



WHITBREAD PLC



Premier Inn Liverpool (Tarbock)

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group PLC

2024/7922/TS02

July 2025

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Scheme Details

Local Highway Authority	Knowsley Metropolitan Borough Council
Site Name	Liverpool (Tarbock)
Site Address	Wilson Road, Tarbock, Liverpool, L36 6AD
Site Access Road	Wilson Road
Existing Bedrooms	41
Proposed Total Bedrooms	64
Total Net Additional Bedrooms	23
Existing Car Parking	70
Proposed Car Parking	70

1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is instructed to provide highways and transport input in support of development proposals at the Premier Inn Liverpool (Tarbock) hotel, Wilson Road, Tarbock, Liverpool, L36 6AD ("the site").



Figure 1 Premier Inn Liverpool (Tarbock) Hotel (Source. Premier Inn)

- 1.1.2 The existing site comprises a 41-bedroom Premier Inn hotel. Car parking is provided on-site in the order of 70 spaces.
- 1.1.3 The development proposals comprise a net 23-bedroom extension to the existing hotel, resulting in a total of 64 bedrooms. Car parking would be provided on-site in the order of 70 spaces post-development.

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) and Republic of Ireland (ROI).
- 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, providing 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; and
 - **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. 2024/7922/TP02) 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 Paragraph 115 of Chapter 9 (Promoting Sustainable Transport) of the National Planning Policy Framework confirms “[i]n 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 confirms “[p]lanning obligations must only be sought where they meet all of the following tests:

- e) necessary to make the development acceptable in planning terms;
- f) directly related to the development; and
- g) fairly and reasonably related in scale and kind to the development.”

2.1.3 Paragraph 116 of the Framework confirms “[d]evelopment 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.”

2.1.4 Paragraph 117 of the Framework confirms in the context of the above “applications for development should:

- h) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- i) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- j) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- k) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- l) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.2 Knowsley Council Local Plan Core Strategy

2.2.1 Policy SD1 (Sustainable Development) of the Knowsley Council Local Plan Core Strategy confirms "[w]hen considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Work will be undertaken proactively with applicants jointly 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.

2.2.2 Subsection 2 (Location, Design and Management of New Development) of Policy CS7 (Transport Networks) confirms new development will be required to be:

- a) "Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
- b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
- c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
- d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;
- e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
- f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport."

3 BASELINE CONDITIONS

3.1 Site Location and Local Highway Network

3.1.1 The site is located circa 11-kilometres east of Central Liverpool in the settlement of Tarbock with Junction 6 of the M62 being located some 400-metres to the south-east. The site is bound industrial park units to the north and east, Cronton Road to the south and Wilson Road to the west.

