

L'oscar Hotel  
2-6 Southampton Row  
London WC1B 4AA

Travel Plan

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## **Introduction**

Located at 2 – 6 Southampton Row in Holborn WC1B 4AA, L'oscar London Hotel is a boutique 5\* hotel with 39 bedroom suites, a restaurant, café, two bars and conference facilities. The hotel was created by the refurbishment, restoration and extension of the Grade II listed former Baptist Church Headquarters and Chapel.

The site is bounded by Southampton Row to the West, Catton Street to the North and otherwise by existing commercial properties, mostly fronting on to High Holborn.

The site has a relatively complicated planning history and the original transport statement for the development dates back to October 2007 and relates to a now superseded development for an 85 bedroom hotel that included the adjacent building at 118 -120 High Holborn. That Transport Statement was prepared for the then owners of the site, Kingsgate London Properties Limited, by Savell Bird and Axon. A schedule of planning consents is provided at in the Appendix. Provision of the Travel Plan is required under Condition 11 of the original full Planning Consent 2007/5204/P awarded 30.5.2008.

This is the current version of the plan dated 29 August 2018. Prepared by Cass Cozens, of Recept Consulting Limited, The Old Surgery, 2 Manor House Lane, Datchet SL3 9EB. Tel. 01753 592815 and in conjunction with Julia Fowler and on behalf of Oldbourne and Oldbourne Hospitality.

Julia Fowler, Human Resources Manager at L'oscar London is responsible for preparation and implementation of the travel plan and monitoring thereof.

## **Summary and Overview of Plan**

This travel plan contains a package of measures and initiatives designed to reduce individual private vehicle trips and encourage a sustainable approach to travel wherever it can be influenced.

The travel plan is aimed primarily at hotel employees, but includes providing up to date, local information to encourage the guests to use public transport as well where possible.

The maximum number of staff on site at any one time would be 51 on an early shift and 55 on a late shift with an average number on site of 5 employees at night.

There will be a total number of 129 employees employed full time as well as casual staff and agency staff at exceptionally busy periods. The hotel will be staffed 24 hours a day, 7 days a week with a dedicated reception area which would be manned with a minimum of 2 people during the day and night.

Whilst the hotel is open 24 hours a day, 7 days a week, the following outlets will be open:

Baptist Grill from 12noon to 2.30pm for lunch and 6.30pm to 10.30pm for dinner although it is closed on Sundays.

No. of expected guests: Estimated 80 per day.

Baptist Bar from 12noon to 2am although it is closed on Sundays and closes at 11pm on Mondays.

No. of expected guests: Estimated 100 per day.

Café L'oscar from 7am to 11.30pm

No. of expected guests: Estimated 100 per day.

The F&B staff will work shifts within the below outlets:

Baptist Grill from 10am – 12midnight

Baptist Bar from 10am – 4am

Café L'oscar from 6am to 12.30pm

The hotel is expected to open for business in Q3 of 2018.

This Plan has been developed in accordance with the London Plan and Camden Planning Guidance 7 which in itself supports the policies in Camden's Local Development Framework (LDF). Notably, CS11 promoting sustainable and efficient travel; CS16 Improving Camden's health and well-being; DP16: The transport implications of development; DP17 walking, cycling and public transport; DP18 Parking standards and limiting the availability of car parking; DP19 managing the impact of parking; DP20 movement of goods and materials; DP21 Development connecting to the Highway network and DP32 air quality and Camden's clear zone.

Although it is not anticipated that the Hotel will meet the criteria for the requirement of a formal Transport Assessment, it will have a significantly increased movement of people to and from the site than it had under its use as a Baptist Church and headquarters.

The Hotel benefits from excellent public transport links and is ideally located for travel by non-car means. Situated within a short walk of numerous bus services, places of interest and an underground station with a direct link to London Heathrow, guests and staff alike have many travel options available to them.

It has been reported that provision or not of car parking has a major influence on the decision to use the car at all. In line with the Council's overall strategy to reduce and discourage the use of individual cars therefore, no car parking provision has been made. The site is located within controlled parking zone CA-D which is in operation 08:30-18:30 Monday to Friday and 08:30-13:30 on Saturday.

As the hotel is aimed at largely single business users and the top end of the tourist market, it is not anticipated that many of these will arrive on a bicycle. It is likely therefore that most of cycle users will be staff.

According to the draft London Plan (Table 10.2) minimum cycle parking standards will require 1 short stay space per 50 bedrooms and 1 long stay space per 20 bedrooms. With 39 bedrooms in total, this would mean the minimum requirement is 1 short stay space and 2 long stay spaces.

With this in mind, the design of the hotel includes the provision of at least 10 cycle spaces on the basement mezzanine level of the hotel, accessed by way of a dedicated staff entrance and staircase.

## **Site Assessment and Accessibility**

A plan of the site is included in the Appendix.

### By Road

There is no vehicular access to the site and there are no vehicular crossovers in the footpaths on the north, west and south boundaries of the site.

The main pedestrian access to the building is located approximately in the centre of the Southampton Row frontage.

The alignment of the building at its Western end in Catton Street has been modified in order to create a pick up\drop off point for taxis adjacent to the 'VIP' access and there is an entrance to The Baptist Grill also located in Catton Street. The dedicated staff entrance is just to the East of the VIP entrance.

Southampton Row forms part of the A4200 connecting the areas of Holborn and Camden and is classified as a Borough Distributor under the LBC road hierarchy. In recognition of this, there are double yellow lines on both sides of the road near the site.

Catton Street is a one-way road running east to west between Proctor Street and Southampton Row. As well as providing a through route, Catton Street provides a means of servicing properties backing on to the road. There are single yellow lines on either side of the road with no restrictions on times at which loading\unloading can take place. In addition, there are two parking bays on the north side of the road at the western end. One is for use by diplomatic permit holders only and the other operates as a pay and display (Mon-Friday 08.30- 18.30, Saturday 08.30-13.30) There is also an access to an underground car park on the north side of the road towards the eastern end.

### On Foot:

The site is within 10 minutes' walk of the shops, bars\restaurants and theatres of Covent Garden and as such, the potential for hotel guests to undertake trips to\from the site on foot is significant.

All of the roads within the immediate vicinity of the site have wide footpaths on both sides and dropped kerbs at junctions. The footpaths are adequately maintained, and street lighting is present. The site itself is located on the north-eastern corner of the Southampton Row\High Holborn\Kingsway junction. This junction is under signal control and there are formal pedestrian crossing facilities incorporated into all arms.

The roads and crossing facilities around the Holborn area have been the subject of an improvement scheme. This included physical changes to the layout of the junction, increasing the size of certain refuge islands and modifying the signal timings to introduce an all red pedestrian phase. This has made travelling on foot much easier and safer within the area. We understand that there are currently further plans under discussion to widen the footpaths around Holborn and improve the area for pedestrians.

### By Bicycle

Whilst the site does not directly form part of the London Cycle Network (LCN), a good network of signed routes and roads identified as being suitable for cyclists do exist within the wider Holborn area. The nearest roads deemed suitable for cyclists are Theobalds Road, Lambs Conduit Street and Red Lion Street and the signed cycle routes are nearby in Longacre and Great Queen Street leading to Covent Garden and Leicester Square. There is a good level of cycle parking currently provided in the Holborn area, including around 35 Sheffield stands on the south-east corner of the Southampton Row\Theobald's Road junction and there are also some immediately outside the hotel. There are also Santander bicycle stands in High Holborn and Red Lion Square.

Whilst, as mentioned, it is anticipated that most of the Hotel's cycle users will be staff, there are at least 10 cycle storage spaces at Basement Mezzanine level within the Hotel itself and plenty of cycle stands nearby, including on Southampton Row, which would be available for those attending events in the conference rooms of the Hotel.

### Bus Services

Large numbers of bus routes serve the Holborn area. There are several bus stops within a few minutes' walk of the site. There are stops nearby providing access to the 1,8,19,25,38,55,98 and 243 routes. With these routes it is possible to make direct connections to numerous destinations, including, Waterloo and Victoria's mainline stations and Oxford Street.

On Kingsway, there are stops providing access to the 1, 59, 68, 91, 168, 171, 188, 243, 521 and X68 routes. With these routes it is possible to make direct connections to destinations including Euston's mainline stations and Trafalgar Square.

All the above routes also cover an extensive geographical area outside Central London, including areas such as Maida Vale, Battersea and Elephant Castle, as well as to the City, Islington and the East End.

Not only are the bus routes numerous, with frequent day time services to destinations all over town, the site is also well serviced by evening and weekend buses. Routes 25,98, and 243 operate a 24 hour service and the night buses N1, N8, N19, N38, N41, N55, N68, N91, N98, N171 and N207 operate from the stops nearby. This will be particularly helpful for staff working shift patterns at the Hotel throughout the day and evenings\weekends, so it is considered that there is significant potential for both guests and staff to access the site by bus.

Details of the bus services described above, and a corresponding network plan are attached in the Appendix.

## London Underground

The nearest London Underground station is Holborn. At approximately 50m to the south of the site, Holborn station has external entrances located in the south-eastern corner of the Southampton Row\High Holborn\Kingsway junction and provides access to the Piccadilly and Central lines. These lines provide direct access not only to London Heathrow, but also to the tourist draws of Knightsbridge, Marble Arch, Oxford Street, St Paul's and the mainline stations at Liverpool Street and Kings Cross. Tottenham Court Road station is also within walking distance, or a short tube journey away, and that station provides connections to both Waterloo to the South and Euston in the North. It will also be providing an intersection with the Elizabeth Line\Crossrail. That Elizabeth Line itself will also be providing an efficient tube service, running East to West right through the heart of London and out to the suburbs beyond, also providing a link to Paddington's mainline station.

