



Premier Inn London Uxbridge

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group Plc.

2024/8177/TS02

February 2026

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1 INTRODUCTION

1.1 Document Context

1.1.1 RGP Consulting Engineers Limited (RGP) is instructed to provide highways and transport input in support of Proposed Development at the London Uxbridge Premier Inn hotel, Phase 500, Riverside Way, Uxbridge, UB8 2YF ("the site"). The site location is illustrated in the figure below.

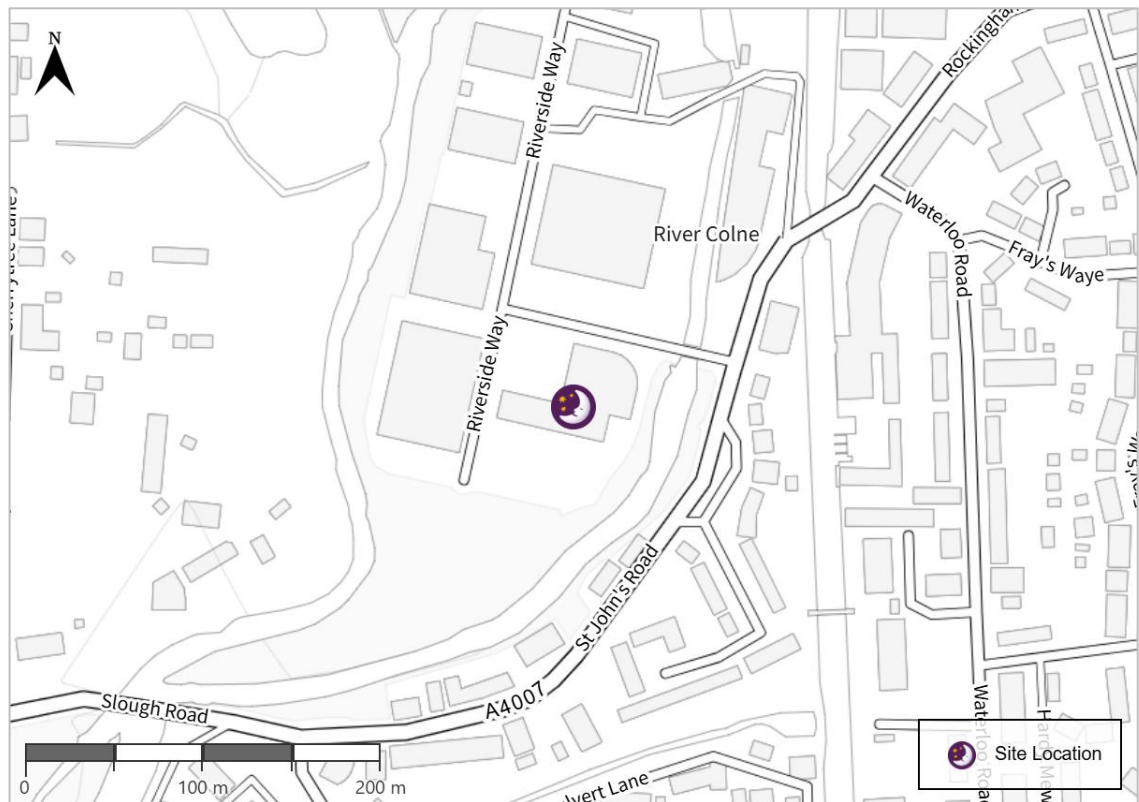


Figure 1 Site Location Plan

- 1.1.2 The existing site comprises an 80-bedroom Premier Inn hotel and associated 200 cover Beefeater branded restaurant. On-site car parking is presently provided in the order of 116 spaces for the shared use of the hotel and restaurant.
- 1.1.3 An existing site plan is attached hereto at **Appendix A** for reference.
- 1.1.4 The Proposed Development comprises a net 37-bedroom extension to the existing hotel and removal of the associated branded restaurant. A guest restaurant would be provided post-development for the use of hotel guests, only. On-site car parking would be provided in the order of 103 spaces post-development, for the use of hotel, only.
- 1.1.5 A proposed site plan is attached hereto at **Appendix B** for reference.
- 1.1.6 While the Proposed Development comprises an extension to the existing hotel, additional trips generated by the extension would be offset as a result of the removal of the associated branded restaurant.

1.1.7 It should be noted the Transport for London (TfL) 'Indicative thresholds for transport assessments' states the thresholds for a Transport Assessment for hotels is greater than 100 bedrooms, with a Transport Statement required for hotels between 75 bedrooms and 100 bedrooms, and no assessment required for hotels fewer than 75 bedrooms. This document has nonetheless been prepared to determine the highways and transport impacts of the Proposed Development.

1.2 RGP & Whitbread

1.2.1 RGP is retained as Whitbread's Highways and Transport Consultant having prepared transport related documentation for conversion, extension and new build projects across the United Kingdom and Republic of Ireland.

1.2.2 RGP therefore hold a wealth of operational data to the operation of Premier Inn hotels which is used, in part, to determine the highways and transport impacts of the proposed development.

1.2.3 Full details on the above operational data are provided, as appropriate, within this document.

1.3 Document Sections

1.3.1 This document is comprised of the following Sections:

- **Section 2 – Planning Policy Context.**
- **Section 3 – Baseline Conditions.**
- **Section 4 – Trip Generation.**
- **Section 5 – Parking.**
- **Section 6 – Access, Layout & Servicing.**
- **Section 7 – Summary and Conclusions.**

1.4 Additional Documents

1.4.1 A Travel Plan (document reference. 2024/8177/TP02) has been prepared to promote active and sustainable travel to hotel staff and guests post-development. It should be noted the TfL 'Indicative thresholds for transport assessments' states the thresholds for a Travel Plan for hotels is greater than 100 bedrooms – significantly greater than the proposed extension. Nonetheless, the Travel Plan aims to promote active and sustainable travel to hotel staff and guests post-development.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 Paragraph 115 of the National Planning Policy Framework confirms “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, 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; 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 through a vision-led approach.”

2.1.2 In consideration of Point D, above, Paragraph 58 of the National Planning Policy Framework confirms “Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.”

2.1.3 Paragraph 116 of the National Planning Policy Framework confirms “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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.2 The London Plan

2.2.1 Policy T4 (Assessing and Mitigating Transport Impacts) of The London Plan confirms that “when required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.”

2.2.2 Paragraph 10.4.2 of Policy T4 of The London Plan confirms “Transport assessments should include an assessment of demand arising from personal travel as well as from potential servicing and deliveries, taking into account the impacts both on all modes of transport including walking and cycling, and on streets as social spaces.”

2.3 Local Plan

2.3.1 Paragraph 1.4 of the London Borough of Hillingdon ‘Local Plan Part 2’ (Development Management Policies) confirms that “When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”

2.3.2 Policy DMT 1 (Managing Transport Impacts) of the Local Plan Part 2 confirms “Development Proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- (i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- (ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- (iii) provide equal access for all people, including inclusive access for disabled people;
- (iv) adequately address delivery, servicing and drop-off requirements; and
- (v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.”

2.3.3 Policy DMT 2 (Highways Impacts) of the Local Plan Part 2 confirms “Development proposals must ensure that:

- (i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- (ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- (iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- (iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- (v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.”

