

Premier Inn Wrexham North (A483)

TRANSPORT STATEMENT

for Proposed Hotel Extension

on behalf of Whitbread Group Plc.

2026/9571/TS01

August 2026

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TABLE OF CONTENTS

1 INTRODUCTION 1
1.1 Context 1
1.2 RGP & Whitbread 1
1.3 Document Sections 1
1.4 Additional Documents 2
2 PLANNING POLICY CONTEXT 3
2.1 Planning Policy Wales 3
2.2 Wrexham Unitary Development Plan 3
3 BASELINE CONDITIONS 5
3.1 Site Location 5
3.2 Walking 5
3.3 Cycling 6
3.4 Bus 7
3.5 Rail 7
3.6 Car 8
3.7 Summary 8
4 TRIP GENERATION 9
4.1 Context 9
4.2 Trip Rates 9
4.3 Existing Trip Generation 9
4.4 Proposed Trip Generation 10
4.5 Net Impact 10
5 ACCESS 12
5.1 Existing Arrangement 12
5.2 Proposed Arrangement 13
6 PARKING 14
6.1 Existing Car Parking 14
6.2 Car Parking Standard 14
6.3 Proposed Car Parking 15
6.4 Cycle Parking Standard 15
7 DELIVERIES & SERVICING 17
7.1 Requirement 17
7.2 Refuse & Recycling 17
8 SUMMARY & CONCLUSIONS 18

Appendices

Appendix A Whitbread Independent Traffic Survey Site List
Appendix B Trip Generation and Car Parking Demand Assessment Sheet

List of Figures

Figure 1 Site Location Plan 5
Figure 2 Suggested Acceptable Walking Distance 6
Figure 3 Indicative 2km Walk Isochrone 6
Figure 4 Indicative 5km Cycle Isochrone 7
Figure 5 Hotel and Restaurant Vehicle Trip Rates 9
Figure 6 Existing Vehicular Trip Generation 10
Figure 7 Proposed Vehicular Trip Generation 10
Figure 8 Vehicular Trip Generation Net Impact 10
Figure 9 Highway Safety Appraisal Output (Source. Crashmap) 13
Figure 10 Existing Car Park Accumulation 14
Figure 11 Proposed Car Park Accumulation 15
Figure 12 Delivery & Servicing Requirement 17

Scheme Details

Site Name	Premier Inn Wrexham North (A483)
Site Address	Chester Road, Gresford, Wrexham, LL12 8PW
Existing Bedrooms	60
Proposed Total Bedrooms	73
Total Net Additional Bedrooms	13
Existing Car Parking	112
Proposed Car Parking	112

1 INTRODUCTION

1.1 Context

1.1.1 This Transport Statement (TS) is prepared by RGP Consulting Engineers Limited (RGP) in support of a proposed development at Premier Inn Wrexham North (A483), Chester Road, Gresford, Wrexham, LL12 8PW ("the site").

1.1.2 The existing site comprises a 60 Premier Inn branded hotel and associated circa 200 cover restaurant. On-site car parking is provided in the order of 112 spaces for the shared use of the hotel and restaurant.

1.1.3 The proposed development comprises a net 13 bedroom extension to the existing hotel through the conversion of the existing restaurant. A guest restaurant would be provided post-development. On-site car parking would be provided in the order of 112 spaces post-development.

1.1.4 While the proposed development would increase the number of bedrooms on-site, the impact of this would be offset in highways and transport terms (trip generation and car parking demand) through the removal of the associated branded restaurant.

1.2 RGP & Whitbread

1.2.1 RGP are retained as the Whitbread's Highways and Transport Consultant.

1.2.2 RGP have prepared highways and transport documentation associated with new build, extension and conversion projects across the Whitbread estate in the United Kingdom (UK) and Republic of Ireland (RoI).

1.2.3 RGP therefore have a good understanding of the operational characteristics of Whitbread sites, to include a bespoke dataset which allows for the highways and transport impacts of proposals to be assessed in trip generation terms.

1.2.4 Further details are provided throughout this document as appropriate.

1.3 Document Sections

1.3.1 This document has been prepared to assess the potential transport impacts of the proposed development. This document is comprised of the following sections:

- **Section 2 – Planning Policy Context**.
- **Section 3 – Baseline Conditions**.
- **Section 4 – Trip Generation**.
- **Section 5 – Access**.

- **Section 6 – Parking**.
- **Section 7 – Deliveries & Servicing**.
- **Section 8 – Summary & Conclusions**.

1.4 Additional Documents

1.4.1 This TS is supplemented by a Construction Management Plan, which has been prepared to provide an overview of the arrangements for construction at the site and the measures to be employed to minimise the impact of construction at the micro (site and surroundings), local neighbourhood and network scale.

1.4.2 It is recommended all documents are read in conjunction.

2 PLANNING POLICY CONTEXT

2.1 Planning Policy Wales

2.1.1 Paragraph 2.3 of Technical Advice Note (TAN) 18: Transport states integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development by:

- "promoting resource and travel efficient settlement patterns;
- ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips;
- promoting cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- supporting provision of a reliable and efficient freight network;
- promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
- encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions."

2.1.2 Paragraph 9.19 of TAN 18 states "Planning conditions may legitimately be imposed on the grant of planning permission to secure transport measures and facilities as part of the proposed development. All conditions must be clearly justified and be in accordance with the policy tests."

