



# TRANSPORT STATEMENT

PREMIER INN, 1 DUKE'S ROAD, LONDON, WC1H 9PJ

Proposed 66 Bedroom Extension

Date: October 2019

Ref: WHIT/15/3001/TS01

## 1 INTRODUCTION

- 1.1 RGP is commissioned by Whitbread Group Plc. to provide transport planning and highway advice in respect to a proposed 66 bedroom hotel extension to the Premier Inn at 1 Duke's Road, WC1H 9PJ, within the London Borough of Camden (LBC).
- 1.2 The existing site comprises a 265 bedroom Premier Inn hotel with an internal restaurant, operated by Whitbread. Chargeable car parking is available on-site with a total of 16 spaces provided for the use of guests, 4 of which are reserved as disabled parking bays. A plan illustrating the existing site layout is attached hereto at **Appendix A**.
- 1.3 The proposals involve a 66 bedroom extension comprising a roof and rear extension over the car park, resulting in a total of 331 bedrooms post-development. The level of car parking on-site would be reduced by 11 spaces, to provide a total of 5 following the extension proposals. Each of the site's 4 disabled parking bays would be retained post-development, whilst a single standard car parking space would also be retained following the extension.
- 1.4 Additionally, as part of the proposals, the existing ground floor restaurant would be refurbished and re-branded as a 'Bar & Block' restaurant. The ground floor restaurant would continue to be operated by Whitbread, providing approximately 215 covers and a floor area of 466 sqm which would be aimed at external trade. The plan attached at **Appendix B** illustrates the proposed site layout.
- 1.5 The shared restaurant / hotel entrance would be located at the site's Euston Road boundary, which currently suffers from a lack of active frontage with a poor design. The proposed restaurant is designed as such to activate a high quality and attractive frontage, contributing to an improved pedestrian environment in the vicinity of the site.

**RGP - Transport Planning and Infrastructure Design Consultants**

**Head Office** Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

**London** 22 Upper Ground, London SE1 9PD

E: [enquiries@rgp.co.uk](mailto:enquiries@rgp.co.uk)

T: 01483 861 681

T: 020 7078 9662

[www.rgp.co.uk](http://www.rgp.co.uk)



RGP is a trading name of Russell Giles Partnership Limited • VAT Registration No. 771 9281 04 • Registered in England No. 4237910 • Registered Office: Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

- 1.6 The site is located approximately 275m to the east of London Euston rail station and is also served by an extensive range of bus routes. Furthermore, St Pancras International and King's Cross rail stations are located approximately 350m and 500m to the northeast, respectively. The site therefore benefits from an excellent level of accessibility via the public transport, including national and international rail services.
- 1.7 As background, a pre-application meeting was held with LBC on 3<sup>rd</sup> October 2018 which included attendance from RGP and LBC's highway officer, James Hammond. The highways feedback received was supportive and advised that any further reduction in on-site car parking would be encouraged. The illustrative scheme presented at the pre-application meeting included 8 car parking spaces; therefore, the number of on-site car parking spaces has subsequently been reduced to provide 5 car parking spaces, 4 of which would be reserved for disabled use only. Officers at the pre-application meeting also supported activating the frontage with Euston Road.
- 1.8 Additionally, RGP has engaged with the Somerton House Resident's Association in order to discuss and address their concerns regarding the operation and management of the rear service yard. As part of discussions held, clarification has been sought in relation to the delivery and servicing strategy and use of the shared access to the lower level parking area, over which Somerton House residents benefit from a right of access. This report, in combination with the accompanying Delivery and Servicing Management Plan have been prepared with consideration of these comments which are addressed accordingly.
- 1.9 A Travel Plan has also been prepared by RGP to accompany this Transport Statement which identifies measures to help promote and facilitate sustainable modes of travel and to discourage the use of private car for staff and guests travelling to / from the Premier Inn. A key aim of the Travel Plan is to reduce the potential for parking pressures on-site, following the extension proposals.
- 1.10 Additionally, a Delivery and Servicing Management (DSMP) has been prepared by RGP to accompany the application. The DSMP outlines measures to manage the location, timing and duration of deliveries and servicing at the site. Both the DSMP and Travel Plan should be read in conjunction with this Transport Statement.
- 1.11 RGP has considerable experience of Whitbread hotels and have been involved in many new builds and extensions to existing sites within the Whitbread estate nationwide. As a result, RGP holds a wealth of survey data in relation to trip generation and vehicular activity associated with existing sites throughout the UK and within comparable central London locations. Furthermore, RGP has been involved in a wide range of hotel developments, including Whitbread operated hotels, specifically within LBC and therefore has particularly good knowledge of the site's operation in context of its Central London location.
- 1.12 The remainder of this Transport Statement comprises the following sections:
- i) Section 2: Policy Review;
  - ii) Section 3: Site Location and Accessibility Credentials;

- iii) Section 4: Trip Generation and Impact;
- iv) Section 5: Parking and Access Arrangements;
- v) Section 6: Delivery and Servicing Arrangements;
- vi) Section 7: Summary and Conclusions.

## 2 POLICY REVIEW

2.1 This section of the report summarises the key transport policy information at a national, regional and local level. These policies are assessed in relation to the scale and type of development proposed, as well as the site's location.

### **National Planning Policy Framework (February 2019)**

2.2 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances regarding the comparative accessibility of given areas. In this regard, paragraph 103 of the NPPF states that:

*"Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.3 When considering development proposals paragraph 108 of the NPPF states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- i) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ii) safe and suitable access to the site can be achieved for all users; and*
- iii) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.4 Paragraph 109 states:

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

- 2.5 This Transport Statement has been prepared to support the proposed redevelopment of the site, whilst detailing all opportunities for future guests to make journeys via sustainable modes of transport to the extended hotel. Particular focus is given in this report to demonstrating safe and convenient access to the site for all users and identifying any potential impact of the proposed change of use on the local highway and public transport networks.

### ***London Plan (Revised March 2016)***

- 2.6 **Policy 6.1** of The London Plan states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car, whilst **Policy 6.14** underlines the Mayor's intention to encourage servicing and deliveries in ways that minimise congestion.
- 2.7 **Policy 2.15** relates to town centres and details that town centre developments should enhance the vitality and viability of the centre, promote access by public transport, walking and cycling; and reduce delivery, servicing and road user conflict.
- 2.8 The site is within in a highly convenient location in terms of access by local rail services from Euston station, King's Cross St Pancras station and bus services available from Euston Road. Additionally, there is high quality pedestrian and cycle infrastructure provided throughout the local area, thus satisfying the aims of the above policy.
- 2.9 **Policy 6.13C** 'Parking' of the London Plan states that maximum parking standards should be applied to planning applications. Parking standards contained within the London Plan state that with exception for provision for operational needs and disabled parking, all development in areas represented by an 'excellent' level of accessibility to the public transport network (as is the case with the application site) should provide zero on-site car parking.
- 2.10 No additional parking would therefore be provided for the extended hotel in in Line with maximum car parking standards defined in the London Plan. It is also noted that within the Draft New London Plan, parking standards pertaining to hotel uses states that in the Central Activities Zone (CAZ) with a PTAL 4-6, any on-site parking should be limited to operational needs and disabled parking.

