.2 Independent Traffic Surveys

4.2.1 RGP commissioned independent traffic surveys at Whitbread hotel / restaurant sites to establish vehicle trip rates and parking demand at comparable Premier Inn sites. A full schedule of the surveyed sites is attached hereto at **Appendix C**.

4.2.2 The surveys comprised the following scope:

- All surveys undertaken between 07:00 and 23:00 – with parking beat counts at 15-minute intervals.
- All vehicle arrivals and departures (to include occupants' purpose of visit i.e. hotel, restaurant or other) were recorded.
- A record of the number of hotel bedrooms occupied each survey night – to enable all results to be factored to reflect full room occupancy.

4.2.3 The surveys allow for separate hotel and restaurant (where a hotel is co-located with an on-site restaurant) vehicle trip rates. TRICS is not able to distinguish a separate trip rate for hotel and restaurant elements, and therefore RGP's bespoke data has a high level of accuracy when establishing trip generation and parking demand at Premier Inn sites.

4.3 Trip Rates

4.3.1 The hotel and restaurant trip rates from the independent traffic surveys are set out in the figure below, with consideration given to the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the local highway network, alongside a daily total.

Time Period	Hotel Trip Rates (per bedroom)			Restaurant Trip Rates (per cover)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.039	0.202	0.241	0.016	0.008	0.024
PM Peak	0.156	0.045	0.201	0.076	0.038	0.114
Daily	1.115	1.044	2.158	0.639	0.629	1.267

Figure 4 Hotel and Restaurant Vehicle Trip Rates

4.3.2 RGP has successfully used the bespoke data to support planning applications across the Whitbread estate, and the trip rates are therefore considered appropriate in determining the existing and proposed vehicle trip generation at the site.

4.4 Existing

4.4.1 The figure below summarises the existing vehicle trip generation at the site associated with the 80 hotel bedrooms and associated Beefeater branded restaurant (200 covers).

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	3	16	19	3	2	5
PM Peak	12	4	16	15	8	23
Daily	89	83	173	128	126	253

Figure 5 Existing Trip Generation

4.4.2 The existing site could generate in the order of 24 two-way movements across the AM peak, 39 across the PM peak and a total of 426 across the course of a typical day.

4.5 Proposed

4.5.1 The figure below summarises the proposed vehicle trip generation at the site, allowing for the proposed net 70-bedroom extension and removal of the associated Beefeater branded restaurant.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	6	30	36	0	0	0
PM Peak	23	7	30	0	0	0
Daily	167	157	324	0	0	0

Figure 6 Proposed Trip Generation

4.5.2 The site post-development could generate in the order of 36 two-way movements across the AM peak, 30 across the PM peak and a total of 324 across the course of a typical day.

4.6 Net Impact

4.6.1 The figure below summarises the net trip generation impact of the proposals.

Time Period	Trip Generation Net Impact		
	Arrivals	Departures	Two-way
AM Peak	-1	+13	+12
PM Peak	-4	-4	-9
Daily	-50	-53	-102

Figure 7 Trip Generation Net Impact

4.6.2 As summarised in the table above, the net impact of the proposals is a decrease in two-way movements across the course of a typical day associated with the site in the order of 102 movements. This is anticipated as a result of the removal of the associated Beefeater branded restaurant and replacement with a 'Guest Restaurant', which would not generate external trade.

4.6.3 It is considered the additional hotel bedrooms would not necessarily attract new guests, but rather provide overnight accommodation for people making a pre-determined trip to the local area, and therefore, any additional trips to the hotel would not necessarily be 'new' to the local highway network.

5 PARKING ARRANGEMENTS

5.1 Existing Car Parking

5.1.1 The London Uxbridge Premier Inn presently provides 116 car parking spaces for the shared use of the 80-bedroom hotel and associated Beefeater restaurant (circa. 200 covers) which are both operated by Whitbread.

5.1.2 Parking demand for the hotel and restaurant operate in a complementary manner, with the associated peaks in parking demand noncurrent, whereby guest demand is greatest overnight while diner demand is greatest during the day, therefore facilitating the car parks shared use.

5.2 Proposed Car Parking

5.2.1 The proposals would provide 139 car parking spaces post-development for the 150-bedroom London Uxbridge Premier Inn. The associated Beefeater restaurant would be removed and replaced with a 'Guest Restaurant' to cater to guest meals only, this would not generate any external trade, and therefore no car parking demand.

5.3 Car Parking Standards

5.3.1 Car parking standards are contained within the 'London Plan', as referenced to in the table below.

Use Class	Car Parking Standard
Hotel	"In locations of PTAL 0-3, schemes should be assessed on a case-by-case basis."

Figure 8 Car Parking Standards

5.3.2 As summarised in the table above, there is no prescribed car parking standard, with this assessed on a "case-by-case" basis, within the following Sections of this Transport Statement.

5.3.3 However, it is important to note that any increased parking demand associated with the additional hotel bedrooms would be offset, in part, by the removal of the associated Beefeater restaurant and the subsequent reduction in restaurant-related parking demand.

5.4 Parking Demand Assessment Context

5.4.1 It is important to understand the anticipated parking demand likely to be generated by the site pre- and post-development in the context of the parking standards as outlined above, with a full Parking Demand Assessment attached hereto at **Appendix D**.