2.2 Wrexham Unitary Development Plan

2.2.1 Policy T1 (Development Objectives) of the Wrexham Unitary Development Plan confirms all new development should in highways and transport terms:-

"Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.

Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible."

2.2.2 Policy T8 (Parking) of the Wrexham Unitary Development Plan confirms "Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:-

a) the availability of public transport nearby,

b) proximity to public car parking,

c) proximity to local services and facilities,

d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.

Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate."

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 The site is located to the north of the town of Wrexham. The site is located off the Gresford Interchange, which connects the A483, which runs in a general north to south alignment through Wales and the A5156. The site location is illustrated in the figure below, for reference.

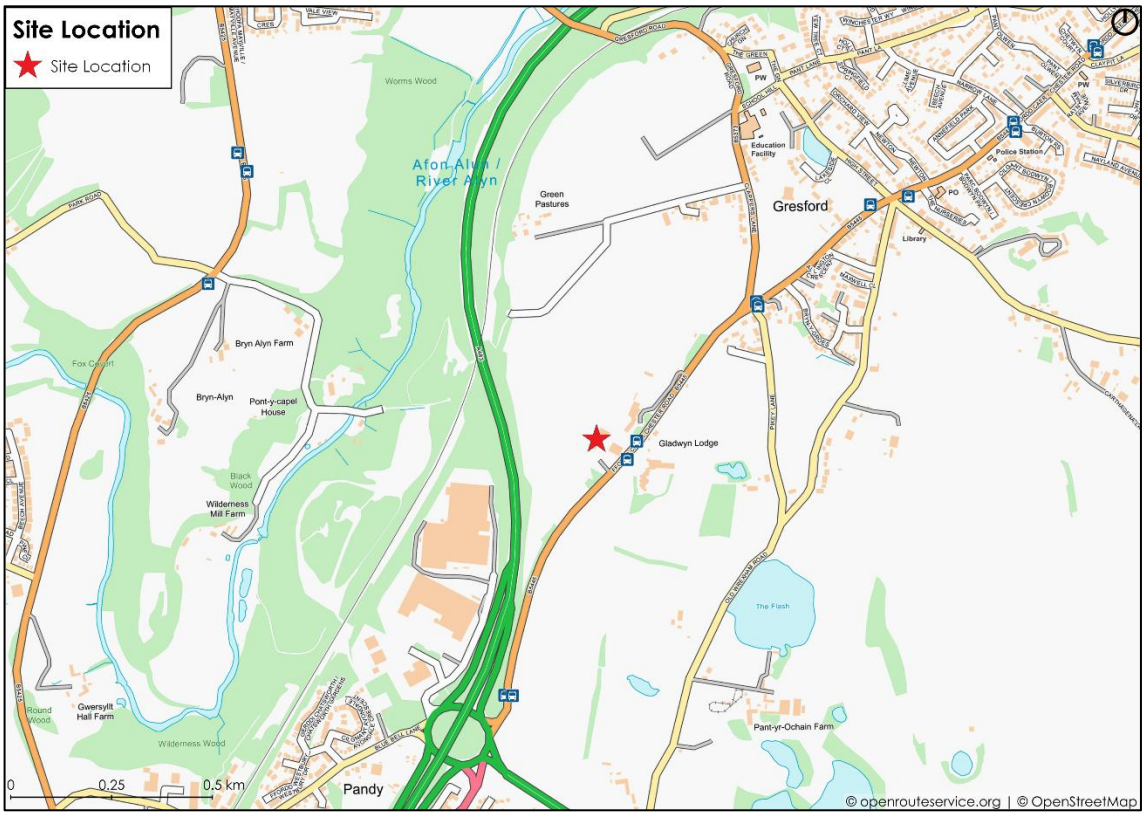


Figure 1 Site Location Plan

3.1.2 Owing to its proximity to the site to the A483, it is reasonable to assume some travel to the site would be pass-by trade associated with existing journeys on these routes, with guests making a pre-determined trip to the local area. Therefore, these trips would not be new or additional on the highway network.

3.2 Walking

3.2.1 A footway is provided to the front of the site on Chester Road. This benefits from incidences of dropped kerbs and lighting. The footway provides connectivity to public transport (bus) stops for sustainable travel.

Providing for Journeys on Foot

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

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200 metres	500 metres	400 metres
Acceptable	400 metres	1 kilometre	800 metres
Preferred Maximum	800 metres	2 kilometres	1.2 kilometres

Figure 2 Suggested Acceptable Walking Distance

3.2.3 While it is appreciated that an acceptable walking distance will vary between individuals for a number of factors, this document provides a 2 kilometre walk isochrone around the site, as illustrated in the figure below for reference.