### ***Camden Local Plan (2017) and Camden Planning Guidance (CPG Transport 2019)***

- 2.11 **Policy T1** of the Local Plan outlines the Council's objectives to prioritise walking, cycling and public transport. New developments should meet the needs of pedestrians and cyclists to assist in creating a safe and accessible environment to promote active modes of transport.
- 2.12 **Policy T2** of the Local Plan requires all new development in the borough to operate as car-free, with the exception of disabled parking and parking required for essential operational needs, or whereby a retention of parking is agreed with LBC following a redevelopment of the site.

- 2.13 The Local Plan refers to the *CPG Transport* (March 2019) document for further guidance on car and cycle parking policy in support of the above policy. Full consideration of the Council's parking policy and supporting guidance is given in Section 5 of this report.
- 2.14 The CPG Transport document also provides detailed guidance regarding the provision of Travel Plan and DSMP documents, which has been fully examined by RGP in the preparation of these documents respectively to accompany the application for the proposed extension to the hotel at Euston.

### 3 BASELINE CONDITIONS

#### *Site Location and Description*

- 3.1 The site is bounded by the A501 Euston Road to the northwest, Duke's Road to the southwest and commercial uses to the northeast and southeast. There is a wide range of retail, business and leisure attractions located in close proximity to the site, as well as some predominantly residential areas.
- 3.2 The on-site car park also provides 4 car parking spaces and garages for residents of Somerton House. Vehicle access to the car park is afforded via a ramp from Duke's Road at the site's southern corner which is barrier controlled to prevent unauthorised parking activity (i.e. non hotel guests, staff, delivery vehicles or Somerton House Residents). The barrier control system is not currently operational and a secure manual gated access is instead being utilised to address recent issues with antisocial behaviour occurring within the basement level of the site. **Photographs 3.1 & 3.2**, below, show the current access arrangements.







**Photograph 3.1. Site Access from Duke's Road**

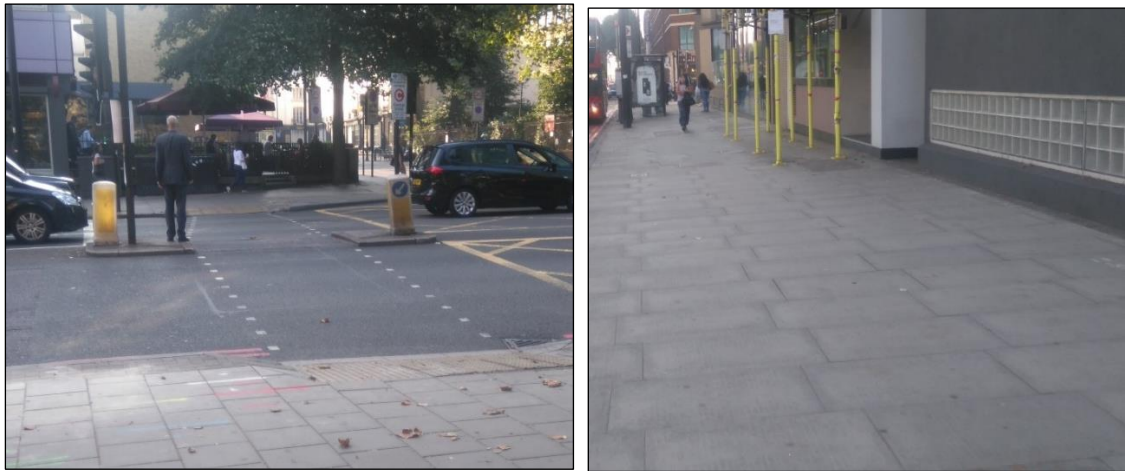
- 3.3 These arrangements associated with the existing site would not be subject to alteration following the extension proposals, however, would continue to be managed. Delivery / servicing vehicles, as well as staff and guests, would continue to access the lower level of the site via Duke's Road.
- 3.4 Duke's Road is accessible from Euston Road only, as vehicle movements from Burton Street to the southwest are not permitted. Access onto Duke's Road is provided via a signalised junction with the A501 Euston Road at the western corner of the site. Duke's Road is subject to a 20mph speed limit and vehicles are restricted to a maximum weight of up to 5 tonnes between the hours of 18:30 - 08:00. Double yellow line carriageway restrictions are implemented along Duke's Road adjacent to the site.
- 3.5 The A501 Euston Road forms a dual carriageway adjacent to the site's north-western boundary and provides a route towards the A1 at Angel (Islington) and the A10 at Old Street to the east before continuing onward into the City of London to the southeast. Additionally, The A501 provides a route towards the A40 and the A5 in Marylebone to the west.
- 3.6 Euston Road forms part of the Transport for London Road Network (TLRN) and is subject to double red line carriageway restrictions adjacent to the site, stipulating no stopping at any time.
- 3.7 The site is conveniently located in terms of delivery vehicle access from the wider strategic highway network. **Plan 01**, attached, illustrates the site's location in context of the local highway network, public transport infrastructure, cycle network and nearby visitor attractions.

### **Accessibility Credentials**

- 3.8 In order to establish the potential for future end users of the site (i.e. guests, staff and restaurant patrons) to travel by sustainable travel modes, in accordance with relevant national (The National Planning Policy Framework), regional (The London Plan) and local (Camden Local Plan) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site is provided within this section of the report.
- 3.9 Considering the site's Central London location, public transport and 'active' modes of travel such as walking and cycling would be the primary choice by staff to reach the site and to complete local trips during the day.
- 3.10 The need for guests and staff to travel greater distances from the site during the day is also reduced by its proximity of a range of retail, leisure and business uses throughout the local area. The new ground floor restaurant would attract external visitors from the locality representing 'pass-by' trade associated with pedestrians making trips by foot to / from Euston station, for example, rather than new dedicated trips.