RGP Data

5.4.2 As noted in **Section 4**, RGP holds extensive survey data for comparable Premier Inn sites across the Whitbread estate. The collection of this data included a parking beat count at the respective sites which can therefore be used to establish the likely demands for parking in this instance.

5.5 Existing Parking Demand

5.5.1 The figure below illustrates the existing parking demand at the site.

- The blue line illustrates the typical weekday parking demand as based on RGP data held for comparable Premier Inn sites, as detailed in **Section 4**.



Figure 9 Car Park Accumulation (Existing)

5.5.2 As illustrated, the existing parking accumulation has a definitive pattern, with a decrease in demand across the morning period (associated with hotel guest departures). Demand increases across the afternoon and evening period, associated with restaurant diners and hotel guest arrivals.

5.6 Proposed Parking Demand

5.6.1 The figure below illustrates the forecasted parking demand at the site.

- The blue line illustrates the proposed parking demand, as based on the RGP data, factored to reflect the net 70-bedroom extension and removal of the associated Beefeater restaurant.

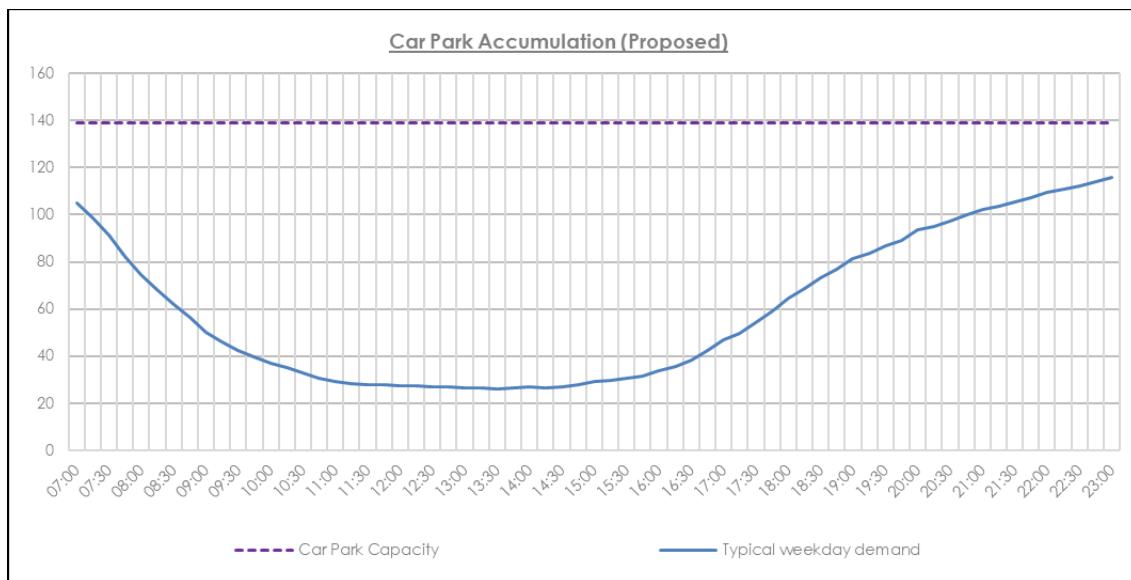


Figure 10 Car Park Accumulation (Proposed)

5.6.2 As illustrated, the anticipated parking accumulation would peak with 116 vehicles, therefore equating to an occupancy rate of 83% of the 139 spaces post-development.

Summary

5.6.3 In light of the assessments undertaken, the proposed 139 parking spaces would be sufficient to accommodate the likely parking demand to be generated post-development.

5.7 Cycle Parking

5.7.1 Cycle parking standards are contained within the 'London Plan', as referenced to in the table below.

Use Class	Cycle Parking Standard
Hotel	Long-stay: 1 space per 20 bedrooms Short-stay: 1 space per 50 bedrooms

Figure 11 Cycle Parking Standards

5.7.2 As summarised in the table above, application of the standard to the proposed net 70-bedroom extension would result in the provision of an additional four long-stay spaces and two short-stay spaces.

5.7.3 It is important to note that Premier Inn hotels operate a 'cycle friendly' policy, permitting guests to store bicycles within their bedrooms, if preferred, which therefore increases the effective capacity for spaces at the development.

6 ACCESS, LAYOUT AND SERVICING

6.1 Access

6.1.1 All vehicular traffic currently access the site via Riverside Way, and would continue to do so post-development.

6.2 Layout

6.2.1 Although minor alterations are proposed, the fundamental layout of the site would remain as existing, with all vehicles able to enter and egress the site in forward gear, including the use of the formally marked car parking spaces. Delivery and servicing activities would take place in a consistent manner with the existing procedures within the site curtilage, as illustrated on drawing **2024/8177/001** attached hereto for reference.

6.3 Delivery / Servicing Activity

6.3.1 Whitbread sites containing a Premier Inn hotel and branded restaurant are served by a combined 14 servicing vehicles per week, as summarised in the table below.

Servicing Type	Weekly Visits	Typical Duration
Linen	1	30-minutes
Food	3	40-minutes
Beverage	1	45-minutes
Refuse / Recycling	3	20-minutes

Figure 12 Existing Weekly Servicing Requirements

6.3.2 It is not considered that the additional hotel bedrooms would require an increase in the size or frequency of servicing vehicles, with any additional demand met through existing visits.

