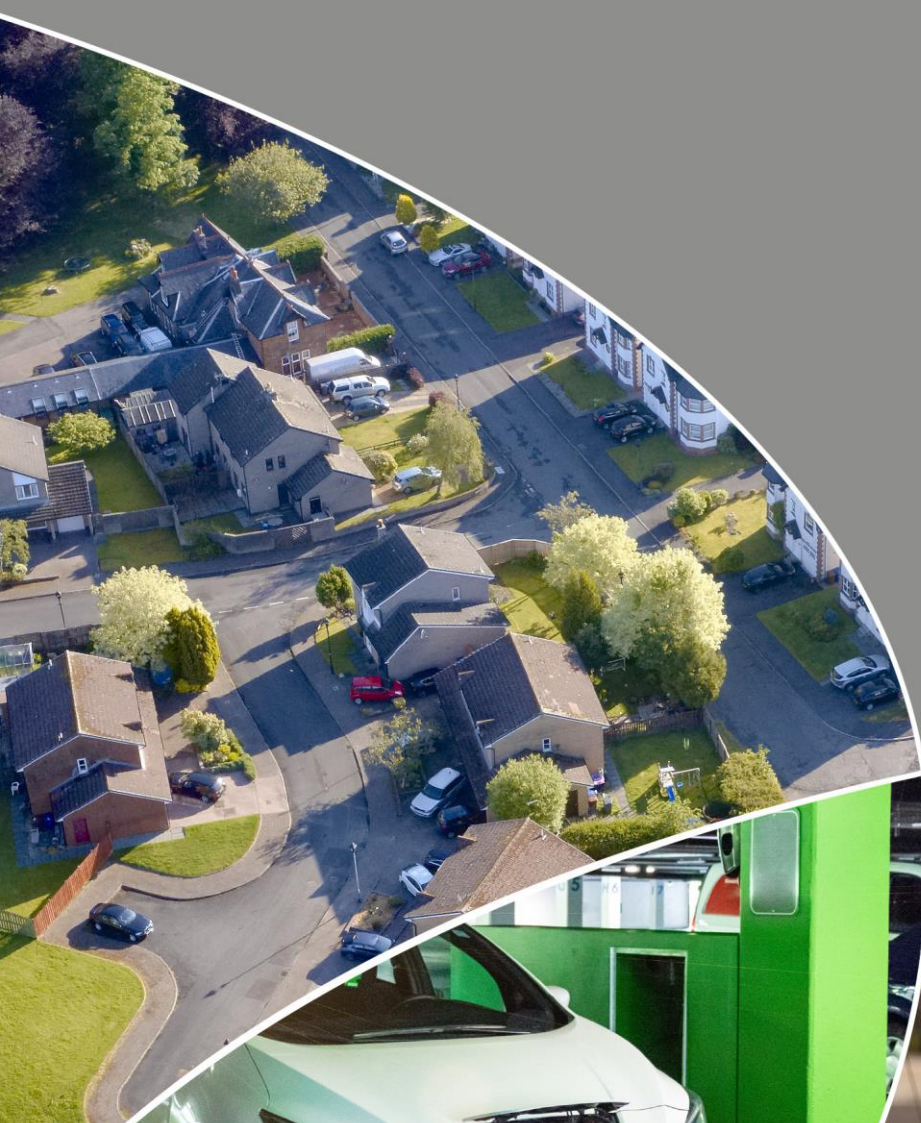




WHITBREAD PLC



Premier Inn Bradford South

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group PLC

2024/8165/TS01

November 2024

DOCUMENT CONTROL

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for Proposed Hotel Extension

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Client: Whitbread Group PLC

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Scheme Details

Local Authority	Kirklees Council
Site Name	Bradford South
Site Address	Whitehall Road, Dyehouse Drive, Cleckheaton BD19 6HG
Site Access Road	Dyehouse Drive
Restaurant Brand	Brewers Fayre
Existing Bedrooms	60
Proposed Total Bedrooms	80
Total Net Additional Bedrooms	20
Existing Car Parking	111
Proposed Car Parking	111

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 Bradford South Premier Inn, Whitehall Road, Dyehouse Drive, Cleckheaton BD19 6HG ("the site").



