



WHITBREAD PLC



Premier Inn Merthyr Tydfil

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group PLC

2024/7920/TS02

June 2025

DOCUMENT CONTROL

Project: Premier Inn Merthyr Tydfil
for Proposed Hotel Extension

Report Type: Transport Statement

Client: Whitbread Group PLC

Reference: 2024/7920/TS02

DOCUMENT REVIEW

Author:	SDH	Date:	17/06/2025
Checked by:	JSC	Date:	17/06/2025
Approved by:	NDR	Date:	17/06/2025

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	17/06/2025	Issue A	NDR
2.			
3.			
4.			
5.			

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Scheme Details

Local Planning Authority	Merthyr Tydfil Borough Council
Site Name	Merthyr Tydfil
Site Address	Duffryn Road, Pentrebach, Merthyr Tydfil
Site Access Road	Duffryn Road
Restaurant Brand	Table Table
Existing Bedrooms	62
Proposed Total Bedrooms	76
Total Net Additional Bedrooms	14
Existing Car Parking	113
Proposed Car Parking	97

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 Merthyr Tydfil Premier Inn, Duffryn Road, Pentrebach, Merthyr Tydfil ("the site").



Figure 1 Premier Inn Merthyr Tydfil (Premier Inn. 2025)

- 1.1.2 The existing site comprises a 62-bedroom Premier Inn hotel and associated Table Table restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 113 vehicles for the shared use of the hotel and restaurant.
- 1.1.3 The updated proposals involve a net 14-bedroom extension to the existing hotel, resulting in a total of 76 bedrooms, with 97 car parking spaces post-development. Access would continue to be afforded from Duffryn Road as per the existing arrangements.

1.2 RGP & Whitbread Operations

- 1.2.1 RGP is retained as Whitbread's Highway Consultant having been involved in new build and extension projects across the Whitbread estate throughout the United Kingdom (UK).
- 1.2.2 As a result, RGP has a wealth of survey data in relation to trip generation and parking demand for existing sites throughout the UK. This data is therefore used, in part, to determine the likely operation of the proposals in highways and transport terms post-development. The full details of which are included within this Transport Statement.

1.3 Report Structure

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

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

1.4 P/24/0133

1.4.1 The planning application was submitted to Merthyr Tydfil County Borough Council in June 2024 under reference P/24/0133, seeking the following:

Extension to existing hotel to provide additional bedrooms, together with alterations to the car park and associated works.

1.4.2 RGP have engaged in extensive engagement with Merthyr Tydfil Borough Council regarding the development proposals which has involved the preparation of:

- RGP Highways Response I (document reference. 2024/7920/TN01).
- RGP Highways Response II (document reference. 2024/7920/TN02).
- Virtual Meeting with Merthyr Tydfil Borough Council Officers (date. 03/04/2025).
- RGP Letter to Merthyr Tydfil Borough Council (document dated. 04/04/2025).

1.4.3 Throughout this engagement, the principles of establishing Trip Generation and Parking Demand using RGP's data for comparable Whitbread (Premier Inn) sites has been accepted by Merthyr Tydfil Borough Council, with this Transport Statement prepared to reflect minor changes to the development proposals following this engagement.

1.4.4 It should be noted RGP have additionally prepared:

- Travel Plan (document reference. 2024/7920/TP01).
- Parking Management Plan (document reference. 2024/7920/TN03).
- Construction Traffic Management Plan (document reference. 2024/7920/CTMP01).

1.4.5 It is recommended all documents are read in conjunction with this Transport Statement.

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 Paragraph 115 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."*
- 2.1.3 In consideration of Point D, above, Paragraph 58 confirms "*[p]lanning obligations must only be sought where they meet all of the following tests:*
- a) *necessary to make the development acceptable in planning terms;*
 - b) *directly related to the development; and*
 - c) *fairly and reasonably related in scale and kind to the development."*
- 2.1.4 Paragraph 116 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."*