Holborn itself is one of the busiest stations on the network, with over 60,000 customers exiting the station every weekday and over 40 million customers a year. There are plans afoot to make changes at Holborn station that would make it "substantially easier for customers to enter, exit and move around the station". It is anticipated that, subject to the appropriate funding and permissions, that work would start in the early 2020s. These works plan to include:

- A new second entrance and exit to the station.
- More escalators
- Step free access
- More space to change between trains.

We consider that there is significant potential for both guests and staff to access the Hotel via the Underground network.

## PTAL (Public Transport Accessibility Level)

Initial calculations rate the PTAL at 6b. On the scale of 1 to 6, with 1 being low, the 6b PTAL rating for this site equates to the 'best' level of public transport accessibility. Calculations for the PTAL have been undertaken in accordance with the guidelines published by Transport for London (TFL). A copy of full PTAL report is attached. (Appendix C)

## Summary

The site is very well located in terms of public and sustainable transport modes. The site is situated within a short walk of numerous bus services, places of tourist interest and Holborn underground station. These transport links provide good connections to areas throughout London and beyond, including central commercial and retail locations and justify the site's Public Transport Accessibility Level of 6b or 'excellent'. The site also benefits from its proximity to the local cycle network and provision of good cycle racks close by.



## **Expected Modal Split**

### Guests

In terms of arrivals and departures of visitors and guests, we have drawn upon the number of guest movements and the mode of transport used from nearby comparable high-end hotels. Based on these and other 5\* hotel guest travel habits, we are forecasting that 50% of guests will initially arrive by taxi, with 25% coming by private car/driver, 25% by tube/public transport. This demonstrates that the travel habits of our customers are highly sustainable with a considerable proportion of public transport usage. Most guests would normally arrive and check in between 3pm and 8pm and would leave before 10 am.

The Hotel's restaurant and bars expect a high level of patronage from guests who otherwise might have gone elsewhere – thus reducing the level of external trips.

The number of guests previously estimated also includes non-residents who will use the bar/restaurant. It is expected that a considerable proportion of these guests will also use public transport.

### **Staff**

It is anticipated that all staff at the hotel will use modes of transport other than the private car.

## **Deliveries**

As per earlier planning approvals, Hotel deliveries will be minimal and within specific times. No servicing deliveries via the Catton Street entrance will be carried out late night\early morning between 18.00pm and 4.00 am.

Deliveries will take place on Catton Street as approved and load\unload at the dedicated service layby. Some smaller deliveries (flowers, etc) and those arriving early morning between the hours of 1.00-6.00 am will use the main entrance on Southampton Row. (The Catton Street entrance will be closed within those hours and used for emergency access only).

Assessing the correlation between L'oscar London and similar sized operations, we estimate the likely demand will be between 15- 20 deliveries per day. The maximum size of vehicle that can be used to service L'oscar London is 4.6 tonne, so it is likely that several small deliveries will be made throughout the day, most likely with the restaurant supply deliveries being in the early morning. Surveys of the duration of stay of vehicles parked on Catton Street have in the past confirmed that there is sufficient space for delivery vehicles to park at the kerbside\in the dedicated service area, particularly in the early mornings, thereby minimising the potential for disruption on the surrounding streets.

## Objectives\Suggested Measures

As mentioned earlier, the site is ideally located for travel by non-car modes. It has a PTAL of 6b, indicating 'best' accessibility and has close access to the underground and bus services as well as being located within walking distance of such tourist destinations as The British Museum, Covent Garden and Leicester Square. The site also benefits from good pedestrian walkways, the proximity of the cycle network and nearby roads deemed suitable for cyclists.

This does not mean that a TP for this site cannot have a positive influence on guests' and employees' travel behaviour. It aims to maximise the opportunity for people to make informed, sustainable travel choices. To do this, a range of measures and initiatives have been identified to meet the core objectives of this TP with its success ultimately resting on the quality and range of these initiatives and the way these are implemented, managed and their potential maximised.

The TP has a number of objectives which are consistent with National and local policies and aims to provide a more sustainable development. Due to its advantageous location in relation to transport networks, the site already has a strong public transport modal share. However, the key objectives are:

- To provide guests and employees with up to date information, detailing the services and facilities available to them, to assist them in making informed travel choices.
- To minimise the number of individual trips generated by the site, especially during the peak periods, and to reduce the impact of these journeys where possible.
- To maximise public transport accessibility.
- Ensure the continuous development and implementation of sustainable travel practices to make the site accessible to all groups of people.

The meeting of these objectives may lead to further indirect benefits, not only for the guests and staff of the Hotel, but also for the wider community. This may include a reduction in unnecessary travel and the associated cost, reduced congestion, better air quality and noise reduction, a more environmentally friendly London and a wider choice and better standard of transport provision.

In order to meet these objectives, we propose the following measures:

- To provide guests and employees with up to date information on initiatives such as Walk4Life and websites such as <https://tfl.gov.uk/modes/walking>
- To provide information on the cycle parking and facilities on site and promote awareness of website information such as TFL's Cycle Journey Planner.
- To promote awareness of the TFL website in general, including its journey planner and Safer Travel at Night campaign.
- The TP will be activated right at the outset and this is normally at the point of first occupation as it is often very difficult to alter people's travel behaviour once it has become established. It is therefore important that everyone within the hotel is

encouraged to consider their travel options from the earliest opportunity. Therefore, information and discussion of travelling arrangements with staff is to be part of their induction process and comprehensive travel information will be provided within employee starter packs.

- The Hotel has no parking provision and as such discourages the use of the private car in accessing it. There is a newly created taxi bay providing safe and dry pick up and drop off access and guests and staff alike will be encouraged to access the Hotel using its excellent alternative transport links.
- The impact of the TP should be maximised by encouraging staff participation. By providing the opportunity for interaction and involvement with the management structure, staff will develop a sense of ownership with the TP and may therefore more actively participate in events and initiatives. It will also allow their thoughts to be heard thereby providing an additional source of ideas and view.

## Targets

Questionnaire travel survey to staff to be undertaken three months, 1 year, 3 year and 5 years after the hotel opens. Please see Appendix D for suggested Questionnaire.

A commitment to outline future monitoring schedules if key travel plan targets have not been met after 5 years.

Travel Plan Targets				
Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim (Year 3)	Final (Year 5)
<b>Employees</b>				
Reduce Peak Hour Public Transport (PT) Trips by 5%	Modal Split monitoring surveys for PT	90%	87%	85%
Achieve a 5 % increase in the mode share for active modes	Modal Split monitoring surveys for cycling and walking	7%	10%	12%

As part of the ongoing monitoring and review of the travel plan, questionnaire travel surveys will be undertaken one month after the hotel fully opens. Then again after 1, 3 and 5 years with a commitment to outline future monitoring schedules if key travel plan targets have not been met after 5 years.

The results of these surveys will be reported to maintain awareness and accountability – i.e. notice board displays, reports on relevant websites, etc and feedback from staff and guests to this information should be encouraged.

As the travel plan will focus mainly on the staff day to day, their awareness and enthusiasm towards the travel plan need to be monitored and assessed to see if increased involvement\encouragement is needed.

## **Management**

For the TP to be successful, it is important that it is suitably organised and managed. Therefore, the Travel Plan Co-ordinator role will be managed within Human Resources and overseen by Julia Fowler to provide a plan that integrates with the day to day management of the Hotel and the comings and goings of its staff. The Co-ordinator's role will include the following responsibilities:

- Responsibility for the delivery of the Travel Plan
- Acting as the key point of contact for guests and employees to provide information, advice and guidance.
- To establish and ensure the operation of the individual initiatives and schemes
- Confirming the information provided is relevant and current.
- Investigating the potential for additional schemes and incentives.
- Providing information and advice relating to the transport benefits of the site to staff.
- Liaising with the relevant service operators and providers as well as the Local Authority for local events and initiatives
- Overseeing the monitoring and reporting of the Travel Plan.

## **Monitoring**

A Travel Plan should be regarded as a 'live' document, an on-going process and not a one-off event. As such, it should be subject to continuous implementation and review to determine its success and develop new ideas. To aid, this, a programme of regular iTrace compliant monitoring of travel patterns should be established to measure changes against the base surveys conducted upon opening.

The responsibility for undertaking\overseeing monitoring and to ensure the implementation of the Travel Plan is part of the Travel Plan Co-ordinator's role. The Co-ordinator will be responsible for the continuing investigation into the potential for incentives and subsidised travel and equipment through negotiations with the relevant authorities beyond the point of first implementation.

In line with TFL guidance, it is proposed that a schedule of monitoring and reporting is set up as mentioned previously and along the following lines:

- A questionnaire travel survey conducted one month after the hotel opens and again after one, three and five years.
- A commitment outlining a future monitoring schedule if all the key travel plan targets have not been met after five years.

### **Action Plan**

As indicated above, the success of the TP will be dependent upon the way it is implemented, managed and communicated. A table illustrating the current Action Plan is attached in Appendix I. The white cells represent ideas to be discussed and applied once the Hotel is fully operational, the green cells are actions that are already in place.

