



Premier Inn Salisbury North Bishopdown

TRANSPORT STATEMENT

for Hotel Extension
on behalf of Whitbread Group Plc.

2024/7861/TS01

March 2025

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for Hotel Extension

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1 INTRODUCTION

1.1 Context

- 1.1.1 RGP is instructed to provide highways and transport input in support of development proposals at the Premier Inn Salisbury North Bishopdown, Pearce Way, Salisbury, SP1 3GU ("the site").



Figure 1 Premier Inn Salisbury North Bishopdown (Source. Premier Inn (2025))

- 1.1.2 The existing site comprises a 114-bedroom Premier Inn hotel. A separate branded restaurant is further provided. 164 car parking spaces are provided on-site for the shared use of the hotel and restaurant.
- 1.1.3 An existing site plan is attached hereto at **Appendix A**.
- 1.1.4 The development proposals comprise a net 18-bedroom extension to the existing Premier Inn hotel, resulting in a total provision of 132 bedrooms. The separate branded restaurant would continue to operate as existing. 152 car parking spaces would be provided on-site post development for the continued shared use of the hotel and restaurant.
- 1.1.5 A proposed site plan is attached hereto at **Appendix B**.

1.2 RGP & Whitbread

- 1.2.1 RGP is retained as Whitbread's Highways and Transport Consultant having been engaged with new build and extension projects across Great Britain and the Republic of Ireland.

- 1.2.2 RGP therefore hold a wealth of operational data in relation to the above hotel and restaurant brands, which is used, in part, to determine the highways and transport impact of the development proposals.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 Paragraph 115 of the National Planning Policy Framework (NPPF) states “[i]n assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.1.2 This Transport Statement demonstrates the development proposals would not have a significant impact on the transport network or on highway safety.

2.1.3 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.”

2.1.4 This Transport Statement demonstrates the development proposals would not have an unacceptable impact on highway safety, or that the residual cumulative impacts on the road network would be severe.

2.2 Wiltshire Core Strategy

2.2.1 The ‘Wiltshire Core Strategy’ Core Policy 60 (Sustainable Transport) confirms “the council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.”

2.2.2 Part I, II and VI confirm Core Policy 60 will be achieved by:

“Planning developments in accessible locations.

Promoting sustainable transport alternatives to the use of the private car

Assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.”

- 2.2.3 Core Policy 61 (Transport and New Development) confirms *"new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives."*
- 2.2.4 Core Policy 62 (Development Impacts on the Transport Network) confirms *"developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages."*
- 2.2.5 This Transport Statement demonstrates the development proposals would not have an adverse impact on the transport network.

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The Salisbury North Bishopdown Premier Inn is located off Pearce Way, to the north of the town of Salisbury. The site location is illustrated in the figure below.