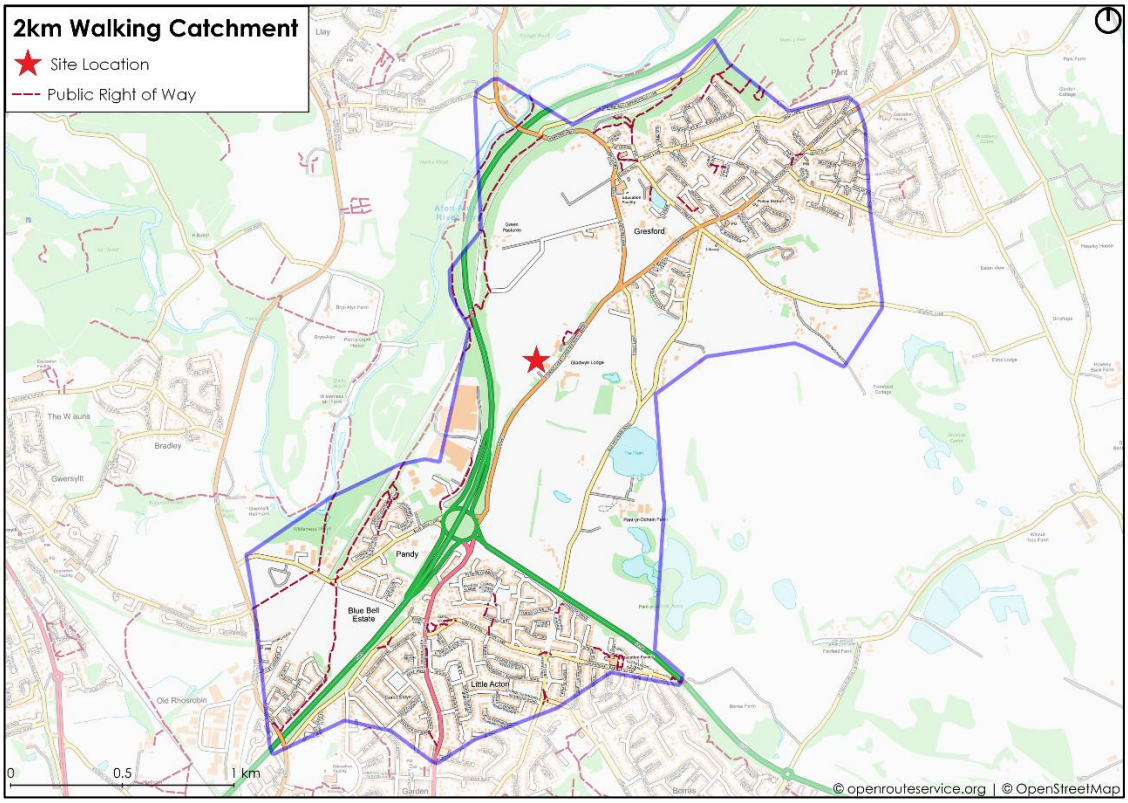


Figure 3 Indicative 2km Walk Isochrone

3.3 Cycling

3.3.1 While incidences of local cycle infrastructure are observed, this provision is limited. Local roads could be considered for cycling by sufficiently experienced cyclists, with connectivity afforded to Gresford to the north and Wrexham to the south.

Cycle Friendly Infrastructure

3.3.2 The CIHT 'Cycle Friendly Infrastructure' provides guidance on acceptable cycling distances. The guidance confirms many utility cycle trips are 5 kilometres, with commuting cycle trips can be up to 8 kilometres for reasonably fit individuals.

3.3.3 While it is appreciated that an acceptable cycling distance will vary between individuals for a number of factors, this document provides a 5 kilometre cycle isochrone around the site, as illustrated in the figure below for reference.