2.2 Local Planning Policy

- 2.2.1 The Local Highway Authority for the site is Merthyr Tydfil Borough Council.
- 2.2.2 The Merthyr Tydfil 'Replacement Local Development Plan 2016 – 2031' Objective 7 (Transport) aims "to support an integrated transport system, promote active travel and ensure new developments are accessible by walking, cycling and public transport links."
- 2.2.3 Policy SW12 (Improving the Transport Network) recognises the "Transport Hierarchy and national policy aims to reduce the need to travel, particularly by private motor vehicles, by supporting healthy and sustainable transport options and encouraging a modal shift."
- 2.2.4 The Objectives of Policy SW12 comprise:

- *"To improve human health and well-being and reduce inequalities.*
- *To reduce the need to travel and encourage sustainable modes of transport.*
- *To ensure essential utilities and infrastructure are available to meet the needs of all.*
- *To minimise the contribution to climate change whilst maximising resilience to it."*

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The site is located in the village of Pentrebach, to the south of the town of Merthyr Tydfil, close to local amenities and public transport stops to include bus stops and National Rail stations which could be reached on foot from the site.

3.2 Walk

- 3.2.1 Table 4.1 (Typical Distance Range for Each Mode of Active Travel) of The Welsh Government 'Active Travel Guidance' (2021) confirms many walkers would travel up to two miles for utility journeys. Application of a two-mile walk catchment is illustrated in the figure below.