Appendix

- A Site Plan
- B Planning Consents
- C PTAL Report
- D L'oscar London Travel Plan staff survey example
- E Santander Cycle Docking Stations in Holborn area.
- F Bus Map and Buses in Holborn area
- G Night Bus Map
- H Brief overview of planned works to Holborn underground station.
- I Action Plan – Summary Table

Appendix A : Site Plan:

L'oscar London, 2-6 Southampton Row, WC1B 4AA



Site and Location Plan

Appendix B: Planning Consents:



**Approvals Schedule**

<b>Original Planning Permission &amp; Listed Building Consent</b>			
<b>Ref.</b>	<b>Type of Application</b>	<b>Description</b>	<b>Date of Approval</b>
2007/5204/P	Full Planning Permission	Conversion and alterations of the former Baptist Church Headquarters to create 84 bedroom hotel (Class C1) with- restaurant, conference room, meeting/banqueting room, bar, spa and gym.	30/05/2008
2007/5206/L	Listed Building Consent	External and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel with restaurant, conference room, meeting/banqueting room, bar, spa and gym.	10/04/2008
<b>Non-Material Amendment</b>			
<b>Ref.</b>	<b>Type of Application</b>	<b>Description</b>	<b>Date of Approval</b>
2012/5592/P	Non-Material Amendment	Reduction in the number of hotel rooms and various external alterations to the building, as amendments to planning permission ref 2007/5204/P dated 30/05/2008 for conversion and alterations of the former Baptist Church Headquarters to create a 84 bedroom hotel (Class C1).	26/11/2012
2012/5591/L	Listed Building Consent	Alterations in connection with the reduction in hotel room numbers and alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing, as an amendment to listed building consent 2007/5206/L dated 10/04/ for external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel [Class C1].	14/12/2012
<b>Approval of Details</b>			
<b>Ref.</b>	<b>Type of Application</b>	<b>Description</b>	<b>Date of Approval</b>
2008/3382/L	Approval of Details	Details of pursuant structural engineers report and drawings (condition 17a); and structural engineers drawings and a method statement indicating the proposed method of ensuring the safety and stability of the building fabric to be retained throughout the period of demolition and reconstruction (condition 17b) of listed building consent dated 10th April 2008 (ref. 2007/5206/L) (for external and internal alterations including conversion of the former Baptist Church Headquarters to create	07/11/2008



		84 bedroom hotel with restaurant, conference room, meeting/banqueting room, bar, spa and gym).	
2008/3556/P	Approval of Details	Details of draft sustainability plan including a BREEAM pre-assessment and implementation plan for the installation of a combined heat and power system pursuant to condition 12 of planning permission ref: 2007/5204/P granted 30/5/08 for conversion and alterations of the former Baptist Church Headquarters to create 84 bedroom hotel (Class C1) with restaurant, conference room, meeting/banqueting room, bar, spa and gym.	11/12/2008
2011/0416/P	Approval of Details	Details of Construction Management Plan pursuant to condition 9 of planning permission granted on 30/05/2008 (ref: 2007/5204/P) for the conversion and alterations of the former Baptist Church Headquarters to create 84 bedroom hotel (Class C1) with restaurant, conference room, meeting/banqueting room, bar, spa and gym.	10/03/2011
2011/0192/P	Approval of Details	Details of design and method statement for basement and ground floor structures, pursuant to condition 8 (a), 8 (b) and 8 (c) of planning permission dated 30/05/2008 (Ref: 2007/5204/P) for conversion and alterations of the former Baptist Church Headquarters to create 84 bedroom hotel (Class C1) with restaurant, conference room, meeting/banqueting room, bar, spa and gym.	10/03/2011
2013/3570/L	Approval of Details	Details of detailed plans, drawings of details of external windows and doors, internal doors, architraves and screens, proposed glazed link, internal elevations, details of all historic features that are to be removed and relocated (fire places, doors and windows), details and sections of shop front designs, schedule of finishes, relocation of original panelling in Room P10 and a method statement required by conditions part 4, 7, 8, 10, 12, 15, part 17c, part 17d, 18 & 19 of listed building consent granted on 14/12/2012 (Ref: 2012/5591/L for the alterations in connection with the reduction in hotel room numbers and alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing, as an amendment to listed building consent 2007/5206/L).	09/08/2013
2013/3687/L	Approval of Details	Submission of details as required by conditions 17a (structural engineers report and drawings detailing all works of additional structural support) and 17b (method statement and structural engineers drawings to be submitted before any works of demolition) of listed building consent dated 14/12/2012 (ref 2012/5591/L), for alterations in connection with the reduction in hotel room numbers and alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing, as an amendment to listed building consent	11/10/2013


		2007/5206/L dated 10/04/2008 for external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel [Class C1].	
2013/8242/L	Approval of Details	Details for the discharge of part condition 4 (shopfront details), 17c (detailed shopfront sections) and part 17d (internal finishes to the chapel) required by listed building consent granted on 14/12/2012 (ref: 2012/5591/L for the Alterations in connection with the reduction in hotel room numbers and alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing).	07/02/2014
2013/7995/L	Approval of Details	Proposals for dealing with asbestos removal - details submitted in partial discharge of Condition 17d attached to Listed Building Consent 2012/5591/L.	31/01/2014
2014/4981/L	Approval of Details	Details of method statement as required by condition 3 of listed building consent (2012/5591/L) dated 14/12/2012 for alterations associated with the conversion of the former Baptist Church Headquarters to hotel.	05/09/2014
2014/5424/L	Approval of Details	Details pursuant to part discharge of condition 15 (historic features) following listed building consent granted 14/12/2014 (2012/5591/L) for the external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel with restaurant, conference room, meeting/banqueting room, bar, spa and gym.	19/11/2014
2014/5970/L	Approval of Details	Details in relation to discharge of part condition 5 (materials), part condition 9 (window/louvre) and part condition 17d (internal finishes) of listed building consent 2012/5591/L, 08/11/12 for: Alterations in connection with the reduction in hotel room numbers and alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing, as an amendment to listed building consent 2007/5206/L dated 10/04/2008 for external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel [Class C1].	25/11/2014
2015/3617/L	Approval of Details	Part discharge of condition 5 (materials) relating to listed building consent 2012/5591/L granted on 14 December 2012 for Alterations in connection with the reduction in hotel room numbers and alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing, as an amendment to listed building consent 2007/5206/L dated 10/04/2008 for external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel [Class C1].	01/09/2015