Figure 1 Premier Inn Bradford South (Source. Premier Inn)

- 1.1.2 The existing site comprises a 60-bedroom Premier Inn hotel and associated Brewers Fayre branded restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 111 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 20-bedroom extension to the existing hotel, resulting in a total of 80 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 Dyehouse Drive as per the existing arrangements, with 111 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 national and local policies.
- **Section 3 – Baseline Conditions:** provides an overview of the existing situation at the site, including the local highway network and accessibility via sustainable modes of travel.
- **Section 4 – Trip Generation:** details the existing trip generation associated with the site as a whole, including hotel- and restaurant-specific trips, provides a forecast in these terms for the site post-extension.
- **Section 5 – Parking Arrangements:** outlines the existing utilisation of the car park at the site, followed by the implications of the proposals in these terms when considering the overall increase in bedrooms, with relevant reference to the locally adopted parking standards for such developments.
- **Section 6 – Access, Layout and Servicing** - outlines the access strategy and internal layout of the site in the context of vehicle movements and general parking provision, considering any alterations as a result of the proposals and the residual impact of the scheme upon servicing activities at the site.
- **Section 7 – Summary and Conclusions:** provides a concise set of conclusions and an overall summary of report findings.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

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

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

(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

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

2.2 Local Planning Policy

2.2.1 The Kirklees Council 'Local Plan Strategy and Policies' (2019) is the statutory development plan.

2.2.2 Paragraph 10.74 of Policy LP21 (Highways and Access) confirms "*[t]he council is committed to ensure that new developments do not material add to the existing highway problems or undermine the safety of all users of the network. Planning can influence road safety through its control and influence on the design of new development."*

2.2.3 Paragraph 10.76 confirms "*[d]evelopments that generate a significant amount of traffic may require the submission of a Transport Statement or a Transport Assessment and Travel Plan depending on the scale of the development and its location in relation to the highway network."*

2.2.4 It is not considered the proposals would generate a "*significant*" amount of traffic, with the removal of the associated branded restaurant resulting in a decrease in two-way movements associated with the site.

2.2.5 Paragraph 10.77 confirms "*[t]he council recognises that all new development can potentially impact on the highway network, it is important that the extent of these impacts are fully understood and considered when determining planning applications."*

- 2.2.6 It is considered the preparation of this Transport Statement will provide Kirklees Council with sufficient evidence of the impact of the proposals to confirm they are satisfactory on highway and transport grounds.

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 The site is located on Whitehall Road, to the north of the town of Cleckheaton, in the county of West Yorkshire. The site location is illustrated in the figure below.