3 BASELINE CONDITIONS

3.1 Site Location

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

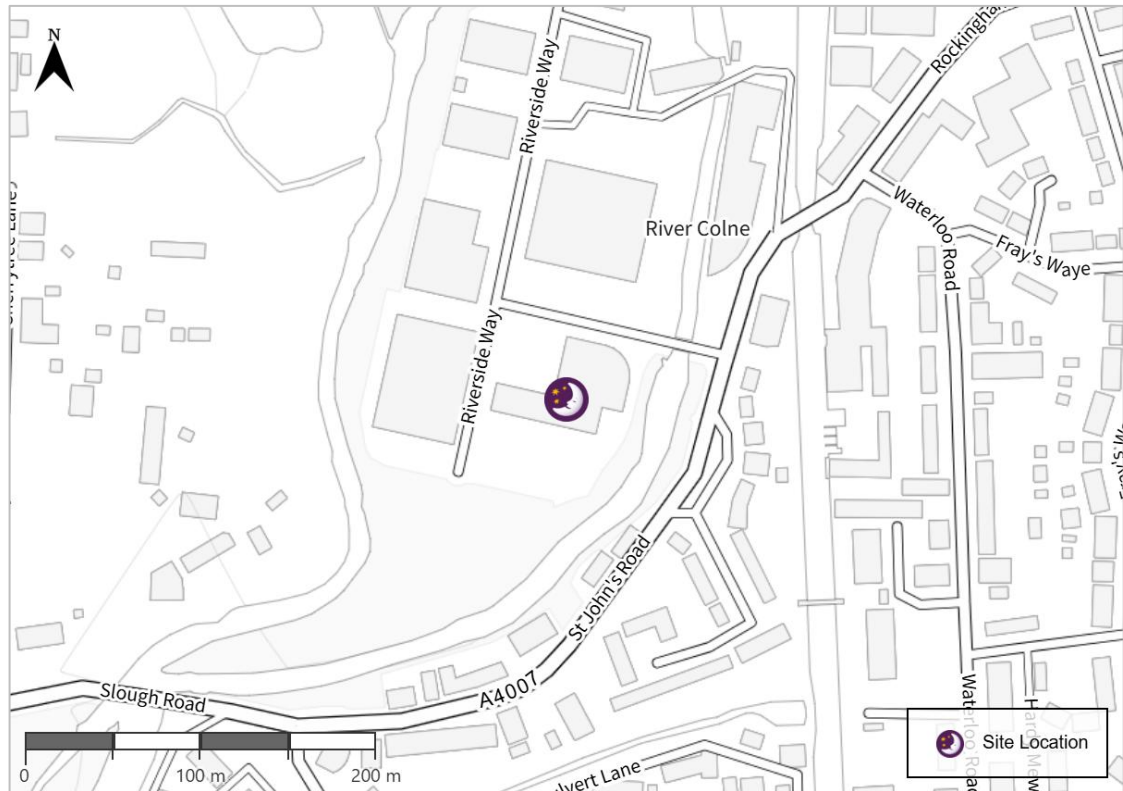


Figure 2 Site Location Plan

3.2 Highway Safety Appraisal

3.2.1 A Highway Safety Appraisal has been completed with consideration to Department for Transport (DfT) guidance which states that collisions across the most recent five-year period should be appraised.

3.2.2 A road collision is classified as one that involved personal injury and took place on the public highway; however, some may refer to road collisions as road accidents or road crashes.

3.2.3 A road collision can include:

- Collisions which commence on the public highway, but which involve casualties off the public highway, to include the adjacent footway.
- Collisions involving the boarding or alighting of buses or coaches and collisions in which passengers already aboard a bus or coach are injured, whether or not another vehicle or pedestrian was involved.

- Collisions with pedal cyclists or horse riders, where they injure themselves or another road user.



Figure 3 Highway Safety Appraisal

3.2.4 As illustrated in the figure above no collisions have occurred at the site access / egress with Riverside Way, or at the junction of Riverside Way with St. John's Road. Other collisions are observed however these are infrequent

3.3 Walking

3.3.1 The site can be accessed on foot from Riverside Way. It is observed local footways benefit from the provision of dropped kerbs, lighting and tactile paving. Existing local footways provide connectivity to public transport stops (bus) and stations (London Underground).

Providing for Journeys on Foot

3.3.2 Table 3.2 (Suggested Acceptable Walking Distance) of the Chartered Institution of Highways and Transportation 'Providing for Journeys on Foot' provides guidance on acceptable walking distances. The Table is reproduced below, for reference.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Figure 4 Suggested Acceptable Walking Distance

3.3.3 While it is appreciated that an acceptable walking distance will vary between individuals for a number of factors, this document provides a 2000 metre walk isochrone around the site, as illustrated in the figure below for reference.

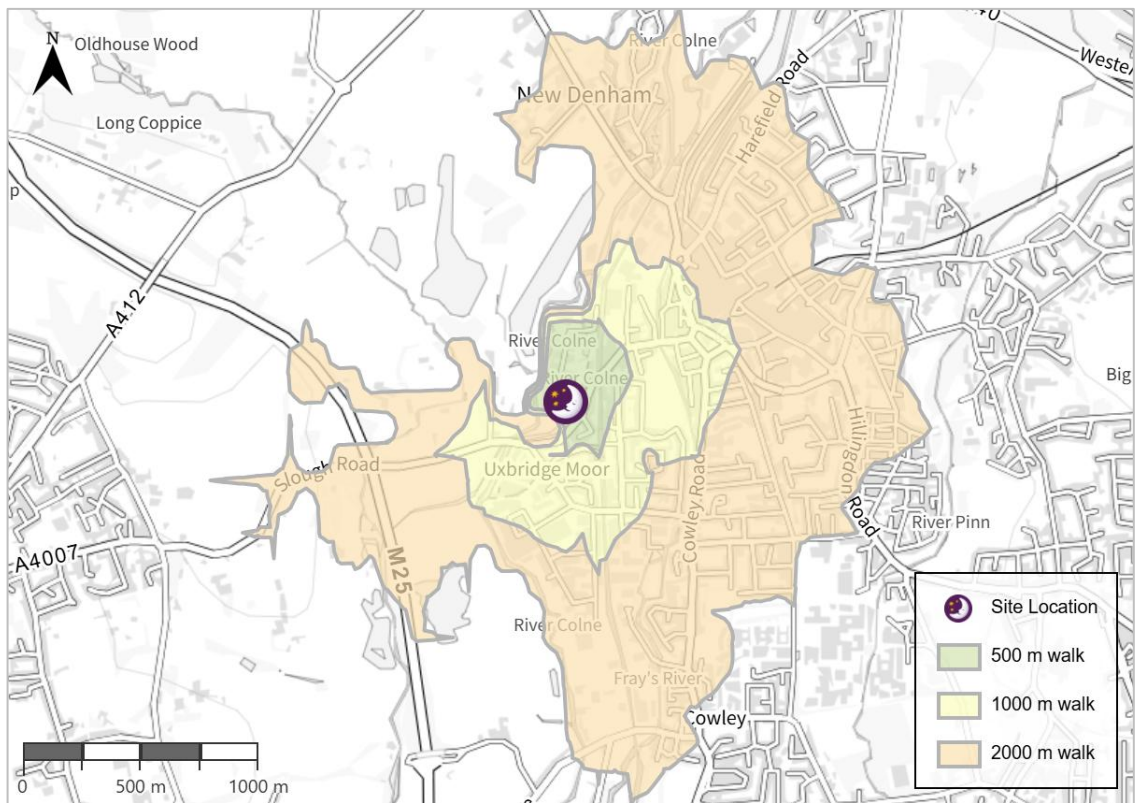


Figure 5 2000 Metre Walk Isochrone

3.3.4 As illustrated in the figure above, application of a 2000 metre walk isochrone encompasses a large swathe of the town of Uxbridge. It is reasonable to assume the majority of staff would live within this walk catchment.

3.4 Cycling

3.4.1 The site is located close to a TfL Cycleway which runs between West Drayton in Hillingdon and Kensal Town in Kensington and Chelsea. The site is additionally located close to National Cycle Network (NCN) route 6. Route 6 runs in sections between London and Threlkeld. It should be noted Whitbread operate Bike Friendly hotels, with guests permitted to store bicycles in their room, thereby increasing the effective capacity of cycle parking on-site.

Cycle Friendly Infrastructure

3.4.2 The Chartered Institution of Highways and Transportation 'Cycle Friendly Infrastructure' provides guidance on acceptable cycling distances. The guidance confirms many utility cycle trips are 5000 metres, with commuting cycle trips can be up to 8000 metres for reasonably fit individuals.

3.4.3 While it is appreciated that an acceptable cycling distance will vary between individuals for a number of factors, this document provides a 5000 metre cycle isochrone around the site, as illustrated in the figure below for reference.

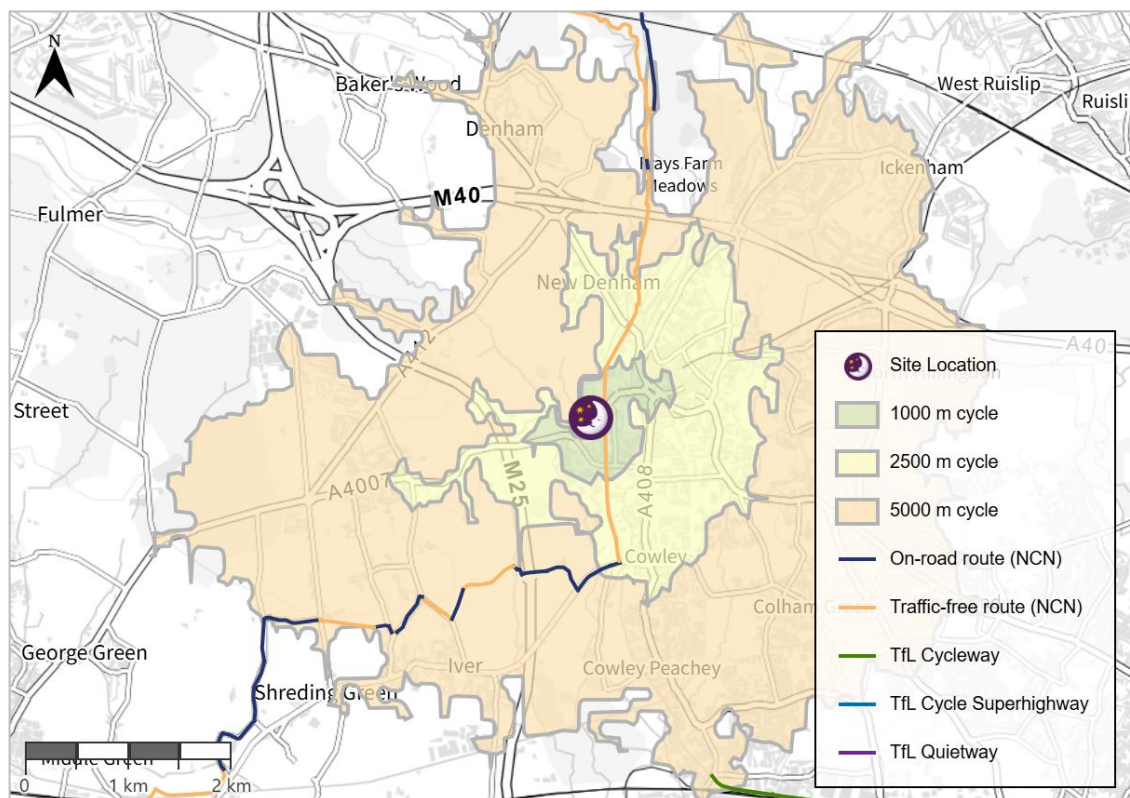


Figure 6 5000 Metre Cycle Isochrone

3.4.4 As illustrated in the figure above, application of a 5000 metre cycle isochrone encompasses the town of Uxbridge. It is reasonable to assume the majority of staff would live within this cycle catchment.

