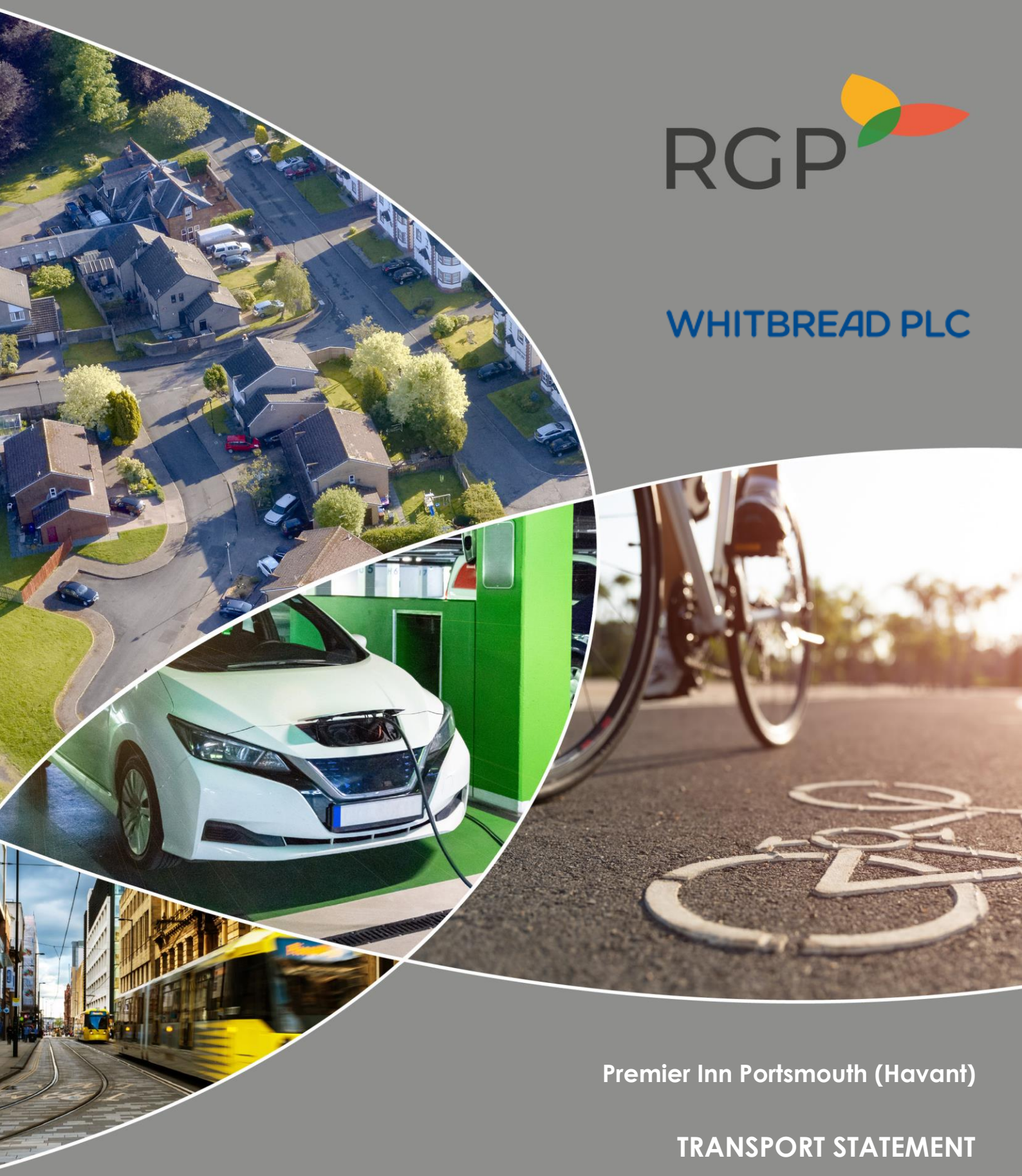

WHITBREAD PLC

Premier Inn Portsmouth (Havant)

TRANSPORT STATEMENT

for Proposed Hotel Extension

on behalf of Whitbread Group PLC

2024/8275/TS01

October 2024

www.rgp.co.uk

DOCUMENT CONTROL

Project:	Premier Inn Portsmouth (Havant) for Proposed Hotel Extension
Report Type:	Transport Statement
Client:	Whitbread Group PLC
Reference:	2024/8275/TS01

DOCUMENT REVIEW

Author:	SDH	Date:	29/10/2024
Checked by:	PJB	Date:	29/10/2024
Approved by:	NDR	Date:	29/10/2024

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	29/10/2024	Issue A	NDR
2.			
3.			
4.			
5.			