3.1.2 The sites location and context is illustrated in the figure below.

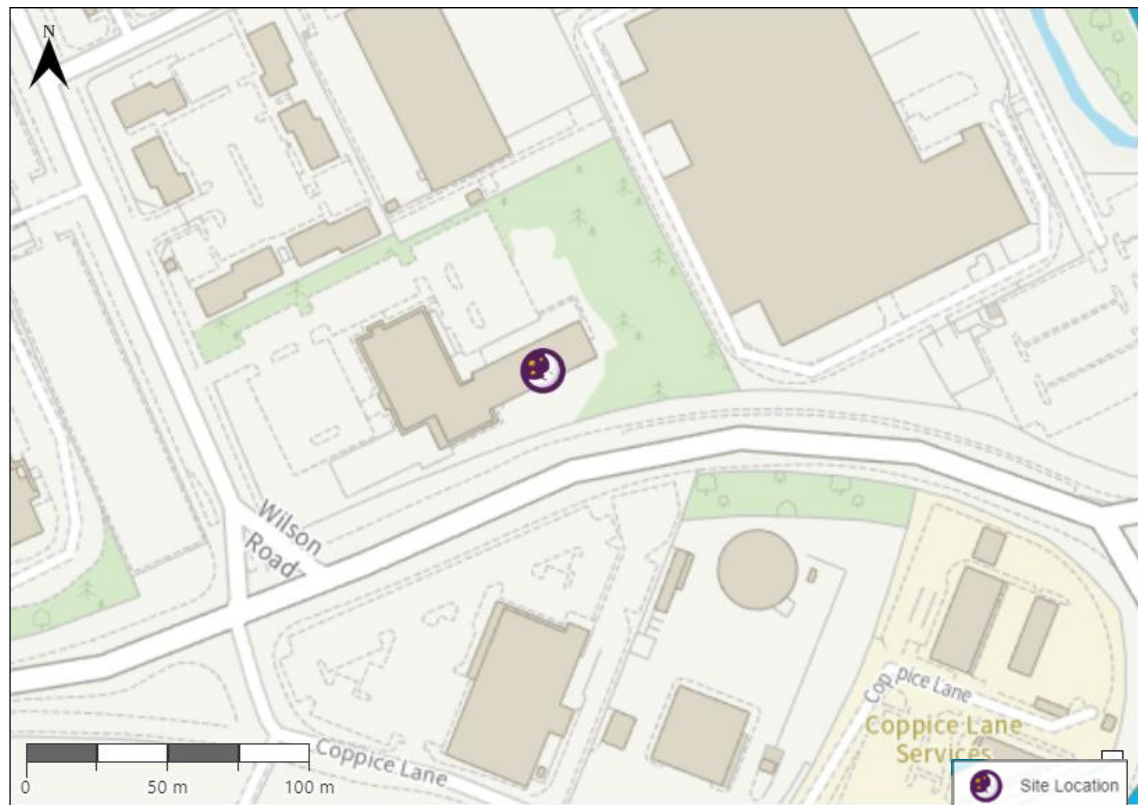


Figure 2 Site Location

3.1.3 The site access and immediate highway network are illustrated in the figures below.



Figure 3 Site Access



Figure 4 Site Egress onto Wilson Road

3.2 Accessibility by Sustainable Modes

Walking

- 3.2.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 3.2.2 The ‘Planning for Walking’ guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this Statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.
- 3.2.3 Further guidance set out within CIHT ‘Providing for Journeys on Foot’ (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The figure below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1 km	800m
Preferred Maximum	800m	2km	1.2km

Figure 5 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

- 3.2.1 In light of the above guidance, an indicative 2km walking catchment is illustrated in the figure below.