3.5 Public Transport Accessibility Level

- 3.5.1 The site achieves a Public Transport Accessibility Level (PTAL) of 1a. A PTAL map from the PTAL Report (attached hereto at **Appendix C**) is reproduced below.

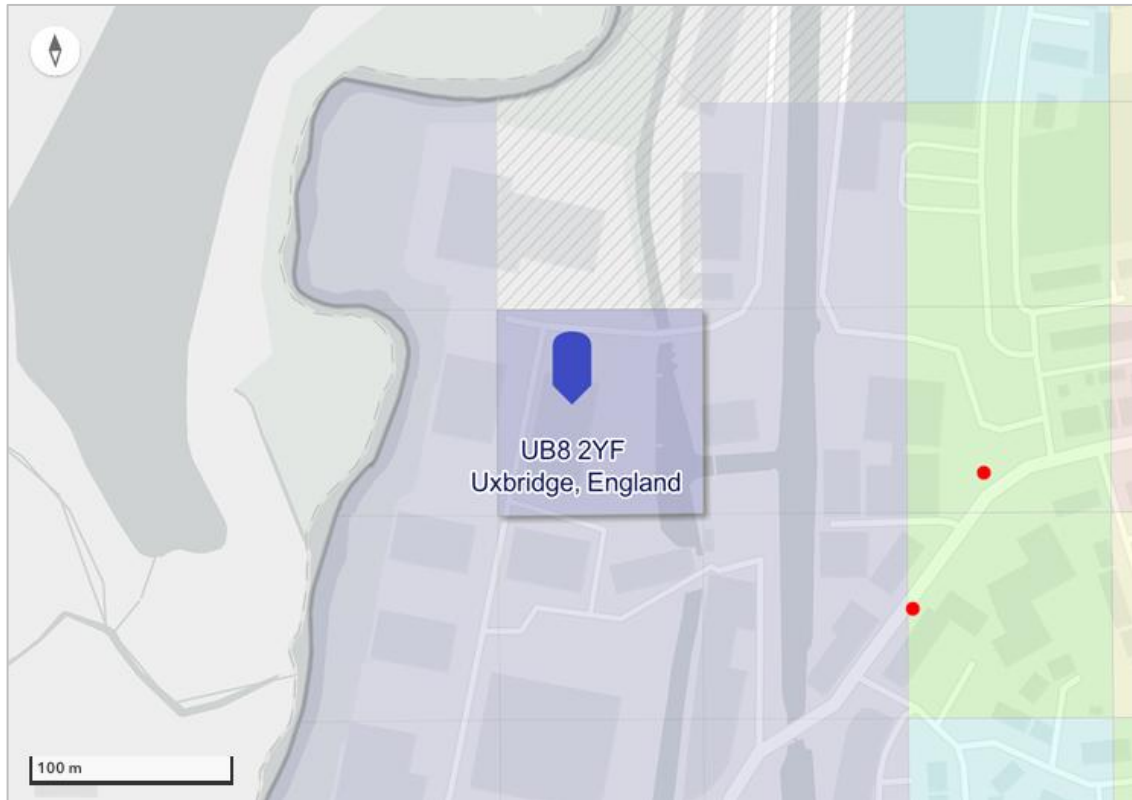


Figure 7 PTAL Map

- 3.5.2 For reference, a PTAL calculation assumes that individuals will walk up to 640 metres (approximately eight minutes) to a bus service and up to 960 metres (approximately 12-minutes) to a rail service.
- 3.5.3 The TfL 'Assessing transport connectivity in London' confirms it is important to use professional judgement when analysing PTAL outputs and to interpret any results in the relevant context.
- 3.5.4 Therefore, while the site achieves a PTAL of 1a, this is reflective of its location at the very edge of the Greater London area and should not be considered a barrier to the Proposed Development.

3.6 Bus

- 3.6.1 The closest bus stops to the site are located on St. John's Road. The stop for services toward Uxbridge provides printed timetable information, a shelter and seating. The stop for services toward Slough and Hedgerley provides printed timetable information, only. Both stops are demarcated by a flag and post arrangement and carriageway marking, with the stop toward Uxbridge additionally benefitting from an off-carriageway layby.
- 3.6.2 The stops are served by routes:

- 3 – Uxbridge to Slough.
- 583 – Uxbridge to Slough & Hedgerley.

Route 3

3.6.3 With consideration to the most recent timetable information for route 3, it is observed:

- The first weekday service to Uxbridge is at 05:52.
- The last weekday service to Uxbridge is at 23:27.
- The first weekday service to Slough is 05:50.
- The last weekday service to Slough is 23:50.

3.6.4 It is noted route 3 operates to a half hourly frequency throughout the day.

Route 583

3.6.5 With consideration to the most recent timetable information for route 583, it is observed the service operates just three buses per day.

Summary

3.6.6 It is considered bus service 3 would provide opportunities for travel by a sustainable travel mode for staff and guests post-development.

3.7 Rail

3.7.1 The closest rail station to the site is Uxbridge, located to the north of the site at an approximate 1.2 kilometre walk from the site. The station can additionally be accessed by bus route 3 from St. John's Road.

3.7.2 The station is served by Metropolitan and Piccadilly line services.

Metropolitan

3.7.3 Metropolitan line services operate to:

- Aldgate.
- Baker Street.
- Wembley Park.

Piccadilly

3.7.4 Piccadilly line services operate to:

- Arnos Grove.
- Cockfosters.
- South Harrow.

3.7.5 It is observed the station is step-free from street to platform.

Summary

3.7.6 It is considered London Underground services from Uxbridge would provide opportunities for travel by a sustainable travel mode for staff and guests post-development.

3.8 Car

3.8.1 Some staff and guests may require access to a car, such as those who are disabled or those who are travelling with luggage. Sufficient car parking will be provided on-site post-development to meet the anticipated car parking demand, with a car parking demand assessment presented later in this document.

3.9 Summary

3.9.1 The site is located on Riverside Way, to the south of the town centre of Uxbridge. It is reasonable to assume the majority of staff would live within an appropriate walk or cycle catchment of the site, and therefore, could commute to / from the site by active travel modes. For those who live beyond a suitable active travel catchment, they could travel by public transport, as part of a multi-modal trip – this would extend to guests of the hotel who may utilise such modes for their main travel to / from the site or their in-stay travel while at the site.

4 TRIP GENERATION

4.1 Context

- 4.1.1 While the Trip Rate Information Computer System (TRICS) is recognised as a source of information for trip generation exercises, in RGP's experience the hotel data contained within the database is not representative of Whitbread (Premier Inn) operations. Hotels within TRICS often contain 'other' (i.e. leisure facilities) on-site uses which can result in the subsequent trip generation calculated not being representative of hotels which do not contain such on-site uses.
- 4.1.2 In interrogation of the database, it is observed there is a single hotel site that achieves a PTAL 1a (TRICS reference. EN-06-A-01) and a single hotel site that achieves a PTAL 1b (TRICS reference. HD-06-A-02). Reviewing both these sites, it is confirmed both benefit from 'other' facilities i.e. arboretum, fitness centre, function rooms and restaurant. It is therefore demonstrated these sites are not comparable to the existing or Proposed Development.
- 4.1.3 RGP therefore commissioned Independent Traffic Surveys at Whitbread (Premier Inn) operations to determine vehicle trip rates and car parking demand. All surveys were undertaken between 07:00 and 23:00, to comprise parking beat counts at 15-minute intervals. Additionally, all vehicle arrivals and departures (to include purpose of visit) were captured. Finally, a record of the number of hotel bedrooms occupied each survey night was further recorded, to enable all results to be factored to reflect full room occupancy. A list of those sites surveyed is attached hereto at **Appendix D** for reference.
- 4.1.4 The Surveys allow for separate hotel and restaurant vehicle trip rates and car parking demands to be established. Sites within the TRICS database are not able to distinguish a separate trip rate for hotel and restaurant uses. Therefore, the Survey data provides a high level of accuracy when determining trip generation and car parking demand at Whitbread operations.