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Scheme Details

Local Planning Authority	Havant Borough Council
Local Highway Authority	Hampshire County Council
Site Name	Portsmouth (Havant)
Site Address	65 Bedhampton Hill Road, Bedhampton, Havant, PO9 3JN
Site Access Road	Bedhampton Hill
Restaurant Brand	Beefeater
Existing Bedrooms	58
Proposed Total Bedrooms	88
Total Net Additional Bedrooms	30
Existing Car Parking	107
Proposed Car Parking	137

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 Portsmouth (Havant) Premier Inn, 65 Bedhampton Hill Road, Bedhampton, Havant, PO9 3JN ("the site").

Figure 1 Premier Inn Portsmouth (Havant) (Source. Premier Inn)

1.1.2 The existing site comprises a 58-bedroom Premier Inn hotel and associated Beefeater branded restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 107 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 30-bedroom extension to the existing hotel, resulting in a total of 88 bedrooms post-development. The associated branded restaurant would be removed and replaced with a 'Guest Restaurant' to cater to Guest meals only. Access would continue to be afforded from Bedhampton Hill as per the existing arrangements, with 137 car parking spaces post-development.

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

1.1.6 Whilst the proposals would increase the number of guest bedrooms, any additional trips to the site would be offset by the fact that the associated branded restaurant would be removed. This would also compensate for the additional demands for car parking from external visitors that the branded restaurant currently generates 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) 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 planning 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. 2024/8278/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*."

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 The site is located on Bedhampton Hill, in the town of Havant, in the county of Hampshire. The site location is illustrated in the figure below.