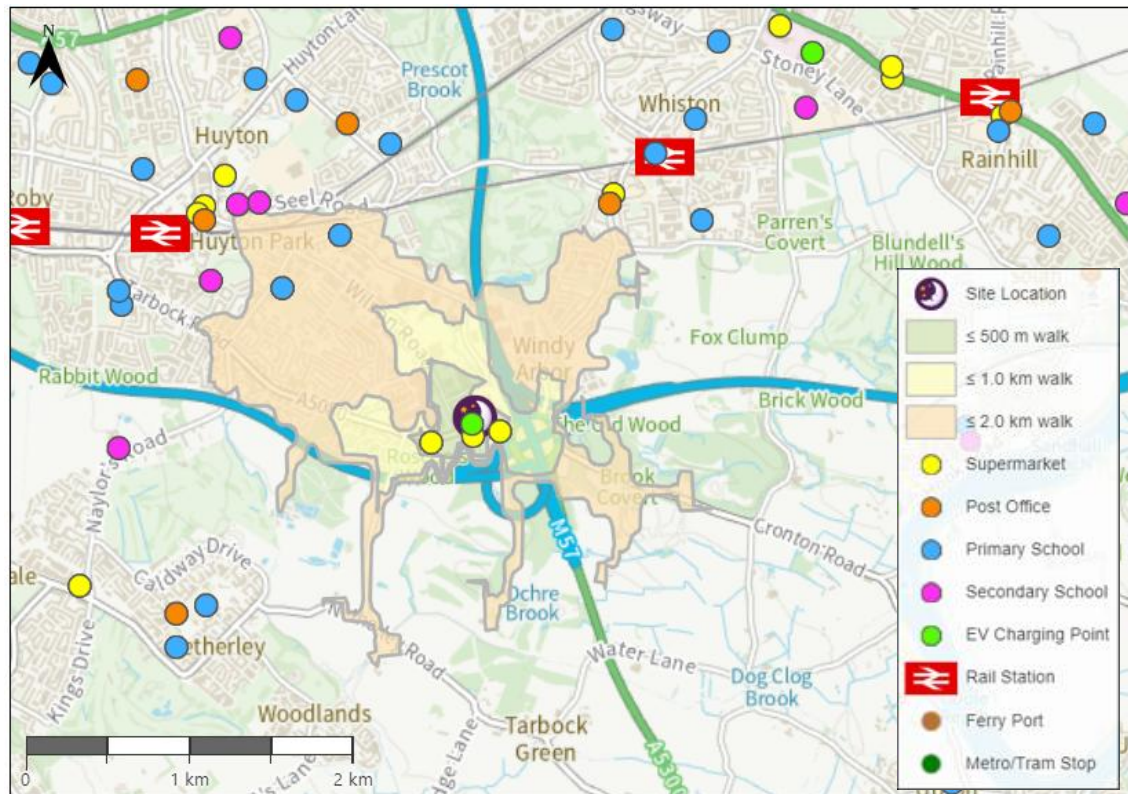


Figure 6 Indicative 2km Walking Catchment

3.2.2 As illustrated, the walk catchment encompasses the a swathe of the local highway network and Tarbock as well as other local settlements, to include amenities and services, and public transport provision, with it considered staff and guests alike could walk as part of a multi-modal trip, supported by other sustainable modes to access the site.

3.2.3 The local footway network is conducive to pedestrian travel with footways provided along local roads with dropped kerbs, tactile paving and crossing points to facilitate onward travel.

Cycling

3.2.4 Cycling is also an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.

3.2.5 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.

3.2.6 In light of the above guidance, an indicative 5km cycling catchment is illustrated in the figure below.

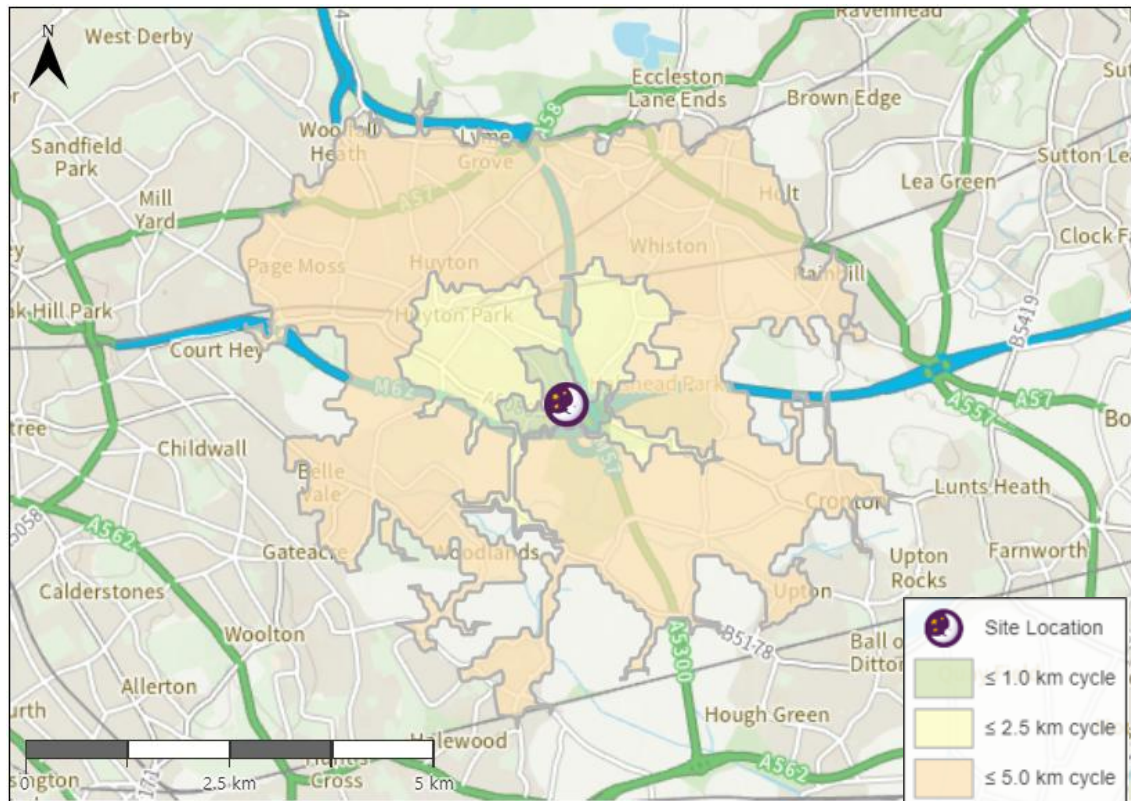


Figure 7 Indicative 5km Cycling Catchment

- 3.2.7 As illustrated, the cycle catchment encompasses a large swathe of eastern Liverpool itself as well including a number of surrounding settlements and urban areas such as Huyton Park, Whiston and Cronton. With it considered staff could cycle to the site, and leisure routes, which guests could utilise during their stay.
- 3.2.8 The local area benefits from cycle routes which include off- and on-carriageway provision allowing for easy connection between the site and central Liverpool as well as National Cycle Network route 56 running through the local area.