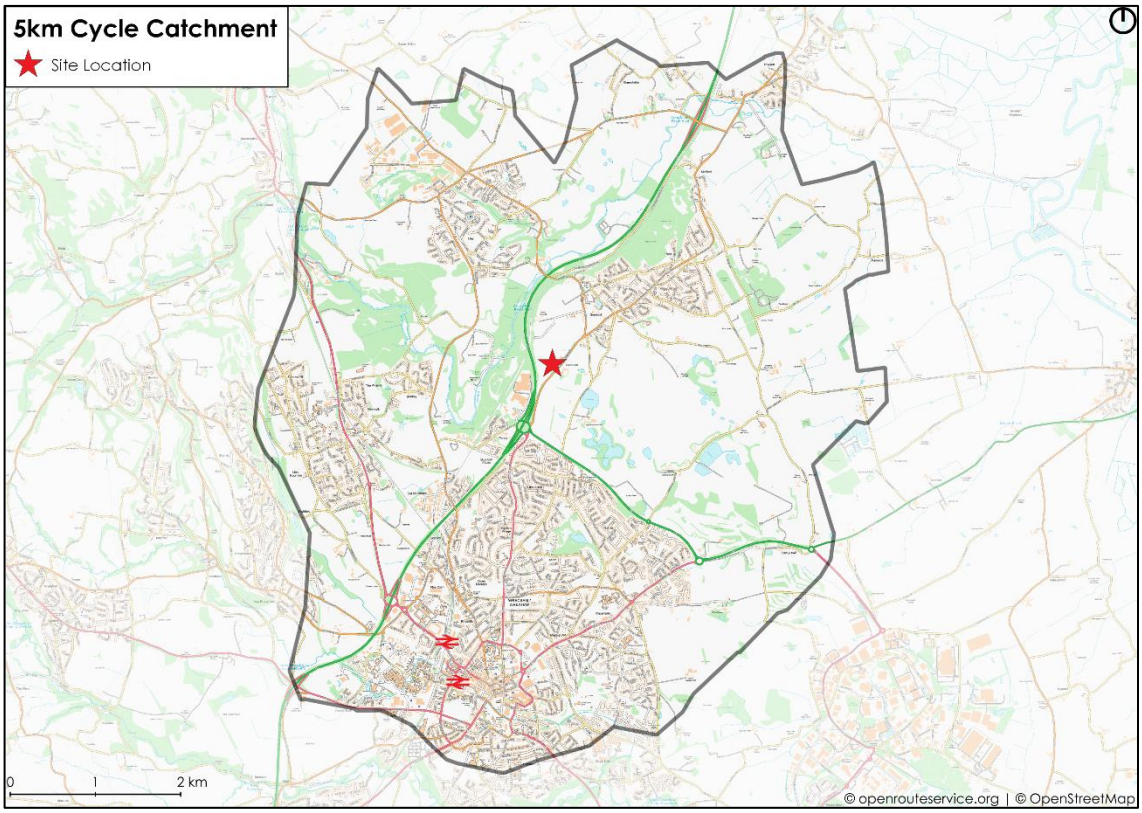


Figure 4 Indicative 5km Cycle Isochrone

3.4 Bus

3.4.1 The closest bus stops are located to the front of the site on Chester Road. The stops can be reached on foot (with the northbound stop approximately 240 metres from the site) by existing pedestrian infrastructure. The stops are served by services:

- 1 and 1Y.

3.4.2 The bus stops are demarcated by on carriageway markings. Northbound and southbound stops benefit from printed timetable information. The southbound stop additionally benefits from a shelter and seating.

3.5 Rail

3.5.1 The closest rail station to the site is Gwersyllt. The station is an approximate 3.5 kilometre drive from the site. The station is served by services to / from the following destinations:

- Bidston and Wrexham Central.

3.5.2 The station is step-free category B2, with step-free access to Platform 1 from the station entrance, with access to Platform 2 via a ramp off Station Crescent.

3.5.3 The site is additionally located close to Wrexham General. The station can be reached by existing public transport (bus) services close to the site. The station is served by services to / from the following destinations:

- Bidston, Birmingham International, Cardiff Central, Crewe, Holyhead, Llandudno Junction and Wrexham Central.

3.5.4 The station is step-free category A, with step-free access to Platform 1 from the car park via the booking office (or night gate) and step-free access to Platform 2, 3 and 4 via a footbridge and lifts.

3.6 Car

3.6.1 The site is located off the Gresford Interchange, which connects the A483, which runs in a general north to south alignment through Wales and the A5156.

3.6.2 Owing to its proximity to the site to the A483, it is reasonable to assume some travel to the site would be pass-by trade associated with existing journeys on these routes, with guests making a pre-determined trip to the local area. Therefore, these trips would not be new or additional on the highway network.

3.7 Summary

3.7.1 The site is located to the north of the town of Wrexham. The site is located off the Gresford Interchange, which connects the A483, which runs in a general north to south alignment through Wales and the A5156, with it reasonable to assume some travel to the site would be pass-by trade associated with existing journeys on these routes.

4 TRIP GENERATION

4.1 Context

4.1.1 While the Trip Rate Information Computer System (TRICS) is recognised as a source of information for trip generation exercises, in RGP's experience the hotel data contained within the database is not representative of Whitbread (Premier Inn) operations. Hotels within TRICS often contain 'other' (i.e. leisure facilities) on-site uses which can result in the subsequent trip generation calculated not being representative of hotels which do not contain such on-site uses.

4.1.2 RGP therefore commissioned Independent Traffic Surveys at Whitbread (Premier Inn) operations to determine vehicle trip rates and car parking demand. All surveys were undertaken between 07:00 and 23:00, to comprise parking beat counts at 15-minute intervals. Additionally, all vehicle arrivals and departures (to include purpose of visit) were captured. Finally, a record of the number of hotel bedrooms occupied each survey night was further recorded, to enable all results to be factored to reflect full room occupancy. A list of those sites surveyed is attached hereto at **Appendix A** for reference.

4.1.3 The Surveys allow for separate hotel and restaurant vehicle trip rates and car parking demands to be established. Sites within the TRICS database are not able to distinguish a separate trip rate for hotel and restaurant uses. Therefore, the Survey data provides a high level of accuracy when determining trip generation and car parking demand at Whitbread operations.

4.2 Trip Rates

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

Time Period	Hotel Vehicle Trip Rates			Restaurant Vehicle Trip Rates		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	0.039	0.202	0.241	0.016	0.008	0.024
PM Peak	0.156	0.045	0.201	0.076	0.038	0.114
Total Daily	**1.115**	**1.044**	**2.158**	**0.639**	**0.629**	**1.267**

Figure 5 Hotel and Restaurant Vehicle Trip Rates

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

4.3 Existing Trip Generation

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

Time Period	Hotel Vehicle Trips			Restaurant Vehicle Trips		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	2	12	14	3	2	5
PM Peak	9	3	12	15	8	23
Total Daily	**67**	**63**	**129**	**128**	**126**	**253**

Figure 6 Existing Vehicular Trip Generation

4.3.2 As summarised in the table above, the existing site could generate 19 two-way vehicular movements across the AM peak and 35 two-way vehicular movements across the PM peak, to total 382 total daily two-way vehicular movements. The above assessment should be considered robust, factored to reflect the site operating at capacity.

4.4 Proposed Trip Generation

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

Time Period	Hotel Vehicle Trips			Restaurant Vehicle Trips		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	3	2	5	0	0	0
PM Peak	15	8	23	0	0	0
Total Daily	**128**	**126**	**253**	**0**	**0**	**0**

Figure 7 Proposed Vehicular Trip Generation

4.4.2 As summarised in the table above, the proposed site could generate 5 two-way vehicular movements across the AM peak and 23 two-way vehicular movements across the PM peak, to total 253 total daily two-way vehicular movements. The above assessment should be considered robust, factored to reflect the site operating at capacity.