### **Walking and Cycling**

- 3.11 There are good opportunities for guests and staff to travel to the site via sustainable modes of transport. There is an excellent standard of pedestrian and cycle infrastructure throughout the locality, which would encourage the use of active modes of transport such as walking and cycling. Many of the local commercial and leisure attractions that would likely form the ultimate destination for guests would be conveniently accessible via active modes during their stay and for staff commuting to the site from nearby residential areas, for example.
- 3.12 Wide, well-lit footways are provided along Euston Road adjacent to the site which continue onto Duke's Road at the site's southern boundary. Signalised crossing points with dropped kerbs and tactile paving are provided across all arms of the Euston Road / Duke's Road junction at the western corner of the site, with central refuges provided on Euston Road. It is understood that improvements have been proposed by TfL to commence at the pedestrian crossing on Dukes Road to provide a fully signal controlled crossing point.



**Photographs 3.2 & 3.3. Pedestrian Infrastructure on Euston Road Adjacent to the Site**

- 3.13 These crossings facilitate highly convenient and safe pedestrian access to Euston rail station, as well as the commercial / retail uses provided along both sides of Euston Road. High quality crossing points are provided across Euston Road at regular intervals in both directions.
- 3.14 The network of local footways continues onto the nearby residential areas, affording convenient routes to the site for some staff who are likely to reside in such locations. Additionally, the pedestrian infrastructure in the vicinity of the site affords both staff and guests with safe access to the local bus stops on either side of Euston Road.
- 3.15 The locality is well-suited to cycling with a number of designated cycle routes provided in close proximity to the hotel. The bus lanes along Euston Road in the vicinity of the site also give priority to cyclists at all times, forming shared cycle routes in both directions from the site.
- 3.16 There is an expansive network of signposted cycle routes throughout the wider area, providing convenient links into Central London, including sections of marked on-street cycle lanes (**Photographs 3.4 & 3.5**). These cycle routes would facilitate convenient commuting trips for staff making regular journeys from residential areas slightly further afield.





**Photographs 3.4 & 3.5. Local Cycle Routes**

- 3.17 Santander cycle hire offers short-term bicycle rental throughout Central London, with approximately 10,000 bicycles at more than 700 conveniently located docking stations. Operated by TfL, these facilities are particularly popular with commuters and those visiting from outside London and hence may be utilised by hotel guests some staff travelling to the site.
- 3.18 There are several nearby Santander cycle docking stations, with the closest located at Upper Woburn Place (150m), Euston Square Gardens (175m) Ossulston Street (250m), Eversholt Street (300m) and Cartwright Gardens (350m). These docking stations provide a combined capacity for 140 bikes and would form an attractive mode for guests making trips away from the hotel during their stay.
- 3.19 Furthermore, there is a good provision of secure on-street cycle parking locally, including on Euston Road adjacent to the hotel. Further details regarding to on-site cycle parking provision are provided within Section 5 of this report.

### **Bus Services**

- 3.20 There is an extensive range of local bus routes serving the site, with the nearest bus stops located on Euston Road, approximately 50m (less than a minute by foot) to the northeast of the hotel. These bus stops benefit from seating, shelter, route mapping, full timetables and real-time information displays (**Photograph 3.6**).



**Photograph 3.6. Local Bus Stop on Euston Road**

- 3.21 A high frequency of services is available from these stops to destinations throughout Central London, including towards major public transport interchanges such as Victoria, Paddington and King's Cross. These services also call at district centres and residential areas further afield and would therefore provide a particularly attractive mode for staff making regular commuting trips to the site.
- 3.22 **Figure 3.1**, below, provides a summary timetable of bus routes serving the stops on Euston Road.

<b>BUS TIMETABLE (British Library Bus Stops – Stop B)</b>			
<b>Service</b>	<b>Route Summary</b>	<b>Typical Frequency</b>	<b>Hours of Operation</b>
30	Hackney Wick – King's Cross Station – Baker Street – Marble Arch Station	Mon-Fri: 7-10 minutes Sat: 7-11 minutes Sun: 10-14 minutes	Mon-Sun: 05:18-00:38
59	Wharfdale Road / London Canal Museum – Streatham Hill	Mon-Fri: 4-8 minutes Sat: 6-9 minutes Sun: 10-12 minutes	Mon-Fri: 04:35-01:05 Sat: 04:55-01:05 Sun: 05:25-01:05
73	Stoke Newington Common – Oxford Circus Station	Mon-Fri: 3-6 minutes Sat: 4-8 minutes Sun: 6-10 minutes	Mon-Fri: 05:24-00:53 Sat: 05:33-00:48 Sun: 05:34-00:52
91	Tottenham Lane YMCA – Trafalgar Square	Mon-Fri: 6-10 minutes Sat: 7-10 minutes Sun: 7-11 minutes	Mon-Sat: 05:24-00:34 Sun: 06:24-00:34
205	Bow Church – Liverpool Street Station – Cleveland Terrace	Mon-Fri: 7-10 minutes Sat: 7-11 minutes Sun: 10-13 minutes	Mon-Fri: 05:32-01:09 Sat: 05:33-01:23 Sun: 05:35-01:04
390	Archway Station – Victoria Bus Station	Mon-Fri: 4-7 minutes Sat: 3-6 minutes	Mon-Sun: 24 hour service

		Sun: 8-12 minutes	
476	Northumberland Park – Euston Bus Station	Mon-Fri: 6-8 minutes Sat: 7-9 minutes Sun: 10-13 minutes	Mon-Thurs: 06:07-00:22 Fri-Sat: 06:05-00:27 Sun: 06:03-00:19
N73	Walthamstow Bus Station – Oxford Street	Sun Ni-Fri Morn: 30 minutes Fri Ni-Sun Morn: 15 minutes	Sun Ni-Fri Morn: 00:40-05:16 Fri Ni-Sun Morn: 00:41-05:23
N91	Cockfosters Station – Trafalgar Square	Mon-Sun: 30 minutes	Sun -Mon Morn: 00:05-05:35 Mon -Sat Morn: 00:35-05:34 Sat -Sun Morn: 00:35-07:34
N205	Drapers Field – Cleveland Terrace	Sun Ni-Fri Morn: 30 minutes Fri Ni-Sun Morn: 20 minutes	Sun Ni-Fri Morn: 01:13-05:13 Fri Ni-Sun Morn: 00:21-05:15

**Figure 3.1. Summary of Local Bus Routes**

3.23 As demonstrated above, there is a particularly high frequency of local bus services, including routes operating 24-hour services, which would afford a highly convenient mode for both staff and guests to access the site initially and to make trips away from the hotel during their stay.