3.3 Public Transport

Bus

- 3.3.1 The nearest bus stop to the site is located on Cronton Road some 250-metres south of the site (< 4-minute walk), these stops are served by the no 7 and 51 services that provide access to locations like Liverpool, Warrington, Widnes & with associated stops en-route. In terms of facilities, these stops are supplied with a flag & pole containing detailed bus timetable information.

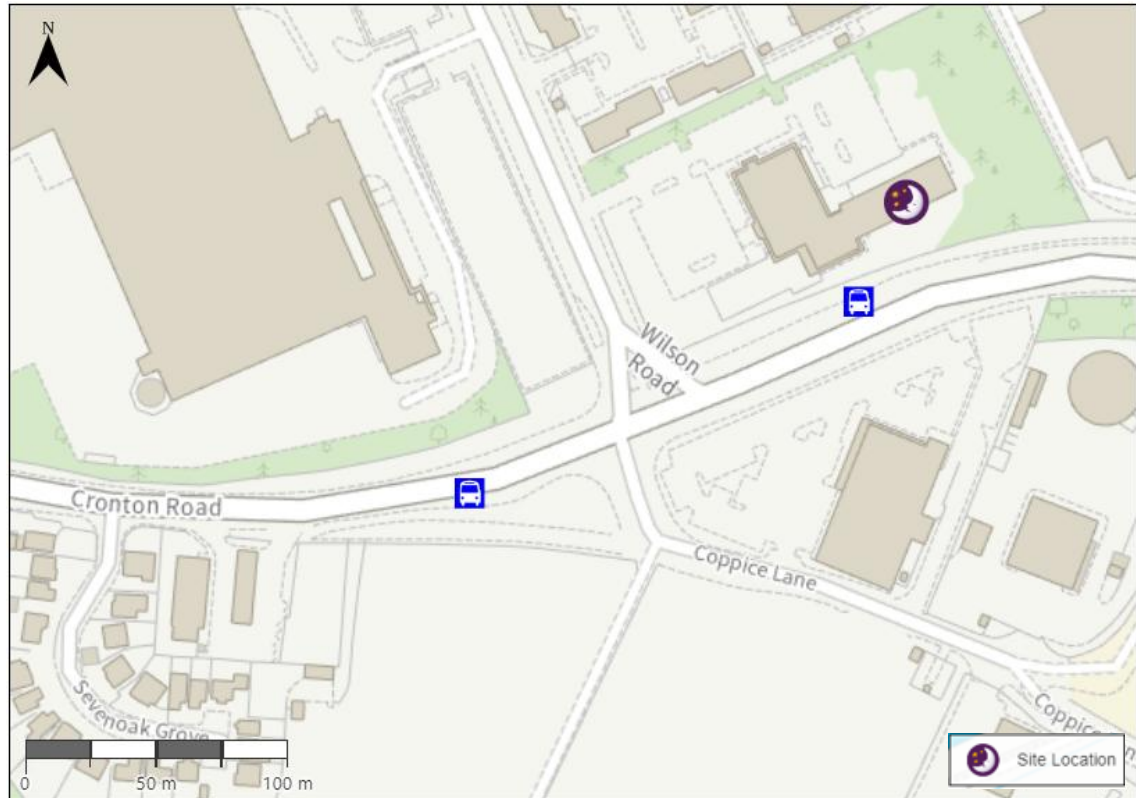


Figure 8 Map of Bus Stops

- 3.3.2 As summarised in the above, the bus services on Cronton Road would facilitate local travel to a number of key destinations to meet the day to day needs of guests and staff of the proposals as well as provide onward connectivity to other destinations.

Rail

- 3.3.3 Huyton Rail Station is an interchange between the Liverpool-Wigan line and the northern route of the Liverpool-Manchester Line and is located some 2.9 kilometres to the north-west of the site with a number of services facilitating movement to locations such as Liverpool Lime Street, Blackpool North and Wigan North with associated en-route stops which provide onward connectivity to a variety of destinations around the north west and further afield.
- 3.3.4 Huyton Rail Station offers of step free access to all platforms and has 12 cycle parking spaces.
- 3.3.5 It is considered the comprehensive service pattern available from Huyton Station could cater to staff and guests, for commuting and leisure demand alike.