4.5 Net Impact

4.5.1 The table below summarises the net impact of the proposed development.

Time Period	Net Impact		
	Arr.	Dep.	Tot.
AM Peak	-3	+1	-2
PM Peak	-13	-7	-20
Total Daily	**-113**	**-112**	**-225**

Figure 8 Vehicular Trip Generation Net Impact

4.5.2 As summarised in the table above, the net impact of the proposed development could be a decrease in total daily two-way vehicle movements in the order of 225 movements post-development.

4.5.3 While additional hotel accommodation would be delivered, the above net impact is anticipated as a result of the removal of the associated branded restaurant, and its replacement with a guest restaurant which would not generate external trade.

4.5.4 Furthermore, the additional hotel accommodation would not attract 'new' guests but rather provide overnight accommodation for guests making a pre-determined trip to the local area, and therefore, trips would not be 'new' on the highway network.

4.5.5 A Trip Generation and Car Parking Demand Assessment Sheet are attached hereto at **Appendix B** for reference.

5 ACCESS

5.1 Existing Arrangement

5.1.1 The existing site is accessed in a forward gear off the B5445, Chester Road. All vehicles presently access the site in a forward gear. Sufficient space is provided on-site for all vehicles to manoeuvre. All vehicles presently egress the site in a forward gear onto the B5445, Chester Road.

Highway Safety Appraisal

5.1.2 Department for Transport (DfT) guidance which states that collisions across the most recent five-year period should be appraised.

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

- Collisions which commence on the public highway, but which involve casualties off the public highway, to include the adjacent footway.
- Collisions involving the boarding or alighting of buses or coaches and collisions in which passengers already aboard a bus or coach are injured, whether or not another vehicle or pedestrian was involved.
- Collisions with pedal cyclists or horse riders, where they injure themselves or another road user.

5.1.4 The output of the HSA is illustrated in the figure below.



Figure 9 Highway Safety Appraisal Output (Source. Crashmap)

5.1.5 As illustrated in the figure above, no collisions have occurred at the site access with the B5445 or on the B5445 in the vicinity of the site. A single slight collision is observed close to the on slip of the A483.

5.1.6 It is not considered the results of the HSA demonstrate an inherent road safety issue on the local highway network and it is therefore reasonable to assume that the development proposals would not have an adverse impact on the operation or safety of this, given the overall reduction in total daily two-way vehicle movements post-development.

5.2 Proposed Arrangement

5.2.1 The proposed development would continue to be accessed as per the existing arrangement. All vehicles would continue to access the site in a forward gear off the B5445, Chester Road. Sufficient space would continue to be provided on-site for all vehicles to manoeuvre. All vehicles will continue to egress the site in a forward gear onto the B5445, Chester Road.

6 PARKING

6.1 Existing Car Parking

6.1.1 On-site car parking is presently provided in the order of 112 spaces for the shared use of the hotel and associated branded restaurant.

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

6.1.3 With consideration to the existing hotel and associated branded restaurant, the following car park accumulation could be observed at the site. This accumulation is based off data obtained from the RGP Independent Traffic Surveys at Whitbread (Premier Inn) operations as detailed earlier in this document.

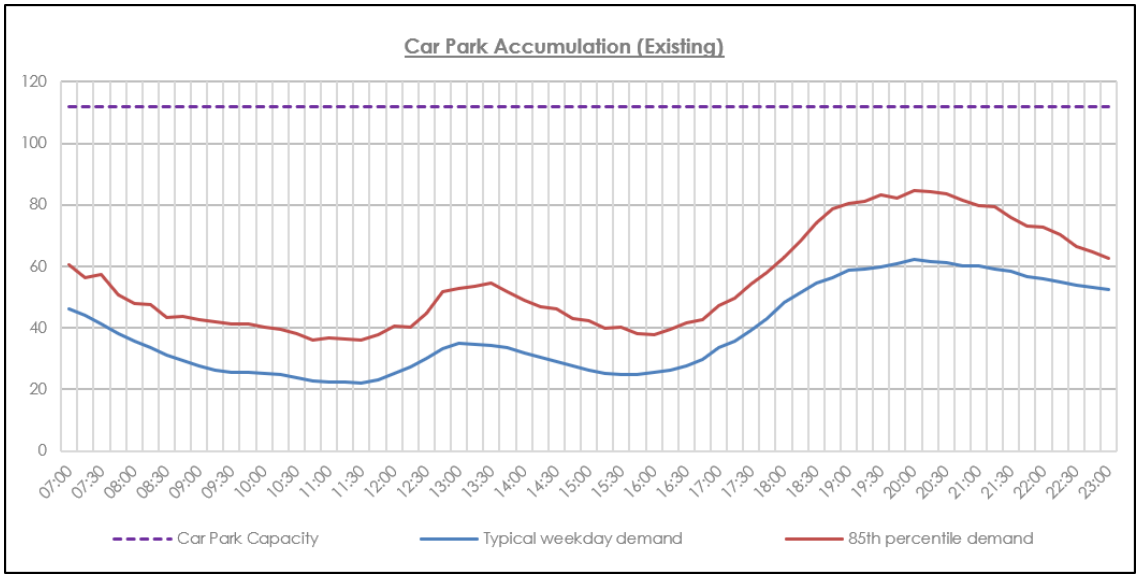


Figure 10 Existing Car Park Accumulation

6.1.4 As illustrated in the figure above, the existing site could generate a peak car parking demand for 85 cars. The above assessment should be considered robust, factored to reflect the site operating at capacity.