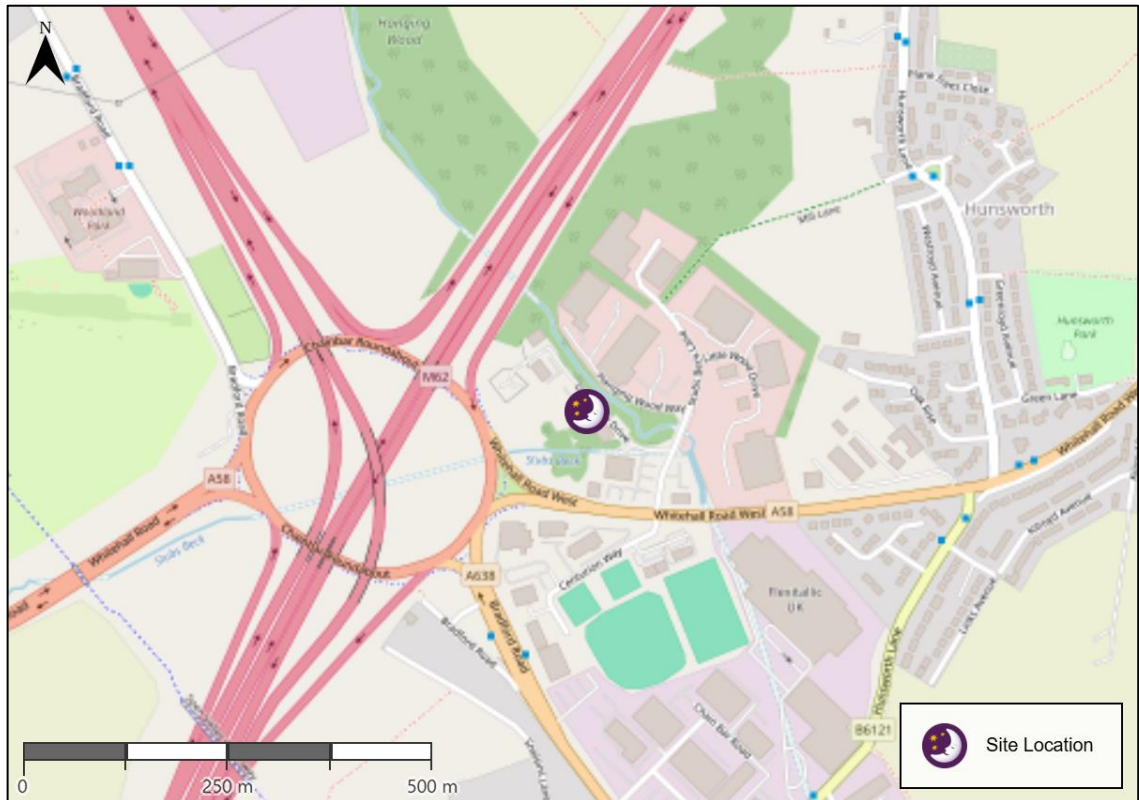


Figure 2 Site Location Plan

3.1.2 As illustrated in the figure above, the extents of the site are predominantly edge of town, 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

3.2.1 Footways connect the site to amenities and public transport stops of the locale. Footways benefit from incidences of dropped kerbs, lighting and tactile paving.

Cycling

3.2.2 Information on local cycle routes can be found at Kirklees Council 'Cycling' webpage:

- <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx>.

3.2.3 It is observed National Cycle Network Route 66 runs through Cleckheaton, to the city of Bradford to the north.

Public Transport

Bus

3.2.4 Bus stops are located on Bradford Road, Hunsworth Lane and Whitehall Road. The stops are served by routes:

- 256 – Bradford to Brighouse.
- 259 – Brighouse to East Bierley.
- 268 – Bradford to Wakefield.

Rail

3.2.5 The closest rail station is Low Moor, located approximately 3.5km from the site, served by Grand Central and Northern services, only, to:

- Bradford Interchange.
- Chester.
- Huddersfield.
- Leeds.
- London Kings Cross.

Summary

3.2.6 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 the M62 and M606. 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 60 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	67	63	129	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 382 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 20-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	16	19	0	0	0
PM Peak	12	4	16	0	0	0
Daily	89	83	173	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 19 two-way movements across the AM peak, 16 across the PM peak and a total of 173 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	+2	+ / - 0
PM Peak	-12	-7	-19
Daily	-105	-105	-210

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 210 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 111 car parking spaces for the shared use of the 60-bedroom hotel and associated branded restaurant.

5.2 Proposed

5.2.1 The proposals would offer 111 spaces post-development for the use of the 80-bedroom hotel, only.

5.3 Car Parking Standards

5.3.1 Car parking standards are contained at 'Kirklees Unitary Development Plan' Appendix 2 (Parking Standards), as reproduced in the table below for reference.

Use Class	Car Parking Standard
C1 Hotels	1 space per bedroom

Figure 7 Parking Standards

5.3.2 Application of the above maximum standards to the net additional 20 guest bedrooms could result in the provision of an additional 20 parking spaces.

5.3.3 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 demand, as based on the RGP held survey data.