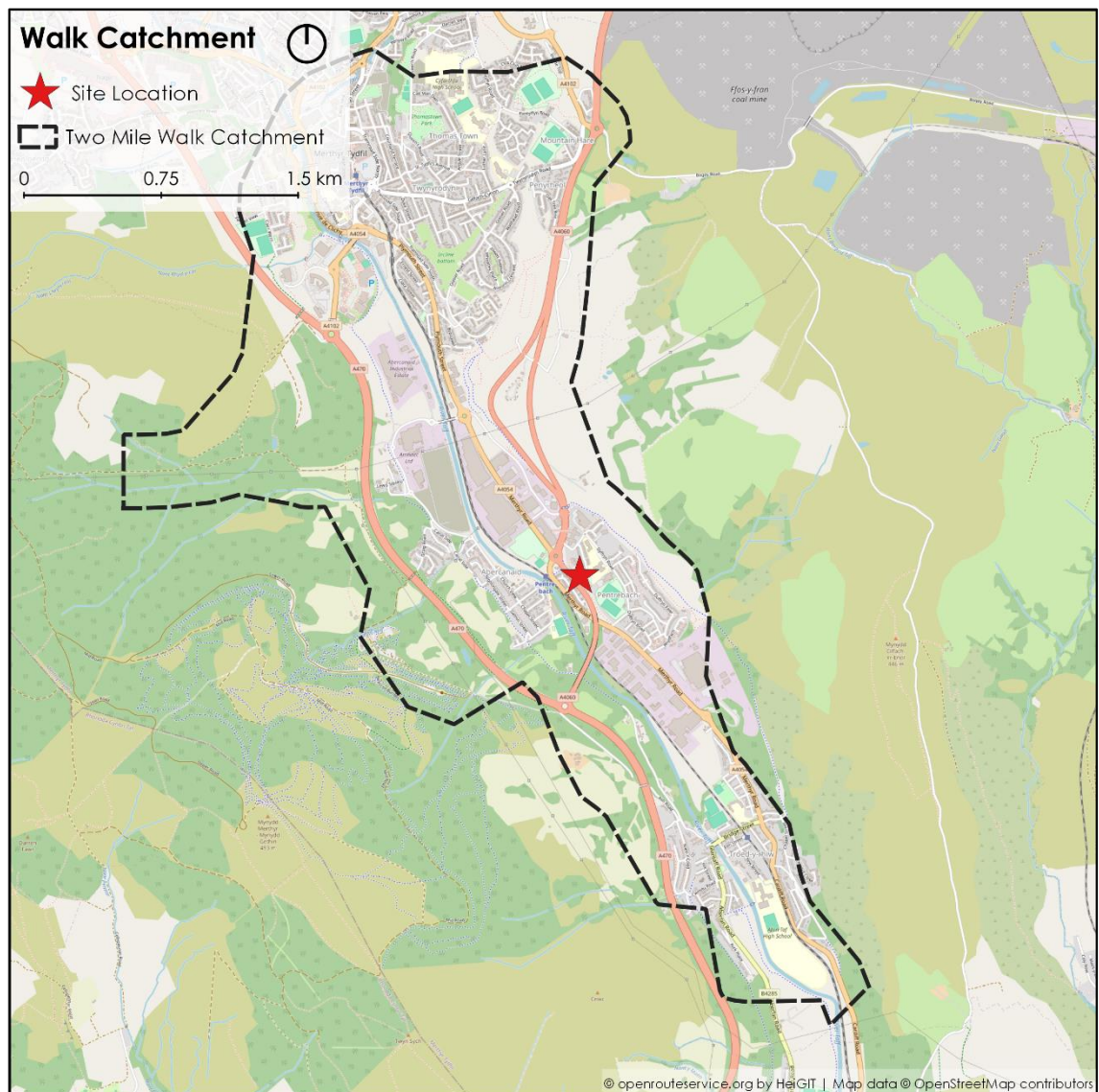


Figure 2 Walk Catchment

3.2.2 Application of a two-mile walk catchment demonstrates that local public transport stops and stations are accessible on foot. It is illustrated the town centre of Merthyr Tydfil would also be accessible on foot.

3.2.3 It is considered some staff could live within the above walk catchment, given Whitbread aim to recruit staff through local job centres, and therefore, would reside within the above catchment.

3.3 Bicycle

3.3.1 Table 4.1 (Typical Distance Range for Each Mode of Active Travel) of The Welsh Government 'Active Travel Guidance' (2021) confirms many cyclists could travel up to five miles for utility journeys. Application of a five-mile cycle catchment is illustrated in the figure below.