Summary of Accessibility Credentials

- 3.3.6 The sustainable transport infrastructure provided in the local area could accommodate commuting trips by staff to and from the site, to include guest arrival at and in-stay travel. Trips by sustainable modes offer cheaper, and in some cases, more convenient alternative than the use of a private car.

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.

4.1.2 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 Premier Inn hotel 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 A** for reference.

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 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)		
	Arrivals	Departures	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

Figure 9 Hotel 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 41-bedroom Premier Inn hotel.

Time Period	Hotel Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	2	8	10
PM Peak	6	2	8
Daily	46	43	88

Figure 10 Existing Trip Generation

- 4.4.2 The existing site could generate in the order of 10 two-way vehicle movements across the AM peak, eight two-way vehicle movements across the PM peak and a total of 88 total daily two-way vehicle movements across the course of a typical day – this should be considered robust, to assume the hotel is operating at full occupancy.

4.5 Proposed

- 4.5.1 The figure below summarises the proposed vehicle trip generation at the site associated with the proposed net 23-bedroom extension.

Time Period	Hotel Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	2	13	15
PM Peak	10	3	13
Daily	71	67	138

Figure 11 Proposed Trip Generation

- 4.5.2 The site post-development could generate in the order of 15 two-way vehicle movements across the AM peak, 13 two-way vehicle movements across the PM peak and a total of 138 total daily two-way vehicle movements across the course of a typical day – this should be considered robust, to assume the hotel is operating at full occupancy.

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	+ / - 0	+5	+5
PM Peak	+4	+1	+5
Daily	+25	+24	+50

Figure 12 Net Impact

4.6.2 The site post-development could generate an additional five two-way vehicle movements across the AM peak, an additional five two-way vehicle movements across the PM peak and an additional 50 two-way vehicle movements across the course of a typical day – this should be considered robust, to assume the hotel is operating at full occupancy. The additional movements are not considered 'severe' in consideration of Paragraph 116 of the National Planning Policy Framework.

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 Car Parking

- 5.1.1 Car parking is provided on-site in the order of 70 spaces for the existing 41-bedroom Premier Inn hotel.
- 5.1.2 Car parking would be provided on-site in the order of 70 spaces post-development for the proposed of 64-bedroom Premier Inn hotel.

5.2 Car Parking Standards

- 5.2.1 Car parking standards are contained at Appendix A (Parking Standards) of the Knowsley Borough Council ‘Ensuring A Choice of Travel Supplementary Planning Document.’

Use Class	Car Parking Standard
C1 (Hotels)	1 space per bedroom including staff parking provision

Figure 13 Car Parking Standards

- 5.2.2 Application of the above standard to the net 23-bedroom extension could result in the provision of an additional 23 car parking spaces.

5.3 Car Parking Demand Assessment

- 5.3.1 A Car Parking Demand assessment of the existing and proposed Premier Inn Liverpool (Tarbock) hotel has been completed with consideration to the RGP commissioned independent traffic surveys as detailed earlier in this document.

Existing

- 5.3.2 The figure below illustrates the car parking demand of the existing 41-bedroom Premier Inn hotel. For reference, the ‘Blue’ line illustrates the ‘Typical’ car parking demand, with the ‘Red’ line illustrating the 85th percentile car parking demand.