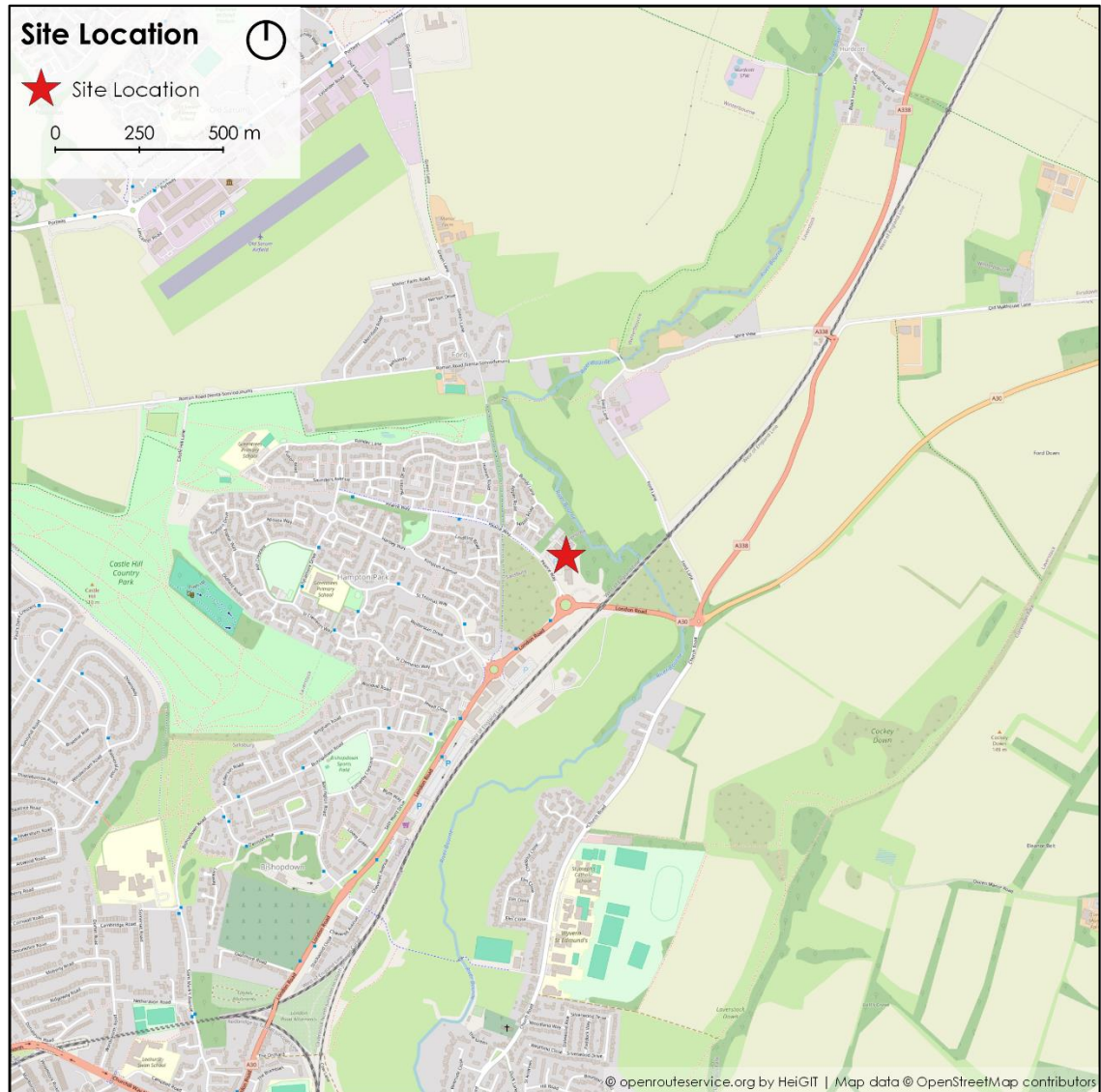


Figure 2 Site Location

- 3.1.2 As illustrated above, the site is located at the edge of the town of Salisbury. It is therefore anticipated the private car for both staff and guests alike would form the main mode of travel to and from the site, however, consideration is given to the relative accessibility of the site by other travel modes, below.

3.2 Accessibility Credentials

Walk and Cycle

3.2.1 The existing site benefits from a footway that connects it to the local footway network. The footway would be retained as part of the development proposals. The local footway network is of sufficient quality to benefit from incidences of formal and informal transition points, dropped kerbs, lighting and tactile paving. It is observed a number of local footways are for the shared use of walkers, riders and wheelers. Salisbury is located on National Cycle Network routes 24 and 45.

3.2.2 Walking and cycling could form some staff and guest travel to and from the site.

Public Transport

3.2.3 The closest bus stops are located on London Road (A30). Services comprise:

- 66 – Salisbury ← → Shipton Bellinger.
- 87 – Salisbury ← → Winterslow.
- PR7 – Salisbury City Centre ← → Bishopdown Farm.
- Red 2 – Salisbury City Centre ← → Bishopdown.
- Red 7 - Salisbury City Centre ← → Bishopdown Farm.