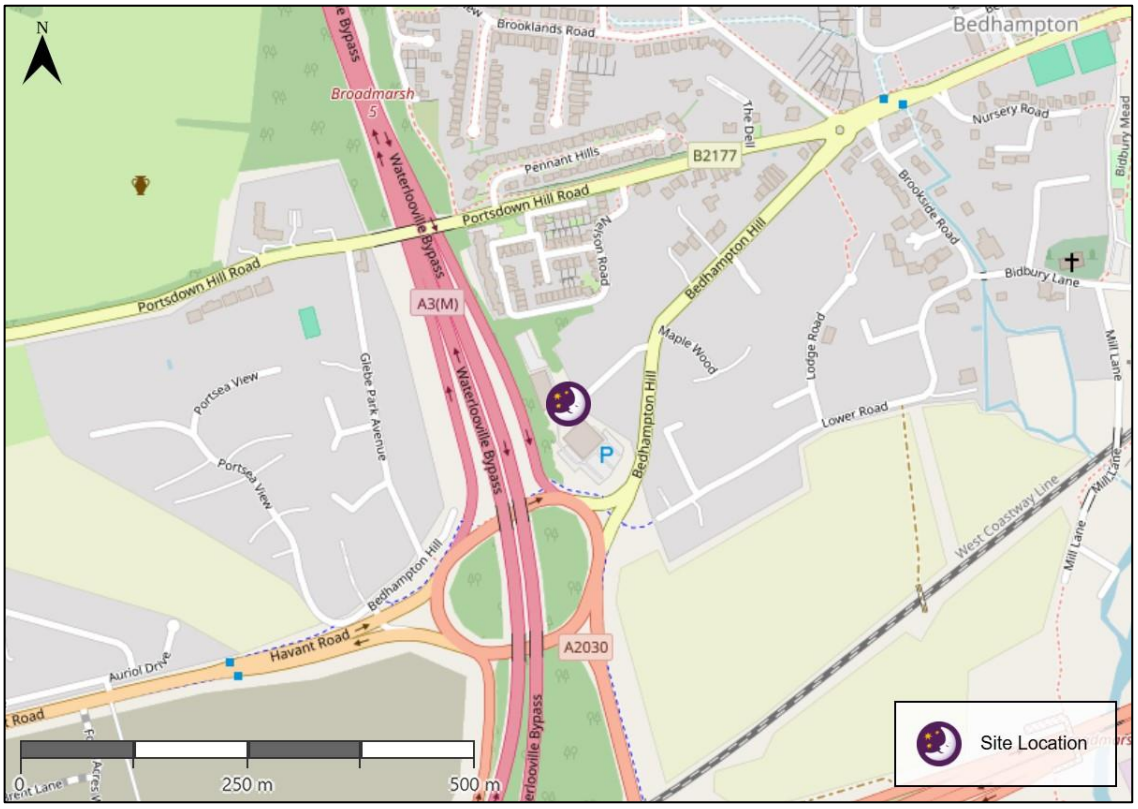

Figure 2 Site Location Plan

3.1.2 As illustrated in the figure above, the extents of the site are predominantly reflective of a 'neighbourhood centre', with some local amenities and limited public transport provision close to the site.

3.1.3 In light of the location of the site, it is considered the primary mode of travel to and from the site would comprise the private vehicle, either as a driver of or passenger in, however, the accessibility credentials of the site by sustainable travel modes is considered below.

3.2 Accessibility Credentials

Active Travel

Walking and Cycling

3.2.1 A footway on Bedhampton Hill provides opportunities for onward travel by foot, with local footways benefitting from incidences of dropped kerbs, lighting and tactile paving.

3.2.2 It is observed the site is close to a signed off-road cycle track which runs provides connectivity to the centre of Havant. It is observed Havant is located on National Cycle Network Routes 2 and 22.

3.2.3 Havant Borough Council provide information on walking and cycling which can be found at:

- https://www.havant.gov.uk/transport-projects/getting-and-around-havant/walking.
- https://www.havant.gov.uk/transport-projects/getting-and-around-havant/cycling.

Public Transport

Bus

3.2.4 The closest bus stops are located on Bedhampton Road, approximately 500m (equivalent to a 7-minute walk) from the site. The stops are served by routes:

- 21 – Havant to Portsmouth.
- 23 – Crawley to Worthing.
- 737 – School Service.

Rail

3.2.5 The closest rail station is Bedhampton, located approximately 1.5km from the site, primarily served by South Western Railway services, to:

- London Waterloo via Guildford (on train per hour).
- Portsmouth Harbour (one train per hour).

3.2.6 Additional limited services are operated by Southern.

Summary

3.2.7 In light of the accessibility credentials as summarised above, it is considered the primary mode of travel to and from the site would comprise the private vehicle.

3.3 Local Road Network

3.3.1 The site is located adjacent to Junction 5 of the M3 which runs from Eastleigh to Sunbury-on-Thames, and to the north of the A27 which runs from Pevensey to Whiteparish. It is considered the site could benefit from a degree of pass-by trade associated with guests on an existing pre-determined journey on this route.

Taxi

3.3.2 A 'Taxi Freephone' would be available within reception to connect to a local operator.

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** 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 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 3 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 58 hotel bedrooms and associated branded restaurant (200 covers).

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	2	12	14	3	2	5
PM Peak	9	3	12	15	8	23
Daily	**65**	**61**	**125**	**128**	**126**	**253**

Figure 4 Existing Trip Generation

4.4.2 As summarised in the table above, the existing site could generate in the order of 19 two-way movements across the AM peak, 35 across the PM peak and a total of 378 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 30-bedroom extension and removal of the associated branded restaurant.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	3	18	21	0	0	0
PM Peak	14	4	18	0	0	0
Daily	**98**	**92**	**190**	**0**	**0**	**0**

Figure 5 Proposed Trip Generation

4.5.2 As summarised in the table above, the site post-development could generate in the order of 21 two-way movements across the AM peak, 18 across the PM peak and a total of 190 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	-2	+4	+2
PM Peak	-11	-6	-17
Daily	**-94**	**-94**	**-189**

Figure 6 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 189 movements – this is anticipated as a result of the removal of the associated branded restaurant.

4.6.3 It is worth noting the additional Premier Inn hotel bedrooms would not necessarily attract new visitors, 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

5.1.1 The existing site provides a total of 107 car parking spaces for the shared use of the 58-bedroom hotel and associated branded restaurant.