4.2 Trip Rates

- 4.2.1 The table below summarises vehicle trip rates of the assessed Premier Inn hotels and associated branded restaurants. Consideration is given to the typical AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the highway network, alongside a total daily figure.

Time Period	Hotel Vehicle Trip Rates			Restaurant Vehicle Trip Rates		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
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
Total Daily	1.115	1.044	2.158	0.639	0.629	1.267

Figure 8 Hotel and Restaurant Vehicle Trip Rates

- 4.2.2 The above vehicle trip rates have successfully supported planning applications across the UK and RoI and are therefore considered appropriate in determining the existing and proposed vehicular trip generation at the site.

4.3 Existing

4.3.1 The table below summarises the existing vehicular trip generation of the site.

Time Period	Hotel Vehicle Trip Rates			Restaurant Vehicle Trip Rates		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	3	16	19	3	2	5
PM Peak	12	4	16	15	8	23
Total Daily	89	83	173	128	126	253

Figure 9 Existing Vehicular Trip Generation

4.3.2 As summarised in the table above, the existing site could generate 24 two-way vehicular movements across the AM peak and 39 two-way vehicular movements across the PM peak, to total 426 total daily two-way vehicular movements. The above assessment should be considered robust, factored to reflect the site operating at capacity.

4.4 Proposed

4.4.1 The table below summarises the proposed vehicular trip generation of the site.

Time Period	Hotel Vehicle Trip Rates			Restaurant Vehicle Trip Rates		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	5	24	28	0	0	0
PM Peak	18	5	24	0	0	0
Total Daily	130	122	253	0	0	0

Figure 10 Proposed Vehicular Trip Generation

4.4.2 As summarised in the table above, the proposed site could generate 28 two-way vehicular movements across the AM peak and 24 two-way vehicular movements across the PM peak, to total 253 total daily two-way vehicular movements. The above assessment should be considered robust, factored to reflect the site operating at capacity.

4.5 Net Impact

4.5.1 The table below summarises the net impact of the Proposed Development.

Time Period	Net Impact		
	Arr.	Dep.	Tot.
AM Peak	-2	+6	+4
PM Peak	-9	-6	-15
Total Daily	-86	-87	-174

Figure 11 Vehicular Trip Generation Net Impact

- 4.5.2 As summarised in the table above, the net impact of the Proposed Development could be a decrease in total daily two-way vehicle movements in the order of 174 movements post-development.
- 4.5.3 While additional hotel accommodation would be delivered, the above net impact is anticipated as a result of the removal of the associated branded restaurant, and its replacement with a guest restaurant which would not generate external trade.
- 4.5.4 Furthermore, the additional hotel accommodation would not attract 'new' guests but rather provide overnight accommodation for guests making a pre-determined trip to the local area, and therefore, trips would not be 'new' on the highway network.
- 4.5.5 A Trip Generation and Car Parking Demand Assessment Sheet are attached hereto at **Appendix E** for reference.

4.6 Independent Guest Survey

- 4.6.1 Independent Guest Surveys were completed at the existing hotel between Wednesday 30th July 2025 and Saturday 2nd August 2025, inclusive. The Survey was undertaken between the hours of 15:00 and 21:00 with an individual situated within reception to ask guests checking in the following questions:
- How many nights are you staying at the Premier Inn?
 - What is the purpose of your stay:
 - a) Business.
 - b) Leisure.
 - c) Family Visit.
 - d) Show / Event.
 - e) Passing Through.
 - f) To stay at the Premier Inn.
 - If the Premier Inn was not here, would you have:

- a) Found accommodation elsewhere in the area.
- b) Travelled to the area but not stayed overnight.
- c) Would not have travelled to the area if the Premier Inn was not here.

4.6.2 The results of the Independent Guest Survey are summarised below, with the Survey results attached hereto at **Appendix F**.

How many nights are you staying at the Premier Inn?

4.6.3 Across the four survey days, hotel guests stayed an average of two nights.

What is the purpose of your stay?

4.6.4 The table below summarises the responses to the question: What is the purpose of your stay?

What is the purpose of your stay?	Percentage
Business	43%
Leisure	29%
Family Visit	15%
Event / Show	4%
Passing through	9%
To stay at the Premier Inn	1%

Figure 12 What is the purpose of your stay?

4.6.5 As summarised in the table above, the majority of hotel guests are staying at the Premier Inn hotel for business purposes, followed by leisure, family visit, passing through and a show / event – it is observed just 1% of guests responded by that they are staying at the hotel for the sole purpose of staying at the hotel.

If the Premier Inn was not here, would you have...

4.6.6 The table below summarises the responses to the question: If the Premier Inn was not here, would you have...

If the Premier Inn was not here, would you have...	Percentage
Found accommodation elsewhere in the area	72%
Travelled to the area but not stayed overnight	18%
Wouldn't have travelled to the area if the Premier Inn was not here	10%

Figure 13 If the Premier Inn was not here, would you have...

- 4.6.7 As summarised in the table above, the majority of hotel guests would have found accommodation elsewhere in the area had the Premier Inn hotel not been there, followed by guests would have travelled to the area but not stayed overnight – it is observed 10% of guests responded that they would not have travelled at all had the Premier Inn hotel not been there.

Summary

- 4.6.8 It is demonstrated the additional hotel accommodation would predominantly provide accommodation for guests making a pre-determined trip to the local area, travelling regardless of the provision of the additional hotel bedrooms, finding accommodation elsewhere in the locale.

5 PARKING

5.1 Car

5.1.1 Policy T6.4 (Hotel and leisure uses parking) of The London Plan confirms for hotel and leisure use parking:

- *"In locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels."*

5.1.2 The Mayor's Transport Strategy recognises trips in Outer London tend to be longer and have many different start and end points – this can make it difficult to target such trips with sustainable transport initiatives.

5.1.3 The above is true of hotel developments in Outer London. Typically, guests drive long distances to the hotel from many different start points – then, when at the hotel, it is reasonable to assume guests would travel by alternative (i.e. public transport) modes.

5.1.4 It is therefore essential that sufficient car parking is provided with consideration to the anticipated demand.

Existing Provision

5.1.5 Presently, 116 car parking spaces are provided on-site for the shared use of the 80-bedroom hotel and associated 200 cover branded restaurant.

5.1.6 The two land uses experience nonconcurrent car parking demands, with hotel guest demand greatest overnight, as guests are checked in to the hotel, and restaurant diner demand greatest at mealtimes (i.e. lunch and dinner).

5.1.7 With consideration to the existing hotel and associated branded restaurant, the following car park accumulation could be observed at the site. For reference, the blue line illustrates the 'typical' demand, while the red line illustrates the '85th percentile' demand.

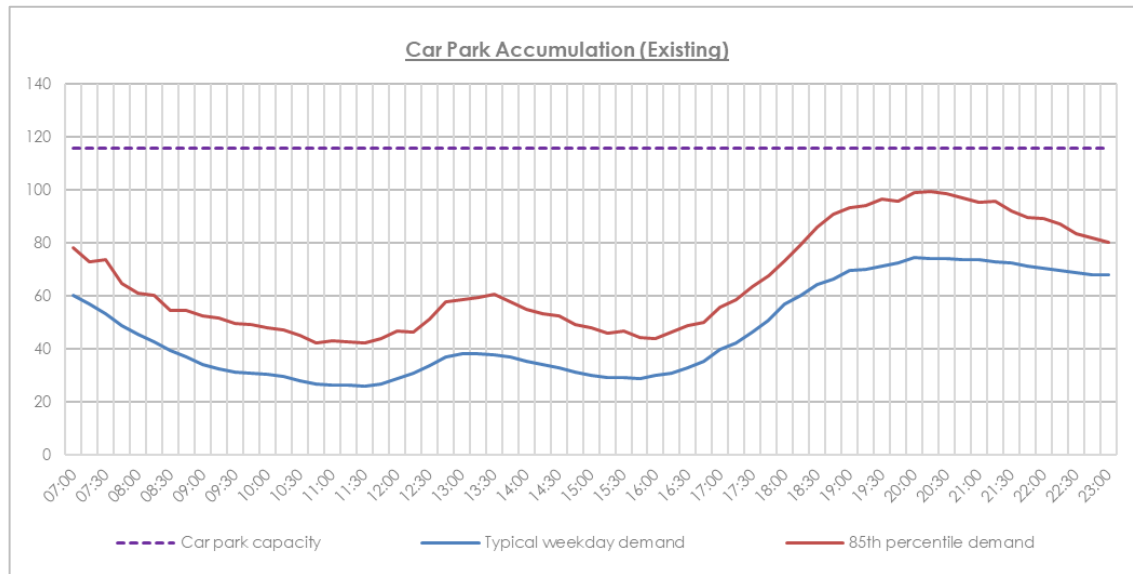


Figure 14 Existing Car Park Accumulation

5.1.8 As illustrated in the figure above, the existing site could generate a peak car parking demand for 99 cars, with consideration to 85th percentile demand.