6.3.3 As noted, delivery and service vehicles would continue to access the site via Riverside Way and undertake deliveries and refuse collections within the site curtilage.

6.3.4 The site would continue to provide a secure refuse store which is designed to be lockable with sufficient drainage points. Bins are allocated for general waste, glass waste and mixed dry recycling. No increase in the frequency of refuse collections would be required post-development.

7 SUMMARY AND CONCLUSIONS

7.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the London Uxbridge Premier Inn, Phase 500, Riverside Way, Uxbridge, UB8 2YF ("the site").

7.1.2 The existing site comprises a 80-bedroom Premier Inn hotel and associated Beefeater restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 116 vehicles for the shared use of the hotel and restaurant.

7.1.3 The proposals involve a net 70-bedroom extension to the existing hotel, resulting in a total of 150 bedrooms. The associated Beefeater restaurant would be removed and replaced with a 'Guest Restaurant' to cater guest meals only, this would not generate any external trade. Access would continue to be afforded from Riverside Way as per existing arrangements, with 139 car parking spaces post-development.

7.1.4 While the proposals would increase the number of guest bedrooms, any additional trips to the site would be offset as a result of the removal of the associated Beefeater restaurant, this would also compensate for the additional demands for car parking from external visitors that the associated restaurant generated above those from hotel guests.