5.2 Proposed

5.2.1 The proposals would offer 137 spaces post-development for the use of the 108-bedroom hotel, only.

5.3 Car Parking Standards

5.3.1 Car parking standards are contained at Havant Borough Council 'Parking' Supplementary Planning Document (2016), as reproduced in the table below.

Use Class	Car Parking Standard
Hotels / Motels / Guest Houses / Boarding Houses	1 space per bedroom

Figure 7 Parking Standards

5.3.2 It should be noted the above parking standards are minimum parking standards.

5.3.3 Application of the above maximum standards to the net additional 30 guest bedrooms could result in the provision of an additional 30 parking spaces.

5.3.4 It is important to note that any increased parking demand associated with the proposals would be offset, in part, by the removal of the associated branded restaurant and subsequent reduction in restaurant related parking demand.

5.4 Parking Demand Assessment

Context

5.4.1 RGP hold extensive survey data for Premier Inn sites across the Whitbread estate, to include parking beat count data, which can therefore be used to establish the existing and proposed parking demand at the site.

5.5 Existing Car Park Accumulation

5.5.1 The figure below illustrates the existing weekday car park accumulation at the site:

- The blue line illustrates the typical weekday demand, as based on the RGP held survey data, factored to reflect full room occupancy.

- The red line illustrates the 85th percentile weekday demand, as based on the RGP held data.

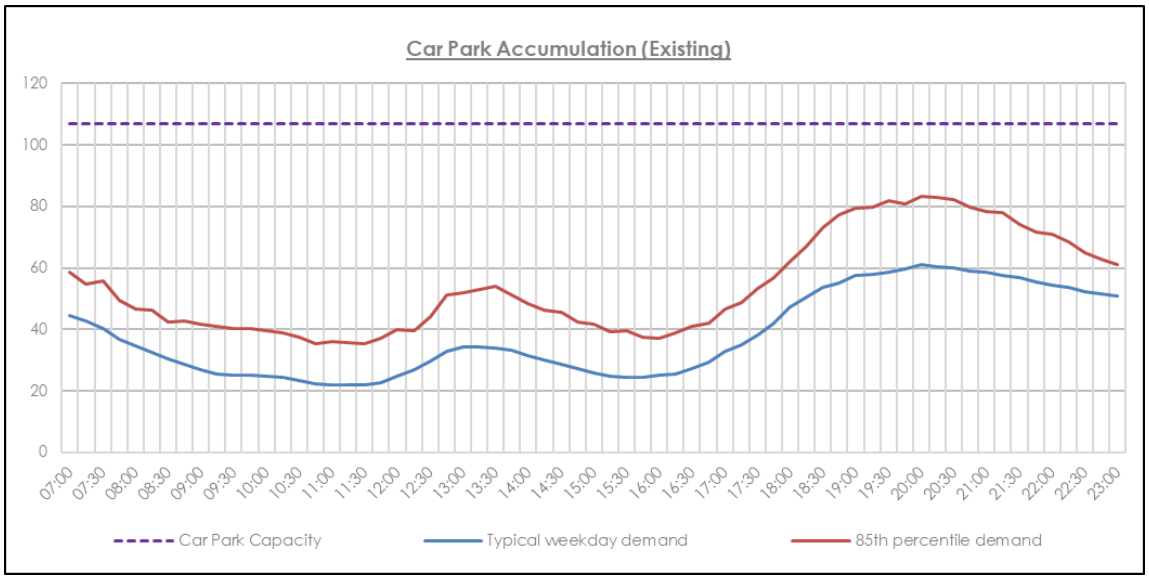

Figure 8 Existing Weekday Car Park Accumulation

5.5.2 As illustrated in the figure above, the existing car park accumulation demonstrates the site operates within capacity, with demand notably greatest across the evening period, as hotel guests arrive, and diners dine at the associated branded restaurant.

5.6 Proposed Car Park Accumulation

5.6.1 The figure below illustrates the proposed weekday car park accumulation of the proposals:

- The blue line illustrates the typical weekday demand, as based on the RGP held survey data, factored to reflect full room occupancy.
- The red line illustrates the 85th percentile weekday demand, as based on the RGP held data.