### **London Underground**

3.24 Euston station is located approximately 275m (a 3 minute walk) to the west of the site and forms a major terminus on the National Rail network, as well as providing access to both the Victoria and Northern Line London Underground routes.

3.25 The site is also located 450m (a 5 minute walk) from Euston Square London Underground station, which is accessible from Euston Road, providing highly convenient access to the Circle, Metropolitan and Hammersmith & City Lines on the London Underground network. It should be noted that Euston Square station benefits from step-free access via lifts between street and platform levels.

3.26 Furthermore, Kings Cross St Pancras is also located 450m from the site via Euston Road to the northeast and in addition to the London Underground lines outlined above, this station provides access to the Piccadilly Line and provides step-free access to all lines serving this station.

3.27 These London Underground stations provide an exceptionally high frequency of services to an extensive range of destinations across London, including both inner and outer city regions. It is anticipated that these services would provide the primary mode of transport for all guests making trips throughout the city during their stay at the hotel and would also be utilised by some guests to complete journeys to the site from major National Rail termini in the city such as Waterloo, Victoria, Paddington and Liverpool Street stations. The London Underground network would also likely cater for commuting trips by the majority of staff travelling to / from the site.

## National Rail

- 3.28 Euston station forms a major rail terminus for wide range of routes accommodating services to destinations across the north and west of the UK, including Glasgow, Edinburgh, Manchester, Liverpool, Birmingham and Milton Keynes. Many frequent National Rail services to areas across north London are also available from Euston.
- 3.29 The station benefits from level-access to all platforms, combined with lifts affording step-free access from the station concourse to the car park and ticket hall. Secure and sheltered cycle parking facilities are also available for public use at the station, with capacity to accommodate up to 415 bicycles.
- 3.30 **Figure 3.2** below provides a summary of the key rail services from London Euston, full details of which can be found online at: <http://www.nationalrail.co.uk/>.

London Euston Rail Timetable Summary		
Destination	Typical Duration	Typical Frequency
Glasgow Central	4 hrs 30 mins	2 per hour
Edinburgh	5 hours 40 mins	1 per hour
Crewe	1 hr 30 mins – 3 hrs 10 mins	7 per hour
Birmingham New Street	1 hr 25 mins	5 per hour
Manchester Piccadilly	2 hrs 10 mins	3 per hour
Liverpool Lime Street	1 hr 15 mins	1 per hour
Tring	45 mins	4 per hour
Milton Keynes Central	35 mins	8 per hour
Watford Junction	20 mins	8 per hour
Wembley Central	20 mins	4 per hour

**Figure 3.2: London Euston Rail Summary**

- 3.31 As shown, frequent and desirable rail services can be reached from London Euston. On this basis, it is anticipated that rail would offer a primary method of travel to/from the site for staff and visitors. The routes listed above include numerous suburban services which would likely be particularly beneficial for commuting journeys.
- 3.32 As noted previously, the site is also located in close proximity to Kings Cross St Pancras rail station, which is accessible via a 5 minute walk along Euston Road to the northeast. There is an exceptionally high frequency of National Rail services to destinations throughout the UK, as well as providing international services from St Pancras. A summary of rail destinations from Kings Cross St Pancras is provided within **Figure 3.3**, below.

STATION	KEY DESTINATION
St Pancras International	Sheffield
	Leicester
	Derby
	Nottingham
	Luton
	Bedford
	St Albans
	Cambridge
	Peterborough
	Croydon
	Gatwick Airport
	Brighton
	Dover
	Faversham
	Eurostar Services to Paris, Brussels and Amsterdam
King's Cross	Peterborough
	Doncaster
	Hull
	Leeds
	York
	Newcastle
	Edinburgh
	Glasgow
	Dundee
	Aberdeen
	Perth
Inverness	

Figure 3.3. Summary of Rail Destinations from Kings Cross St Pancras

3.33 As shown in the above table, a wide range of service to destinations across the UK are available from Kings Cross St Pancras, as well as international rail services towards Paris, Brussels and Amsterdam. These services would form the primary mode of transport for guests making trips from destinations further afield, or as part of an onward journey towards these locations.

### PTAL Assessment

3.34 To assess the current Public Transport Accessibility (PTAL) for the site, a site specific PTAL assessment was undertaken using Web-CAT, a web-based Connectivity Assessment Toolkit launched in Summer 2015. The assessment was carried out in accordance with the guidance methodology contained within 'Assessing Transport Connectivity in London', a TfL report published in April 2015.

3.35 This assessment takes account of the distance of public transport facilities from the site and the relative frequencies of these services. It also provides an indication of future connectivity providing forecasted information for 2021 and 2031.



3.36 A PTAL rating is defined by a score of 1a to 6b whereby a score of 1a represents a 'very poor' level of accessibility and a score of 6b represents an 'excellent' level of accessibility.

3.37 The PTAL assessment demonstrates that the site currently has a PTAI (Public Transport Accessibility Index) of 96.14, which corresponds to a PTAL rating of 6b. This is indicative of the site's excellent access to public transport whereby the daily travel needs of future hotel guests and staff of the development can be catered for. There are also many attractors located in the immediate vicinity of the site which can be reached on foot or by bicycle.

## 4 TRIP GENERATION

4.1 Based on RGP's experience of Premier Inn developments, the traffic generation for the hotel has been derived from comparable survey data. Although the TRICS database is the industry standard tool for deriving traffic generation for similar land uses, in RGP's experience this data is often not comparable. Many hotels within TRICS contain conference and leisure uses on-site, which make the data unrepresentative of a hotel which does not contain these facilities.

4.2 As part of RGP's assessment, data collected from surveys of numerous comparable Premier Inn / restaurant sites has been used to establish the likely operation of the existing Premier Inn and how this may change with an additional 66 bedrooms. Survey data for 3 Inner London Premier Inn sites, including a survey previously undertaken at the Premier Inn Euston site, have been used to represent the likely trip generation and parking demand. The 3 survey sites include Premier Inn hotels located at Euston, Victoria and Southwark.

4.3 **Appendix C**, attached hereto, provides the full survey schedule, while **Appendix D** provides a summary of the key information from these survey sites.

4.4 All three of the Premier Inn sites selected for this assessment are within Central London locations and are comparable in terms of on-site parking, PTAL ratings and local land uses. **Figure 4.1** provides a summary of the comparability of the sites considered.