Proposed Provision

5.1.9 It is proposed 103 car parking spaces would be provided post-development for the use of the hotel, only.

5.1.10 With consideration to the proposed hotel, the following car park accumulation could be observed at the site. For reference, the blue line illustrates the 'typical' demand, while the red line illustrates the '85th percentile' demand.

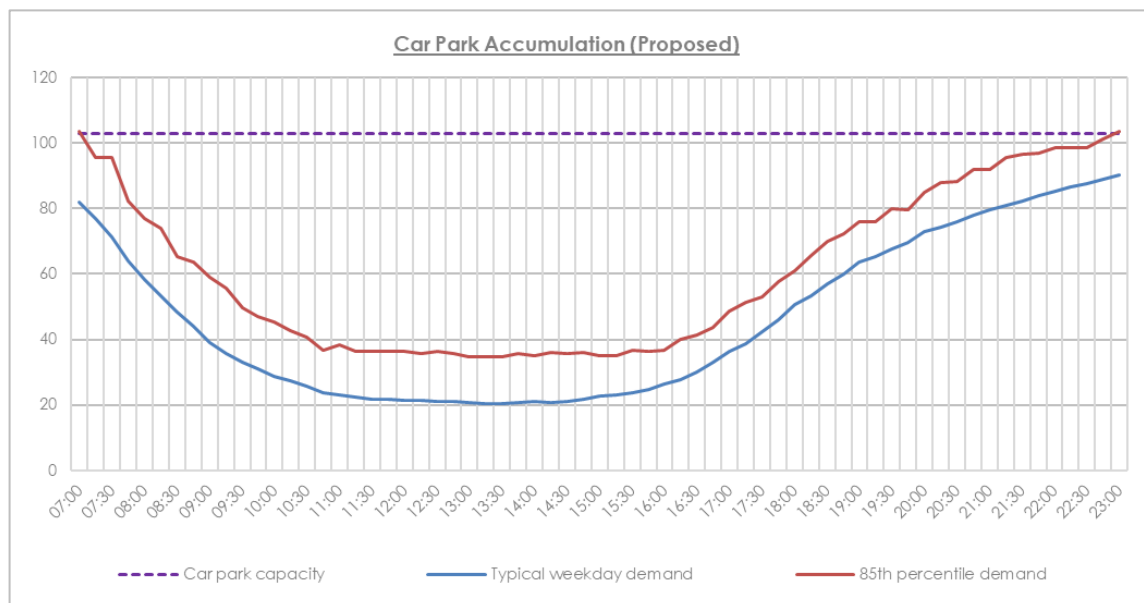


Figure 15 Proposed Car Park Accumulation

5.1.11 As illustrated in the figure above, the proposed site could generate a peak car parking demand for 103 cars.

Summary

5.1.12 The proposed 103 car parking spaces to be provided post-development are considered appropriate in light of the typical travel behaviours of hotel guests and anticipated car parking demand post-development.

5.2 Taxi

5.2.1 Part b (Parking requirements) of Table 1 (Parking Standards) of the Hillingdon Council Local Plan Part 2 confirms for hotel and guesthouses:

- *“Provision for taxi pick up and set down to be provided.”*

5.2.2 It is not considered a taxi pick up and set down would be required post-development, with it reasonable to assume taxis would utilise existing space on-site to drop-off / pick-up riders as required.

5.3 Coach

5.3.1 Part b (Parking requirements) of Table 1 (Parking Standards) of the London Borough of Hillingdon ‘Local Plan Part 2’ (Development Management Policies) confirms for hotel and guesthouses:

- *“One coach parking space is required per 50 rooms.”*

5.3.2 The Proposed Development is below the standard to provide a coach parking space.

5.4 Cycle

5.4.1 Table 10.2 (Minimum cycle parking standards) of The London Plan confirms for hotels, cycle parking should be provided at:

- 1 long-stay space per 20 bedrooms.
- 1 short-stay space per 50 bedrooms.

5.4.2 Application of the above standard to the Proposed Development would result in a requirement for:

- Two additional long-stay cycle spaces.
- One additional long-stay cycle space.

- 5.4.3 It should be noted Whitbread operate Bike Friendly hotels, with guests permitted to store bicycles in their room, thereby increasing the effective storage capacity for bicycles at the site.
- 5.4.4 Additionally, Part b of Table 1 of the Hillingdon Council Local Plan Part 2 confirms for hotel and guesthouses:
- 1 cycle parking space per 10 staff.
- 5.4.5 However, the Proposed Development would not generate an increase in staffing demand post-development, and therefore, no additional cycle parking is sought in these terms.

6 ACCESS, LAYOUT & SERVICING

6.1 Access

6.1.1 The existing site benefits from two points of access / egress with Riverside Way – these would be retained post-development. For reference, all vehicles presently access the site in a forward gear from Riverside Way, manoeuvre on-site, and egress the site in a forward gear. This arrangement would continue post-development, with all vehicles accessing the site in a forward gear, manoeuvring on-site, and egressing the site in a forward gear.

6.2 Layout

6.2.1 The existing site provides 116 car parking spaces. To facilitate the Proposed Development, an area of former car parking would be removed and given to the hotel extension. This would result in the loss of 11 car parking spaces.

6.3 Servicing

6.3.1 The existing site receives up to 14 servicing vehicle visits per week, the nature of these is summarised in the table below.

Servicing	Weekly Visits	Typical Duration
Linen	Seven	30-minutes
Food & Beverage	Four	40-minutes
Refuse & Recycling	Three	20-minutes

Figure 16 Servicing Requirement

6.3.2 The above servicing requirement would be maintained post-development, for while additional hotel accommodation would be delivered, it is not anticipated there would be an increase in servicing requirement post-development, given the removal of the associated branded restaurant and associated servicing trips.

Refuse & Recycling

6.3.3 The following refuse and recycling containers are provided at the site for the following streams:

- General waste.
- Mixed recycling.
- Food recycling.
- Glass recycling.

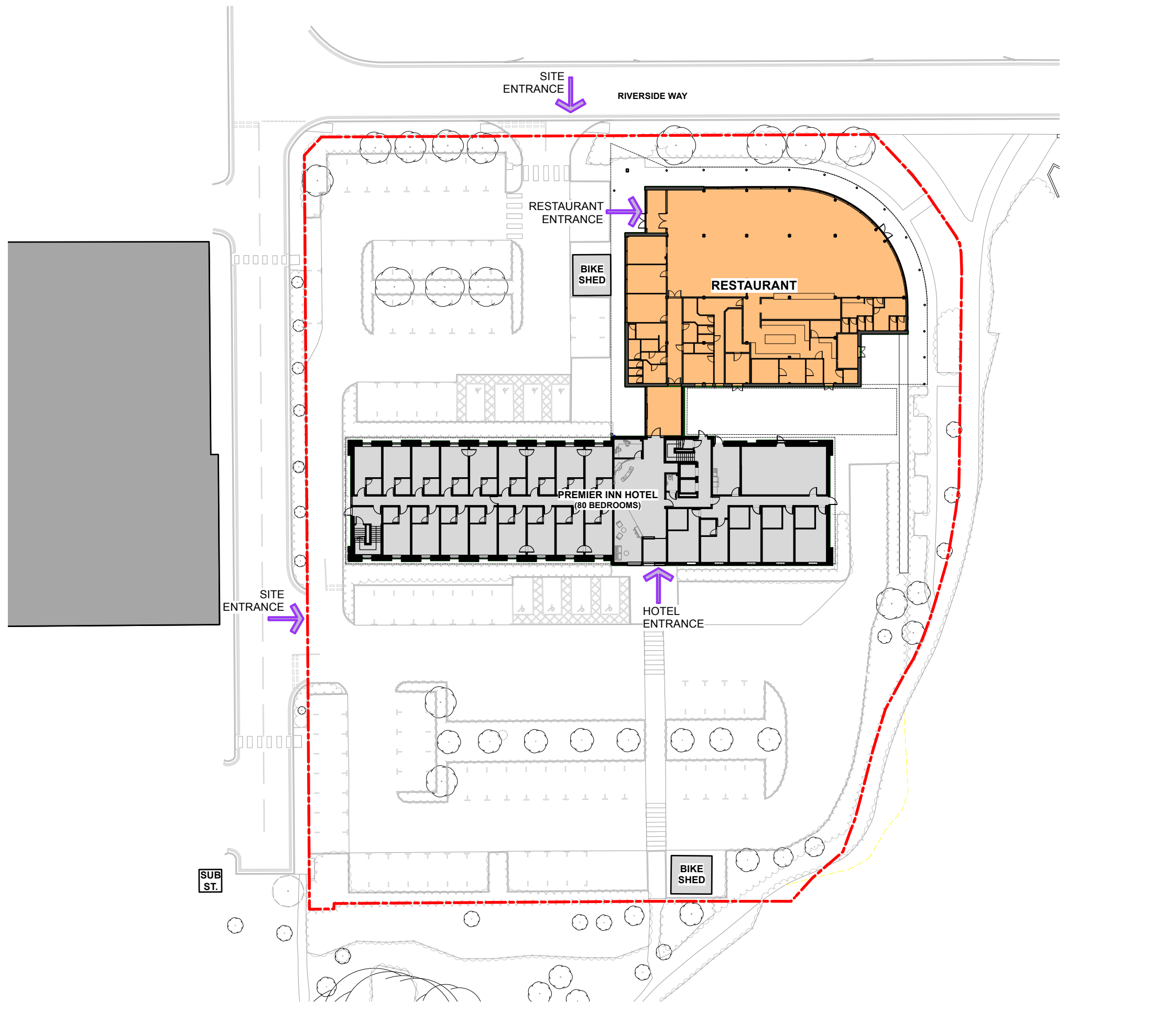
- 6.3.4 The above containers would continue to be provided post-development, for while additional hotel accommodation would be delivered, it is not anticipated there would be an increase in refuse and recycling generation post-development, given the removal of the associated branded restaurant and associated refuse and recycling generation.