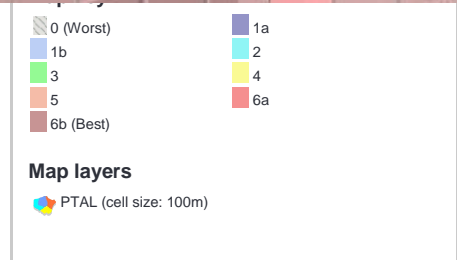
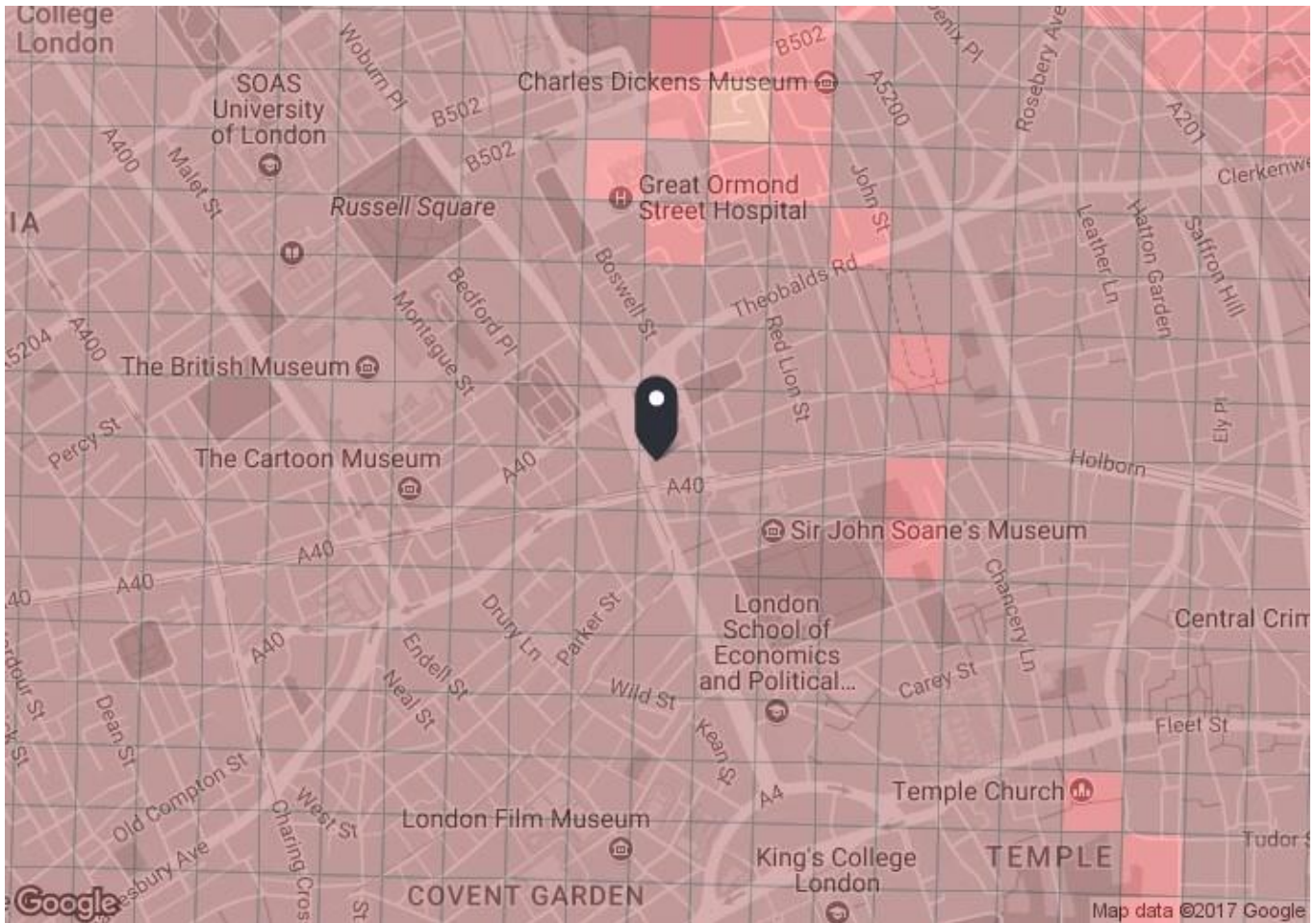
2016/0327/L	Approval of Details	Details of roof tiles in relation to condition 5 (material samples) and condition 14 (Details of any works of alteration or upgrading) of LBC ref 2012/5591/L dated 14/12/2012, for Alterations in connection with the reduction in hotel room numbers and alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing, as an amendment to listed building consent 2007/5206/L dated 10/04/2008 for external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel.	06/04/2016
2015/6586/L	Approval of Details	Details of conditions 4 and 17c (shopfronts) of listed building consent dated 14/12/2012 ref 2012/5591/L (for alterations to design of chapel, ground floor entrance, hotel bedrooms, circulation and lifts, and internal fixtures, fittings and servicing, as an amendment to listed building consent 2007/5206/L dated 10/04/2008 for external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel)	29/04/2016
<b>Variation of Condition</b>			
<b>Ref.</b>	<b>Type of Application</b>	<b>Description</b>	<b>Date of Approval</b>
2008/2514/P	Variation of Condition	Variation of conditions 3, 4, 7, 8, 9, 10, 12, 13, 14 and 15 of listed building consent dated 10/04/2008 (ref. 2007/5206/L) for the external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel with restaurant, conference room, meeting/banqueting room, bar, spa and gym. (NB Proposed variation is to require the submission of details prior to the commencement of the relevant works rather than prior to commencement of works)	07/08/2008
2014/4982/P	Variation of Condition	Variation of condition 6 (relating to opening hours of the ancillary restaurant and lounge/bar use) as required by planning permission (2007/5204/P) dated 30/05/2008 for conversion and alterations of the former Baptist Church Headquarters to hotel	10/02/2016
<b>Other Planning Permission and Listed Building Consents</b>			
<b>Ref.</b>	<b>Type of Application</b>	<b>Description</b>	<b>Date of Approval</b>
2013/3105/P	Full Planning Permission	Extension of existing first floor storage room into lightwell to create extended service area.	18/07/2013
2013/3717/L	Listed Building Consent	Extension of existing first floor storage room into lightwell to create extended service area.	18/07/2013
2013/5020/L	Listed Building Consent	Reinstatement of historic mezzanine at the eastern end of room 1.03/4 at first floor, and alterations to room layout at sixth and seventh floors as an amendment to listed	20/09/2013

		building consent (ref:2012/5591/L) dated 14/12/2012 for external and internal alterations including conversion of the former Baptist Church Headquarters to create 84 bedroom hotel.	
2015/6887/P	Full Planning Permission	Alterations in connection with the erection of entrance canopies and lanterns at main entrance on Southampton Row and 2 secondary entrances on Catton Street	20/05/2016
2015/7194/L	Listed Building Consent	Alterations in connection with the erection of entrance canopies and lanterns at main entrance on Southampton Row and 2 secondary entrances on Catton Street	20/05/2016
2016/0487/P	Full Planning Permission	Installation of external lights for illumination of building facades on both elevations.	20/05/2016
2016/1133/L	Listed Building Consent	Installation of external lights for illumination of building facades on both elevations.	20/05/2016
2016/1282/P	Full Planning Permission	Installation of two new maintenance access ladders, associated platforms and mansafe cable system to the chapel roof and approved roof extension in the lightwell.	14/07/2016
2016/2141/L	Listed Building Consent	Installation of two new maintenance access ladders, associated platforms and mansafe cable system to the chapel roof and approved roof extension in the lightwell.	14/07/2016
2016/1827/P	Full Planning Permission	Details of ventilation equipment for kitchen (involving one air-handling unit on rear internal lightwell roof) as required by condition 4 of 2007/5204/P granted 30/05/2018 for Conversion and alterations of the former Baptist Church Headquarters to create 84 bedroom hotel (Class C1) with restaurant, conference room, meeting/ banqueting room, bar, spa and gym	14/07/2016
2016/1828/L	Listed Building Consent	Installation of ventilation equipment for kitchen, involving one air-handling unit on rear internal lightwell roof.	14/07/2016
2016/4793/L	Listed Building Consent	Installation of a new floor with integrated acoustic matting and service boxes in function rooms, retaining historic boards.	19/12/2016
<b>Certificate of Lawfulness (Proposed)</b>			
<b>Ref.</b>	<b>Type of Application</b>	<b>Description</b>	<b>Date of Approval</b>
2015/3731/P	Certificate of Lawfulness (Proposed)	Use of the hotel's lounge/bar and restaurant at ground and first floor levels by non-residents as ancillary uses to the main hotel (Class C1 use).	09/02/2016

Appendix C: PTAL Report:

<p><b>PTAL output for Base Year</b></p> <p>6b</p> <p><b>WC1B 4AA</b>          Southampton Row, London WC1B 4AA, UK Easting: <b>530527</b>,          Northing: <b>181570</b></p> <p>Grid Cell: 85851</p> <p>Report generated: 25/09/2017</p>																			
<p>Calculation Parameters</p> <table border="1"> <tr> <td><b>Day of Week</b></td> <td>M-F</td> </tr> <tr> <td><b>Time Period</b></td> <td>AM Peak</td> </tr> <tr> <td><b>Walk Speed</b></td> <td>4.8 kph</td> </tr> <tr> <td><b>Bus Node Max. Walk Access Time (mins)</b></td> <td>8</td> </tr> <tr> <td><b>Bus Reliability Factor</b></td> <td>2.0</td> </tr> <tr> <td><b>LU Station Max. Walk Access Time (mins)</b></td> <td>12</td> </tr> <tr> <td><b>LU Reliability Factor</b></td> <td>0.75</td> </tr> <tr> <td><b>National Rail Station Max. Walk Access Time (mins)</b></td> <td>12</td> </tr> <tr> <td><b>National Rail Reliability Factor</b></td> <td>0.75</td> </tr> </table>		<b>Day of Week</b>	M-F	<b>Time Period</b>	AM Peak	<b>Walk Speed</b>	4.8 kph	<b>Bus Node Max. Walk Access Time (mins)</b>	8	<b>Bus Reliability Factor</b>	2.0	<b>LU Station Max. Walk Access Time (mins)</b>	12	<b>LU Reliability Factor</b>	0.75	<b>National Rail Station Max. Walk Access Time (mins)</b>	12	<b>National Rail Reliability Factor</b>	0.75
<b>Day of Week</b>	M-F																		
<b>Time Period</b>	AM Peak																		
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<b>National Rail Station Max. Walk Access Time (mins)</b>	12																		
<b>National Rail Reliability Factor</b>	0.75																		