7.1.5 RGP makes the following conclusions from the information and assessments contained within this report:

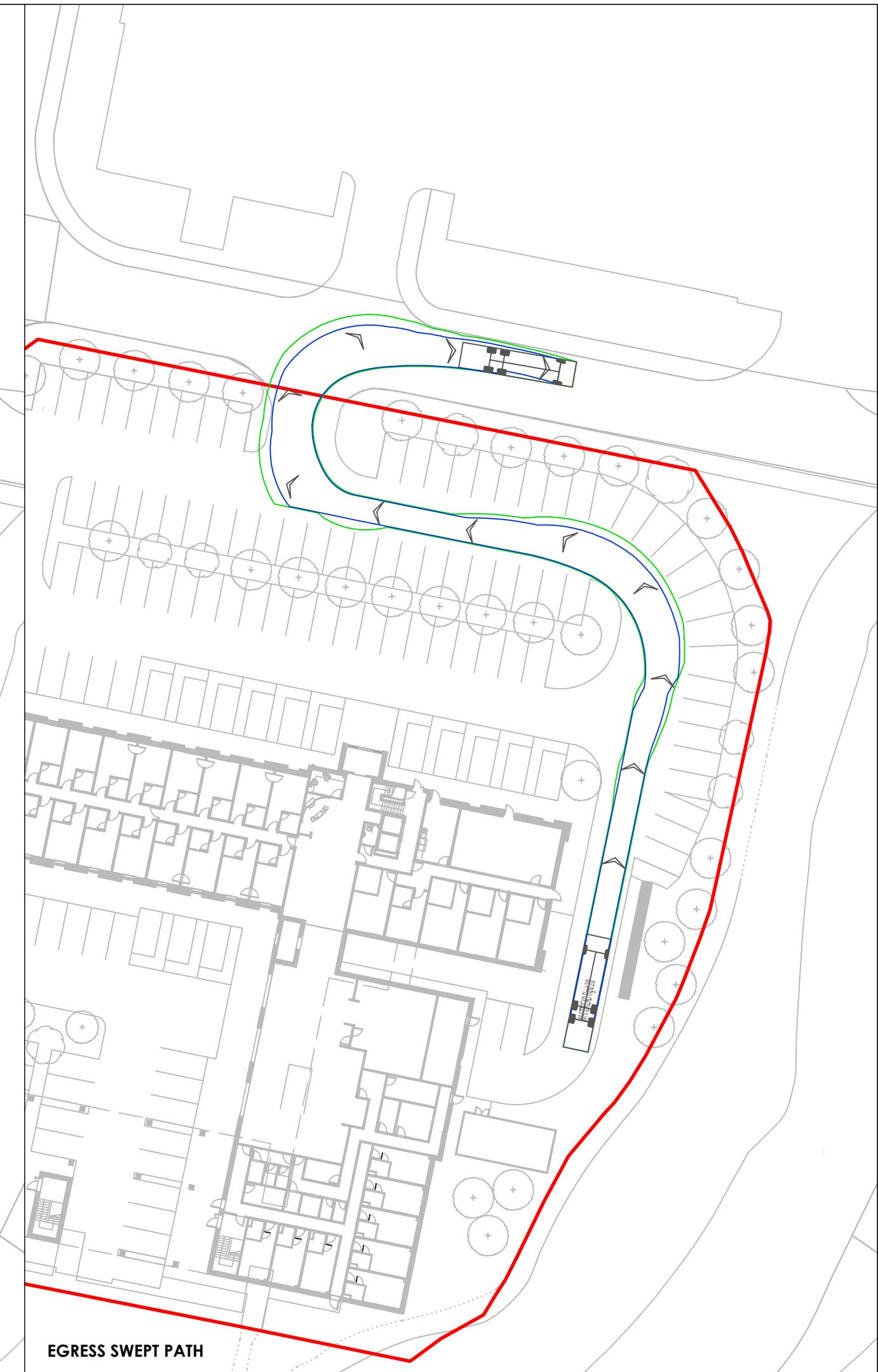
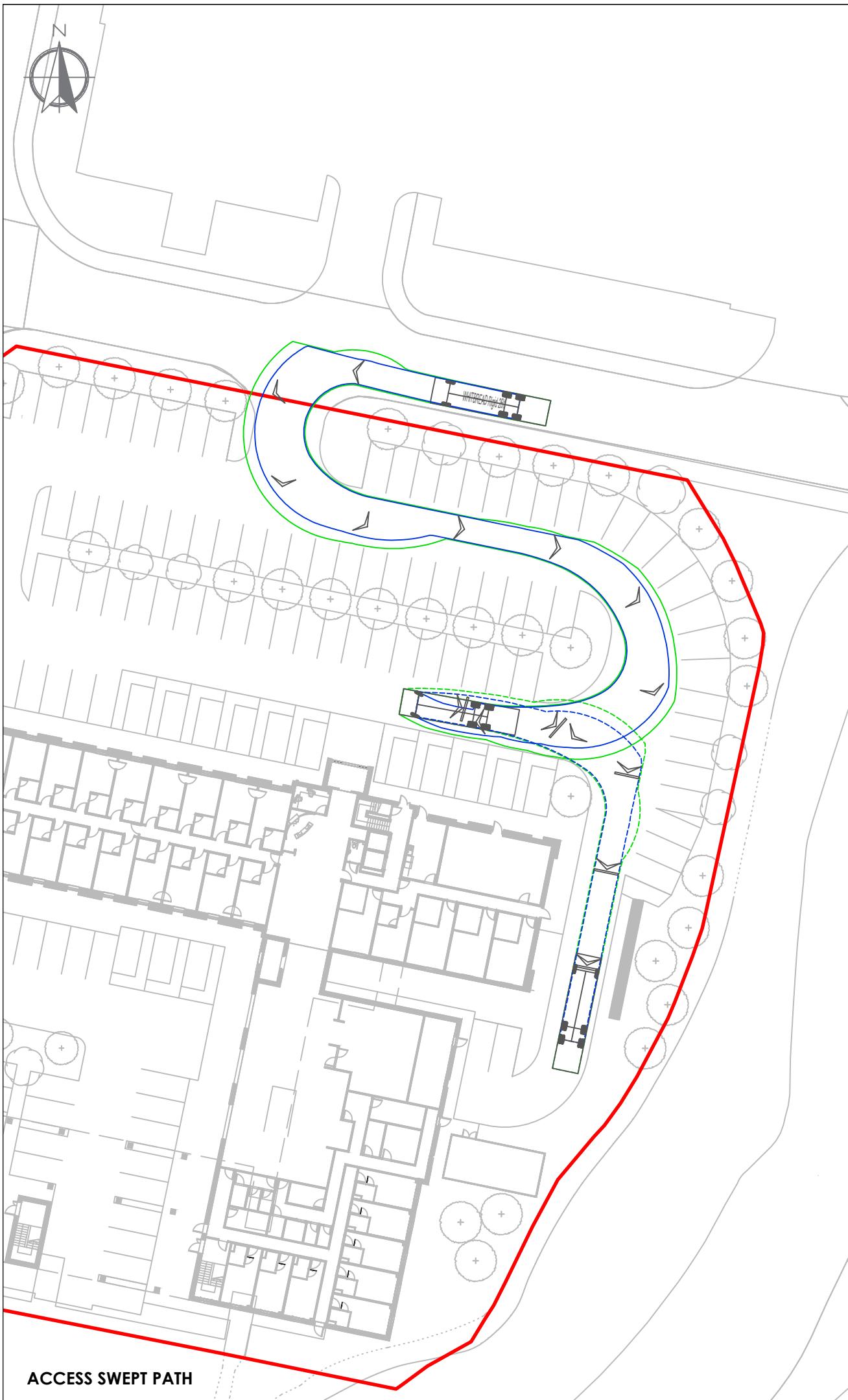
- The existing site could generate in the order of 24 two-way movements across the AM peak, 39 across the PM peak and a total of 426 across the course of a typical day.
- The site post-development could generate in the order of 36 two-way movements across the AM peak, 30 across the PM peak and a total of 324 across the course of a typical day.
- In light of the assessments undertaken, the proposed 139 parking spaces would be sufficient to accommodate the likely parking demand to be generated post-development.
- The internal site layout would continue to provide sufficient space for delivery vehicles to manoeuvre, and vehicles to enter and egress parking spaces.
- The size and frequency of delivery vehicles to the site would not increase post-development.

7.1.6 To support this Transport Statement, and to inform the proposals, RGP has additionally prepared a Travel Plan which should be read in conjunction with this report. The Travel Plan identifies measures which will be implemented by Whitbread to promote and facilitate sustainable travel and to discourage car use for staff and guests travelling to and from the Premier Inn.

7.1.7 As a result of the data and evidence presented within this Transport Statement, London Borough of Hillingdon is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.