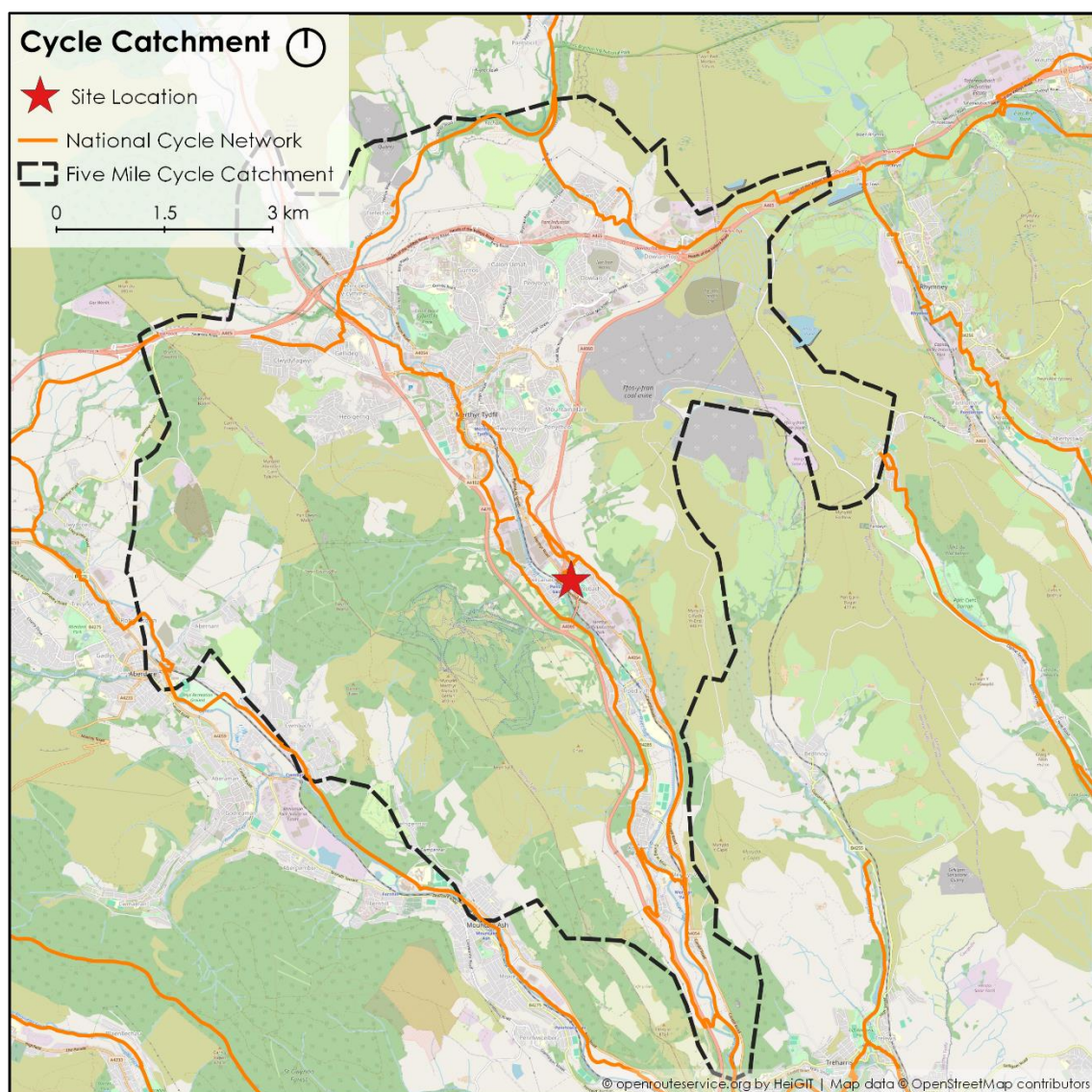


Figure 3 Cycle Catchment

3.3.2 Application of a five-mile cycle catchment demonstrates that Merthyr Tydfil to the north and Aberfan to the south would be accessible by bicycle. It is illustrated Merthyr Tydfil is located on National Cycle Network Routes:

- 8 – Cardiff to Holyhead.
- 477 – Trevithick Trail.

3.3.3 Merthyr Tydfil is additionally located close to Routes:

- 46 – Bromsgrove to Neath.
- 476 – Three Parks Trail.
- 478 – Abercynon to Penderyn.

3.3.4 Further information on the above routes can be found at:

- <https://www.sustrans.org.uk/>.

3.3.5 It should be noted Whitbread operate 'Cycle Friendly' hotels, and therefore, travel to and from the site by bicycle could be attractive to guests. Guests are permitted to store their bicycle in dedicated stores, or in their rooms, should they wish.

3.3.6 As confirmed above, Whitbread aim to recruit staff through local job centres, and therefore, would reside within a five-mile radius of the site – in light of this, it is considered some staff could commute by bicycle, with cycle parking provided on-site.

3.4 Bus

3.4.1 The closest bus stops are located to the immediate front of the site. The stops are served by route 81, to comprise:

- Bryngolau - Merthyr Tydfil.

3.4.2 The 81 operates Monday to Saturday, only.

3.4.3 Additional services can be boarded on Merthyr Road. The stops are located at an approximate five-minute walk from the site. The stops are served by Stagecoach and Traws Cymru services, to comprise routes:

- 78 – Merthyr Tydfil – Pontypridd.
- 79 – Bedlinog - Merthyr Tydfil.
- T4 – Cardiff – Newton.
- T14 – Brecon – Hereford.

3.4.4 It is considered the stops could provide opportunities for staff travel to and from the site as part of their commute and for guest travel to and from the site as part of their arrival / departure from the site or their in-stay travel.

3.4.5 Further information on the services can be found at:

- <https://www.stagecoachbus.com/>.
- <https://traws.cymru/en>.

3.5 Rail

3.5.1 The closest rail station is Pentre-Bach. The station is located at an approximate six-minute walk from the site. The station is served by Transport for Wales services, only, to comprise routes to:

- Cardiff Central.
- Merthyr Tydfil.

3.5.2 It is considered the station could provide opportunities for staff travel to and from the site as part of their commute and for guest travel to and from the site as part of their arrival / departure from the site or their in-stay travel.

3.5.3 Further information on the station can be found at:

- <https://www.nationalrail.co.uk/stations/pentre-bach/>.

3.6 Road

3.6.1 The site is located off the A4060. The A4060 is located off the A470. The A470 connects Cardiff to the south and Llandudno to the north. The A470 is located off the M4. The M4 connects Chiswick to Pont Abraham.

3.7 Summary

3.7.1 As summarised above, it is considered there are opportunities for guest and staff travel to and from the site to be completed by active and sustainable travel modes. Such travel is often cheaper, and in some cases, more convenient than the private car.

3.8 Travel Plan

3.8.1 A Travel Plan (document reference. 2024/7920/TP01) has additionally been prepared by RGP which aims to promote active (walking and cycling) and sustainable (public transport) travel modes to staff, guests and diners as far as is reasonably practicable.