 **TRANSPORT**  
**FOR LONDON**



Calculation data									
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF Weight AI	
Bus	HIGH HOLBORN PROCTER ST	8	104.19	10	1.3	5	6.3	4.76	0.5 2.38
Bus	HIGH HOLBORN PROCTER ST	521	104.19	27	1.3	3.11	4.41	6.8	1 6.8
Bus	HIGH HOLBORN PROCTER ST	242	104.19	6.5	1.3	6.62	7.92	3.79	0.5 1.89
Bus	HIGH HOLBORN PROCTER ST	25	104.19	8	1.3	5.75	7.05	4.25	0.5 2.13
Bus	HOLBORN STATION KINGSWAY	59	144.04	10	1.8	5	6.8	4.41	0.5 2.21
Bus	HOLBORN STATION KINGSWAY	243	144.04	11	1.8	4.73	6.53	4.6	0.5 2.3
Bus	HOLBORN STATION KINGSWAY	91	144.04	9	1.8	5.33	7.13	4.21	0.5 2.1
Bus	HOLBORN STATION KINGSWAY	1	144.04	8	1.8	5.75	7.55	3.97	0.5 1.99
Bus	HOLBORN STATION KINGSWAY	68	144.04	9	1.8	5.33	7.13	4.21	0.5 2.1
Bus	HOLBORN STATION KINGSWAY	X68	144.04	4	1.8	9.5	11.3	2.65	0.5 1.33
Bus	HOLBORN STATION KINGSWAY	188	144.04	8	1.8	5.75	7.55	3.97	0.5 1.99
Bus	HOLBORN STATION KINGSWAY	171	144.04	7.75	1.8	5.87	7.67	3.91	0.5 1.96
Bus	HOLBORN STATION KINGSWAY	168	144.04	9	1.8	5.33	7.13	4.21	0.5 2.1
Bus	BLOOMSBURY SQUARE	38	265.49	10	3.32	5	8.32	3.61	0.5 1.8
Bus	BLOOMSBURY SQUARE	19	265.49	8	3.32	5.75	9.07	3.31	0.5 1.65
Bus	BLOOMSBURY SQUARE	55	265.49	10	3.32	5	8.32	3.61	0.5 1.8
Bus	BLOOMSBURY ST SHAFTESBURY AVE	24	533.72	10	6.67	5	11.67	2.57	0.5 1.29
Bus	BLOOMSBURY ST SHAFTESBURY AVE	134	533.72	12	6.67	4.5	11.17	2.69	0.5 1.34
Bus	BLOOMSBURY ST SHAFTESBURY AVE	29	533.72	15	6.67	4	10.67	2.81	0.5 1.41
Bus	BLOOMSBURY ST SHAFTESBURY AVE	176	533.72	8.5	6.67	5.53	12.2	2.46	0.5 1.23
Bus	BLOOMSBURY ST SHAFTESBURY AVE	14	533.72	13	6.67	4.31	10.98	2.73	0.5 1.37
Bus	BRITISH MUSEUM	98	465.14	9	5.81	5.33	11.15	2.69	0.5 1.35
LUL	Covent Garden	'Cockfosters-LHRT4LT '	699.22	4.67	8.74	7.17	15.91	1.89	0.5 0.94
LUL	Tottenham Court Road	'RuislipGar-Epping '	773.86	1	9.67	30.75	40.42	0.74	0.5 0.37
LUL	Tottenham Court Road	'Morden-Edgware '	773.86	4.67	9.67	7.17	16.85	1.78	0.5 0.89
LUL	Tottenham Court Road	'HighBarnet-Morden '	773.86	0.33	9.67	91.66	101.33	0.3	0.5 0.15
LUL	Tottenham Court Road	'Kennington-Edgware '	773.86	14.67	9.67	2.79	12.47	2.41	0.5 1.2
LUL	Tottenham Court Road	'HighBarnet-Kenningt '	773.86	5.33	9.67	6.38	16.05	1.87	0.5 0.93
LUL	Tottenham Court Road	'MillHill-Morden '	773.86	1.67	9.67	18.71	28.39	1.06	0.5 0.53
LUL	Tottenham Court Road	'MillHillE-Kenningt '	773.86	1.67	9.67	18.71	28.39	1.06	0.5 0.53
LUL	Chancery Lane	'WRuislip-NewburyPark'	599.73	0.33	7.5	91.66	99.16	0.3	0.5 0.15
LUL	Chancery Lane	'Hainault-Nacton '	599.73	1.33	7.5	23.31	30.8	0.97	0.5 0.49
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	599.73	0.67	7.5	45.53	53.02	0.57	0.5 0.28
LUL	Holborn	'Epping-Ealing '	100.57	3	1.26	10.75	12.01	2.5	0.5 1.25
LUL	Holborn	'WRuislip-Epping '	100.57	3	1.26	10.75	12.01	2.5	0.5 1.25
LUL	Holborn	'WhiteCity-Epping '	100.57	0.33	1.26	91.66	92.92	0.32	0.5 0.16
LUL	Holborn	'Epping-NActon '	100.57	1	1.26	30.75	32.01	0.94	0.5 0.47
LUL	Holborn	'Northolt-Epping '	100.57	0.67	1.26	45.53	46.78	0.64	0.5 0.32
LUL	Holborn	'Debden-WRuislip '	100.57	0.33	1.26	91.66	92.92	0.32	0.5 0.16
LUL	Holborn	'WhiteCity-Debden '	100.57	0.33	1.26	91.66	92.92	0.32	0.5 0.16
LUL	Holborn	'Debden-Northolt '	100.57	1	1.26	30.75	32.01	0.94	0.5 0.47
LUL	Holborn	'RuislipGdns-Debden '	100.57	0.33	1.26	91.66	92.92	0.32	0.5 0.16

LUL	Holborn	'Loughton-WRuislip	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'NActon-Loughton	100.57	0.67	1.26	45.53	46.78	0.64	0.5	0.32
LUL	Holborn	'RuislipGdns-Loughton'	100.57	0.67	1.26	45.53	46.78	0.64	0.5	0.32
LUL	Holborn	'Loughton-WhiteCity'	100.57	0.67	1.26	45.53	46.78	0.64	0.5	0.32
LUL	Holborn	'Loughton-Northolt'	100.57	0.33	1.26	91.66	92.92	0.32	0.5	0.16
LUL	Holborn	'Ealing-Loughton'	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'Ealing-NewburyPark'	100.57	0.67	1.26	45.53	46.78	0.64	0.5	0.32
LUL	Holborn	'NActon-NewburyPark'	100.57	0.33	1.26	91.66	92.92	0.32	0.5	0.16
LUL	Holborn	'Hainault-Ealing'	100.57	5.33	1.26	6.38	7.64	3.93	1	3.93
LUL	Holborn	'WRuislip-Hainault'	100.57	3	1.26	10.75	12.01	2.5	0.5	1.25
LUL	Holborn	'RuislipGdns-NP-Hain'	100.57	0.67	1.26	45.53	46.78	0.64	0.5	0.32
LUL	Holborn	'Hainault-WhiteCity'	100.57	1.67	1.26	18.71	19.97	1.5	0.5	0.75
LUL	Holborn	'Hainault-NP-Northolt'	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'GrangeHill-WD-Eal'	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'GrangeHill-Wdfd-Whit'	100.57	0.67	1.26	45.53	46.78	0.64	0.5	0.32
LUL	Holborn	'LHRT4LT-ArnosGrove'	100.57	4.67	1.26	7.17	8.43	3.56	0.5	1.78
LUL	Holborn	'ArnosGrove-RayLane'	100.57	0.33	1.26	91.66	92.92	0.32	0.5	0.16
LUL	Holborn	'ArnosGrove-Nthfields'	100.57	3	1.26	10.75	12.01	2.5	0.5	1.25
LUL	Holborn	'Oakwood-RayLane'	100.57	0.33	1.26	91.66	92.92	0.32	0.5	0.16
LUL	Holborn	'Nthfields-Cockfoster'	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'Cockfosters-LHRT5'	100.57	3.33	1.26	9.76	11.02	2.72	0.5	1.36
LUL	Holborn	'Uxbridge-Cockfosters'	100.57	3.67	1.26	8.92	10.18	2.95	0.5	1.47
LUL	Holborn	'Ruislip-Cockfosters'	100.57	2.33	1.26	13.63	14.88	2.02	0.5	1.01
LUL	Holborn	'ArnosGrove-Uxbridge'	100.57	1	1.26	30.75	32.01	0.94	0.5	0.47
LUL	Holborn	'Oakwood-Uxbridge'	100.57	0.33	1.26	91.66	92.92	0.32	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip'	100.57	0.33	1.26	91.66	92.92	0.32	0.5	0.16

Appendix D: L'oscar London Travel Plan staff survey example:



**L'OSCAR LONDON TRAVEL PLAN  
STAFF SURVEY**

**Travel Plan key objectives:**

- To provide guests and employees with up to date information, detailing the services and facilities available to them, to assist them in making informed travel choices
- To minimise the number of individual trips generated by the hotel, especially during peak periods and to reduce the impact of these journeys where possible
- To maximise public transport accessibility
- To ensure the continuous development and implementation of sustainable travel practices to make the site accessible to all groups of people
- To engage with and encourage employees and guests to use more sustainable ways of travelling to/from the hotel through more effective promotion of other modes of transport

**The sub-objectives are:**

- To increase employee awareness of the advantages and availability of sustainable/ active modes of transport
- To promote the health and fitness benefits of active travel to all hotel users
- To introduce a package of physical and management measures that will facilitate employee and guest travel by sustainable modes
- To reduce unnecessary use of public transport for the journey to and from the site by employees and guests.



**Benefits:**

Benefits not only for the guests and staff of the hotel but also for the wider community

Include:

Minimise the impact of the hotel’s surrounding highway and public transport network

- A reduction in unnecessary travel and the associated cost, reduced congestion, better air quality and noise reduction
- A more environmentally friendly London
- Wider choice and better standard of transport provision

**Targets:**

Questionnaire travel survey to staff to be undertaken three months, 1 year, 3 year and 5 years after the hotel opens.

A commitment to outline future monitoring schedules if key travel plan targets have not been met after 5 years.