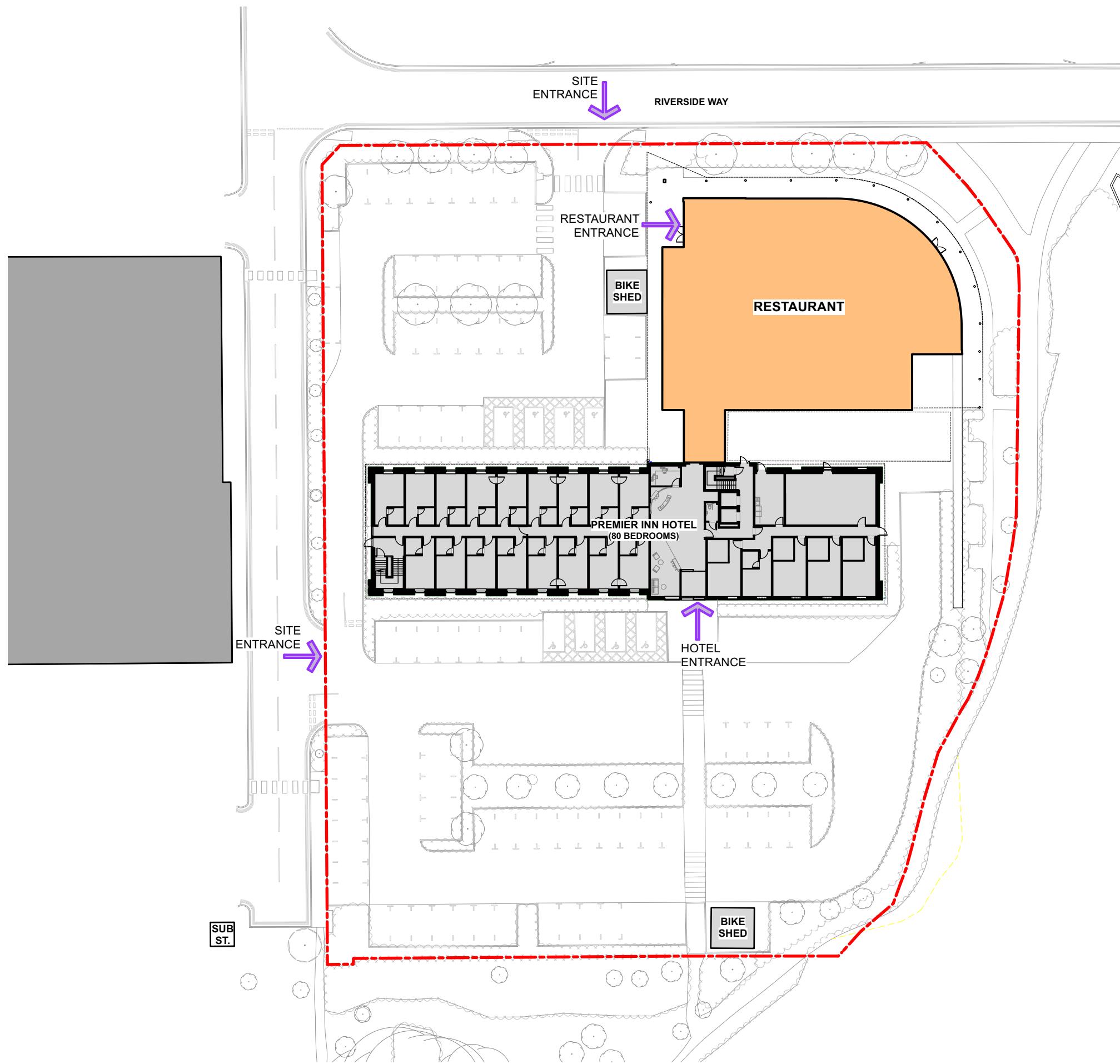
DRAWINGS



NOTES	
This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.	
SITE BOUNDARY	
	12.000m 2.650m 3.900m 0.427m 2.500m 4.00s 9.972m
<small>WHITBREAD Rigid 26t</small>	<small>Overall Length</small>
<small>Overall Width</small>	<small>Overall Body Height</small>
<small>Min Body Ground Clearance</small>	<small>Track Width</small>
<small>Lock to lock time</small>	<small>Kerb to Kerb Turning Radius</small>
<small>This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.</small>	
<small>P2 GE LAYOUT UPDATED 17/09/24</small>	
<small>P1 GE FIRST ISSUE 03/09/24</small>	
Rev.	Drawn
Comments	Date
Transport Planning and Infrastructure Design Consultants	
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10 York Road, London, SE1 7ND	
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk	
Client	Whitbread Group PLC
Project	Premier Inn London Uxbridge
Drawing Title	Swept Path Analysis Delivery Vehicle
Drawing No.	2024/8177/001
Rev.	P2
Scale	1:500
Drawn By	GE
Checked By	PB
Page	A3



APPENDIX A



Notes:	
	Existing Only
Existing Parking:	116
Existing Hotel	
Existing GEA:	2792 sq m
Existing GIA:	2539 sq m
Total Existing Rooms:	80
Legend:	
-----	Title Boundary
Orange	Existing Restaurant & BOH
Grey	Existing Premier Inn

A 30/08/24 Landscaping updates AW AB
Rev Date Description By Chk

AXIOM ARCHITECTS
1 Brooklands Yard, Southover High Street, Lewes, East Sussex BN7 1HU
Tel: 01273 479434 www.axiomarchitects.co.uk