3.2.4 The above bus routes could facilitate some staff and guest travel to and from the site.

3.2.5 The rail station is Salisbury. Services comprise:

- One train per hour to Cardiff Central and Bristol Temple Meads.
- One train per hour to Exeter.
- One train per hour to Portsmouth Harbour.
- One train per hour to Romsey and Southampton Central.
- Two trains per hour to London Waterloo.

3.2.6 The above rail services could facilitate some guest travel to and from the site.

3.3 Road Network

3.3.1 The site is located off the A338 which connects Dorset and Oxfordshire.

3.3.2 The site is located off the A30 which connects London to Cornwall.

3.3.3 It is anticipated the site would benefit from a degree of pass-by trade associated with existing vehicle movements on these roads.

4 TRIP GENERATION

4.1 Context

- 4.1.1 While the Trip Rate Information Computer System (TRICS) is considered the industry standard tool for deriving trip generation, in RGP's experience this data is often not representative of Premier Inn sites.
- 4.1.2 Hotels within the TRICS database often contain 'other' on-site uses (i.e. conference and leisure facilities), which can make the data unrepresentative of a hotel which does not contain such facilities.

4.2 Independent Traffic Surveys

- 4.2.1 To determine the existing and proposed hotel trip generation, RGP held data of comparable Premier Inn branded hotels has been employed. A schedule of the surveyed sites is attached hereto at **Appendix C**.
- 4.2.2 The surveys were completed by an independent traffic survey company and comprised the following scope:
- Undertaken between 07:00 and 23:00.
 - Recorded the mode of travel to the site.
 - Undertook (where applicable) parking beat counts of on-site car parks.
 - Recorded the number of hotel bedrooms occupied.
- 4.2.3 Capturing the number of hotel bedrooms occupied allows for the data to be factored to reflect full room occupancy, and therefore, ensure the robustness of any subsequent trip generation calculated.

4.3 Trip Rates

- 4.3.1 The hotel trip rates from the independent traffic surveys are set out in the table below, with consideration given to the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the local highway network, alongside a daily total.

Time Period	Hotel Trip Rates (per bedroom)		
	Arrivals	Departures	Two-way
AM Peak	0.039	0.202	0.241
PM Peak	0.156	0.045	0.201
Daily	1.115	1.044	2.158

Figure 3 Hotel Vehicle Trip Rates

- 4.3.2 RGP has successfully used the bespoke data to support planning applications across the Whitbread estate, and the trip rates are therefore considered appropriate in determining the existing and proposed vehicle trip generation at the hotel.

4.4 Hotel Trip Generation

- 4.4.1 The table below summarises the trip generation of the existing 114-bedroom hotel and net impact of the net 18-bedroom hotel extension.

Time Period	Existing			Net Impact		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	4	23	27	+1	+4	+4
PM Peak	18	5	23	+3	+1	+4
Daily	127	119	246	+19	+18	+38

Figure 4 Hotel Trip Generation

- 4.4.2 As summarised above, the existing hotel could generate 27 two-way movements across the AM peak and 23 two-way movements across the PM peak, totalling 246 two-way movements across the course of a typical day. The net impact of the development proposals would be an increase in two-way movements across the course of a typical day by up to 38 two-way movements.
- 4.4.3 This is not considered significant, nor would it be anticipated to have an impact on the effective operation of the local highway network, with it considered the site would benefit from a degree of pass-by trade associated with existing vehicle movements. The above is robust, to assume the hotel is operating at full capacity.
- 4.4.4 As the development proposals are for an extension to the hotel only, the trip generation of the branded restaurant would not change.

5 PARKING

5.1 Existing

5.1.1 The existing site provides 164 car parking spaces for the Premier Inn hotel and separate branded restaurant.

5.2 Proposed

5.2.1 The development proposals would offer 152 car parking spaces for the Premier Inn hotel and separate branded restaurant post development.

5.3 Car Parking Standard

5.3.1 Car parking standards are contained at Appendix C (Maximum Parking Standards) within Wiltshire Council 'Wiltshire Local Transport Plan', and are reproduced in the table below, for reference.