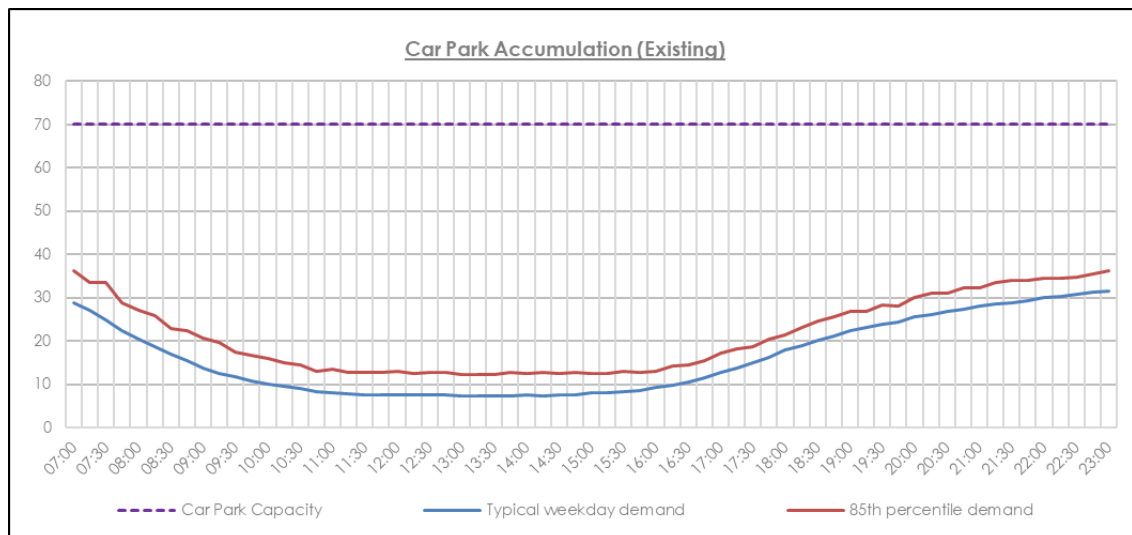


Figure 14 Existing Car Parking Demand Assessment

- 5.3.3 As illustrated in the figure above, the existing 41-bedroom Premier Inn hotel could generate a peak car parking demand (with consideration to 85th percentile demand) of 36 cars – approximately 51% of the existing 70 car parking spaces provided on-site. The assessment should be considered robust, to assume the hotel is operating at full occupancy.

Proposed

- 5.3.4 The figure below illustrates the car parking demand of the proposed 64-bedroom Premier Inn hotel. For reference, the 'Blue' line illustrates the 'Typical' car parking demand, with the 'Red' line illustrating the 85th percentile car parking demand.

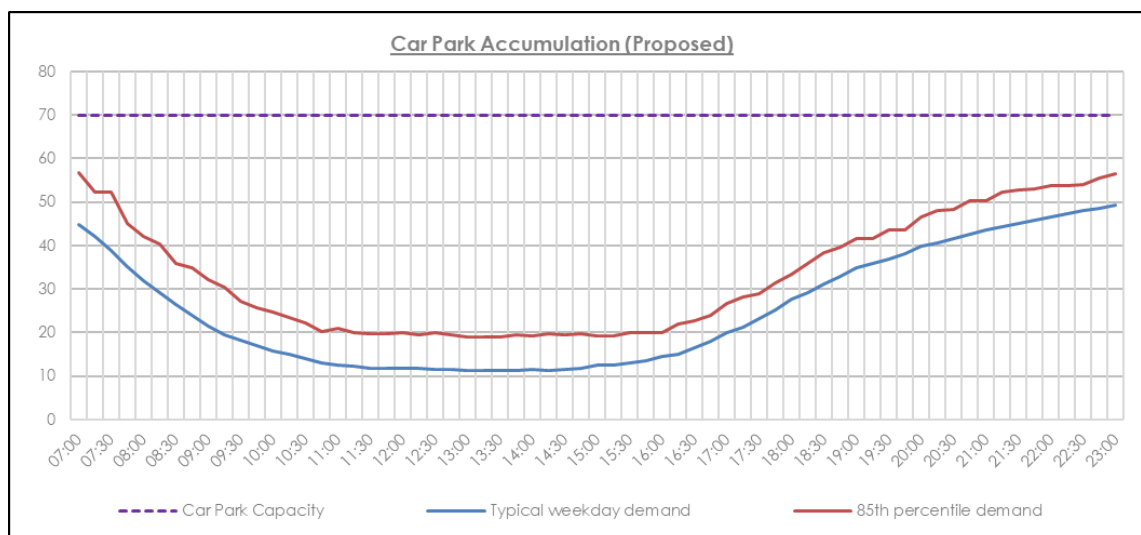


Figure 15 Proposed Car Parking Demand Assessment

- 5.3.5 As illustrated in the figure above, the proposed 64-bedroom Premier Inn hotel could generate a peak car parking demand (with consideration to 85th percentile demand) of 57 cars – approximately 81% of the proposed 70 car parking spaces to be provided post-development. The assessment should be considered robust, to assume the hotel is operating at full occupancy.

Summary

- 5.3.6 The above Car Parking Demand assessment of the proposed Premier Inn Liverpool (Tarbock) hotel has demonstrated sufficient car parking capacity would be retained post-development.
- 5.3.7 A Trip Generation & Car Parking Demand assessment sheet is attached hereto at **Appendix B** for reference.

5.4 Cycle Parking

- 5.4.1 Cycle parking standards are contained at Appendix A (Parking Standards) of the Knowsley Borough Council ‘Ensuring A Choice of Travel Supplementary Planning Document.’