Site	Bedrooms	Parking (per bed)	PTAL	Location	Distance from Site
Euston (application site)	265	16 (0.06)	6b	A5	N/A
Victoria (SW1V 1PS)	110	0	6b	A3213	Approx. 4km
Southwark (SE1 1NP)	59	6 (0.10)	6b	A24	Approx. 3.25km

**Figure 4.1. Comparable Premier Inn Survey Sites**

4.5 **Figure 4.2** below provides a summary of the trip rates derived from the attached survey data for the existing site. For robustness the conventional highway peak hours (08:00-09:00 and 17:00-18:00) have been considered in addition to the daily traffic generation.

	AM Peak			PM Peak			Total Daily		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Car/taxi	0.00	0.02	0.02	0.01	0.00	0.01	0.12	0.12	0.25
Public transport	0.03	0.17	0.19	0.11	0.04	0.16	1.36	1.34	2.69
Walk	0.01	0.06	0.07	0.04	0.02	0.06	0.15	0.14	0.29
Cycle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>All modes</b>	<b>0.04</b>	<b>0.24</b>	<b>0.28</b>	<b>0.17</b>	<b>0.06</b>	<b>0.23</b>	<b>1.67</b>	<b>1.64</b>	<b>3.31</b>

Figure 4.2. Hotel Trip Rates (per bedroom)

4.6 The data collected from comparable Inner London sites has been used to determine the likely operation of the both the existing and proposed site from a trip generation perspective. The trip rates above have been applied to the following assessments to determine the trip generation credentials of the site.

#### Existing Site Operation

4.7 Based on the trip rates established above, the following table (Figure 4.3) provides a summary of the resultant trip generation associated with the existing 266 bedroom Premier Inn hotel.

	AM Peak			PM Peak			Total Daily		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Car/taxi	0	5	5	3	0	3	32	32	66
Public transport	8	45	50	29	11	42	360	355	713
Walk	3	16	19	11	5	16	40	37	77
Cycle	0	0	0	0	0	0	0	0	0
<b>All modes</b>	<b>11</b>	<b>64</b>	<b>74</b>	<b>45</b>	<b>16</b>	<b>61</b>	<b>443</b>	<b>435</b>	<b>877</b>

Figure 4.3. Premier Inn Trip Generation (Existing Site)

4.8 As illustrated above, in terms of vehicle trips generated by the existing site, it is anticipated that a total of 66 two-way vehicle movements are currently generated over the course of a typical weekday. This includes 5 two-way movements during the AM peak hour period (08:00-09:00) as a worst-case scenario. It should be noted that the vast majority of these trips comprise taxi journeys, with a small proportion attributed to disabled parking on-site.

4.9 A significant proportion of trips generated by the existing site comprise journeys made via public transport modes, equating to a total of 713 daily two-way trips, representing 82% of the modal split. The remaining 77 daily two-way trips made to / from the site are completed on foot.

4.10 With consideration given to all modes, a total of 877 two-way trips are anticipated to be generated by the existing site over the course of a typical weekday, including 74 within the AM peak hour and 61 during the PM peak hour period.

### Proposed Trip Generation

4.11 Based on the trip rate data detailed above, the potential increase in all person movements to and from the site as a result of the proposed hotel extension has been established. **Figure 4.4**, below, provides a summary of the anticipated increase.

	AM Peak			PM Peak			Total Daily		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Car/taxi	0	1	1	1	0	1	8	8	17
Public transport	2	11	13	7	3	11	90	88	178
Walk	1	4	5	3	1	4	10	9	19
Cycle	0	0	0	0	0	0	0	0	0
<b>All modes</b>	<b>3</b>	<b>16</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>15</b>	<b>110</b>	<b>108</b>	<b>218</b>

**Figure 4.4. Proposed Trip Generation (66 Bedroom Extension)**

4.12 As summarised within **Figure 4.4**, above, the proposed 66-bedroom extension would attract 1 additional two-way vehicle movement during each of the peak hour periods and a total of 17 additional two-way movements over the course of a typical weekday. It is anticipated that these vehicle trips would entirely comprise taxi journeys made to / from the site. This is considered to be a robust assessment given the proposed reduction in on-site car parking, which would discourage any potential guest car-travel.

4.13 Furthermore, the proposed extension would likely generate in the region of 178 daily two-way trips via public transport modes and an additional 19 two-way trips by foot over the course of the day. Up to a maximum of 13 two-way trips via public transport would be generated during the AM peak hour as a worst-case scenario, which would result in a negligible impact on local public transport services.

4.14 As the proposed site would significantly limit on-site car parking, it is anticipated that these vehicle trips would entirely comprise taxi journeys made to / from the site. Owing to the nature of these, taxi arrivals would not necessary represent additional new vehicle trips on the local highway network, as taxi operators for part of the fabric of London's road network and would already be serving the local area.

- 4.15 Furthermore, it is anticipated that a majority of guests completing trips to the site by public transport would do so as part of an existing journey to / from Central London and would be travelling via rail services from Euston or King's Cross St Pancras rail stations, for example. There is minimal deviation therefore required from these journey in order to complete trips to the hotel and thus the proposed extension would not necessarily increase the number of journeys taken on the local public transport network.
- 4.16 The proposals involve the provision of a new ground floor restaurant, which would be accessible to pedestrians directly from Euston Road at ground floor level. There is an existing internal restaurant serving the Premier Inn at ground floor, operating as a 'Thyme' branded restaurant which is also accessed from Euston Road, however, currently suffers from a poor and unimaginative design along its ground floor frontage. A Costa café is also currently provided at the western corner of the site, accessible opposite the Euston Road / Duke's Road junction. The existing ancillary restaurant would be replaced, whilst the Costa would be retained as per its existing operation.
- 4.17 The proposed restaurant would activate an improved and attractive frontage on Euston Road and would generate external trade, as well as continuing to cater for hotel guests. As a result, it is anticipated that a greater proportion of external 'pass-by' trade would be generated, as the new ground floor restaurant would attract visitors from the locality which would typically comprise pedestrians making trips by foot to / from Euston station, for example, rather than new dedicated trips. There would therefore be no perceptible trip generation impact associated with the proposed restaurant use.
- 4.18 Any potential increase in footfall generated along Euston Road would be negligible as a direct result of the restaurant, as the nature of these trips would represent linked trips associated with either the hotel, or alternatively, existing journeys made to local leisure attractions or Euston station, for example. Additionally, the capacity of the proposed restaurant would accommodate approximately 215 covers and would replace the existing ancillary restaurant provided-on-site, thus the level of pedestrian activity generated on Euston Road is unlikely to be substantially greater following the development proposals.

## 5 PARKING ARRANGEMENTS

### *Car Parking*

- 5.1 The existing site provides a total of 16 car parking spaces at basement level (**Photograph 2**), including 4 reserved disabled parking bays, accessible via a ramp from Duke's Road at the southern corner of the site. Car parking on-site is charged at a rate of £20 per 24 hours and is offered to guests on a first come first served basis. There would be no alterations to the existing Somerton House residents parking spaces which are also located within the car park and hatched on the attached site plan.