Use Class	Car Parking Standard
C1: Hotels and Hostels	1 per bedroom (plus requirement for public facilities)

Figure 5 Hotel Car Parking Standard

5.3.2 Application of the above car parking standard to the proposed net 18-bedroom extension could therefore warrant the provision of an additional 18 car parking spaces.

5.3.3 The following hotel car parking assessments demonstrate the appropriateness of the proposed car parking provision.

5.4 Assessment

5.4.1 To determine the existing and proposed hotel car parking demand, RGP held data of comparable Premier Inn branded hotels has been employed. A schedule of the surveyed sites is attached hereto at **Appendix C**.

5.4.2 The surveys were completed by an independent traffic survey company and comprised the following scope:

- Undertaken between 07:00 and 23:00.
- Recorded the mode of travel to the site.
- Undertook (where applicable) parking beat counts of on-site car parks.
- Recorded the number of hotel bedrooms occupied.

- 5.4.3 Capturing the number of hotel bedrooms occupied allows for the data to be factored to reflect full room occupancy, and therefore, ensure the robustness of any subsequent trip generation calculated.

Existing Hotel Car Park Accumulation

- 5.4.4 The graph below illustrates the anticipated car parking demands for the existing 114-bedroom hotel in the context of the 164 spaces currently provided on-site.

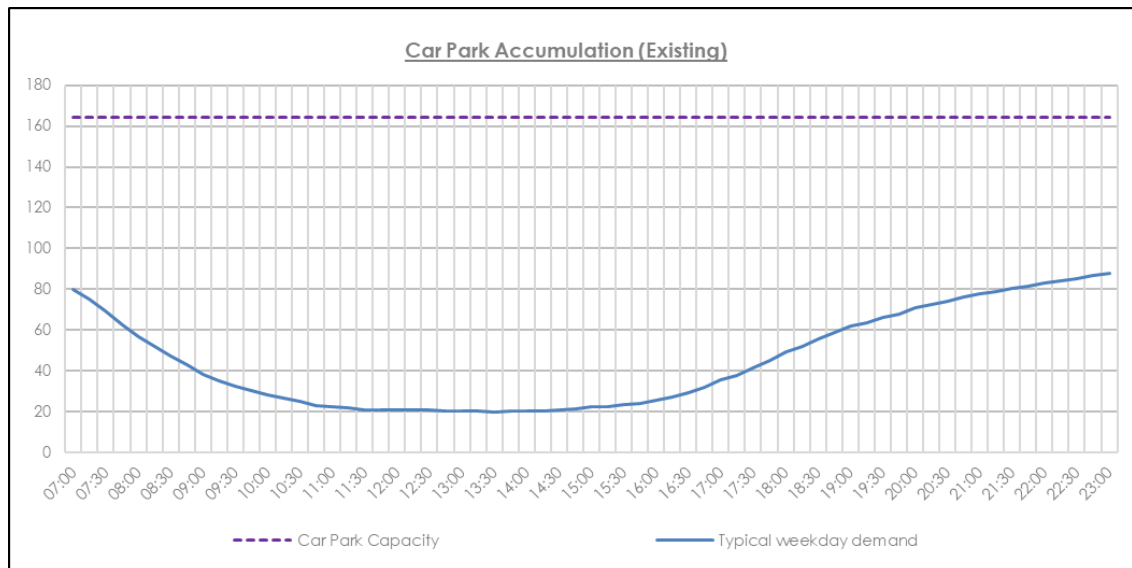


Figure 6 Hotel Car Park Accumulation (Existing)

- 5.4.5 As illustrated above, the existing hotel could generate a peak parking demand of 88 cars.
- 5.4.6 The peak car parking demand would equate to circa 54% operating capacity, retaining significant spare capacity to accommodate additional vehicles associated with the branded restaurant and any intermittent peaks in demand.
- 5.4.7 The above forecast is robust, to assume the hotel is operating at full capacity.

Proposed Hotel Car Park Accumulation

5.4.8 The graph below illustrates the anticipated car parking demands for the proposed 132-bedroom hotel in the context of the proposed 152 car parking spaces to be provided.