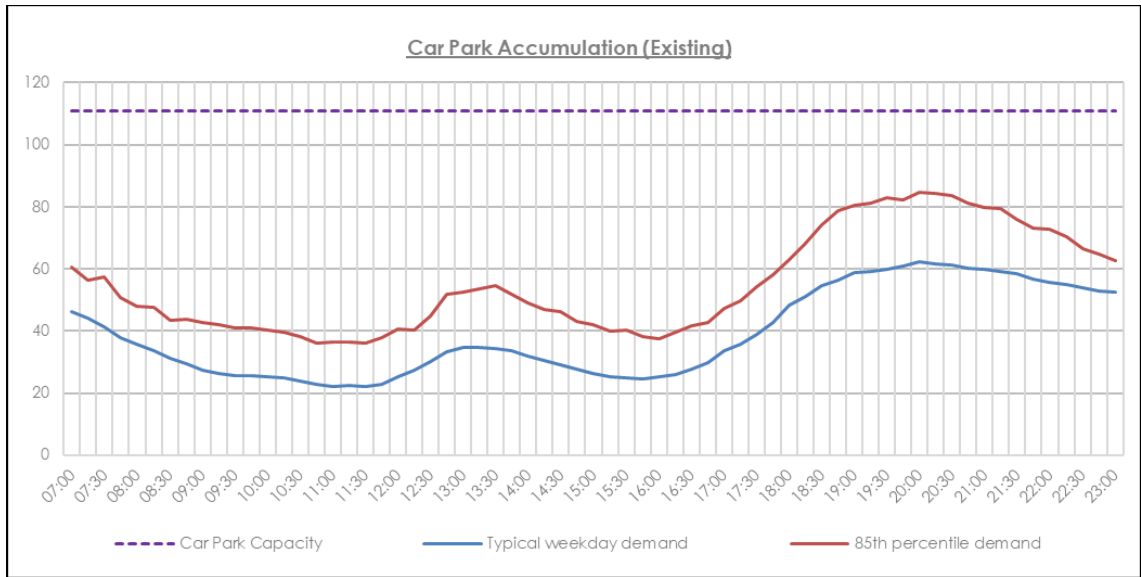


Figure 8 Existing Weekday Car Park Accumulation

5.5.2 As illustrated in the figure above, the existing car park accumulation demonstrates the site operates well 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 demand, as based on the RGP held survey data.

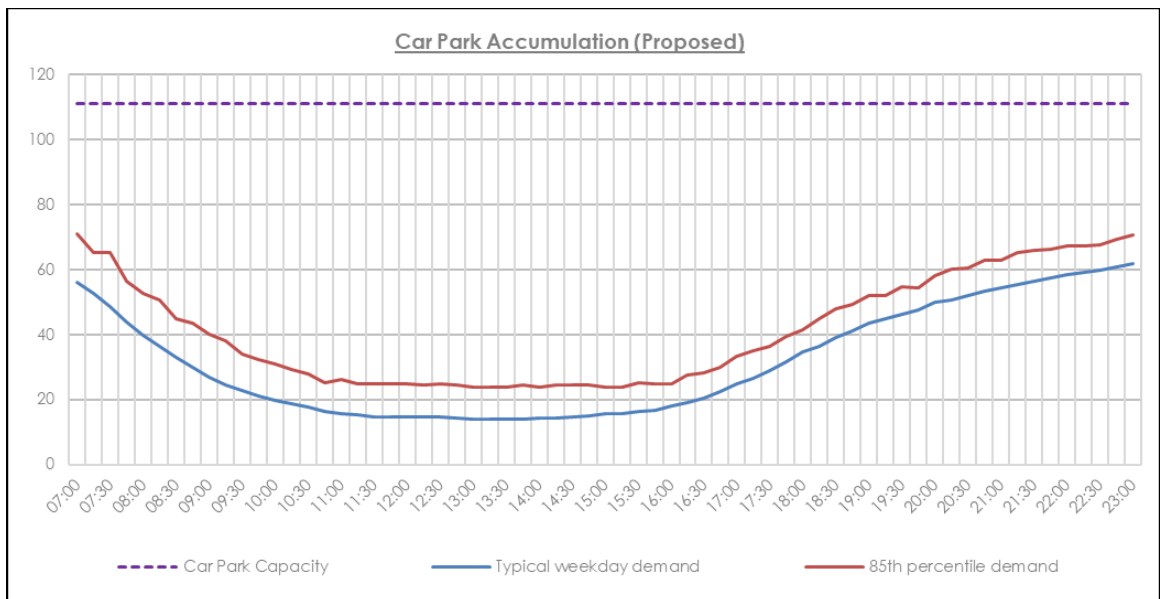


Figure 9 Proposed Parking Demand

5.6.2 As illustrated in the figure above, the car park accumulation demonstrates the proposals would operate within capacity of the proposed 111 space car park, with a maximum demand of 71 parked cars equating to 64% 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 E** for reference.

5.7 Cycle Parking

5.7.1 Cycle parking standards are contained at 'Kirklees Unitary Development Plan' Appendix 2 (Parking Standards), as reproduced in the table below for reference.