6.2 Car Parking Standard

6.2.1 Car parking standards are set out in Local Planning Guidance Note No.16, Parking Standards. The standard for hotels is as follows:

- 1 car space per bedroom.

6.2.2 Strict application of the above standard to the proposed development could result in the requirement for 13 additional car parking spaces.

6.2.3 While the proposed development would increase the number of bedrooms on-site, which could increase hotel car parking demand, the impact of this would be offset through the removal of the associated branded restaurant and car parking demand associated with non-hotel diners.

6.3 Proposed Car Parking

6.3.1 On-site car parking would be provided in the order of 112 spaces post-development. With consideration to the proposed site, the following car park accumulation could be observed at the site.

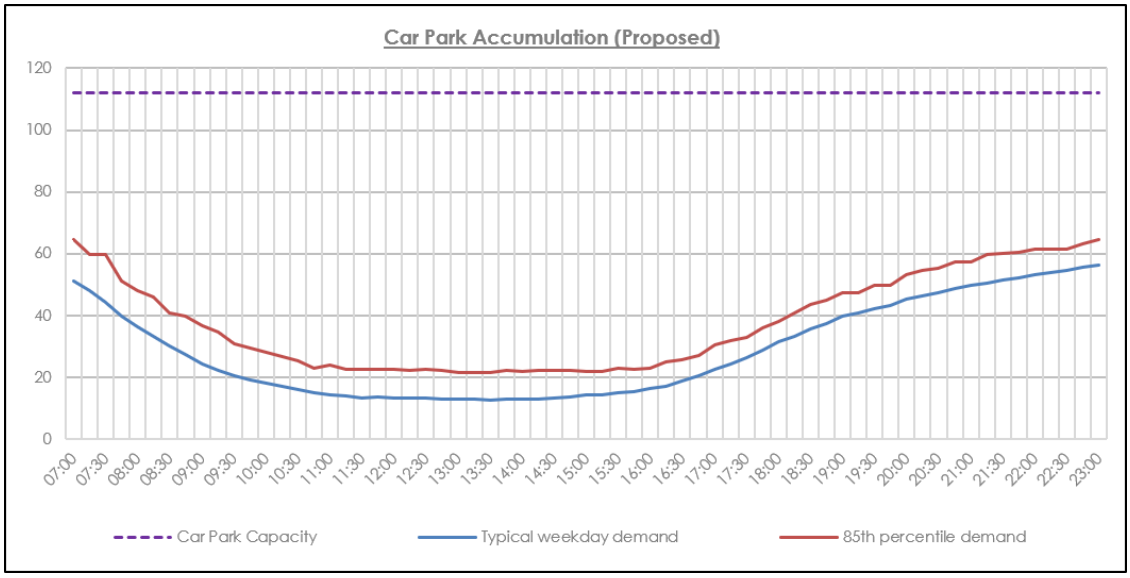


Figure 11 Proposed Car Park Accumulation

6.3.2 As illustrated in the figure above, the proposed development could generate a peak car parking demand for 65 cars. The above assessment should be considered robust, factored to reflect the site operating at capacity.

Summary

6.3.3 The 112 car parking spaces to be provided post-development are considered appropriate in light of the typical travel behaviours of hotel guests and anticipated car parking demand post-development, as confirmed through the above car park accumulation assessments.

6.4 Cycle Parking Standard

6.4.1 Cycle parking standards are set out in Local Planning Guidance Note No.16, Parking Standards. The standard for hotels is as follows:

- 1 cycle space per 10 bed spaces.
- 1 cycle space per 10 employees.

6.4.2 Application of the above standard to the proposed development would result in the requirement for two additional cycle parking spaces, associated with the net bedroom extension. No additional staffing requirement is anticipated post-development and therefore no additional cycle parking would be required.

6.4.3 It should be noted Whitbread operate Bike Friendly hotels, with guests permitted to store bicycles in their room, thereby increasing the effective storage capacity for bicycles at the site.

7 DELIVERIES & SERVICING

7.1 Requirement

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

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

Figure 12 Delivery & Servicing Requirement

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

7.2 Refuse & Recycling

7.2.1 A refuse store is presently provided on-site. The store houses containers for the following refuse and recycling streams:

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

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

8 SUMMARY & CONCLUSIONS

8.1.1 This Transport Statement (TS) is prepared by RGP Consulting Engineers Limited (RGP) in support of a proposed development at Premier Inn Wrexham North (A483), Chester Road, Gresford, Wrexham, LL12 8PW ("the site").

8.1.2 The existing site comprises a 60 Premier Inn branded hotel and associated circa 200 cover restaurant. On-site car parking is provided in the order of 112 spaces for the shared use of the hotel and restaurant.

8.1.3 The proposed development comprises a net 13 bedroom extension to the existing hotel through the conversion of the existing restaurant. A guest restaurant would be provided post-development. On-site car parking would be provided in the order of 112 spaces post-development.

8.1.4 While the proposed development would increase the number of bedrooms on-site, the impact of this would be offset in highways and transport terms (trip generation and car parking demand) through the removal of the associated branded restaurant.

8.1.5 This document draws the following conclusions:

- The site is located to the north of the town of Wrexham. The site is located off the Gresford Interchange, which connects the A483, which runs in a general north to south alignment through Wales and the A5156.

- The net impact of the proposed development would be a decrease in total daily two-way movements post-development, this is anticipated as a result of the removal of the associated restaurant, and its replacement with a guest restaurant which would not generate external trade.