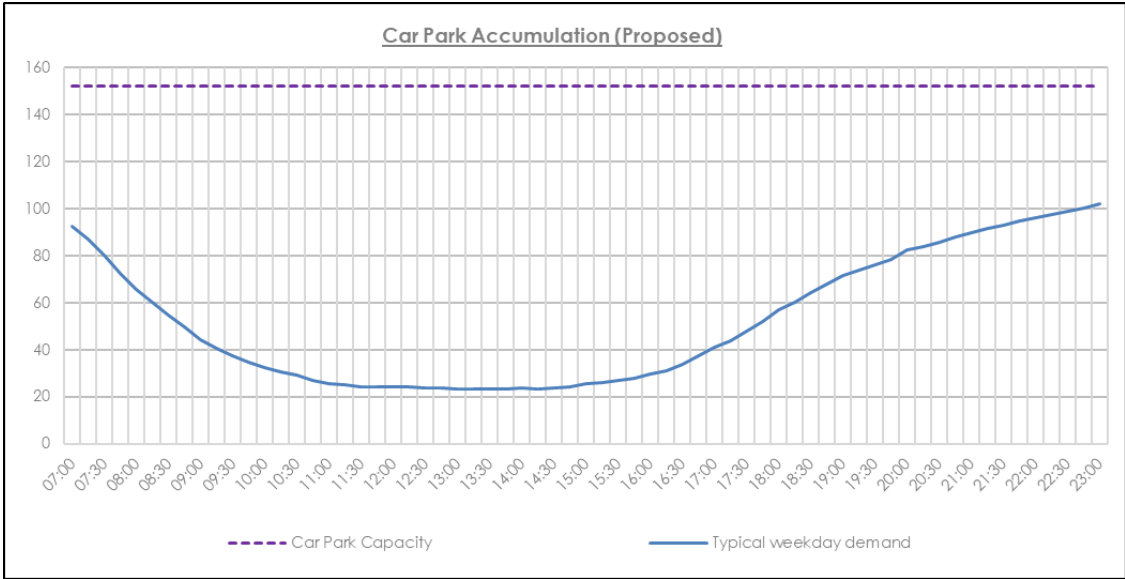


Figure 7 Hotel Car Park Accumulation (Proposed)

- 5.4.9 As illustrated above, the proposed hotel could generate a peak parking demand of 102 cars.
- 5.4.10 The peak demand would equate to circa 67% operating capacity, therefore still retaining significant spare capacity to accommodate additional vehicles associated with the branded restaurant and any intermittent peaks in demand.
- 5.4.11 The above forecast is again robust, to assume the hotel is operating at full capacity.

Summary

- 5.4.12 As illustrated above, the proposed 132-bedroom hotel would operate well within the capacity of the proposed 152 space car park post development and retain sufficient capacity within the shared car park for any demands associated with the separate branded restaurant.
- 5.4.13 It is demonstrated that peak hotel car parking demand would be overnight, while it is considered peak restaurant parking demand would be greatest at mealtimes (i.e. lunch and dinner). Therefore, the associated peaks would be nonconcurrent which further facilitates the continued shared use of the on-site parking provisions post development.

5.5 Cycle Parking Standard

5.5.1 Cycle parking standards are contained at Appendix 4 (Cycle Parking Standards) of Wiltshire Council ‘Wiltshire Local Transport Plan’ Cycle Strategy, and are reproduced in the table below, for reference.

Use Class	Cycle Parking Standard
C1 Hotels including Hostels, Boarding and Guest Houses	1 covered cycle space per 10 employees. + 1 cycle space per 20 bedrooms.

Figure 8 Hotel Cycle Parking Standards

- 5.5.2 Application of the above cycle parking standard to the proposed net additional 18 bedrooms would warrant the provision of an additional cycle parking space. It is intended these would be realised through the provision of a single hooped cycle stands.
- 5.5.3 No additional staffing requirement would be realised as a result of the development proposals; therefore, no additional provision is provided in these terms.