Travel Plan Targets				
Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim (Year 3)	Final (Year 5)
<b>Employees</b>				
Reduce Peak Hour Public Transport (PT) Trips by 5%	Modal Split monitoring surveys for PT	90%	87%	85%
Achieve a 5 % increase in the mode share for active modes	Modal Split monitoring surveys for cycling and walking	7%	10%	12%

**Why survey?**

- Government's initiative for all new openings
- To enable modal split to be established prior to implementation of the travel plan
- To enable modal shift to be identified

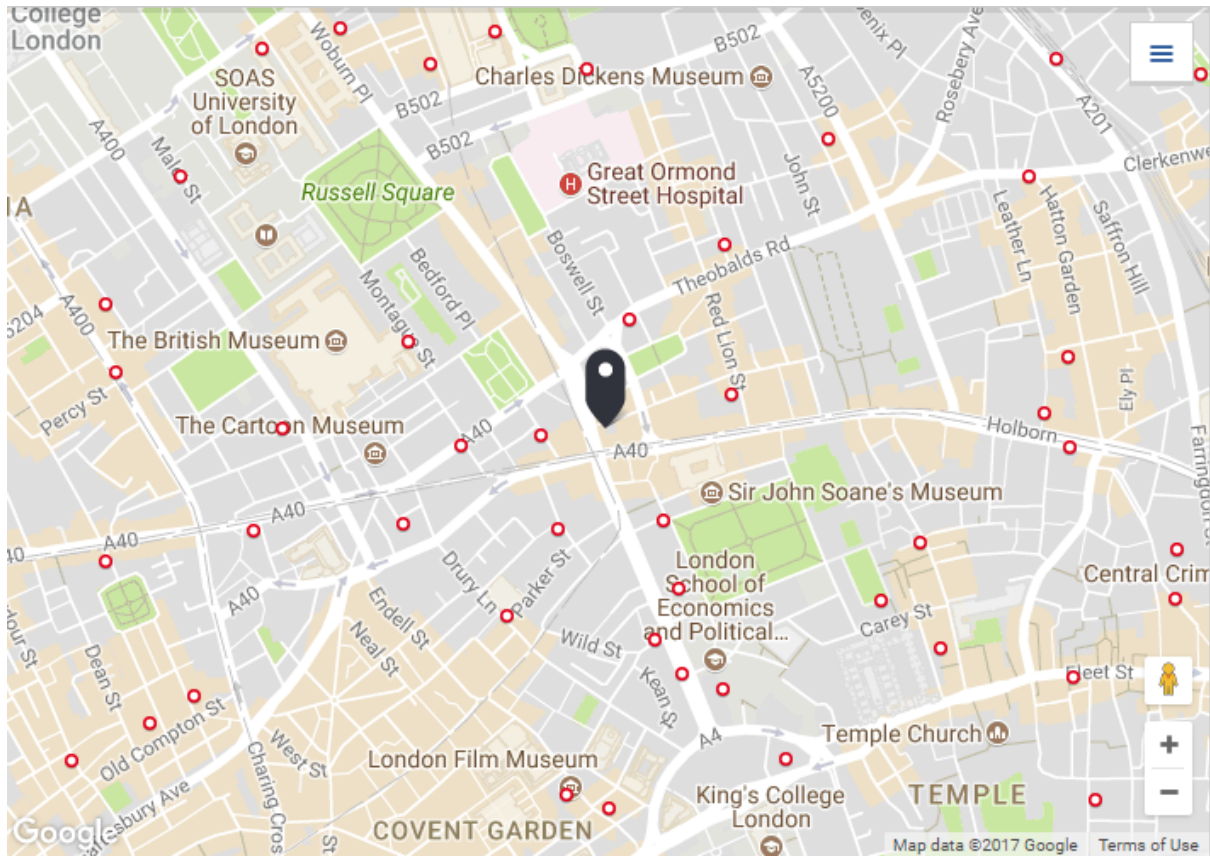
**Baseline Modal Survey – Main Mode**

How do you travel to work?

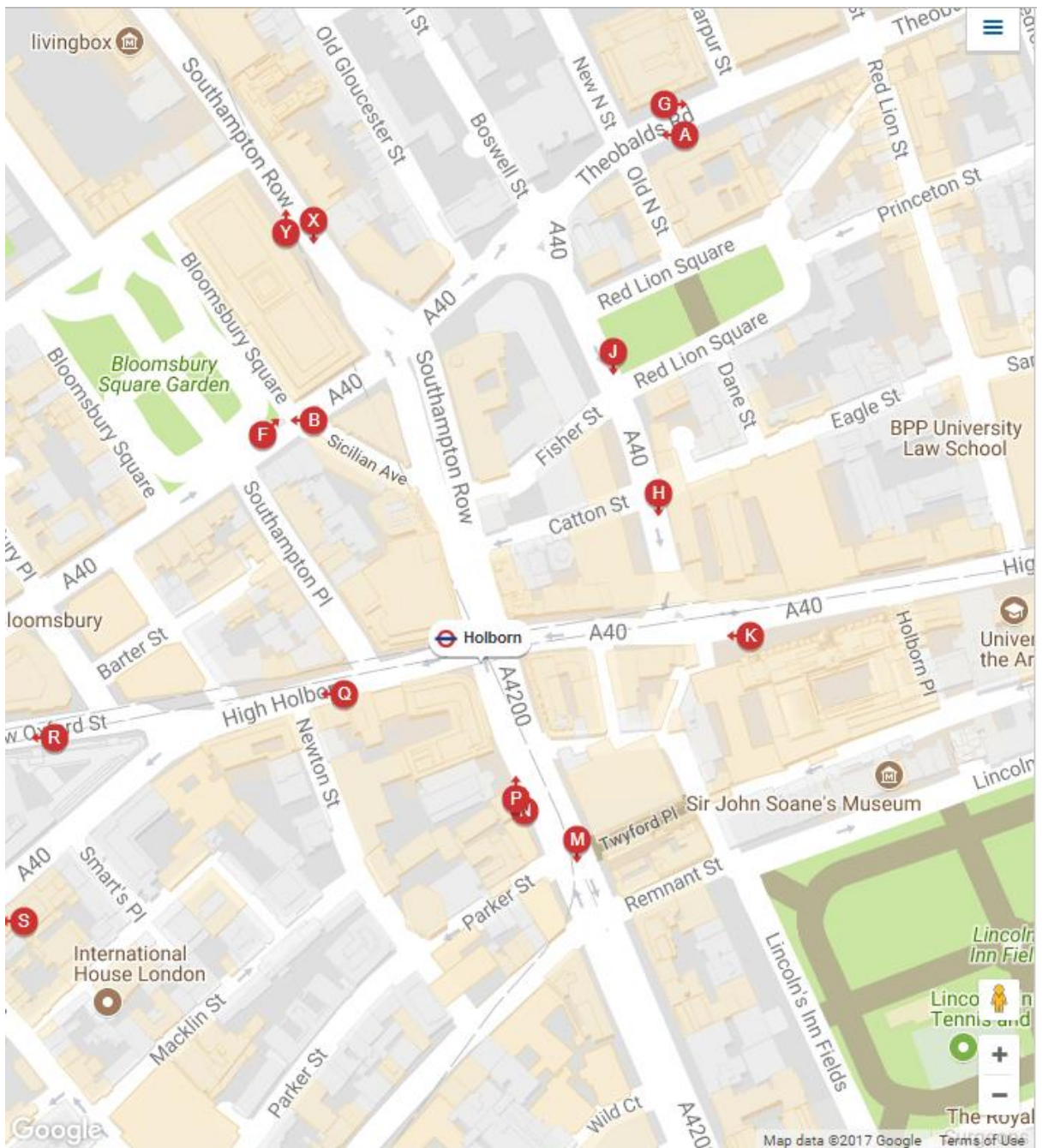
Tick more than one if applicable.

Car (driver alone)		Tube	
Car (driver with others)		Rail	
Car (as passenger)		Bike/Rail	
Motorcycle		Bicycle	
Bus		Foot	
Tram		Other	

Appendix E: Santander Docking Stations :



Appendix F: Southampton Row – Bus Map and Buses in Holborn Area



<b>P</b>	<b>Holborn Station</b> 1 171 243 521 NI N68 NI71	>
<b>N</b>	<b>Holborn Station</b> 59 68 91 168 188 N91 X68	>
<b>M</b>	<b>Kingsway / Holborn Station</b> 1 59 68 91 168 171 188 243 521 NI N68 N91 NI71 X68	>
<b>Q</b>	<b>High Holborn</b> 8	>
<b>K</b>	<b>Holborn Station</b> 8 25 521 N8	>
<b>H</b>	<b>Procter Street</b> 8 25 521 N8	>
<b>B</b>	<b>Bloomsbury Square</b> 19 38 55 NI9 N38 N41 N55	>
<b>J</b>	<b>Red Lion Square</b> 98 N98	>
<b>F</b>	<b>Bloomsbury Square</b> 19 38 55 98 NI9 N38 N41 N55 N98 N207	>
<b>R</b>	<b>New Oxford Street / High Holborn</b> 98	>

<b>S</b>	<b>Drury Lane</b> 1 8 NI N68	>
<b>E</b>	<b>Museum Street</b> 1 8 19 25 38 55 98 171 NI N8 NI9 N38 N41 N55 N68 N98 NI71 N207	>
<b>X</b>	<b>Theobald's Road</b> 59 68 91 168 188 N91 X68	>
<b>Y</b>	<b>Southampton Row / Theobald's Road</b> 59 68 91 168 188 N91 X68	>
<b>C</b>	<b>Museum Street</b> 19 38 55 NI9 N38 N41 N55	>
<b>A</b>	<b>Red Lion Street</b> 19 38 55 243 NI9 N38 N41 N55	>
<b>G</b>	<b>Red Lion Street</b> 19 38 55 243 NI9 N38 N41 N55	>
<b>W</b>	<b>British Museum</b> 10	>
<b>S</b>	<b>Brownlow Street</b> 8 25 521 N8	>
<b>R</b>	<b>Brownlow Street</b> 8 25 521 N8	>