- The proposed car parking spaces to be provided post-development are considered appropriate in light of the typical travel behaviours of hotel guests and anticipated car parking demand post-development, as confirmed through the presented car park accumulation assessments in this document.

8.1.6 In light of the information and assessments presented in this document, it is considered that the proposed development is acceptable in highway and transport terms.

APPENDIX A

WHITBREAD SURVEY SITE SCHEDULE

PREMIER INN TRIP GENERATION & PARKING DEMAND

1 INTRODUCTION

1.1 RGP Consulting Engineers Limited (RGP) are Whitbread's (Premier Inn and hub by Premier Inn) Highways and Transport Consultant. RGP support Whitbread in the preparation of planning documentation for sites across the United Kingdom (UK) and Republic of Ireland (RoI) for new build, extension and conversion projects.

1.2 RGP hold a wealth of operational data for Premier Inn sites which can be used, in part, to determine the highways and transport impacts of development proposals, with RGP commissioning Independent Traffic and Parking surveys at Premier Inn sites to establish separate vehicle trip rates for hotels and restaurants.

2 SURVEY SCOPE

2.1 All surveys completed in support of this full planning application comprised the following scope:

- Completed between 07:00 and 23:00.
- Recording all vehicle arrivals and departures to include occupants' purpose of visit.
- Parking beat counts at 15-minute intervals.
- Recording the number of hotel bedrooms occupied each survey night to allow all results to be factored to reflect full room occupancy.

2.2 The survey methodology allows for separate vehicle trip rates for hotels and restaurants, therefore offering a high degree of accuracy in determining vehicular trip generation for the respective elements. Additionally, the isolation of trips by purpose allows for a representative car parking accumulation to be derived from the data.

3 SURVEY SITES

3.1 The surveyed sites comprised the following, as summarised in the table below.

Premier Inn Survey Sites	
Aldershot – GU11 1SQ	London Ilford - IG4 5BG
Andover – SP10 3UX	Manchester (Cheadle) – SK8 3FS
Basingstoke West (Churchill Way) – RG22 6PG	Norwich West (Showground/A47) - NR5 0TP
Bridgwater North (A38) – TA6 4RR	Oxford South Didcot – OX14 4TX
Cambridge North (Girton) – CB3 0DL	Paignton Seafront (Goodrington Sands) – TQ4 6LP
Cambridge (A14, J32) – CB4 2GW	Peterborough North – PE4 6AH
Cannock South – WS11 1SJ	Poole Centre (Holes Bay) – BH15 2BD
Chester Central North – CH2 1AU	Rainham (Kent) – ME8 7JE
Christchurch (East) - BH23 3QG	Romford Central (Mercury Gardens) - RM1 3EN
Christchurch/Highcliffe - BH23 5ET	Sheffield (Arena) – S9 2FA
Dartford – DA1 5PR	Southampton North - SO16 0XJ
London Enfield - EN3 7XY	Thurrock East - RM16 6YJ
Exeter (M5 J29) - EX1 3LJ	Waltham Abbey - EN9 3QF
Falkirk Central - FK1 4DS	Watford North - WD25 0LH
Falkirk East - FK2 0YS	Worcester (M5, Jct6) - WR4 9FA
Hemel Hempstead West - HP1 2SB	York South West - YO23 3PP

Figure 1 Premier Inn – Survey Sites

4 TRIP RATES

4.1 The hotel and restaurant vehicular trip rates from the surveys are set out in the table below – consideration is given to the traditional AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the highway network, alongside a total daily figure.

Time	Hotel Vehicular Trip Rates (Per Bedroom)			Restaurant Vehicular Trip Rates (Per Cover)		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	0.039	0.202	0.241	0.016	0.008	0.024
PM Peak	0.156	0.045	0.201	0.076	0.038	0.114
Total Daily	**1.115**	**1.044**	**2.158**	**0.639**	**0.629**	**1.267**

Figure 2 Premier Inn – Hotel and Restaurant Vehicular Trip Rates

5 ACCELERATING GROWTH PLAN

5.1 The above hotel and restaurant vehicular trip rates have successfully been employed at Whitbread sites across the UK and RoI for new build, extension and conversion projects, and notably, in support of Whitbread's 'Accelerating Growth Plan' (AGP) which commenced in 2024.

5.2 Whitbread's AGP is optimising food and beverage provision to provide more efficient integrated restaurants and to build higher-returning extension bedrooms. RGP successfully supported Whitbread in the preparation of highways and transport documentation related with planning submissions at over 150 AGP sites across 2024 and 2025.

5.3 The vast majority of these sites have now received planning approval, demonstrating the appropriateness and validating the use of RGP's data in determining the highways and transport impacts of Whitbread sites pre- and post-development.