Use Class	Cycle Parking Standard
C1 Hotels	1 space per 15 bedrooms

Figure 10 Cycle Parking Standards

5.7.2 Application of the above maximum standards to the net additional 20 guest bedrooms could result in the provision of an additional two parking spaces, conveniently located for guest use.

5.7.3 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 has a single point of access off Stubs Beck Lane / Dyehouse Drive. This access would be retained as part of the proposals.

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 Dyehouse Drive and undertake deliveries and refuse collections within the site curtilage.

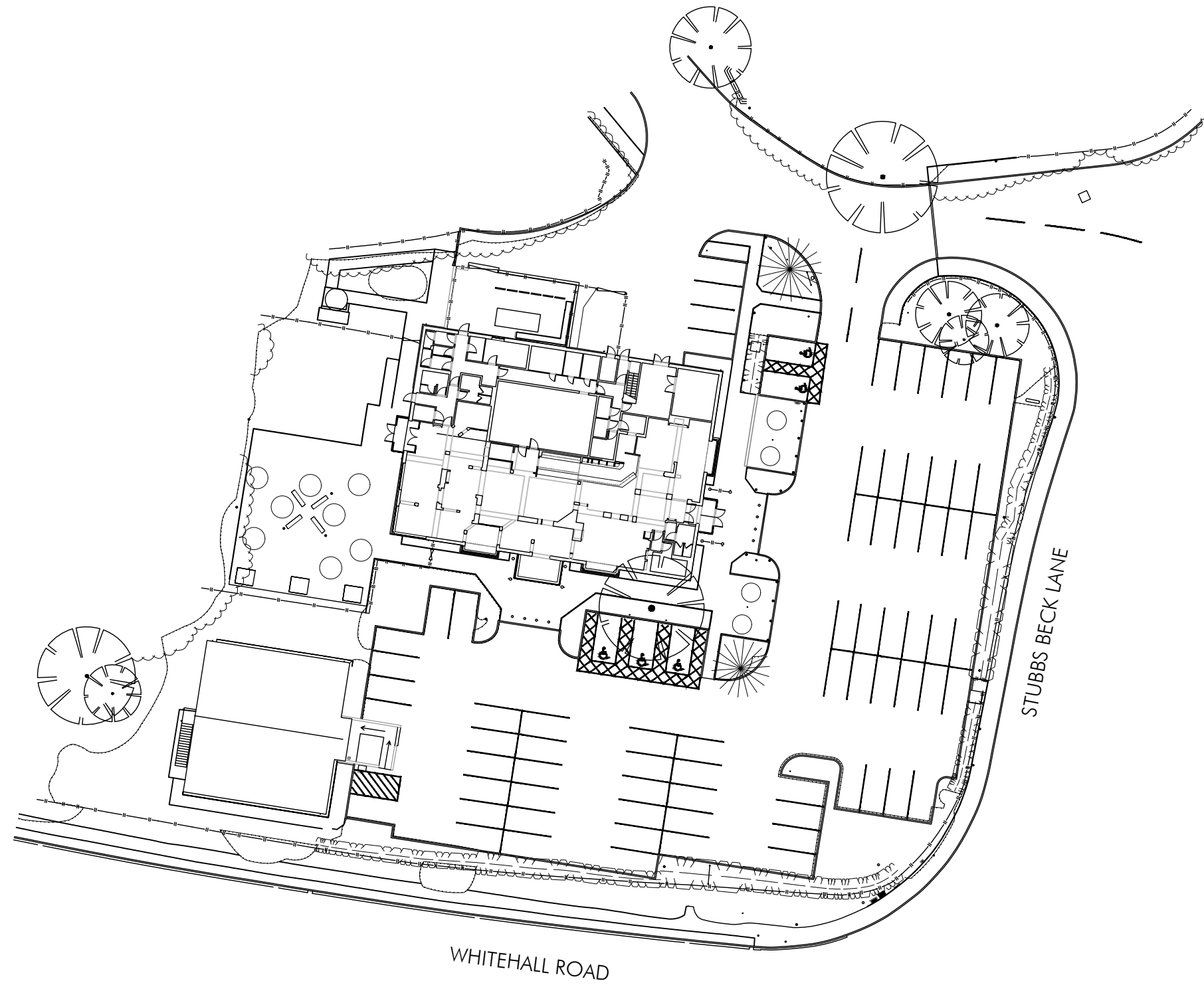
6.3.4 The site would continue to provide a secure refuse store which is designed to be lockable with sufficient drainage points. Bins are allocated for general waste, glass waste and mixed dry recycling. No increase in the frequency of refuse collections would be required post-development.