4 TRIP GENERATION

4.1 Context

- 4.1.1 It is appreciated that the Trip Rate Information Computer System (TRICS) is considered the 'Industry Standard' tool for deriving trip generation, in RGP's experience the hotel data is not representative of Whitbread operations. Hotels within TRICS often contain 'other' (i.e. leisure facilities) on-site uses which can result in the subsequent trip generation calculated not being representative of hotels which do not contain such on-site uses.
- 4.1.2 Therefore, RGP commissioned Independent Traffic Surveys at Whitbread (Premier Inn) operations between 07:00 and 23:00 which captured:
- All vehicle arrivals and departures (to include occupants' purpose of visit i.e. hotel, restaurant or other).
 - Parking beat counts at 15-minute intervals.
 - A record of the number of hotel bedrooms occupied each survey night (to enable all results to be factored to reflect full room occupancy).
- 4.1.3 The Surveys allow for a separate hotel and restaurant (where a hotel is co-located with an on-site branded restaurant) vehicle trip rate to be established. It should be noted TRICS is not able to distinguish a separate trip rate for hotel and restaurant elements, and therefore, the Survey data has a high level of accuracy when establishing trip generation at Whitbread operations.
- 4.1.4 This approach to calculating the existing and proposed trip generation has been accepted by Merthyr Tydfil Borough Council.
- 4.1.5 The Survey Schedule is attached hereto at **Appendix A** for reference.

4.2 Existing

- 4.2.1 The figure below summarises the existing vehicle trip generation at the site associated with the 62 hotel bedrooms and Table Table 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	13	15	3	2	5
PM Peak	10	3	12	15	8	23
Daily	69	65	134	128	126	253

Figure 4 Existing Trip Generation

- 4.2.2 The existing site could generate in the order of 20 two-way movements across the AM peak, 35 across the PM peak and a total of 387 across the course of a typical day.

4.3 Proposed

- 4.3.1 The figure below summarises the net trip generation impact of the additional 14 bedrooms as proposed. Trips to the existing bedrooms and restaurant would be unaffected.

Time Period	Trip Generation Net Impact		
	Arrivals	Departures	Two-way
AM Peak	+1	+3	+3
PM Peak	+2	+1	+3
Daily	+16	+15	+30

Figure 5 Proposed 14 Hotel Bedrooms – Net Trip Generation Impact

- 4.3.2 The net impact of the proposals is an increase in two-way movements across the course of a typical day associated with the site in the order of 30 movements. This is not considered a significant increase and would not have an impact on the operation of the local highway network.
- 4.3.3 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 Context

- 5.1.1 Presently, the car park at the Premier Inn Merthyr Tydfil operates for the shared use of the existing hotel and associated branded restaurant. The associated peak parking demands for the two land uses are nonconcurrent, with hotel guest demand greatest overnight and restaurant diner demand greatest at and around mealtimes, facilitating its shared use.
- 5.1.2 Car parking at the site post-development would continue to be for the shared use of the hotel and associated branded restaurant. The associated peak parking demands for the two land uses would continue to be nonconcurrent, therefore, facilitating its continued shared use.
- 5.1.3 It has been demonstrated through RGP prepared Technical Notes (references. 2024/7920/TN01 and 2024/7920/TN02) and RGP letter to Merthyr Tydfil Borough Council 'Development Control' (dated. 04/04/2025) that the car parking provision post-development would be sufficient for the continued shared use of the hotel and associated branded restaurant. This was agreed by the Council.
- 5.1.4 For reference, all RGP technical assessments included across the Technical Notes and letter to Merthyr Tydfil Borough Council should be considered robust – all assessments are factored to reflect the proposed site operating at full capacity, to assume all restaurant covers and hotel bedrooms are sold. The assessment are reproduced below, for reference.

5.2 Car Parking

Existing

- 5.2.1 The figure below illustrates the existing car parking demand of the 62 hotel bedrooms and 200 cover Table Table branded restaurant. For reference:
- The 'Green Line' illustrates the RGP held data of comparable Whitbread (Premier Inn) operations.
 - The 'Blue Dots' illustrate the average results of a Car Parking Survey completed at the site in April 2024.
 - The 'Pink Dots' illustrate the max results of a Car Parking Survey completed at the site April 2024.
- 5.2.2 It should be noted the RGP held data and CPS results have been factored, where required, to reflect 100% room occupancy rate. The factoring of the CPS results is highly robust given that this basic uplift will also include restaurant vehicles captured within the survey.