Client
WHITBREAD GROUP PLC
Project
PREMIER INN LONDON UXBRIDGE
500 RIVERSIDE WAY
UXBRIDGE, UB8 2YF
Drawing
Existing Site Plan

Scale Date Drawn Checked
1:500@A3 22/08/24 AW AB
Drawing No. Revision

6262-P- 002 A
Status
PLANNING



APPENDIX B



01 Proposed Site Plan
Scale: 1:500

0 25 50 M



Notes:	
Proposed	
Parking Total:	139
Extension GEA Total:	2617
Extension GIA Total:	2415
Existing Rooms:	80
Proposed Rooms:	72
Total Rooms:	150

Legend:	
-----	Title Boundary
Existing Premier Inn	
Proposed Work / Extension	
Existing tree to be retained	
Proposed native tree	

Refer to Landscape Architects drawing 1207-MP-01 for the full landscaping proposal

D	16/09/2024 11no cycle stands added.	AB
C	11/09/2024 Landscaping updated following landscape architects revised proposal.	AB
B	03/09/24 Swept Path Analysis update	AW AB
Rev Date	Description	By Chk

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Tel: 01273 479434 www.axiomarchitects.co.uk

Client
WHITBREAD GROUP PLC

Project
PREMIER INN LONDON UXBRIDGE
500 RIVERSIDE WAY
UXBRIDGE, UB8 2YF

Drawing
Proposed Site Plan

Scale: 1:500 @ A3 Date: 22/08/24 Drawn: AW Checked: AB
Drawing No. Revision:

6262-P- 010 D
Status: PLANNING



APPENDIX C



Summary of Whitbread Hotel and Restaurant Survey Sites

Premier Inn Hotel and Restaurant Sites							
LOCATION	SURVEY DATE			RESTAURANT BRAND	BEDROOMS	COVERS	PARKING
Aldershot GU11 1SQ	Wednesday	6	October	2010	Brewers Fayre	60	220
Aldershot GU11 1SQ	Saturday	9	October	2010	Brewers Fayre	60	220
Andover SP10 3UX	Wednesday	16	December	2009	Brewers Fayre	50	220
Basingstoke RG22 6PG	Thursday	9	October	2008	Beefeater	73	198
Basingstoke RG22 6PG	Thursday	9	December	2010	Beefeater	73	198
Basingstoke RG22 6PG	Friday	17	September	2010	Beefeater	73	198
Bridgewater TA6 4RR	Monday	8	February	2016	Brewers Fayre	67	222
Bridgewater TA6 4RR	Tuesday	9	February	2016	Brewers Fayre	67	222
Bridgewater TA6 4RR	Wednesday	10	February	2016	Brewers Fayre	67	222
Bridgewater TA6 4RR	Thursday	11	February	2016	Brewers Fayre	67	222
Bridgewater TA6 4RR	Friday	12	February	2016	Brewers Fayre	67	222
Bridgewater TA6 4RR	Saturday	13	February	2016	Brewers Fayre	67	222
Bridgewater TA6 4RR	Sunday	14	February	2016	Brewers Fayre	67	222
Cannock South WS11 1SJ	Thursday	25	June	2015	Beefeater	60	132
Christchurch BH23 3QG	Monday	11	December	2017	Beefeater	122	188
Christchurch BH23 3QG	Tuesday	12	December	2017	Beefeater	122	188
Christchurch BH23 3QG	Wednesday	13	December	2017	Beefeater	122	188
Christchurch BH23 3QG	Thursday	7	December	2017	Beefeater	122	188
Christchurch BH23 3QG	Friday	8	December	2017	Beefeater	122	188
Christchurch BH23 3QG	Saturday	9	December	2017	Beefeater	122	188
Christchurch BH23 3QG	Sunday	10	December	2017	Beefeater	122	188
Dartford DA1 5PR	Monday	19	March	2018	Beefeater	120	276
Dartford DA1 5PR	Tuesday	20	March	2018	Beefeater	120	276
Dartford DA1 5PR	Wednesday	21	March	2018	Beefeater	120	276
Dartford DA1 5PR	Thursday	15	March	2018	Beefeater	120	276
Dartford DA1 5PR	Friday	16	March	2018	Beefeater	120	276
Dartford DA1 5PR	Saturday	17	March	2018	Beefeater	120	276
Dartford DA1 5PR	Sunday	18	March	2018	Beefeater	120	276
Enfield EN3 7XY	Tuesday	14	June	2011	Table Table	200	143
Exeter EX1 3LJ	Saturday	10	November	2015	Brewers Fayre	102	166
Exeter EX1 3LJ	Sunday	11	November	2015	Brewers Fayre	102	166
Exeter EX1 3LJ	Monday	12	November	2015	Brewers Fayre	102	166
Exeter EX1 3LJ	Tuesday	13	November	2015	Brewers Fayre	102	166
Exeter EX1 3LJ	Wednesday	14	November	2015	Brewers Fayre	102	166
Exeter EX1 3LJ	Thursday	15	November	2015	Brewers Fayre	102	166
Exeter EX1 3LJ	Friday	16	November	2015	Brewers Fayre	102	166
Exeter EX1 3LJ	Saturday	25	March	2017	Brewers Fayre	143	166
Exeter EX1 3LJ	Sunday	26	March	2017	Brewers Fayre	143	166
Exeter EX1 3LJ	Monday	27	March	2017	Brewers Fayre	143	166
Exeter EX1 3LJ	Tuesday	28	March	2017	Brewers Fayre	143	166
Exeter EX1 3LJ	Wednesday	29	March	2017	Brewers Fayre	143	166
Exeter EX1 3LJ	Thursday	30	March	2017	Brewers Fayre	143	166
Exeter EX1 3LJ	Friday	31	March	2017	Brewers Fayre	143	166
Falkirk (Central) FK1 4DS	Tuesday	3	June	2014	Beefeater	31	190
Falkirk (Central) FK1 4DS	Saturday	31	May	2014	Beefeater	31	190
Falkirk (East) FK2 0YS	Thursday	17	July	2014	Beefeater	40	190
Falkirk (East) FK2 0YS	Saturday	19	July	2014	Beefeater	40	190
Ilford IG4 5BG	Tuesday	22	April	2008	Beefeater	44	220
Manchester Cheadle SK8 3FS	Monday	4	April	2016	Table Table	66	206
Manchester Cheadle SK8 3FS	Tuesday	5	April	2016	Table Table	66	206
Manchester Cheadle SK8 3FS	Wednesday	6	April	2016	Table Table	66	206
Manchester Cheadle SK8 3FS	Thursday	7	April	2016	Table Table	66	206
Manchester Cheadle SK8 3FS	Friday	8	April	2016	Table Table	66	206