<b>OA</b>	<b>British Museum</b> 10	>
<b>F</b>	<b>Aldwych / Kingsway</b> 1 59 68 91 168 171 188 NI N68 N91 NI71 X68	>
<b>H</b>	<b>New Oxford Street</b> 134 N253	>
	<b>Covent Garden / Russell Street</b> RVI	>
<b>K</b>	<b>Aldwych / The Royal Courts Of Justice</b> 1 59 68 91 168 171 188 243 521 NI N68 N91 NI71 N343 X68	>
<b>E</b>	<b>Aldwych / Drury Lane</b> 6 9 23 87 243 341 N9 N44 N87 NI55	>
<b>B</b>	<b>Southampton Row</b> 59 68 91 168 188 N91 X68	>
<b>D</b>	<b>Aldwych</b> 4 11 15 26 76 172 N11 NI5 N21 N26 N89 NI99 N550 N551	>
<b>C</b>	<b>Covent Garden / Catherine Street</b> RVI	>
<b>-&gt;W</b>	<b>St Giles High Street</b> 8 N68	>

<b>R</b>	<b>Aldwych / Somerset House</b> 6 9 11 15 23 87 91 N9 N11 N15 N21 N26 N44 N87 N89 N91 N155 N199 N550 N551 >
<b>S</b>	<b>Aldwych / Somerset House</b> 1 4 26 59 68 76 168 171 172 188 243 341 521 N1 N68 N171 N343 RVI X68 >
<b>S</b>	<b>Tottenham Court Road Station</b> 24 29 176 N29 N279 >
<b>B</b>	<b>Gray's Inn Road</b> 17 45 46 341 >
<b>T</b>	<b>Tottenham Court Road</b> 1 N1 N171 >
<b>C</b>	<b>High Holborn / Chancery Lane Station</b> 17 45 46 341 >
<b>CA</b>	<b>Gray's Inn Road</b> 19 38 55 243 N19 N38 N41 N55 >
<b>P</b>	<b>The Royal Courts Of Justice</b> 4 11 15 26 76 172 341 N11 N15 N21 N26 N89 N199 N550 N551 >
<b>CP</b>	<b>Gray's Inn Road</b> 19 38 55 243 N19 N38 N41 N55 >
<b>CS</b>	<b>Theobald's Road / Clerkenwell Road</b> 341 >



<b>CO</b>	<b>Theobald's Road / Clerkenwell Road</b> 17 45 46 >
<b>CT</b>	<b>Gray's Inn Road / Theobalds Road</b> 17 45 46 341 >
<b>E</b>	<b>Tottenham Crt Rd Stn /Gt Russell St</b> 176 >
<b>U</b>	<b>Savoy Street</b> 6 9 11 15 23 87 91 139 176 N9 N11 N15 N21 N26 N44 > N87 N89 N91 N155 N199 N343 N550 N551
<b>B</b>	<b>Cambridge Circus</b> 14 19 38 N5 N19 N20 N38 > N41
<b>CB</b>	<b>Gray's Inn Road / Rosebery Avenue</b> 17 45 46 >
<b>CD</b>	<b>Clerkenwell Road / Rosebery Avenue</b> 17 45 46 >
<b>T</b>	<b>Lancaster Place</b> 1 4 26 59 68 76 139 168 171 > 172 176 188 243 341 N1 N68 N171 N343 RVI X68
<b>B</b>	<b>Lancaster Place / Somerset House</b> 139 176 >
<b>D</b>	<b>Holborn Circus / Fetter Lane</b> 8 25 521 N8 >

<b>A</b>	<b>Denmark Street</b> 14 19 24 29 38 176 N5 NI9 N20 N29 N38 N41 N279 >
<b>-&gt;N</b>	<b>Fetter Lane</b> 341 >
<b>H</b>	<b>Holborn Circus / Fetter Lane</b> 17 45 46 341 >
<b>-&gt;W</b>	<b>Chancery Lane</b> 4 11 15 26 76 172 341 N11 N15 N21 N26 N89 NI99 N550 N551 >
<b>A</b>	<b>Southampton Street / Covent Garden</b> 6 9 11 15 23 87 91 139 176 N9 N11 N15 N21 N26 N44 N87 N89 N91 NI55 NI99 N343 N550 N551 >
<b>D</b>	<b>Cambridge Circus</b> 24 29 176 N29 N279 >
<b>J</b>	<b>Holborn Circus / Fetter Lane</b> 17 45 46 341 >
<b>C</b>	<b>Tottenham Court Road Station</b> 14 24 29 134 N5 N20 N29 N253 N279 >
<b>E</b>	<b>Russell Square Station</b> 10 188 >
<b>V</b>	<b>Tottenham Court Road Station</b> 10 25 55 73 98 390 N8 N55 N73 N98 >

<b>M</b>	<b>Cambridge Circus</b> 24 29 176 N5 N20 N29 N41 N279 >
<b>G</b>	<b>Holborn Circus / Fetter Lane</b> 8 25 521 N8 >
<b>CU</b>	<b>Rosebery Avenue</b> 55 243 N55 >
<b>CW</b>	<b>Rosebery Avenue</b> 55 243 N55 >
<b>-&gt;S</b>	<b>New Fetter Lane</b> 341 >
<b>H</b>	<b>Russell Square Station</b> 10 59 68 91 168 N91 >
<b>J</b>	<b>Russell Square</b> 10 59 68 91 168 N91 >
<b>J</b>	<b>Leicester Square Station</b> 24 29 176 N5 N20 N29 N41 N279 >
<b>HD</b>	<b>Guilford Street</b> 17 45 46 >
<b>-&gt;E</b>	<b>Fetter Lane</b> 4 11 15 26 76 172 N11 N15 N21 N26 N89 N199 N550 N551 >
<b>J</b>	<b>Bedford Street</b> 6 9 11 15 23 87 91 139 176 N9 N11 N15 N21 N26 N44 N87 N89 N91 N155 N199 N343 N550 N551 >

<b>CN</b>	<b>Clerkenwell Road</b> 19 38 341 NI9 N38 N41	>
<b>YB</b>	<b>Oxford Street / Soho Street</b> 10 25 55 73 98 390 N8 N55 N73 N98 N207	>
<b>-&gt;W</b>	<b>Fetter Lane</b> 4 11 15 26 76 172 N11 N15 N21 N26 N89 NI99 N550 N551	>
<b>P</b>	<b>Gerrard Place / Chinatown</b> 14 19 38 NI9 N38	>
<b>CE</b>	<b>Rosebery Avenue</b> 19 38 341 NI9 N38 N41	>
<b>HC</b>	<b>Guilford Street</b> 17 45 46	>
<b>D</b>	<b>Chenies Street</b> 14 24 29 73 134 390 N5 N20 N29 N73 N253 N279	>
<b>E</b>	<b>Percy Street</b> 14 24 29 73 134 390 N5 N20 N29 N73 N253 N279	>
<b>W</b>	<b>Dean Street / Chinatown</b> 14 19 38 NI9 N38	>
<b>L</b>	<b>Leicester Square Station</b> 24 29 176 N5 N20 N29 N41 N279	>
<b>L</b>	<b>Holborn Circus</b> 8 25 46 521 N8	>

<b>K</b>	<b>Holborn Circus</b> 8 25 46 52  N8	>
<b>D</b>	<b>Hatton Garden</b> 55 243 N55	>
<b>CF</b>	<b>Mount Pleasant</b> 19 38 34  N19 N38 N41	>
<b>M</b>	<b>Charterhouse Street</b> 17 45	>
<b>K</b>	<b>St Martin's Place</b> 24 29 176 N5 N20 N29 N41 N279	>
<b>E</b>	<b>Hatton Garden</b> 55 243 N55	>
<b>H</b>	<b>Shoe Lane</b> 4 11 15 26 76 172 N11 N15 N21 N26 N89 N199 N550 N551	>
<b>HE</b>	<b>Eastman Dental Hospital</b> 17 45 46	>

## Appendix G : Holborn Night Bus Map

holborn-night-bus map as at 170617.pdf [★](#)  
Modified on November 13

<b>N1</b>	Wood Green	📍
	Thamesmead	📍
	Tottenham Court Road	📍
<b>N11</b>	Hainault	📍
	Oxford Circus	📍
<b>N19</b>	Clapham Junction	📍
	Finsbury Park	📍
<b>N35</b>	Victoria	📍
	Walthamstow Central	📍
<b>N41</b>	Tottenham Hale	📍
	Trafalgar Square	📍
	Oxford Circus	📍
<b>N55</b>	Woodford Wells	📍
	Old Coulsdon	📍
<b>N59</b>	Tottenham Court Road	📍
	Cockfosters	📍
	Trafalgar Square	📍
<b>N75</b>	Stammore	📍
<b>N176</b>	Hither Green	📍
	Tottenham Court Road	📍