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 Bradford South Premier Inn, Whitehall Road, Dyehouse Drive, Cleckheaton BD19 6HG ("the site").
- 7.1.2 The existing site comprises a 60-bedroom Premier Inn hotel and associated Brewers Fayre branded restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 111 vehicles for the shared use of the hotel and restaurant.
- 7.1.3 The proposals involve a net 20-bedroom extension to the existing hotel, resulting in a total of 80 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 Dyehouse Drive as per the existing arrangements, with 111 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 382 across the course of a typical day.
 - As summarised in the table above, the site post-development could generate in the order of 19 two-way movements across the AM peak, 16 across the PM peak and a total of 173 across the course of a typical day.
 - In light of the assessments undertaken, the proposed 111 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 As a result of the data and evidence presented within this Transport Statement, Kirklees Council is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.




APPENDIX A



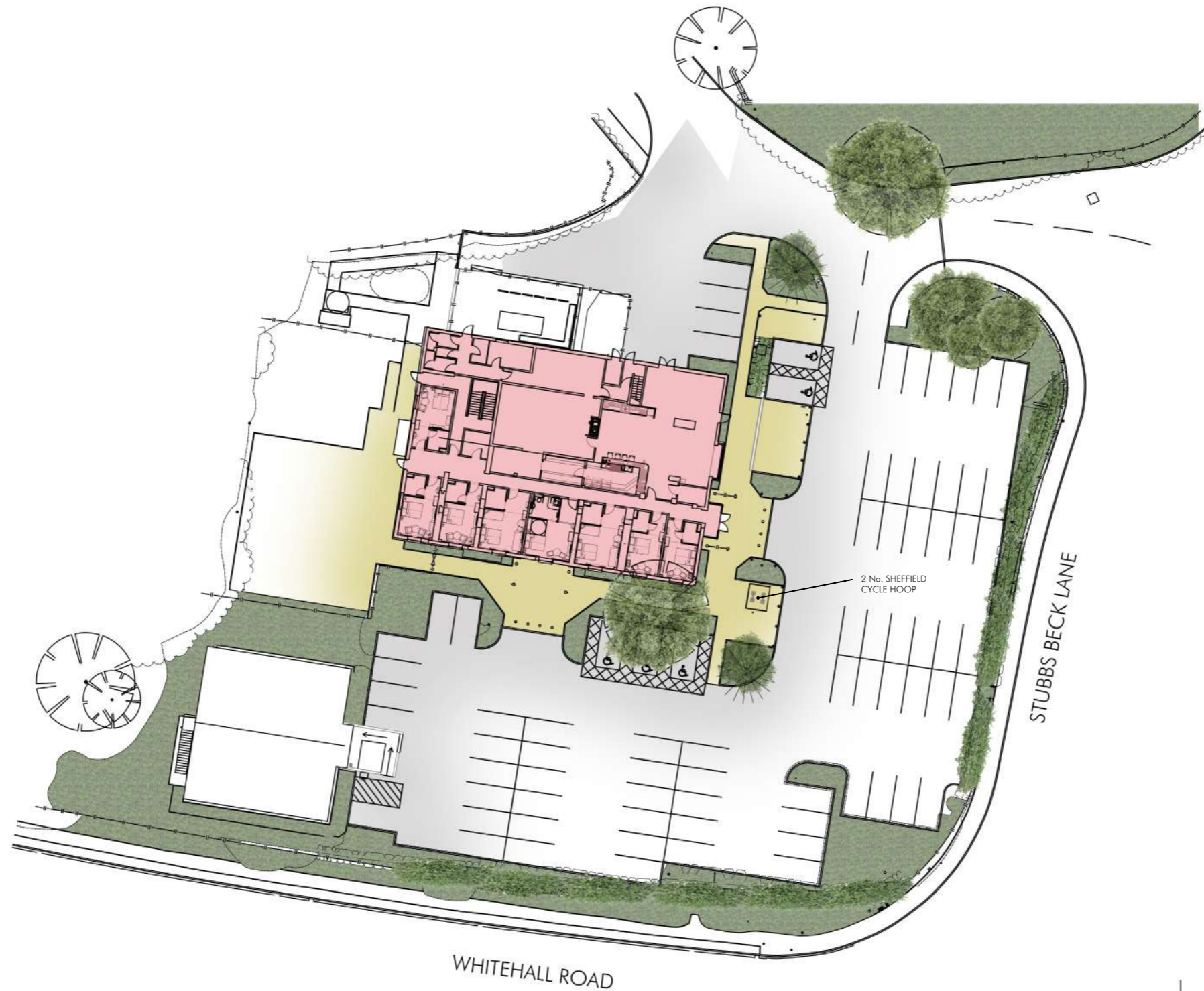
EXISTING SITE PLAN
1:500



AM DRAWN	DRAWN REVISION	30/10/24 DATE	VER
PROJECT PREMIER INN EXTENSION, BRADFORD SOUTH		 ARCHITECTS & DESIGNERS	
TITLE EXISTING SITE PLAN AS SURVEYED			
SCALE 1:500 @ A3			