Manchester Cheadle SK8 3FS	Saturday	9	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	10	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Monday	12	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	13	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	14	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	15	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	16	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Saturday	17	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	18	December	2016	Table Table	66	206	212*
Norwich (Showground) NR5 0TP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NR5 0TP	Thursday	26	November	2009	Table Table	40	160	93
Oxford South (Didcot) OX14 4TX	Thursday	19	June	2008	Table Table	83	105	129
Peterborough PE4 6AH	Tuesday	21	September	2010	Table Table	40	152	91
Peterborough PE4 6AH	Saturday	18	September	2010	Table Table	40	152	91
Poole (Holes Bay) BH15 2BD	Thursday	25	June	2009	Table Table	83	155	108
Poole (Holes Bay) BH15 2BD	Tuesday	21	July	2010	Table Table	83	155	108
Romford (Central) RM1 3EN	Thursday	3	March	2011	Table Table	64	175	98
Southampton North SO16 0XJ	Thursday	18	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Friday	19	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Saturday	20	April	2013	Beefeater	50	130	110
Thurrock East RM16 6VJ	Tuesday	28	June	2011	Brewers Fayre	63	200	120
Worcester (M5) WR4 9FA	Monday	24	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Tuesday	25	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Wednesday	26	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Thursday	27	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Friday	28	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Saturday	29	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Sunday	30	April	2017	Beefeater	87	179	116

*The car park at Manchester Cheadle is shared with an adjacent TGI Friday restaurant

Premier Inn Hotel Sites								
Cambridge (A14) CB4 2GW	Thursday	20	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Frida	21	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Saturday	22	March	2017	n/a	154	n/a	128
Chester Central North CH2 1AU	Tuesday	1	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Wednesday	2	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Saturday	31	June	2014	n/a	31	n/a	73
Hemel Hampstead West HP1 2SB	Tuesday	14	June	2011	n/a	62	n/a	60
Sheffield Arena S9 2FA	Wednesday	12	March	2014	n/a	61	n/a	64
Waltham Abbey (EN9 3QF)	Monday	11	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Tuesday	5	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Wednesday	6	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Thursday	7	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Friday	8	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Saturday	9	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Sunday	10	February	2019	Chef & Brewer	99	n/a	144
Watford North WD25 0LH	Thursday	10	July	2014	n/a	45	n/a	124
York South West YO23 3PP	Tuesday	21	June	2011	n/a	61	n/a	63

*Sites contain either an integral restaurant only, or are located next to an independently operated restaurant (i.e. TGI Friday, Chef & Brewer)

Whitbread Restaurant Sites								
Cambridge CB3 0DL	Tuesday	27	June	2006	Beefeater	n/a	130	66
Christchurch BH23 5ET	Friday	23	May	2008	Beefeater	n/a	182	74
Paignton TQ4 6LP	Friday	7	November	2008	Brewers Fayre	n/a	180	72
Rainham ME8 7JE	Friday	20	November	2009	Beefeater	n/a	196	

RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

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APPENDIX D



Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - London Uxbridge

SITE DETAILSExisting Site

Hotel Bedrooms: 80
Restaurant Covers: 200
Car Parking Spaces: 116

Proposed Alterations

Additional Bedrooms: 70
Change in Covers: -200
Change in Parking: 23

Total Site (Proposed)

Total Bedrooms: 150
Total Covers: 0
Total Parking: 139

VEHICLE TRIP GENERATIONHotel Trip Rates (per bedroom):

	Arr	Dep	Two-way
AM Peak	0.039	0.202	0.241
PM Peak	0.156	0.045	0.201
Daily	1.115	1.044	2.158

Restaurant Trip Rates (per cover):

	Arr	Dep	Two-way
AM Peak	0.016	0.008	0.024
PM Peak	0.076	0.038	0.114
Daily	0.639	0.629	1.267