7 SUMMARY & CONCLUSIONS

- 7.1.1 RGP is instructed to provide highways and transport input in support of Proposed Development at the London Uxbridge Premier Inn hotel, Phase 500, Riverside Way, Uxbridge, UB8 2YF.
- 7.1.2 The existing site comprises an 80-bedroom Premier Inn hotel and associated 200 cover Beefeater branded restaurant. On-site car parking is presently provided in the order of 116 spaces for the shared use of the hotel and restaurant.
- 7.1.3 The Proposed Development comprises a net 37-bedroom extension to the existing hotel and removal of the associated branded restaurant. A guest restaurant would be provided post-development for the use of hotel guests, only. On-site car parking would be provided in the order of 103 spaces post-development, for the use of hotel, only.
- 7.1.4 While the Proposed Development comprises an extension to the existing hotel, additional trips generated by the extension would be offset as a result of the removal of the associated branded restaurant.
- 7.1.5 This document draws the following conclusions:
- It is reasonable to assume the majority of staff would live within an appropriate walk or cycle catchment of the site, and therefore, could commute to / from the site by active travel modes.
 - For those who live beyond a suitable active travel catchment, they could travel by public transport, as part of a multi-modal trip – this would extend to guests of the hotel who may utilise such modes.
 - The existing site could generate 24 two-way vehicular movements across the AM peak and 39 two-way vehicular movements across the PM peak, to total 426 total daily two-way vehicular movements.
 - The proposed site could generate 28 two-way vehicular movements across the AM peak and 24 two-way vehicular movements across the PM peak, to total 253 total daily two-way vehicular movements.
 - The net impact of the Proposed Development could therefore be a decrease in total daily two-way vehicle movements in the order of 174 movements post-development.
 - Presently, 116 car parking spaces are provided on-site for the shared use of the hotel and associated branded restaurant. It is proposed 103 car parking spaces would be provided post-development for the use of the hotel, only.
- 7.1.6 In light of the information and assessments presented within this document, Hillingdon Council are respectfully requested to confirm the Proposed Development is acceptable in highways and transport terms.



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
- Existing Restaurant & BOH
- Existing Premier Inn

Rev	Date	Description	By	Chk
A	19/12/25	Restaurant layout shown	SC	

Addlepool Business Centre
 Clyst St George
 Exeter. EX3 0NR
 Tel. 01392 368426
 www.axiomarchitects.co.uk

AXIOM ARCHITECTS

Client
WHITBREAD GROUP PLC

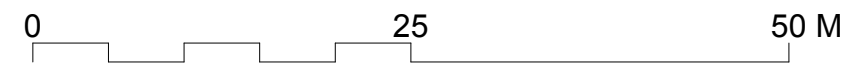
Project
PREMIER INN LONDON UXBRIDGE
 500 RIVERSIDE WAY
 UXBRIDGE, UB8 2YF

Drawing
Existing Site Plan

Scale	Date	Drawn	Checked
1:500@A3	05/12/25	SC	RW
Drawing No.			Revision

6505-PL- 002 A

Status
PLANNING





APPENDIX B



Notes:

	Proposed
Parking Total:	103
EV Charging Points:	12
Extension GEA Total:	1137
Extension GIA Total:	1020
Existing Rooms:	80
Proposed Rooms:	40
Total Rooms:	117

Legend:

- Title Boundary
- Existing Premier Inn
- Proposed Work / Extension
- Existing tree to be retained
- + Proposed native tree
- Existing tree to be removed
- Existing Gabion Wall
- Existing block paving
- Proposed block paving
- Proposed permeable paving

Refer to Indigo Landscape Architects drawing for the full landscaping proposal

Rev	Date	Description	By	Chk
H	03/02/26	Site plan notes car parking numbers updated from 105 to 103	IB	
G	03/02/26	Omission of parking spaces 104 and 105. Permeable paving location shown.	IB	RW
F	30/01/26	Updated kerb radii 1.5m	IB	RW

Address: Addlepool Business Centre, Clyst St George, Exeter, EX3 0NR
 Tel: 01392 368426
 www.axiomarchitects.co.uk

AXIOM
ARCHITECTS

Client:
WHITBREAD GROUP PLC

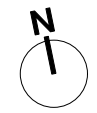
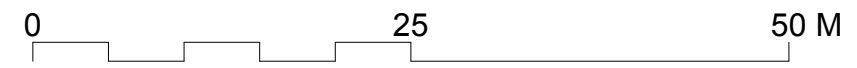
Project:
PREMIER INN LONDON UXBRIDGE
500 RIVERSIDE WAY
UXBRIDGE, UB8 2YF

Drawing:
Proposed Site Plan

Scale	Date	Drawn	Checked
1:500@A3	05/12/25	SC	RW
Drawing No.	Revision		

6505-PL- 010 H

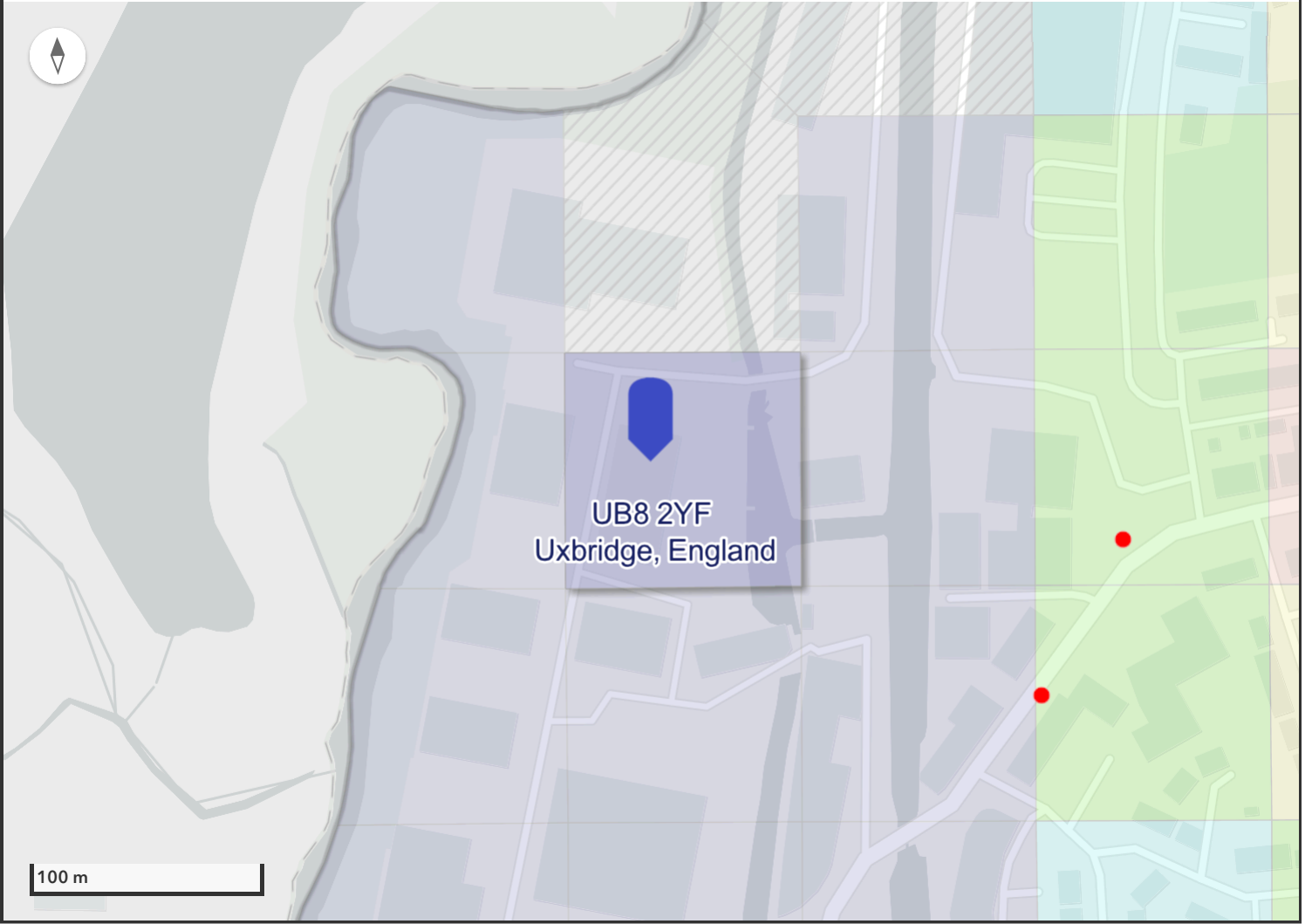
Status
PLANNING





APPENDIX C

PTAL Report



TfL Stations
Underground Stations



National Rail Stations



Bus Stops



Elizabeth Line Stations



DLR Stations



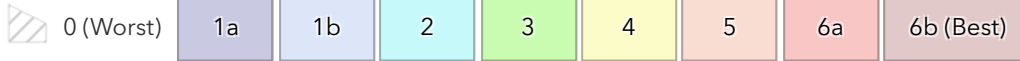
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