**Photograph 5.1. On-Site Car Parking at Premier Inn Euston**

- 5.2 As part of the proposed development, the level of on-site car parking would be reduced by 11 spaces, to provide a remaining total of 5 spaces for the use of the site. In order to understand relevant parking policy, RGP has reviewed the Camden Local Plan and Design Guidance planning documents, as well as London Plan parking policy.
- 5.3 With regards to car parking at hotel developments, the current London Plan states that *“in locations with a PTAL of 4–6, on site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing”*. This requirement is also stated within the Draft New London Plan, although the draft document no longer stipulates a requirement for 1 coach parking space per 50 hotel bedrooms.
- 5.4 Similarly, Policy T2 of Camden's Local Plan states that *“the Council will limit the availability of parking and require all new developments in the borough to be car-free”*.
- 5.5 Paragraph 10.18 of Camden's Local Plan states that *“parking for disabled people for both residential and non-residential developments should be provided where it can be demonstrated as necessary, taking into account existing availability of on-street parking for Blue Badge holders”*.
- 5.6 It is therefore apparent that in policy terms, a new hotel development in this location would not be permitted to provide new car parking facilities, except for any specific disabled parking requirements.
- 5.7 Additionally, pre-application advice from LBC's highway officer, James Hammond, advised that a reduction in the level of on-site parking would be encouraged. The illustrative scheme presented at the pre-application meeting included 8 car parking spaces; therefore, the number of on-site car parking spaces has subsequently been reduced to provide 5 car parking spaces, 4 of which would be reserved for disabled use only. This reduction in on-site parking is considered to accord with current and emerging policy documents and the pre-application advice received from Camden.



## Coaches and Taxis

- 5.8 The existing site does not provide any coach parking provision and considering the draft new London Plan does not stipulate a specific requirement for coach parking, and in light of the existing arrangements / demand, it is not considered necessary to provide any dedicated on-site coach parking facilities.
- 5.9 There would be no material increase in taxi visits, as detailed within **Figure 4.4** of this Transport Statement, which would continue to be undertaken as per existing arrangements. Pick-up / drop-off activity is likely to predominantly take place from Duke's Road where there is a generous carriageway width and modest traffic flows, thereby ensuring minimal impact on traffic through-flow. The taxi rank at Euston station can also be utilised by guests requiring a taxi.

## Cycle Parking

- 5.10 Cycle parking should be provided in line with the minimum requirements defined in the London Plan, which are summarised in the following table (**Figure 5.1**).

Use Class	Long-Stay Spaces	Stay Spaces	Required Provision
A3 (Restaurant)	1 space per 175 sqm	1 space per 40 sqm	13
C1 (Hotel)	1 space per 20 bedrooms	1 space per 50 bedrooms	4

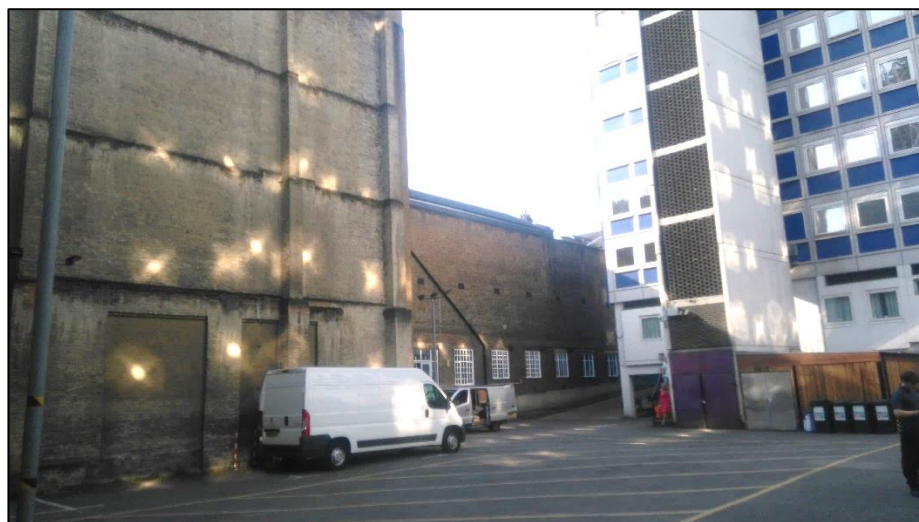
**Figure 5.1. Summary of Minimum Cycle Parking Standards**

- 5.11 Based on the London Plan minimum standards, the development should provide a minimum total of 17 cycle parking spaces, inclusive of both the hotel extension and restaurant.
- 5.12 22 secure cycle parking spaces would be provided as part of the extension proposals, comprising 'Sheffield style' stands. This would comprise 5 new covered Sheffield style stands (with capacity for 10 bicycles) adjacent to Duke's Road and 6 new Sheffield style stands (with capacity for a further 12 bicycles) below the rear extension.
- 5.13 The proposed cycle parking provision therefore exceeds the minimum requirements set out in the London Plan. The site currently benefits from the provision of 10 short-stay cycle parking spaces at its frontage on Euston Road and these spaces would be retained to serve the hotel and restaurant.
- 5.14 It is also worthy of note that Premier Inn operates a cycle-friendly policy whereby guests are permitted to securely store bicycles within their hotel room if preferred. Additionally, staff at the hotel keep basic cycle maintenance kits on-site for the use of guests if required and would provide assistance where necessary. Further details are provided within the Travel Plan.

## 6 DELIVERY AND SERVICING ARRANGEMENTS

### *Deliveries*

- 6.1 The following section outlines the delivery and servicing arrangements utilised as part of the existing site operation and how these procedures would be impacted by the proposed extension. Additional detail pertaining to the proposed servicing strategy is provided within the accompanying DSMP (ref: WHIT/16/3001/DSMP).
- 6.2 Delivery vehicle access to the site is provided from Duke's Road via Euston Road. Vehicles are not permitted to arrive on Duke's Road from the south via Burton Street / Flaxman Terrace since it is one-way only in a southbound direction beyond the site access.
- 6.3 Duke's Road is also subject to a weight restriction which prohibits access by delivery vehicles greater than 18t between the hours of 21:00 - 00:00 (Monday to Friday), 00:00 - 07:00 (Saturdays) and any time on Sundays. There are double yellow lines marked on the carriageway adjacent to the site with a sign to indicate that loading is not permitted at any time.
- 6.4 All delivery and servicing activity generated by the site is accommodated within the service yard at basement level (**Photograph 6.1**), accessible via the ramp from Duke's Road. There is clear signage at the access ramp instructing vehicles not to reverse down the ramp or to obstruct the route by stopping or parking. This signage would be retained post-development.