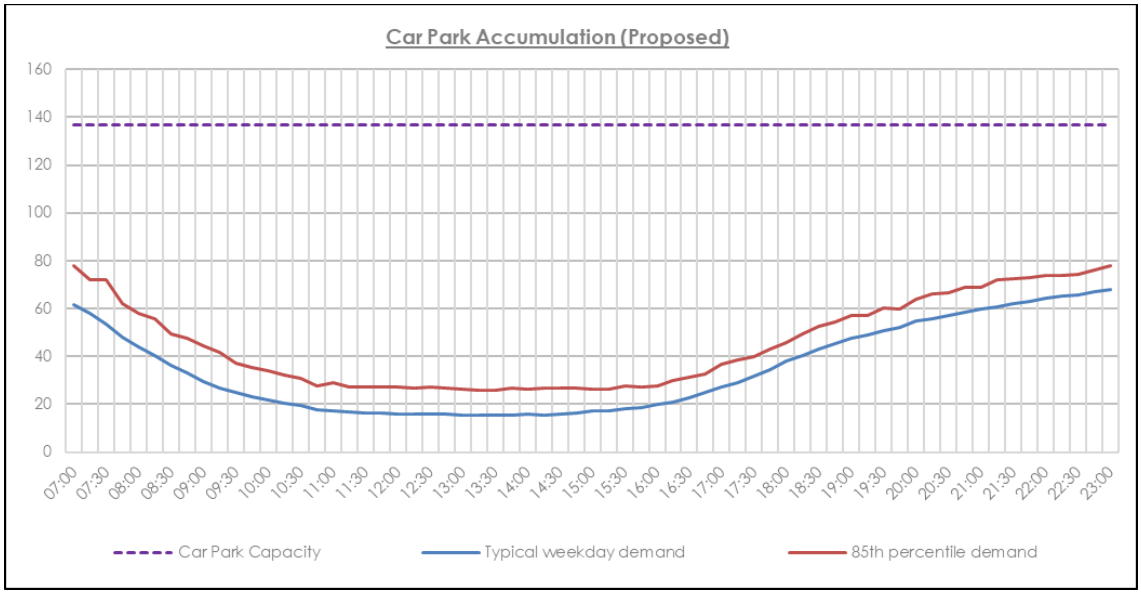

Figure 9 Proposed Parking Demand

5.6.2 As illustrated in the figure above, the car park accumulation demonstrates the proposals would operate within capacity of the proposed 137 space car park, with a maximum average demand of 68 parked cars equating to 50% capacity.

Summary

5.6.3 It is considered the proposed parking provision would be sufficient to accommodate the parking demand of the proposals. The output of the parking demand assessment is attached hereto at **Appendix D** for reference.

5.7 Cycle Parking

5.7.1 Cycle parking standards are contained at Havant Borough Council 'Parking' Supplementary Planning Document (2016), as reproduced in the table below.

Use Class	Cycle Parking Standard
Hotels / Motels / Guest Houses / Boarding Houses	Long Stay: 1 space per 6 staff or 1 space per 40sqm GEA Short Stay: 1 stand per 10 bedrooms

Figure 10 Cycle Parking Standards

5.7.2 Application of the above maximum standards to the net additional 30 guest bedrooms would result in the provision of an additional three short-stay cycle parking spaces.

5.7.3 As the proposals would not require an increase in staff, and therefore, no additional long-stay provision is sought.

5.7.4 Premier Inn 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 proposals.

6 ACCESS, LAYOUT AND SERVICING

6.1 Access

6.1.1 The site is accessed from and egresses to Bedhampton Hill. The proposals would not alter this existing arrangement.

6.2 Layout

6.2.1 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.

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 11 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 Bedhampton Hill 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 Portsmouth (Havant) Premier Inn, 65 Bedhampton Hill Road, Bedhampton, Havant, PO9 3JN ("the site").

7.1.2 The existing site comprises a 58-bedroom Premier Inn hotel and associated Beefeater branded restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 107 vehicles for the shared use of the hotel and restaurant.

7.1.3 The proposals involve a net 30-bedroom extension to the existing hotel, resulting in a total of 88 bedrooms post-development. The associated branded restaurant would be removed and replaced with a 'Guest Restaurant' to cater to Guest meals only. Access would continue to be afforded from Bedhampton Hill as per the existing arrangements, with 137 car parking spaces post-development.

7.1.4 Whilst the proposals would increase the number of guest bedrooms, any additional trips to the site would be offset by the fact that the associated branded restaurant would be removed. This would also compensate for the additional demands for car parking from external visitors that the branded restaurant currently generates above those from hotel guests.