Use Class	Cycle Parking Standard
C1 (Hotels)	1 space per 10 guest rooms (minimum of 2 spaces)

Figure 16 Cycle Parking Standards

- 5.4.2 Application of the above standard to the net 23-bedroom extension would result in the provision of an additional three cycle parking spaces. It is anticipated the cycle parking would be located close to the hotel access for ease of use and natural surveillance.
- 5.4.3 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 of cycle parking at the development.

6 ACCESS, LAYOUT AND SERVICING

6.1 Access

- 6.1.1 All vehicular traffic presently accesses the site in a forward gear from Wilson Road; this arrangement would be retained post-development.

6.2 Layout

- 6.2.1 All vehicular traffic would continue to access and egress the site in a forward gear.
- 6.2.2 All vehicular traffic would continue to be able to manoeuvre on-site (i.e. cars and delivery and servicing vehicles).
- 6.2.3 It is considered the post-development layout of the site would allow for an operation consistent to existing arrangements.

6.3 Delivery / Servicing Activity

- 6.3.1 Delivery and servicing would continue to take place on-site, accessing and egressing the site in a forward gear and manoeuvring on-site.
- 6.3.2 Whitbread sites containing a Premier Inn hotel are served by a combined 14 servicing vehicles per week, as summarised in the table below.

Servicing Type	Weekly Visits	Typical Duration
Linen	7	30-minutes
Food	3	40-minutes
Beverage	1	45-minutes
Refuse / Recycling	3	20-minutes

Figure 17 Existing Weekly Servicing Requirements

- 6.3.3 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.
- 6.3.4 As noted, delivery and service vehicles would continue to access the site via Wilson Road and undertake deliveries and servicing on-site.
- 6.3.5 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 instructed to provide highways and transport input in support of development proposals at the Premier Inn Liverpool (Tarbock) hotel, Wilson Road, Tarbock, Liverpool, L36 6AD.
- 7.1.2 The existing site comprises a 41-bedroom Premier Inn hotel. Car parking is provided on-site in the order of 70 spaces.
- 7.1.3 The development proposals comprise a net 23-bedroom extension to the existing hotel, resulting in a total of 64 bedrooms. Car parking would be provided on-site in the order of 70 spaces post-development.
- 7.1.4 RGP makes the following conclusions from the information and assessments contained within this report:
- The existing site could generate in the order of 10 two-way vehicle movements across the AM peak, eight two-way vehicle movements across the PM peak and a total of 88 total daily two-way vehicle movements across the course of a typical day – this should be considered robust, to assume the hotel is operating at full occupancy.
 - The site post-development could generate in the order of 15 two-way vehicle movements across the AM peak, 13 two-way vehicle movements across the PM peak and a total of 138 total daily two-way vehicle movements across the course of a typical day – this should be considered robust, to assume the hotel is operating at full occupancy.
 - The site post-development could generate an additional five two-way vehicle movements across the AM peak, an additional five two-way vehicle movements across the PM peak and an additional 50 two-way vehicle movements across the course of a typical day – this should be considered robust, to assume the hotel is operating at full occupancy.
 - The existing 41-bedroom Premier Inn hotel could generate a peak car parking demand (with consideration to 85th percentile demand) of 36 cars – approximately 51% of the existing 70 car parking spaces provided on-site.
 - The proposed 64-bedroom Premier Inn hotel could generate a peak car parking demand (with consideration to 85th percentile demand) of 57 cars – approximately 81% of the proposed 70 car parking spaces to be provided post-development.
- 7.1.5 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.
- 7.1.6 As a result of the data and evidence presented within this Transport Statement, Knowsley Metropolitan Borough Council is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.

APPENDIX A

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) NR5 OTP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NR5 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	

RGF TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

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APPENDIX B



SITE DETAILS

Existing Site

Hotel Bedrooms: 41
Car Parking Spaces: 70

Proposed Alterations

Additional Bedrooms: 23
Change in Parking: 0

Total Site (Proposed)