JOB No PI1125	DRAWING No AP01	REV //	7 Buxton Road West, Disley, Stockport, Cheshire, SK12 2AE Telephone: 01663 763000 Facsimile: 01663 766772 Website: www.allisonpike.com Email: studio@allisonpike.com <small>© Allison Pike Partnership Limited.</small>



APPENDIX B



PROPOSED SITE PLAN
1:500



AM	REV A: 2 No. SHEFFIELD CYCLE HOOP LABEL ADDED AND GARDEN TABLES REMOVED		
AM	DRAWN		30/10/24
DRAWN	REVISION	DATE	VER
PROJECT PREMIER INN EXTENSION, BRADFORD SOUTH		 ARCHITECTS & DESIGNERS	
TITLE PROPOSED SITE PLAN			
SCALE 1:500 @ A3			
JOB No PH1125	DRAWING No AP03	REV A	7 Boston Road West, Disley, Stockport, Cheshire, SK12 2AE. Website: www.allisonpike.com Telephone: 01663 763000 Facsimile: 01663 766772 Email: studio@allisonpike.com © Allison Pike Partnership Limited.



APPENDIX C

Summary of Whitbread Hotel and Restaurant Survey Sites

Premier Inn Hotel and Restaurant Sites								
LOCATION	SURVEY DATE				RESTAURANT BRAND	BEDROOMS	COVERS	PARKING
Aldershot GU11 1SQ	Wednesday	6	October	2010	Brewers Fayre	60	220	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	

RGF TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

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APPENDIX D

Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - Bradford South

SITE DETAILS

Existing Site	
Hotel Bedrooms:	60
Restaurant Covers:	200
Car Parking Spaces:	111

Proposed Alterations	
Additional Bedrooms:	20
Change in Covers:	-200
Change in Parking:	0