Photograph 6.1. On-Site Delivery and Servicing Yard

- 6.5 The site's access from Duke's Road would not be altered post-development and delivery and servicing activity would continue to be accommodate on-site. As a result of the development proposals, the layout of the service yard would be slightly altered, whilst the bin store and disabled parking bays would be re-located as necessary. A swept path assessment has therefore been undertaken to demonstrate the required manoeuvring of delivery vehicles within the service yard.
- 6.6 **Drawing 2016/3001/010**, attached, demonstrates an 18t rigid Whitbread delivery vehicle accessing the service yard to complete loading activity prior to turning within the service yard and egressing the site safely and conveniently in a forward gear back onto Duke's Road.
- 6.7 A reserved loading area would be allocated within the service yard with hatched markings and clear signage to indicate 'loading only'. This facility would afford a minimum 2m clearance from the building footprint to prevent obstruction to doors / access within this section of the site and to enable clear access to the cycle parking stands, as shown on **Drawing 2016/3001/013**.
- 6.8 The existing site accommodates 18t rigid Whitbread delivery vehicles (measuring 10.1m x 2.65m), which is the largest vehicle required to service the site. The proposed arrangements therefore represent a continuation of the site's existing operation.
- 6.9 The existing delivery vehicle frequency is summarised within the delivery schedule below within **Figure 6.1**, which includes all servicing associated with the hotel and ancillary restaurant.

EXISTING DELIVERY SCHEDULE (PER WEEK)			
TYPE	NO. VISITS	DURATION	TIMINGS
Premier Inn Restaurant & Costa Core (Combined)	3	30 mins	08.00 – 17.00
Costa Fresh Deliveries	7	40 mins	08.00 – 17.00
Premier Inn Restaurant Drinks	1	45 mins	11.00 – 15.00
Laundry	6	30 mins	08.00 – 17.00
Waste & Recycling	8	20 mins	08.00 – 17.00
<b>Note:</b> No deliveries on Sundays / Bank Holidays, with exception for a single delivery of fresh food supplies on Sundays			

**Figure 6.1. Whitbread Delivery Details Summary**

- 6.10 As shown above, a total of 25 deliveries are generated on a weekly basis by the existing site, inclusive of waste collections. The current arrangements would be sufficient to accommodate the deliveries needs associated with the proposed hotel extension, which would generate a negligible requirement for additional linen / food supplies, and as such, the frequencies outlined above would not materially change post-development.
- 6.11 The size of delivery vehicles to the site would not increase following the proposals and all delivery / servicing activity would continue to be safely and conveniently accommodated on-site within the dedicated service yard as demonstrated by the attached swept path drawing (**2016/3001/010**). Full details are provided within the attached DSMP.
- 6.12 It should be noted that the access and service yard arrangements accommodate fire tender access, whereby typical vehicles measuring 7.9m x 2.5m would be comfortably catered for on-site. To confirm that suitable access and sufficient space is afforded to fire tenders on-site, the swept path assessment provided on **Drawing 2016/3001/012**, attached, demonstrates the required manoeuvring of such vehicles within the service yard.

### **Refuse Storage & Collection**

- 6.13 In terms of refuse storage and collection, the site's secure bin store would be relocated within the service yard as shown on the proposed site layout. The capacity of the store would remain unchanged, whilst collection arrangements would also be retained as per the site's existing operation. **Drawing 2016/3001/011**, attached, provides a swept path assessment to demonstrate the required manoeuvring of refuse collection vehicles on-site.
- 6.14 With respect to residential refuse collections generated by Somerton House, the Council currently provides 2x general waste collections per week (Mondays and Thursdays), 1x recycling collection (Mondays) and 1x food waste collection (Fridays). It is understood that these collections are typically carried out on-site between 09:00 and 10:00 hours, although food waste collections occasionally occur prior to this (although not before 07:00 hours). As such, Whitbread will seek to limit simultaneous delivery / refuse vehicle arrivals with residential refuse collections as far as reasonable.

### **Access to Parking Bays**

- 6.15 It is important to note that residential access to the reserved parking bays allocated to Somerton House would continue to be prioritised and unfettered by the proposed delivery and servicing arrangements. Resident's Right of Access would be preserved and as demonstrated on by the attached swept path assessments, access through the service yard towards the residential parking bays would not be impeded by Whitbread delivery vehicles on-site. Additionally, a hatched area stating 'keep clear' would continue to be clearly marked within the service yard on approach to the residential parking bays.

- 6.16 On each of the attached swept path assessments, it should be noted that the blue lines indicate the wheel path / track of the vehicle, whilst the green lines indicate the tracking associated with the body of the vehicle. On this basis, it is evident that excess space would be afforded to cars passing the marked delivery area.

## **7 SUMMARY AND CONCLUSIONS**

- 7.1 This Transport Statement has considered the transport planning implications associated with the proposed 66-bedroom extension to the existing Premier Inn at 1 Duke's Road, London, WCH1 9PJ.
- 7.2 Extensive survey information has been consulted to determine the existing and post-development operation of the site in terms of trip generation and parking demand. The results show that the extension would generate minimal levels of additional traffic and the parking provision, as proposed, would be sufficient to accommodate demand.
- 7.3 From the information presented in this Transport Statement, RGP make the following conclusions:
- i) The site is excellently for sustainable guest travel, as demonstrated by its PTAL rating of 6b, owing to its close proximity to major public transport interchanges such as Euston and King's Cross St Pancras Rail Stations, as well as extensive bus routes and an excellent standard of pedestrian infrastructure;
  - ii) The proposed 66-bedroom extension would likely generate a single additional two-way vehicle movement during each of the AM and PM peak hour periods and a total of 17 additional two-way vehicle movements of the course of a typical day;
  - iii) With consideration given to all modes, the proposed extension would generate in the region of 218 two-way movements over the course of a typical weekday, including 178 two-way trips via public transport modes and 19 two-way trips on foot;
  - iv) The reduction in parking to retain only 4 disabled bays and a single standard space would be adequate to cater for the operational needs of the site and is in accordance with both LBC and London Plan parking policy;
  - v) The access arrangements associated with the existing site would not be subject to alteration. The layout of the on-site service yard would be slightly altered, although the size of delivery vehicles to the site would remain unchanged post-development.
- 7.4 As a result of the data and evidence presented within this Transport Statement, London Borough of Camden and Transport for London, as relevant highway authorities, are respectfully requested to confirm that the development proposals are satisfactory from a highway and transportation perspective.