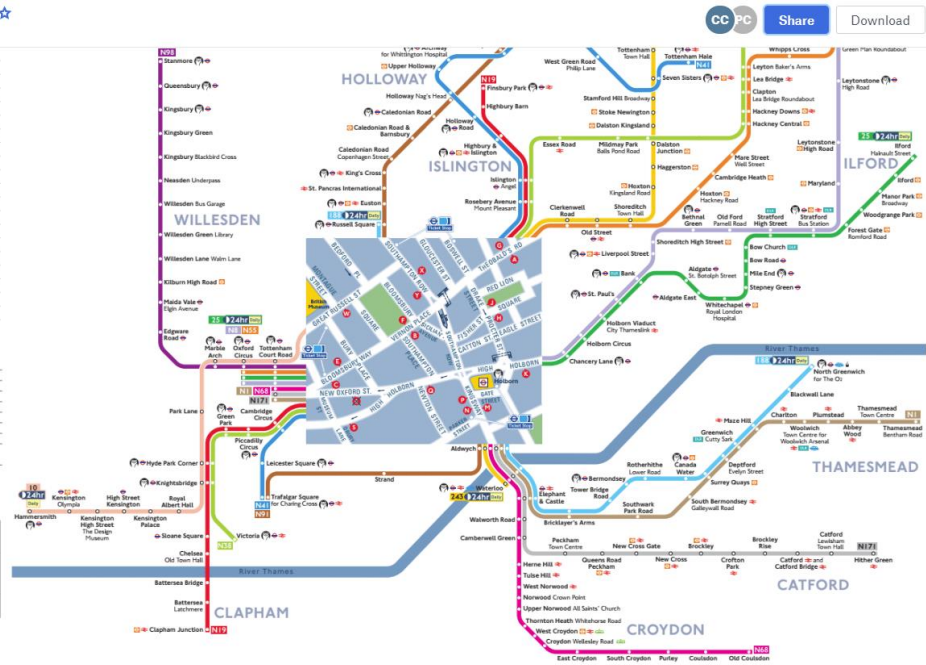
### Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Connections with DLR
	Connections with Emirates Air Line
	Tube station with 24-hour service Friday and Saturday nights

### Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

Information correct from 17 June 2017  
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Appendix H: Holborn upgrade to Underground Station – Planned 2021

## 4. The need – future demand

As London continues to grow, Holborn will see an increase in demand from customers wanting to use the station.

By 2031, we estimate that demand will increase by 20 per cent in the morning peak and by 29 per cent in the evening peak.

The number of trains will be increased on both the Central and Piccadilly lines by the early 2030s.

Holborn is a designated Growth Area, meaning the Greater London Authority and Camden Council have a target for 2,000 new jobs and 200 new homes in this area.

We commissioned a passenger survey in 2016 together with Bee Midtown Business Improvement District (see Factsheet I). This considered the destinations of people leaving the station and found:

- The majority of passengers use the Central line
- The strongest flow of people is to destinations east of the existing station
- 90 per cent of passengers walked to their final destinations
- 70 per cent of passengers are commuting to/from work
- 14 per cent were travelling to and/or from a place of education

This survey supported our findings that the best location for a second entrance would be at the heart of the Holborn Growth Area, in Procter Street.



Destinations of passengers leaving Holborn station (percentage of all destinations)



Theme	Objective	Measure	Action/Status	Responsibility	Timing	Monitor Progress Towards Target	Cost £
Travel Plan Management	To encourage travel by sustainable transport modes	Write up the pre-occupation Travel Plan	Completed	Consultant	No later than 12 months prior to occupying site.		None
		Travel Plan Co-ordinator appointed	Appointed - HR Manager	General Manager	Prior to moving in to site.		None
		Detailed funding mechanisms	Identify costs of individual measures to secure approval	Committee	Prior to opening		Moderate
		Appoint Travel Plan Committee. Hold quarterly meetings.	Completed - HR, GM, FC, PA, HC	Travel Plan Co-ordinator	Prior to moving in to site.		None
		Draft Travel Survey	Draft travel survey and submit to LBC for approval	Travel Plan Co-ordinator	Within 3 months of opening		Low
		Initial baseline survey	Undertake the survey and analyse results	Travel Plan Co-ordinator	Following 6 months of opening or at 75% occupancy (whichever comes first.)		Low
		Set revised modal split targets	Revise modal split targets based on the results of the initial baseline surveys .	Travel Plan Co-ordinator	Upon completion of the initial travel surveys		Low



		Undertake subsequent travel surveys and analyse results	Travel Plan Co-ordinator	Years 1, 3, 5 and as required.		Moderate
		Produce annual monitoring reports. Submit to LBC.	Travel Plan Co-ordinator	Upon the completion of the travel surveys		Moderate
		Update the travel plan to reflect the results of the travel surveys, revise measures, update action plan and remedial measures. Submit to LBC.	Travel Plan Co-ordinator, Travel Plan Committee	Years 1, 3, 5 and as required.		Moderate
		Include in departmental meetings and town hall meetings	Travel Plan Co-ordinator	Ongoing		None

Promotion / Marketing	To raise awareness of sustainable transport modes		<p>To include: *</p> <ul style="list-style-type: none"> <li>* summarised version of the Travel Plan</li> <li>* Timetables and route maps for public transport, in particularly buses</li> <li>* contact numbers and web details for the TFL Journey Planner and National Rail Enquiries</li> <li>* Local taxi company details *</li> <li>* cycling and walking maps for the local area *</li> <li>* Santander docking stations</li> </ul> <p>Collate and distribute employee welcome packs - completed.</p>				
		Employee travel packs	Part of new starter pack. Completed.	Travel Plan Co-ordinator	Prior to occupation and ongoing		Low
		Website/intranet information	Create a folder on the hotel's shared drive for the Travel Plan - completed.	Travel Plan Co-ordinator	Prior to occupation and ongoing		None

		Travel Plan Inductions	Provide employees with training and support on the travel plan. Include as part of induction. Completed - ongoing.	Travel Plan Co-ordinator	Prior to occupation and ongoing		None
		Newsletter	Travel Plan update to be included in hotel's employee newsletter.	Travel Plan Co-ordinator	Ongoing		Low
		Noticeboard	Travel Plan info to be displayed on employee noticeboard	Travel Plan Co-ordinator	Ongoing		Low
<b>Walking</b>	To encourage travel by walking and increase the mode share	Promotion of walking resources (websites, tools & events.)	Promotion of walking resources within the new starter pack	Travel Plan Co-ordinator	Ongoing	Progress towards walking mode share target	Low
		Resources for those who walk	Employees provided with changing facilities, including facilities for storage of wet clothes, umbrellas	Travel Plan Co-ordinator	Ongoing	Progress towards walking mode share target	None
		Organisation of social walking events	Social Committee to be created and include walking events	Travel Plan Co-ordinator	Ongoing	Progress towards walking mode share target	Low
		Health benefits of walking to be promoted e.g. 10,000 steps a day campaign	To co-ordinate and promote	Travel Co-ordinator	Ongoing	Progress towards walking mode share target	Low

<b>Cycling</b>	To encourage travel by cycling and increase the mode share	Cycle skills training run by Camden	Promote attendance	Travel Plan Co-ordinator	Ongoing	Progress towards cycling mode share target	Low
		Provide cycle storage inside the hotel for a minimum of 16 bikes	To encourage cycling to work by safe storage of the bike	General Manager/Engineering	Ongoing	Progress towards cycling mode share target	High
		Cycling events (Bike week, cycle to work day, Let's ride)	Promote/organise participation	Travel Plan Co-ordinator	Ongoing	Progress towards cycling mode share target	Low
		Local cycling guides and journey planners	Promote/distribute	Travel Plan Co-ordinator	Ongoing	Progress towards cycling mode share target	Low
		Cycle security, marking and registration schemes with the Police	Promote and organise participation	Security Manager and Travel Plan Co-ordinator	Ongoing	Progress towards cycling mode share target	Low
		Safety courses run by TFL for cyclists	Promote and organise participation	Security Manager and Travel Plan Co-ordinator	Ongoing	Progress towards cycling mode share target	Low
		Cycle to Work scheme	Set up bicycle loan scheme	Finance	Ongoing	Progress towards cycling mode share target	Low
		Santander Hire Bikes	Promote location of Santander Docking Stations. Part of new starter paperwork. On noticeboard.	Travel Plan Co-ordinator	Ongoing	Progress towards cycling mode share target	Low

			Promote use by offering annual subscriptions to employees interested in cycling	Finance/Travel Plan Co-ordinator	Ongoing	Progress towards cycling mode share target	Low
<b>Public Transport</b>	To encourage travel by public transport and increase mode share resources	Journey planners including mobile phone apps	Promote use at induction and as part of new starter paperwork and on noticeboards	Travel Plan Co-ordinator	Ongoing	Progress towards mode share target	Low
		TfL Journey Planner website and enquiry phone numbers to be available	To promote to employees on noticeboards in staff areas	Travel Plan Co-ordinator	Ongoing	Progress towards mode share target	Low
		Timetables, bus spider maps and information on night services	Promotion of use as part of new starter paperwork	Travel Plan Co-ordinator	Ongoing	Progress towards mode share target	Low
		Taxis and minicabs	Raise awareness e.g. through TfL's Safer Travel at Night Campaign	Travel Plan Co-ordinator	Ongoing	Progress towards mode share target	Low
		Shift work	Allows staff to travel outside of peak hours	General Manager	Ongoing	Progress towards mode share target	Low
		Provide interest free travel loans for annual season ticket to employees	Promote benefit to employees	Finance/Travel Plan Co-ordinator	Ongoing	Progress towards mode share target	Low

<b>Car Trip Reduction</b>	To minimise car, taxi and motorcycle trips and reduce mode share	Car free for employees	All new development in Camden is car free	Travel Plan Co-ordinator/Concierge to monitor	Ongoing	Progress towards car reduction	Low
<b>Personalised Travel Planning</b>	To maximise on employees journey times	Provide free personalised travel planning advice to all new employees	Promote as a benefit e.g. at induction. Use TfL's journey planner.	Concierge/Travel Plan Co-ordinator	Ongoing	Progress towards mode share target	Low