Existing Hotel

	Arr	Dep	Two-way
AM Peak	3	16	19
PM Peak	12	4	16
Daily	89	83	173

Existing Restaurant

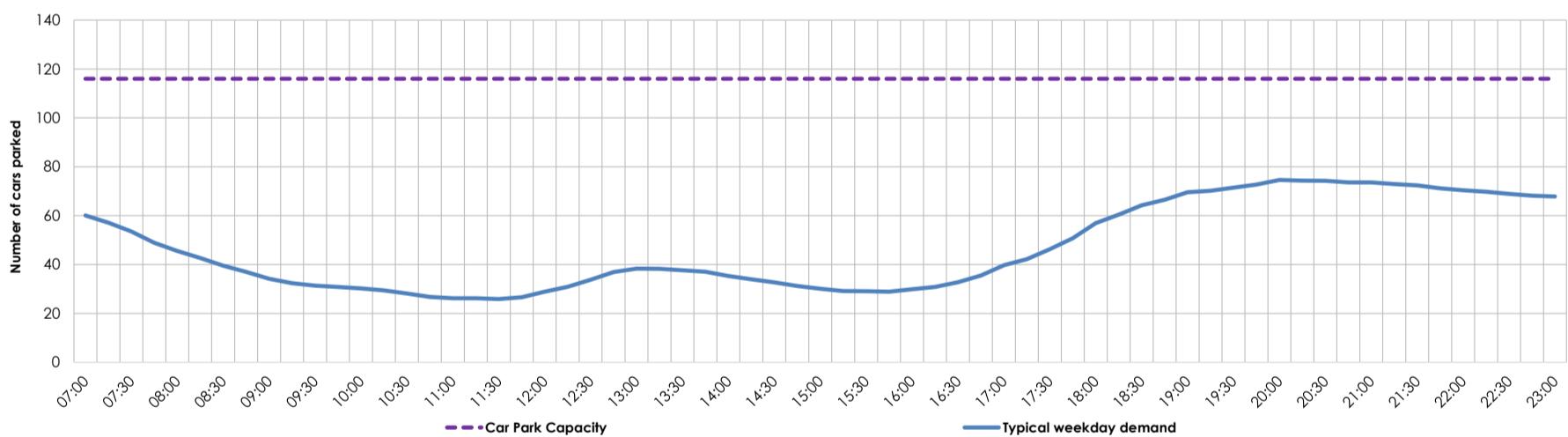
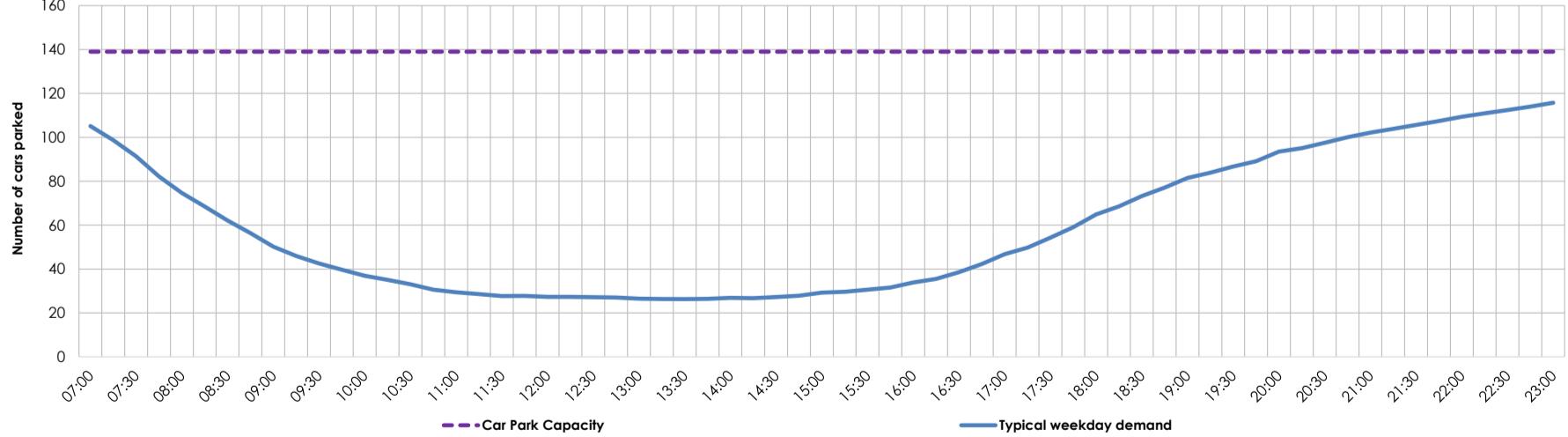
	Arr	Dep	Two-way
AM Peak	3	2	5
PM Peak	15	8	23
Daily	128	126	253

Proposed Hotel

	Arr	Dep	Two-way
AM Peak	6	30	36
PM Peak	23	7	30
Daily	167	157	324

Proposed Restaurant

	Arr	Dep	Two-way
AM Peak	0	0	0
PM Peak	0	0	0
Daily	0	0	0

CAR PARK ACCUMULATIONCar Park Accumulation (Existing)Car Park Accumulation (Proposed)



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