1a

Grid ID: 97994

Coordinates: 504845,183952 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Unknown	3	2.00	508.85



APPENDIX D

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	131
Aldershot GU11 1SQ	Saturday	9	October	2010	Brewers Fayre	60	220	131
Andover SP10 3UX	Wednesday	16	December	2009	Brewers Fayre	50	220	
Basingstoke RG22 6PG	Thursday	9	October	2008	Beefeater	73	198	112
Basingstoke RG22 6PG	Thursday	9	December	2010	Beefeater	73	198	112
Basingstoke RG22 6PG	Friday	17	September	2010	Beefeater	73	198	112
Bridgewater TA6 4RR	Monday	8	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Tuesday	9	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Wednesday	10	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Thursday	11	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Friday	12	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Saturday	13	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Sunday	14	February	2016	Brewers Fayre	67	222	105
Cannock South WS11 1SJ	Thursday	25	June	2015	Beefeater	60	132	125
Christchurch BH23 3QG	Monday	11	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Tuesday	12	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Wednesday	13	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Thursday	7	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Friday	8	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Saturday	9	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Sunday	10	December	2017	Beefeater	122	188	160
Dartford DA1 5PR	Monday	19	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Tuesday	20	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Wednesday	21	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Thursday	15	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Friday	16	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Saturday	17	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Sunday	18	March	2018	Beefeater	120	276	196
Enfield EN3 7XY	Tuesday	14	June	2011	Table Table	200	143	173
Exeter EX1 3LJ	Saturday	10	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Sunday	11	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Monday	12	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Tuesday	13	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Wednesday	14	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Thursday	15	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Friday	16	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Saturday	25	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Sunday	26	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Monday	27	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Tuesday	28	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Wednesday	29	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Thursday	30	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Friday	31	March	2017	Brewers Fayre	143	166	126
Falkirk (Central) FK1 4DS	Tuesday	3	June	2014	Beefeater	31	190	73
Falkirk (Central) FK1 4DS	Saturday	31	May	2014	Beefeater	31	190	73
Falkirk (East) FK2 OYS	Thursday	17	July	2014	Beefeater	40	190	109
Falkirk (East) FK2 OYS	Saturday	19	July	2014	Beefeater	40	190	109
Ilford IG4 5BG	Tuesday	22	April	2008	Beefeater	44	220	127
Manchester Cheadle SK8 3FS	Monday	4	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	5	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	6	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	7	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	8	April	2016	Table Table	66	206	212*

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) NRS OTP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NRS OTP	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 6YJ	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	Friday	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 Hempstead 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

Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY • Tel: 01483 861681 • Fax: 01483 861682 • www.rgp.co.uk
Vat Registration No. 771 9821 04 • Registered in England No. 4237910. Registered office: Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY



APPENDIX E



Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - London Uxbridge

SITE DETAILS

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

Proposed Alterations	
Additional Bedrooms:	37
Change in Covers:	-200
Change in Parking:	-13

Total Site (Proposed)	
Total Bedrooms:	117
Total Covers:	0
Total Parking:	103

VEHICLE TRIP GENERATION

Hotel 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

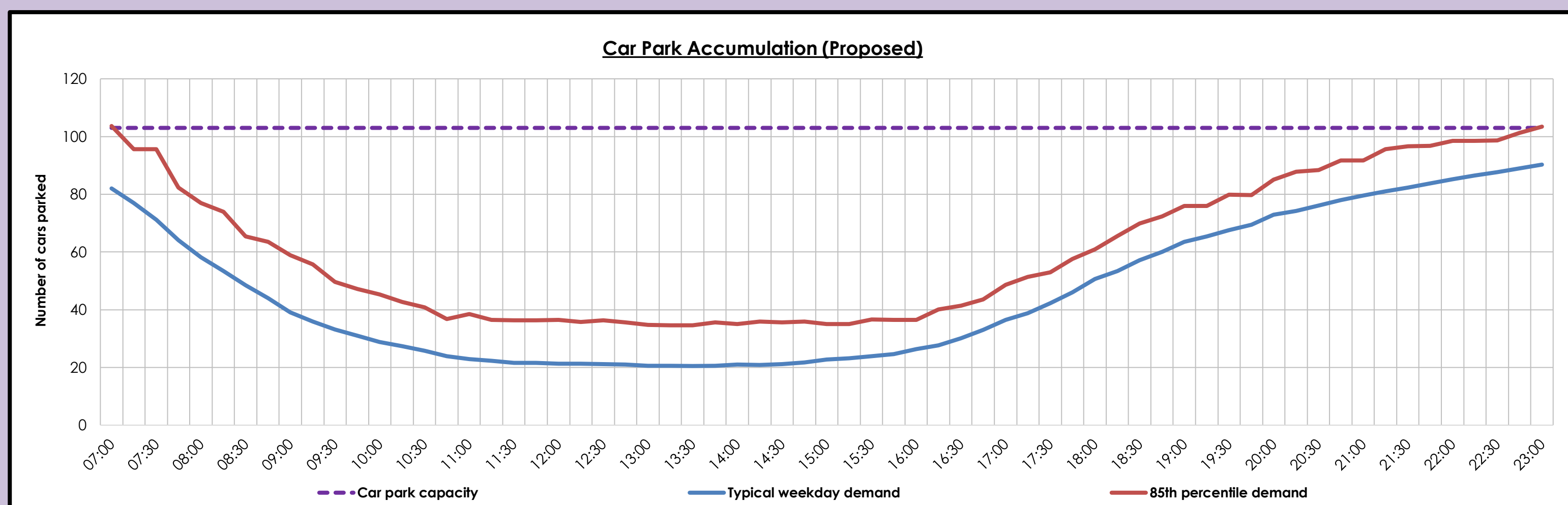
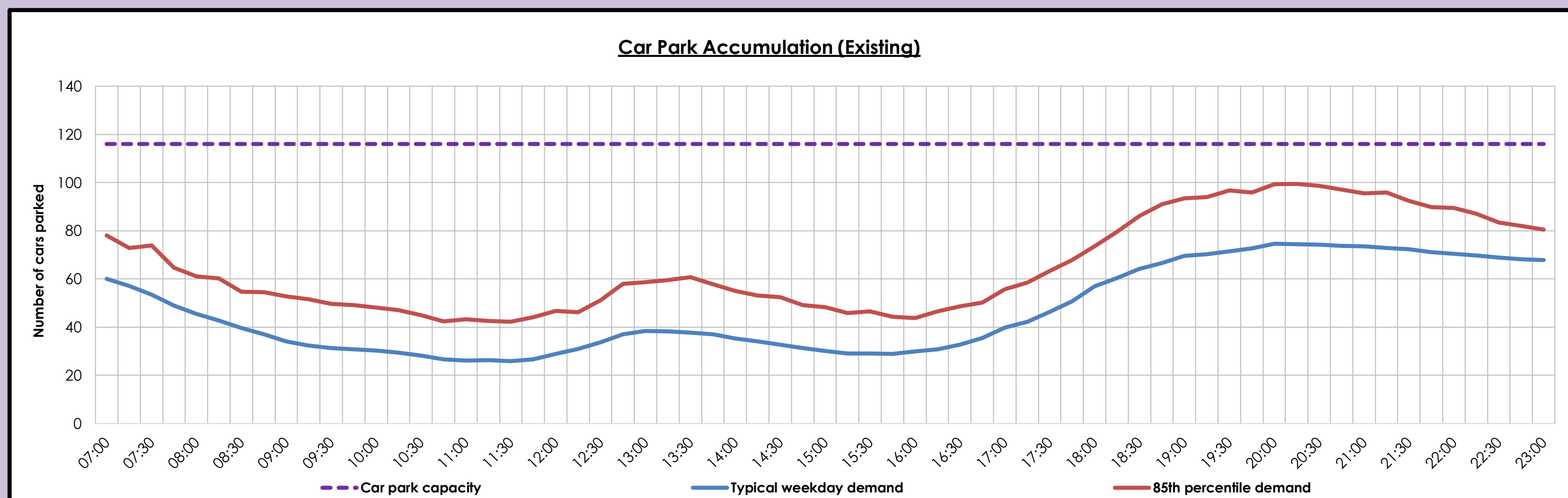
Proposed Hotel