6 ACCESS, LAYOUT AND SERVICING

6.1 Access

- 6.1.1 The sites presently accessed from Pearce Way and would continue to be so post development. It is considered the site access provides a good level of visibility given the alignment of Pearce Way

6.2 Layout

- 6.2.1 All vehicles, to include delivery and servicing vehicles, access the site in a forward gear, manoeuvre on-site, and egress the site in a forward gear and would continue to do so post development.

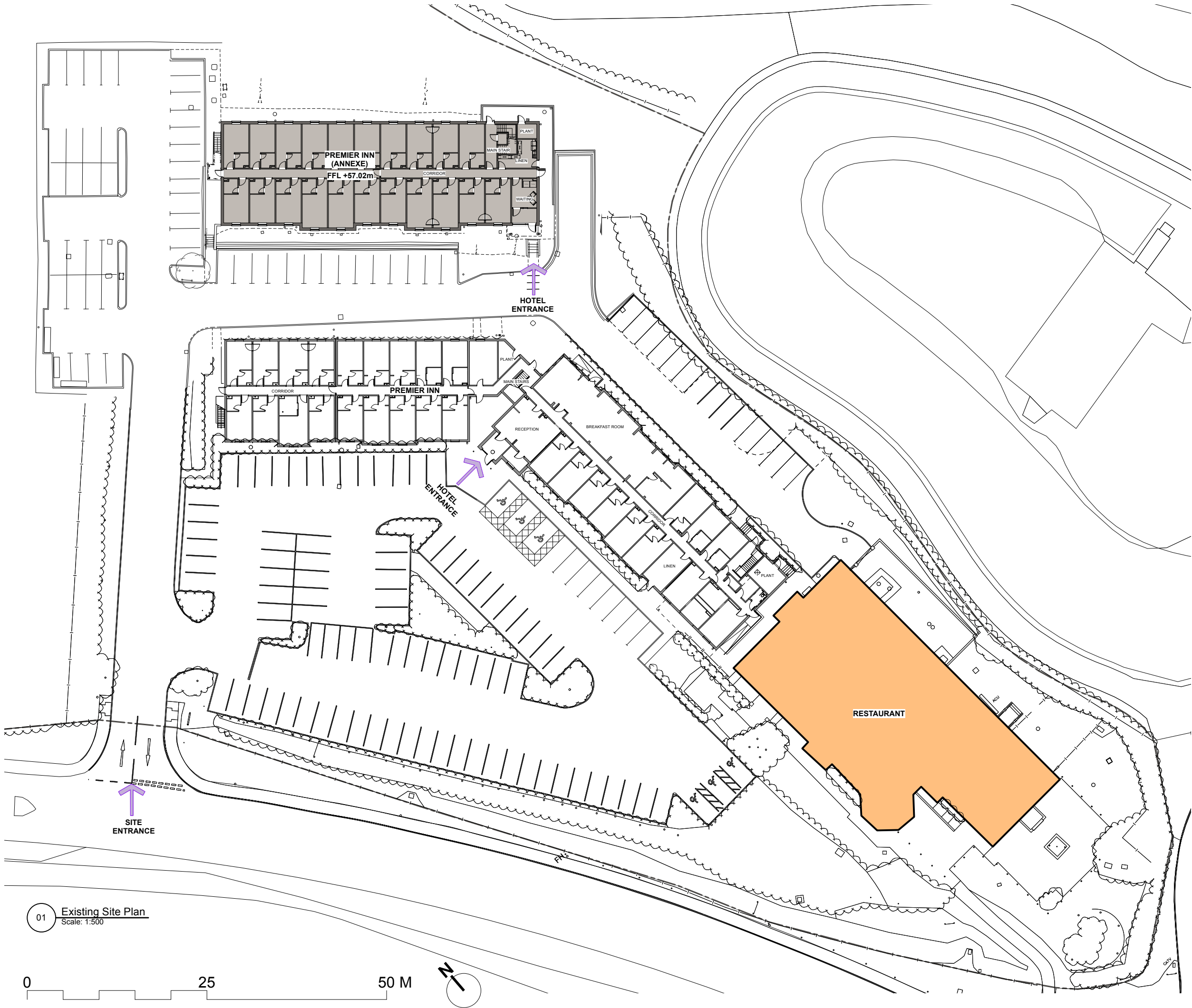
6.3 Delivery & Servicing Activity

- 6.3.1 Premier Inn hotels are served by a combined 14 servicing vehicles per week. 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.
- 6.3.2 The site would continue to provide a secure refuse store which is designed to be lockable with sufficient drainage points. Bins are allocated for food waste, general waste, glass waste and mixed dry recycling. It is not considered that the additional hotel bedrooms would require an increase in the frequency of refuse collections.

7 INTRODUCTION

- 7.1.1 RGP is instructed to provide highways and transport input in support of development proposals at the Premier Inn Salisbury North Bishopdown, Pearce Way, Salisbury, SP1 3GU.
- 7.1.2 The existing site comprises a 114-bedroom Premier Inn hotel. A separate branded restaurant is further provided. 164 car parking spaces are provided on-site for the shared use of the hotel and restaurant.
- 7.1.3 The development proposals comprise a net 18-bedroom extension to the existing Premier Inn hotel, resulting in a total provision of 132 bedrooms. The separate branded restaurant would continue to operate as existing. 152 car parking spaces would be provided on-site post development for the continued shared use of the hotel and restaurant.
- 7.1.4 This Transport Statement draws the following conclusions:
- The site is located at the edge of the town of Salisbury. It is therefore anticipated the private car for both staff and guests alike would form the main mode of travel to and from the site.
 - The existing hotel could generate 27 two-way movements across the AM peak and 23 two-way movements across the PM peak, totalling 246 two-way movements across the course of a typical day.
 - The net impact of the development proposals would be an increase in two-way movements across the course of a typical day by up to 38 two-way movements. This is not considered significant, nor would it be anticipated to have an impact on the effective operation of the local highway network.
 - The existing site provides 164 car parking spaces for the Premier Inn hotel and separate branded restaurant. The development proposals would offer 152 car parking spaces for the Premier Inn hotel and separate branded restaurant post development.
 - The proposed 132-bedroom hotel would operate well within the capacity of the proposed 152 space car park post development and retain sufficient capacity within the shared car park for any demands associated with the separate branded restaurant.
- 7.1.5 As a result of the data and information presented within this Transport Statement, Wiltshire Council are respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.

APPENDIX A



01 Existing Site Plan
Scale: 1:500

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Notes:

Existing Only	
Existing parking	164

Existing Annexe

Existing GEA	1306 sq m
Existing GIA	1216 sq m

Existing Hotel

Existing GEA:	1203 sq m
Existing GIA:	1141 sq m

Total Existing Rooms: 114

Legend:

- Title Boundary
- Existing Restaurant & BOH
- Existing Premier Inn

C	12/03/25	Minor amendments	CF
B	23/5/24	Existing room count updated	SR AB
A	2/5/24	Boundary line updated	SR AB
Rev	Date	Description	By