Total Site (Proposed)	
Total Bedrooms:	80
Total Covers:	0
Total Parking:	111

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

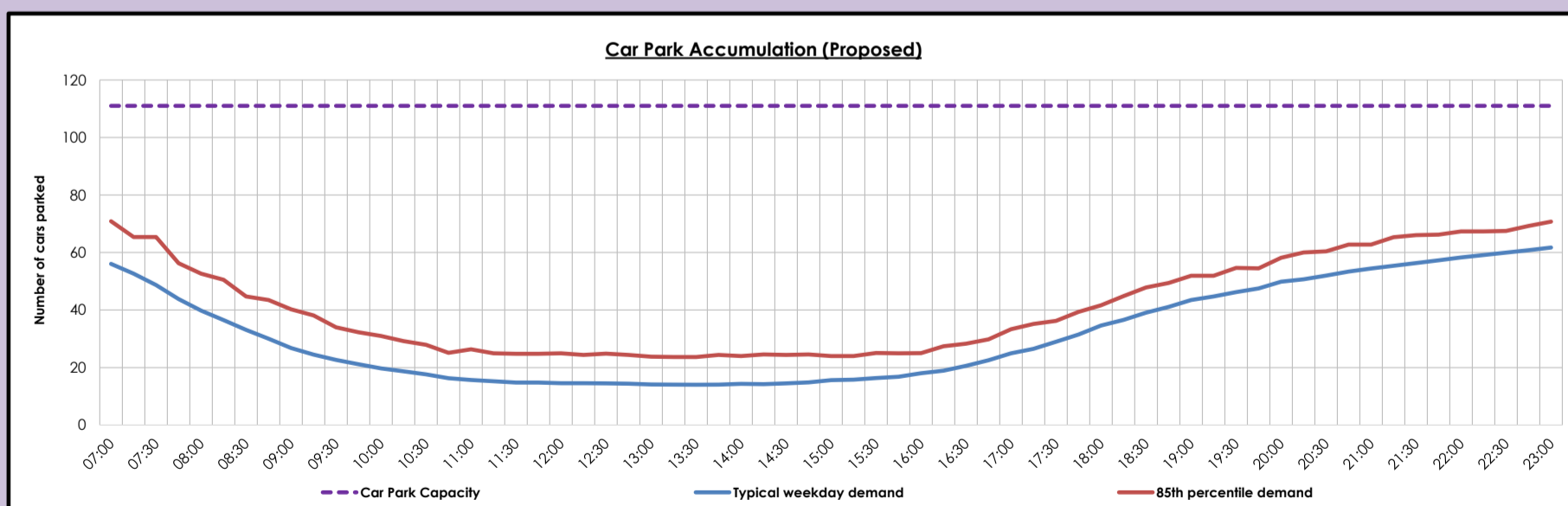
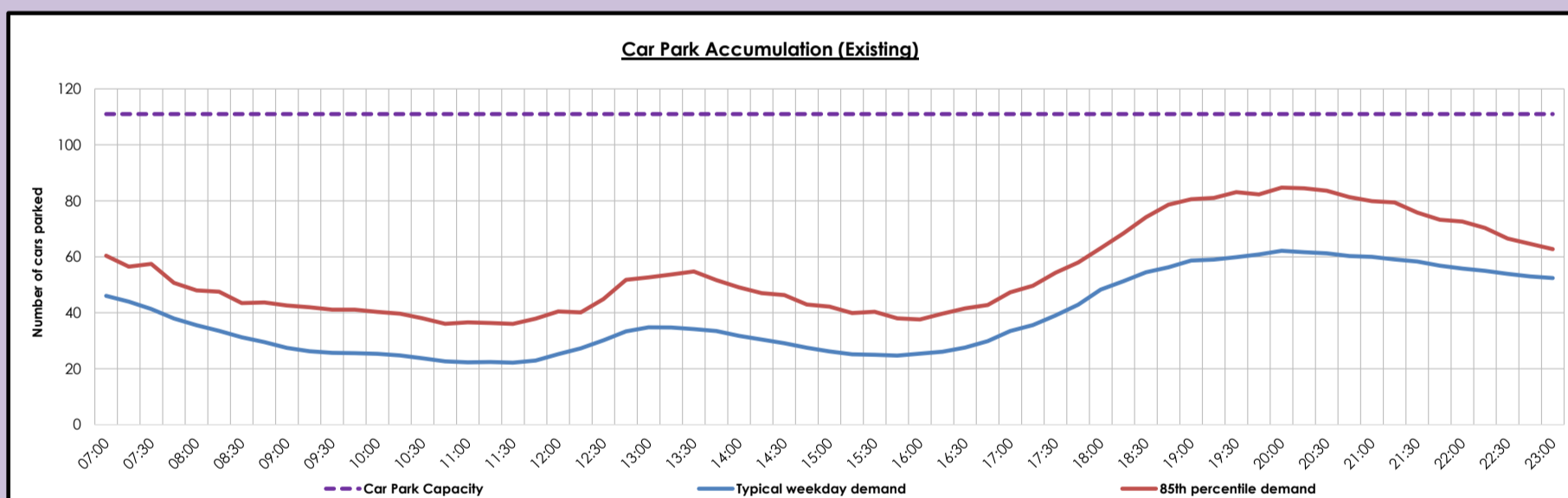
Existing Hotel			
	Arr	Dep	Two-way
AM Peak	2	12	14
PM Peak	9	3	12
Daily	67	63	129

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	16	19
PM Peak	12	4	16
Daily	89	83	173

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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