APPENDIX B

Whitbread Hotel & Restaurant Traffic Survey Data	Premier Inn - Wrexham North (A483)

SITE DETAILS

Existing Site

Hotel Bedrooms:	60
Restaurant Covers:	200
Car Parking Spaces:	112

Proposed Site

Additional Bedrooms:	13
Change in Covers:	-200
Change in Parking:	0

Proposed Site (Post-Development)

Total Bedrooms:	73
Total Covers:	0
Total Parking:	112

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

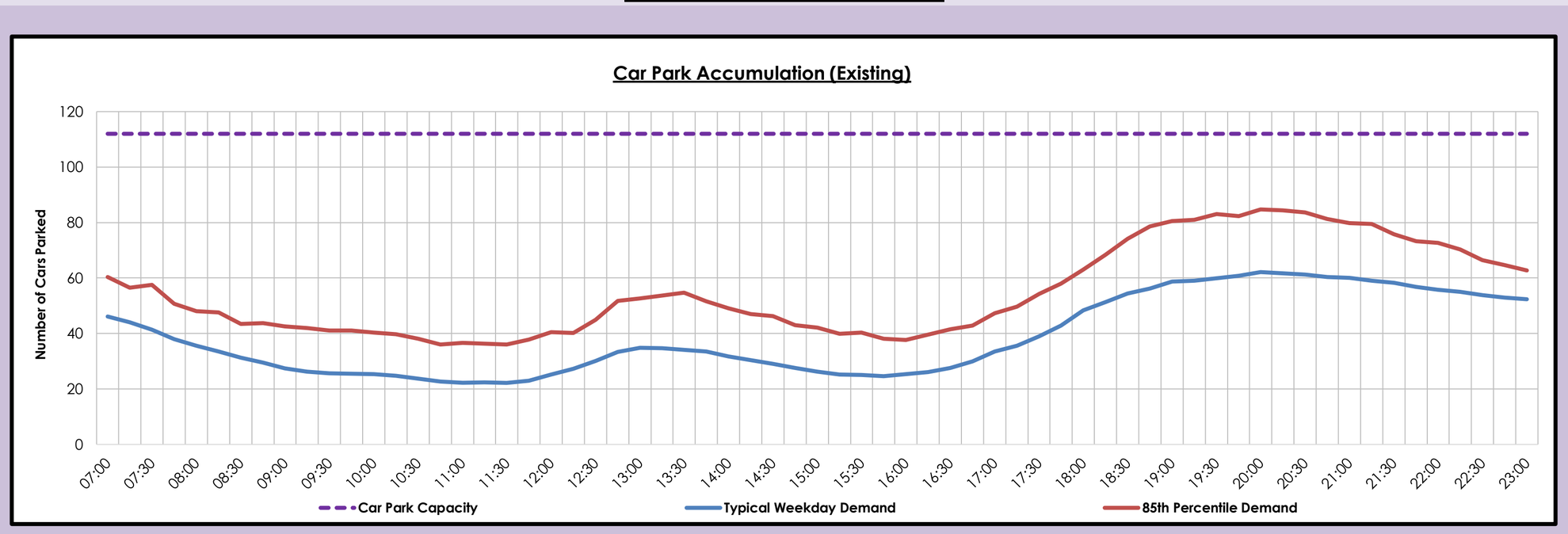
Proposed Hotel

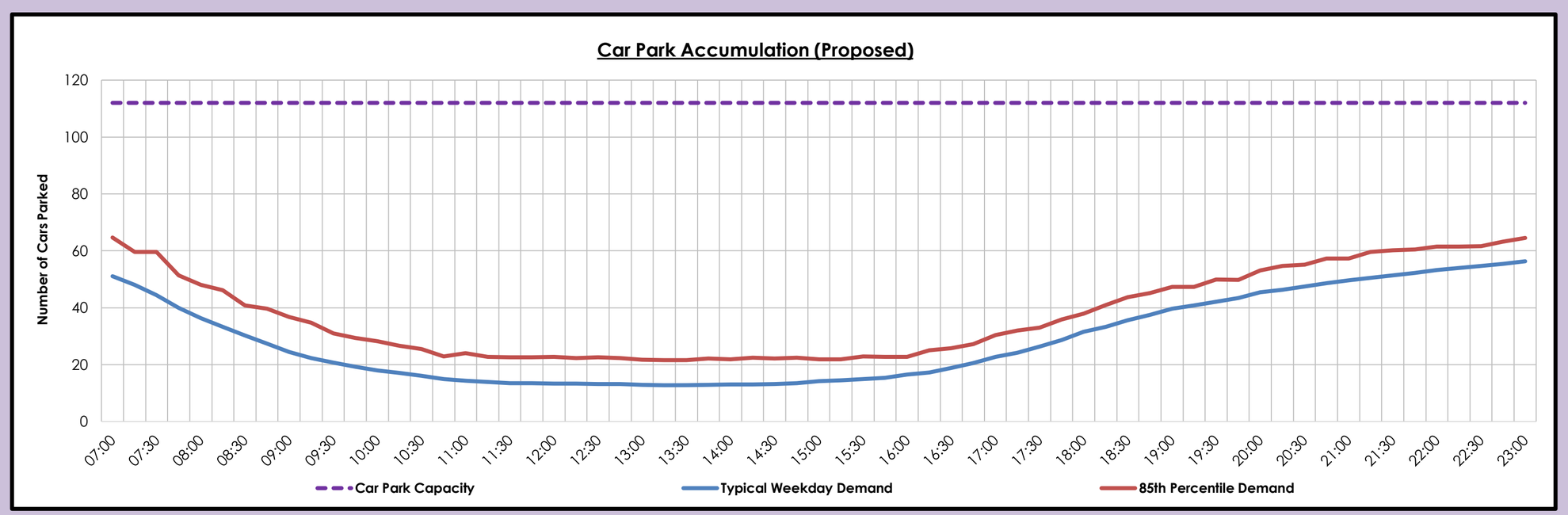
	Arr	Dep	Two-way
AM Peak	3	15	18
PM Peak	11	3	15
Daily	81	76	158

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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