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

- As summarised in the table above, the existing site could generate in the order of 19 two-way movements across the AM peak, 35 across the PM peak and a total of 378 across the course of a typical day.
- As summarised in the table above, the site post-development could generate in the order of 21 two-way movements across the AM peak, 18 across the PM peak and a total of 190 across the course of a typical day.
- In light of the assessments undertaken, the proposed 137 space car park 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, Hampshire County Council is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.

APPENDIX A

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Notes:

Existing Parking: 107

Existing Hotel: GEA -1918m^2
GIA - 1754m^2

Existing Restaurant:
GEA - 869m^2
GIA - 713m^2

Existing Rooms: 58

PREMIER INN

EXTG GROUND FLOOR PLAN
FFL: 23.0

EXTG FIRST FLOOR PLAN

2 STOREY 22 BEDROOM EXTENSION

RESTAURANT
FFL: 18.160

1 EXISTING SITE PLAN
Scale: 1:550

0 10 30 50 M

N

Rev	Date	Description	By	Chk

AXIOM ARCHITECTS
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Project
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65 BEDHAMPTON HILL
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Drawing
EXISTING SITE PLAN

Scale	Date	Drawn	Checked
1:550@A3	26/09/24	IB	RW

Drawing No. **Revision**

6261-PL- 002

Status
PLANNING

APPENDIX B

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Notes:

Proposed Parking: 137

Proposed Annexe: GEA -1275m²
GIA - 1146m²

Proposed Rooms: 88

Paving:
Buff Concrete Paver

Outline of existing restaurant

PREMIER INN EXTG GROUND FLOOR PLAN
FFL: 23.0

PREMIER INN EXTG FIRST FLOOR PLAN

2 STOREY 22 BEDROOM EXTENSION

Deliveries

1 PROPOSED SITE PLAN
Scale: 1:550

0 10 30 50 M

N

Rev	Date	Description	By	Chk

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WHITBREAD GROUP PLC

Project
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65 BEDHAMPTON HILL
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Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn	Checked
1:550@A3	26/09/24	IB	RW

Drawing No. **Revision**

6261-PL- 010

Status
PLANNING

APPENDIX C

WHITBREAD

Premier Inn

RGP

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 0YS	Thursday	17	July	2014	Beefeater	40	190	109
Falkirk (East) FK2 0YS	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 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 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	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	

APPENDIX D

Whitbread Hotel & Restaurant Traffic Survey Data	Premier Inn - Portsmouth (Havant)

SITE DETAILS

Existing Site	
Hotel Bedrooms:	58
Restaurant Covers:	200
Car Parking Spaces:	107

Proposed Alterations	
Additional Bedrooms:	30
Change in Covers:	-200
Change in Parking:	30

Total Site (Proposed)	
Total Bedrooms:	88
Total Covers:	0
Total Parking:	137

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	2	12	14
PM Peak	9	3	12
Daily	65	61	125