Total Bedrooms: 64
Total Parking: 70

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

Existing Hotel

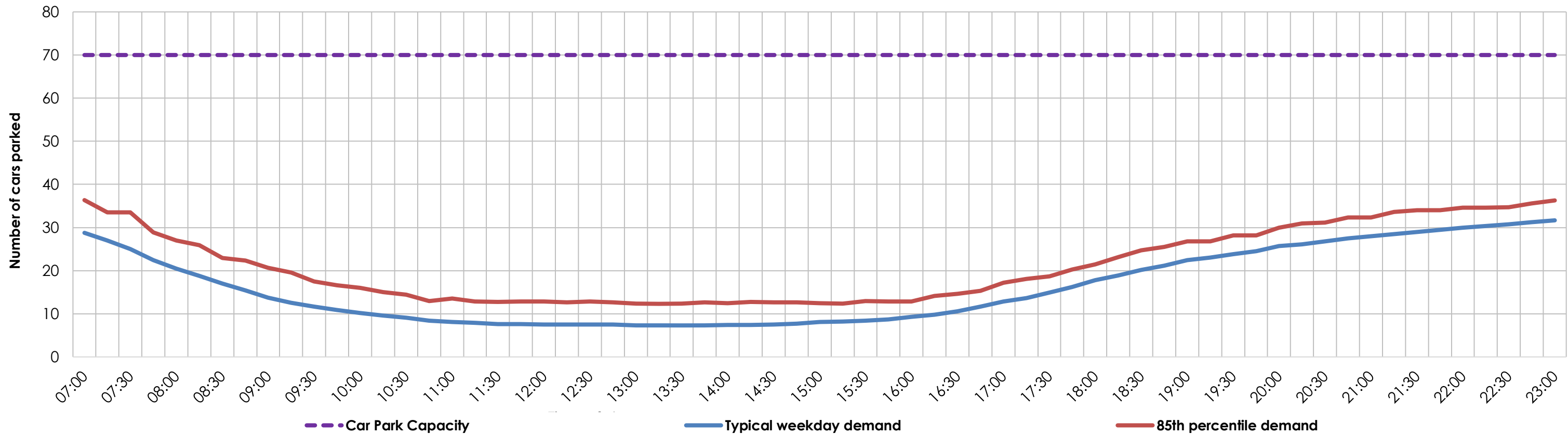
	Arr	Dep	Two-way
AM Peak	2	8	10
PM Peak	6	2	8
Daily	46	43	88

Proposed Hotel

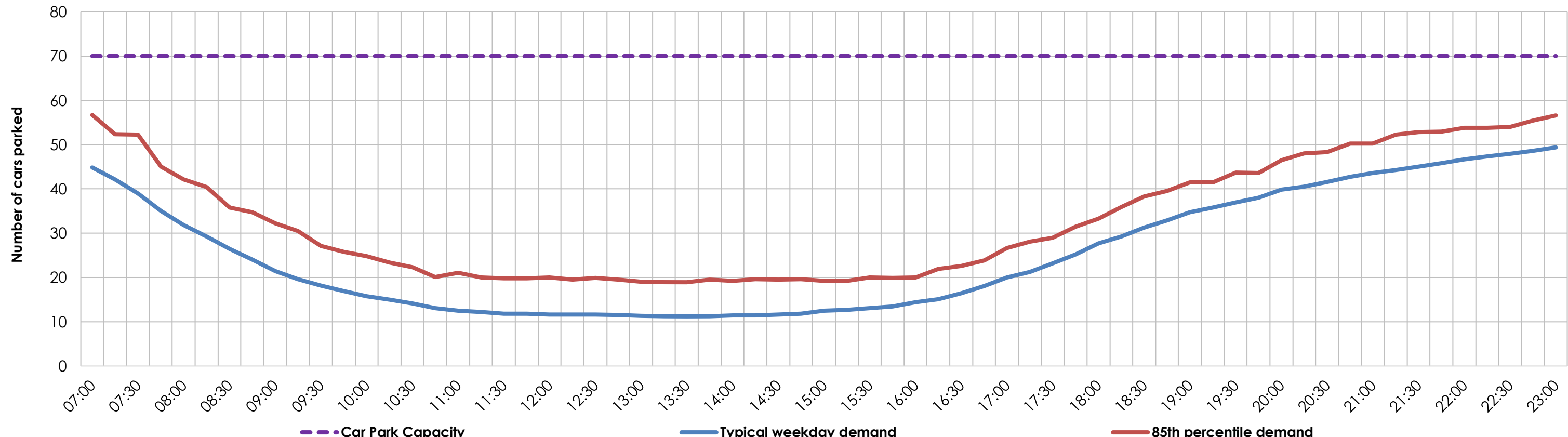
	Arr	Dep	Two-way
AM Peak	2	13	15
PM Peak	10	3	13
Daily	71	67	138

CAR PARK ACCUMULATION

Car Park Accumulation (Existing)



Car Park Accumulation (Proposed)





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