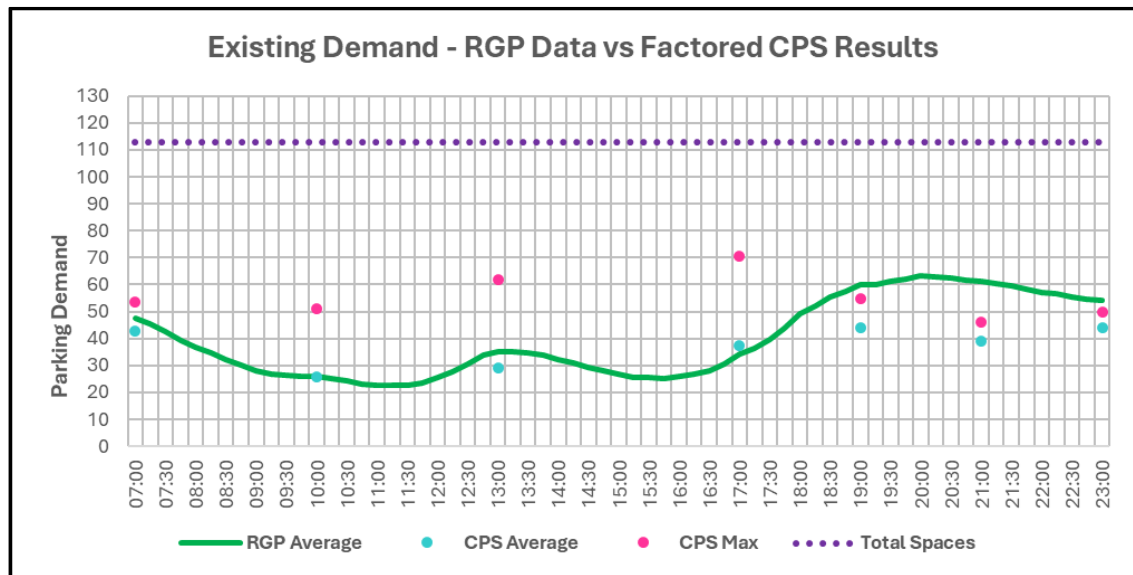


Figure 6 Existing Car Parking Demand

5.2.3 It is illustrated that the existing parking provisions are presently sufficient on a day-to-day basis, and the 'CPS Max' figures indicate that any intermittent peaks in demand (e.g. when the restaurant is particularly busy) are also accommodated satisfactorily. This therefore validates that there is currently a surplus of parking at the site relative to actual and likely demands, and this has been accepted by the Council.

Proposed

5.2.4 The figure below illustrates the proposed car parking demand to take account of the net 14-bedroom (i.e. robustly assuming one car per new bedroom proposed) extension and retention of the 200 cover Table Table branded restaurant. For reference:

- The 'Green Line' illustrates the RGP held data of comparable Whitbread (Premier Inn) operations.
- The 'Blue Dots' illustrate the average results of a Car Parking Survey completed at the site.
- The 'Pink Dots' illustrate the max results of a Car Parking Survey completed at the site.

5.2.5 It should be noted the RGP held data and CPS results have been factored, where required, to reflect 100% room occupancy rate. The factoring of the CPS results is highly robust given that this basic uplift will also include restaurant vehicles captured within the survey.