Existing Restaurant

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

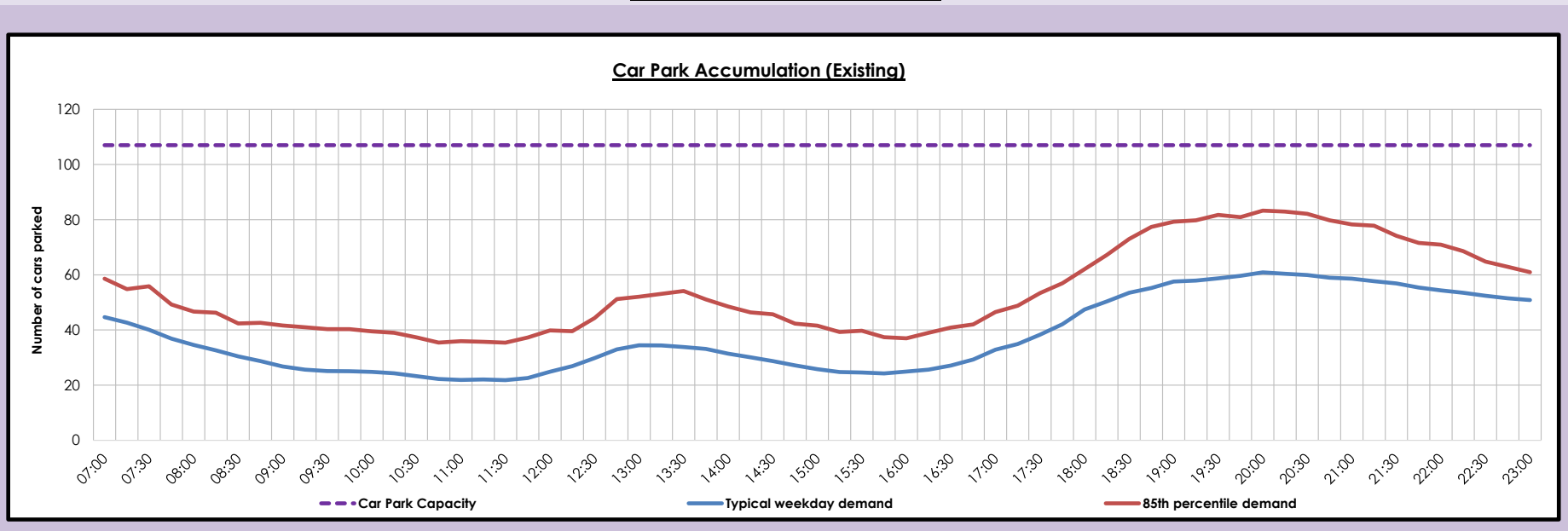
Proposed Hotel

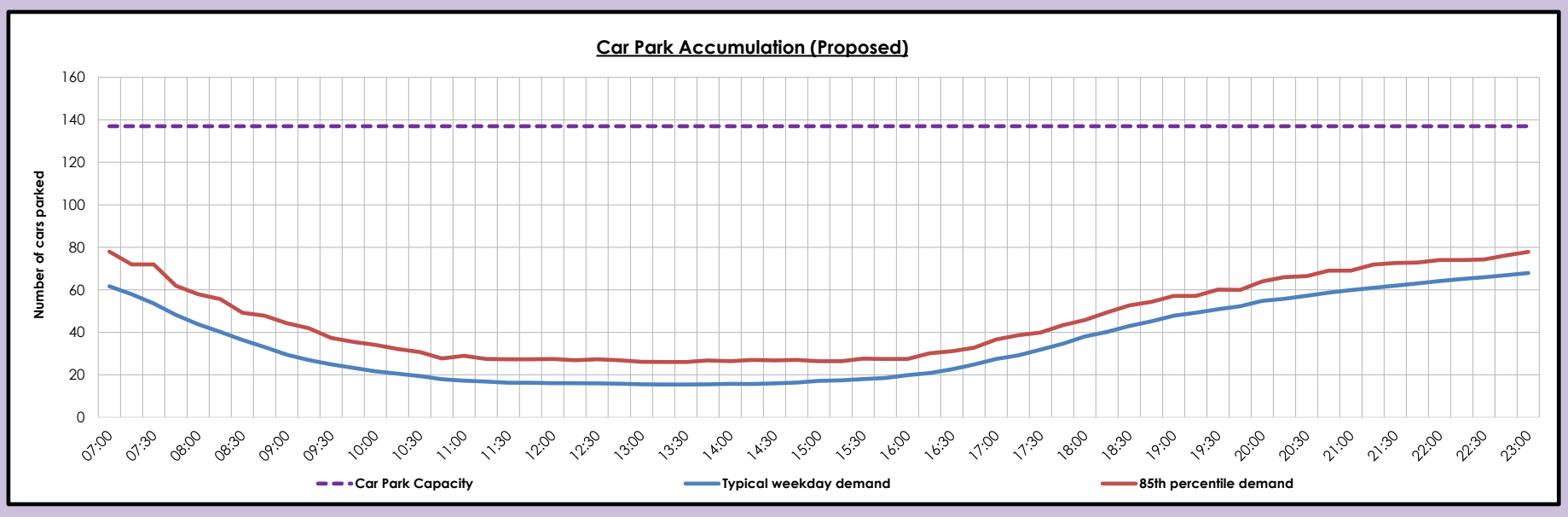
	Arr	Dep	Two-way
AM Peak	3	18	21
PM Peak	14	4	18
Daily	98	92	190

Proposed Restaurant

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

CAR PARK ACCUMULATION





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