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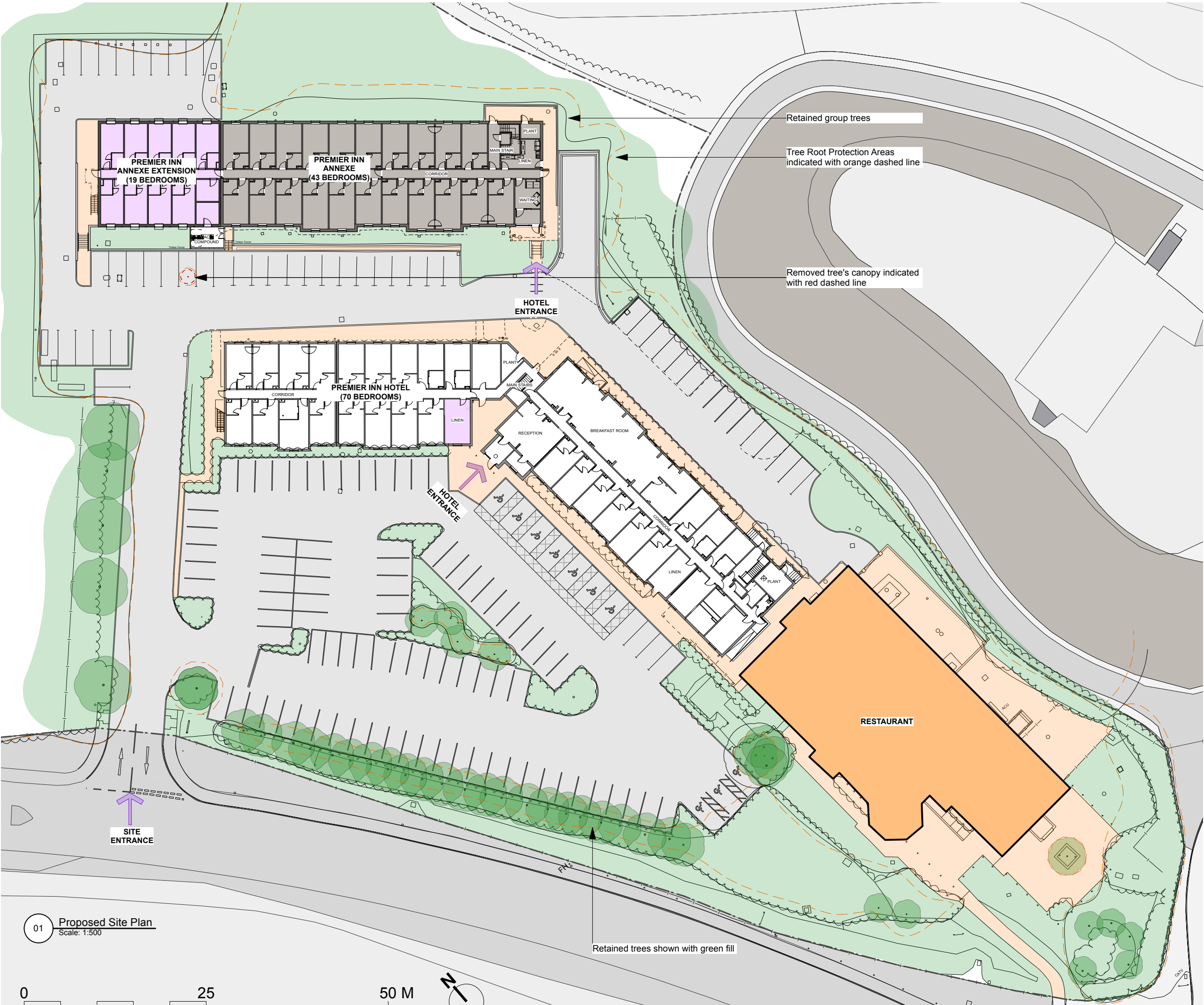
Drawing
Existing Site Plan

Scale	Date	Drawn	Checked
1:500	4/4/24	SR	AB

Drawing No.	Revision
6213-P- 002	C

Status
PLANNING

APPENDIX B



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Notes:

Proposed & Existing

Parking Total:152

Extension GEA Total:490 sq m

Extension GIA Total:448 sq m

Existing Rooms:113

Proposed Rooms:19

Total Rooms:132

Legend:

Title Boundary

Existing Premier Inn

Existing Restaurant & BOH

Proposed Work / Extension

F	12/03/25	Minor amendments	CF
E	18/6/24	UA Parking spaces added	SR AB
D	23/5/24	Existing room count updated	SR AB
Rev	Date	Description	By

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Drawing

Proposed Site Plan

Scale	Date	Drawn	Checked
1:500	4/4/24	SR	AB
Drawing No.	Revision		
6213-P-	010	F	
Status	PLANNING		

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) 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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