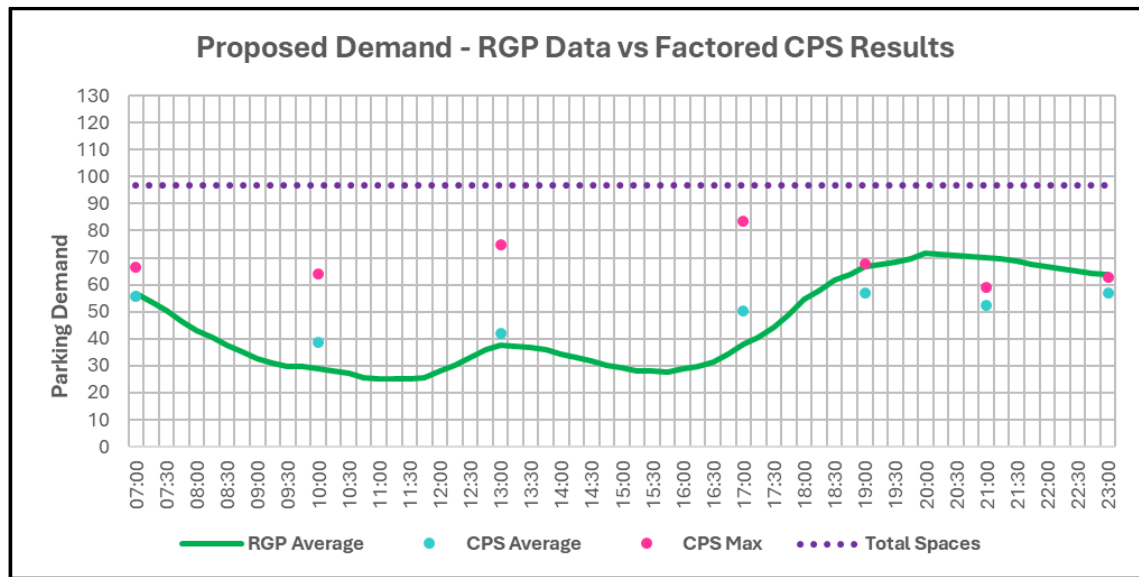


Figure 7 Proposed Car Parking Demand

5.2.6 It is illustrated that the proposed parking provisions would be sufficient on a day-to-day basis, and the 'CPS Max' figures indicate that any intermittent peaks in demand (e.g. when the restaurant is particularly busy) are also accommodated satisfactorily. This therefore validates that there would continue to be a surplus of parking at the site relative to actual and likely demands, and this has also been accepted by the Council.

5.3 Parking Management Plan

5.3.1 A Parking Management Plan (document reference. 2024/7920/TN03) has additionally been prepared by RGP which details a number of management measure to be adopted at the site.

5.4 Cycle Parking

5.4.1 Two cycle stands will be delivered to the front of the hotel with provision for the parking of up to for bicycles. The location of the parking benefits from natural surveillance of the hotel reception and guests arriving at and departing from the hotel.

5.4.2 It should be noted Whitbread (Premier Inn) operate a 'Cycle Friendly Policy' whereby guests are permitted to store their bicycle in their room, therefore, effectively increasing the provision of cycle parking at the site.

6 ACCESS, LAYOUT AND SERVICING

6.1 Access

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

6.2 Layout

- 6.2.1 Although minor alterations are proposed, the fundamental layout of the site would remain as existing, with all vehicles able to enter and egress the site in forward gear, including the use of the formally marked car parking spaces. Delivery and servicing activities would take place in a consistent manner with the existing procedures within the site curtilage.

6.3 Delivery / Servicing Activity

- 6.3.1 Whitbread sites containing a Premier Inn hotel and branded restaurant are served by a combined 15 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 8 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 Duffryn Road 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 Merthyr Tydfil Premier Inn, Duffryn Road, Pentrebach, Merthyr Tydfil ("the site").
- 7.1.2 The existing site comprises a 62-bedroom Premier Inn hotel and associated Table Table restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 113 vehicles for the shared use of the hotel and restaurant.
- 7.1.3 The proposals involve a net 14-bedroom extension to the existing hotel, resulting in a total of 76 bedrooms, with 97 car parking spaces post-development. The additional hotel bedrooms would be facilitated through the conversion of the existing branded restraint. Access would continue to be afforded from Duffryn Road as per the existing arrangements.
- 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 20 two-way movements across the AM peak, 35 across the PM peak and a total of 387 across the course of a typical day.
 - The net impact of the proposals is an increase in two-way movements across the course of a typical day associated with the site in the order of 30 movements. This is not considered a significant increase.
 - The proposals would continue to provide adequate car parking to cater for all parking demands.
 - 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.
- 7.1.5 As a result of the data and evidence presented within this Transport Statement, Merthyr Tydfil Borough Council is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds, as previously established.

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	

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