	Arr	Dep	Two-way
AM Peak	5	24	28
PM Peak	18	5	24
Daily	130	122	253

Proposed Restaurant

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

CAR PARK ACCUMULATION





APPENDIX F

Totals across the six hour survey period on Wednesday 30th July 2025 (15:00-21:00)

Total number of interview refusals	Average number of nights stayed	Total number of users that stayed for business	Total number of users that stayed for Leisure	Total number of users that stayed for a Family Visit	Total number of users that stayed for a Show / Event	Total number of users that stayed due to passing through	Total number of users that stayed to stay at Premier Inn	Total number of users that would have found accommodation elsewhere in the area	Total number of users that would have travelled to the area but not stayed overnight	Total number of users that wouldn't have travelled to the area if the Premier Inn was not here
0	1.3	11	2	4	1	1	0	15	2	2

Premier Inn London Uxbridge Hotel - Interview Survey - Wednesday 30th July 2025

Introductory sentence: Good afternoon. We are carrying out a travel survey on behalf of Premier Inn and would like to ask you three short questions regarding your stay please

Respondant number in 6 hour period	Time (hh:mm)	Did the respondent refuse to be interviewed?	Q1. How many nights are you staying at the premier inn?	Q2. What is the purpose of your stay?						Q3. If the Premier Inn was not here, would you have;			
			Number of Nights	Business	Leisure	Family Visit	Show / Event	Passing Through	To stay at Premier Inn	Found accommodation elsewhere in the area	Travelled to the area but not stayed overnight	Wouldn't have travelled to the area if the Premier Inn was not here	
1	15:35		2	Yes							Yes		
2	15:43		1					Yes				Yes	
3	15:51		1	Yes							Yes		
4	15:53		2			Yes					Yes		
5	15:58		2	Yes							Yes		
6	16:32		1	Yes							Yes		
7	16:52		2			Yes					Yes		
8	17:09		1	Yes							Yes		
9	17:12		1			Yes						Yes	
10	17:44		1	Yes							Yes		
11	17:47		1						Yes		Yes		
12	18:08		1		Yes								Yes
13	18:35		1	Yes							Yes		
14	18:48		1	Yes							Yes		
15	19:04		1	Yes							Yes		
16	19:10		2	Yes							Yes		
17	19:13		1			Yes					Yes		
18	19:43		1	Yes							Yes		
19	20:26		1		Yes								Yes

Totals across the six hour survey period on Thursday 31st July 2025 (15:00-21:00)

Total number of interview refusals	Average number of nights stayed	Total number of users that stayed for business	Total number of users that stayed for Leisure	Total number of users that stayed for a Family Visit	Total number of users that stayed for a Show / Event	Total number of users that stayed due to passing through	Total number of users that stayed to stay at Premier Inn	Total number of users that would have found accommodation elsewhere in the area	Total number of users that would have travelled to the area but not stayed overnight	Total number of users that wouldn't have travelled to the area if the Premier Inn was not here
2	1.5	13	8	3	0	2	1	20	5	2

Premier Inn London Uxbridge Hotel - Interview Survey - Thursday 31st July 2025

Introductory sentence: Good afternoon. We are carrying out a travel survey on behalf of Premier Inn and would like to ask you three short questions regarding your stay please

Respondant number in 6 hour period	Time (hh:mm)	Did the respondant refuse to be interviewed?	Q1. How many nights are you staying at the premier inn?	Q2. What is the purpose of your stay?						Q3. If the Premier Inn was not here, would you have;		
			Number of Nights	Business	Leisure	Family Visit	Show / Event	Passing Through	To stay at Premier Inn	Found accommodation elsewhere in the area	Travelled to the area but not stayed overnight	Wouldn't have travelled to the area if the Premier Inn was not here
1	15:00		1		Yes						Yes	
2	15:15		2	Yes						Yes		
3	15:21		1						Yes			Yes
4	15:37		1		Yes						Yes	
5	15:58		1	Yes						Yes		
6	16:21		1	Yes						Yes		
7	16:55		5		Yes					Yes		
8	17:07	Yes										
9	17:08		5	Yes						Yes		
10	17:18		1	Yes						Yes		
11	17:22		1			Yes					Yes	
12	17:24		1					Yes		Yes		
13	17:29		1		Yes						Yes	
14	17:37		1		Yes						Yes	
15	17:40		1			Yes				Yes		
16	17:43		1	Yes						Yes		
17	18:08		3			Yes				Yes		
18	18:13		1	Yes						Yes		
19	18:22		1	Yes						Yes		
20	18:39		1	Yes						Yes		
21	19:03		1	Yes						Yes		
22	19:10		1	Yes						Yes		
23	19:13		1					Yes		Yes		
24	19:20	Yes										
25	19:34		2		Yes					Yes		
26	19:51		3		Yes					Yes		
27	19:55		1		Yes							Yes
28	20:47		1	Yes						Yes		
29	20:54		1	Yes						Yes		

Totals across the six hour survey period on Friday 1st August 2025 (15:00-21:00)

Total number of interview refusals	Average number of nights stayed	Total number of users that stayed for business	Total number of users that stayed for Leisure	Total number of users that stayed for a Family Visit	Total number of users that stayed for a Show / Event	Total number of users that stayed due to passing through	Total number of users that stayed to stay at Premier Inn	Total number of users that would have found accommodation elsewhere in the area	Total number of users that would have travelled to the area but not stayed overnight	Total number of users that wouldn't have travelled to the area if the Premier Inn was not here
6	1.3	4	6	3	0	3	0	12	2	2

Premier Inn London Uxbridge Hotel - Interview Survey - Friday 1st August 2025

Introductory sentence: Good afternoon. We are carrying out a travel survey on behalf of Premier Inn and would like to ask you three short questions regarding your stay please

Respondant number in 6 hour period	Time (hh:mm)	Did the respondent refuse to be interviewed?	Q1. How many nights are you staying at the premier inn?	Q2. What is the purpose of your stay?						Q3. If the Premier Inn was not here, would you have;		
			Number of Nights	Business	Leisure	Family Visit	Show / Event	Passing Through	To stay at Premier Inn	Found accommodation elsewhere in the area	Travelled to the area but not stayed overnight	Wouldn't have travelled to the area if the Premier Inn was not here
1	15:00	Yes										
2	15:05		1					Yes		Yes		
3	15:07		1	Yes						Yes		
4	15:08		2		Yes					Yes		
5	15:53		1	Yes						Yes		
6	16:04		2		Yes					Yes		
7	16:36		2		Yes					Yes		
8	16:43		1			Yes					Yes	
9	17:15	Yes										
10	17:23		1		Yes							Yes
11	17:30	Yes										
12	17:38		1					Yes		Yes		
13	18:18	Yes										
14	18:23		1	Yes						Yes		
15	18:34		1		Yes							Yes
16	18:53		2		Yes					Yes		
17	19:09	Yes										
18	19:21		1			Yes					Yes	
19	19:42		1	Yes						Yes		
20	20:22	Yes										
21	20:38		2			Yes				Yes		
22	20:53		1					Yes		Yes		

Totals across the six hour survey period on Saturday 2nd August 2025 (15:00-21:00)

Total number of interview refusals	Average number of nights stayed	Total number of users that stayed for business	Total number of users that stayed for Leisure	Total number of users that stayed for a Family Visit	Total number of users that stayed for a Show / Event	Total number of users that stayed due to passing through	Total number of users that stayed to stay at Premier Inn	Total number of users that would have found accommodation elsewhere in the area	Total number of users that would have travelled to the area but not stayed overnight	Total number of users that wouldn't have travelled to the area if the Premier Inn was not here
0	1.9	7	8	2	2	1	0	12	6	2

Premier Inn London Uxbridge Hotel - Interview Survey - Saturday 2nd August 2025

Introductory sentence: Good afternoon. We are carrying out a travel survey on behalf of Premier Inn and would like to ask you three short questions regarding your stay please

Respondant number in 6 hour period	Time (hh:mm)	Did the respondent refuse to be interviewed?	Q1. How many nights are you staying at the premier inn?	Q2. What is the purpose of your stay?						Q3. If the Premier Inn was not here, would you have;			
			Number of Nights	Business	Leisure	Family Visit	Show / Event	Passing Through	To stay at Premier Inn	Found accommodation elsewhere in the area	Travelled to the area but not stayed overnight	Wouldn't have travelled to the area if the Premier Inn was not here	
1	15:05		1			Yes						Yes	
2	15:08		1					Yes			Yes		
3	15:35		1		Yes						Yes		
4	15:41		7	Yes							Yes		
5	15:43		7	Yes							Yes		
6	15:44		7	Yes							Yes		
7	15:53		2		Yes						Yes		
8	15:54		1			Yes						Yes	
9	16:00		1		Yes								Yes
10	16:10		1		Yes							Yes	
11	16:20		1		Yes							Yes	
12	16:40		1	Yes									Yes
13	16:40		1	Yes							Yes		
14	16:40		1	Yes							Yes		
15	17:00		1		Yes							Yes	
16	17:25		1		Yes							Yes	
17	19:00		1		Yes						Yes		
18	19:15		1	Yes							Yes		
19	19:25		1					Yes			Yes		
20	20:47		1						Yes		Yes		



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