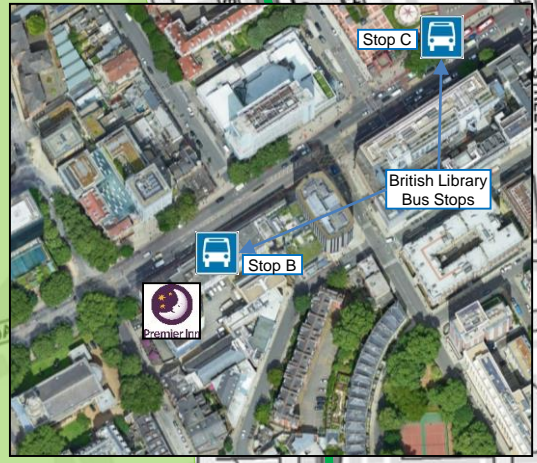


# PLANS



BUS TIMETABLE (British Library Bus Stops – Stop B)			
Service	Route Summary	Typical Frequency	Hours of Operation
30	Hackney Wick / Trowbridge Road – King's Cross Station – Baker Street – Marble Arch Station	Mon-Fri: 7-10 minutes Sat: 7-11 minutes Sun: 10-14 minutes	Mon-Sun: 05:18-00:38
59	Wharfedale Road / London Canal Museum – Streatham Hill / Telford Avenue	Mon-Fri: 4-8 minutes Sat: 6-9 minutes Sun: 10-12 minutes	Mon-Fri: 04:35-01:05 Sat: 04:55-01:05 Sun: 05:25-01:05
73	Stoke Newington Common – Great Titchfield Street / Oxford Circus Station	Mon-Fri: 3-6 minutes Sat: 4-8 minutes Sun: 6-10 minutes	Mon-Thurs: 05:24-00:53 Fri: 05:24-00:48 Sat: 05:33-00:48 Sun: 05:34-00:52
91	Tottenham Lane YMCA – Trafalgar Square	Mon-Fri: 6-10 minutes Sat: 7-10 minutes Sun: 7-11 minutes	Mon-Sat: 05:24-00:34 Sun: 06:24-00:34
205	Bow Church – Liverpool Street Station – Cleveland Terrace	Mon-Fri: 7-10 minutes Sat: 7-11 minutes Sun: 10-13 minutes	Mon-Thurs: 05:32-01:09 Fri: 05:32-01:15 Sat: 05:33-01:23 Sun: 05:35-01:04
390	Archway Station – Victoria Bus Station	Mon-Fri: 4-7 minutes Sat: 3-6 minutes Sun: 8-12 minutes	Mon-Sun: 24 hour service
476	Northumberland Park – Euston Bus Station	Mon-Fri: 6-8 minutes Sat: 7-9 minutes Sun: 10-13 minutes	Mon-Thurs: 06:07-00:22 Fri-Sat: 06:05-00:27 Sun: 06:03-00:19
N73	Walthamstow Bus Station – Oxford Street	Sun Ni-Fri Morn: 30 minutes Fri Ni-Sun Morn: 15 minutes	Sun Ni-Fri Morn: 00:40-05:16 Fri Ni-Sun Morn: 00:41-05:23
N91	Cockfosters Station – Trafalgar Square	Mon-Sun: 30 minutes	Sun Ni-Mon Morn: 00:05-05:35 Mon Ni-Fri Morn: 00:54-05:35 Fri Ni-Sat Morn: 00:35-05:34 Sat Ni-Sun Morn: 00:35-07:34
N205	Drapers Field – Cleveland Terrace	Sun Ni-Fri Morn: 30 minutes Fri Ni-Sun Morn: 20 minutes	Sun Ni-Fri Morn: 01:13-05:13 Fri Ni-Sun Morn: 00:21-05:15

RAIL TIMETABLE (Euston Railway Station)		
Destination	Typical Frequency	Journey Time
Watford Junction	8 trains per hour	14 minutes
Milton Keynes Central	8 trains per hour	30 – 54 minutes
Birmingham New Street	6 trains per hour	1 hour 21 minutes – 2 hours 16 minutes
Wembley Central	4 trains per hour	9 – 21 minutes
Tring	3 trains per hour	34 – 45 minutes
Manchester Piccadilly	3 trains per hour	2 hours 6 minutes
Rugeley Trent Valley	2 trains per hour	1 hour 42 minutes – 3 hours 15 minutes
Liverpool Lime Street	2 trains per hour	2 hours 12 minutes – 3 hours 51 minutes
Glasgow Central	1 – 2 trains per hour	4 hours 29 minutes – 5 hours 40 minutes
Edinburgh	1 train every 2 hours	5 hours 39 minutes



**LEGEND**

- SITE LOCATION
- NATIONAL RAIL STATION
- UNDERGROUND STATION
- RAILWAY TRACKS
- BUS STOPS
- SANTANDER CYCLE HIRE STATIONS
- CYCLE ROUTES
- 500M WALK ISOCHRONE
- RETAIL/CONVENIENCE
- EDUCATION
- LEISURE
- HEALTH CARE
- COMMUNITY
- ZIPCAR CLUB
- ENTERPRISE CAR CLUB



**Transport Planning and Infrastructure Design Consultants**  
 Shackleford Suite, Mill Pool House, Mill Lane,  
 Godalming, Surrey, GU7 1EY  
 Tel: 01483 861681 Fax: 01483 861682  
[www.rgp.co.uk](http://www.rgp.co.uk)

**Client:** Whitbread Group Plc.

**Project:** PIX London – Euston

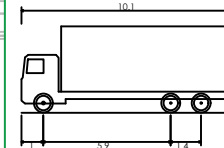
**Title:** Site Location and Accessibility Plan

<b>Plan No:</b> Plan 01	<b>Job No:</b> 14/3001	<b>Date:</b> June 2019	<b>Scale:</b> NTS
----------------------------	---------------------------	---------------------------	----------------------

<b>Drawn By:</b> JLM	<b>Checked By:</b> KCH	<b>Approved By:</b> NDR	<b>Rev:</b> -
-------------------------	---------------------------	----------------------------	------------------



# **DRAWINGS**



Whitbread 18t Rigid  
 Overall Length 10.100m  
 Overall Width 2.650m  
 Overall Body Height 4.000m  
 Min Body Ground Clearance 0.427m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.972m

- Vehicle wheel track
- Vehicle body overhang

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123  
 This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.



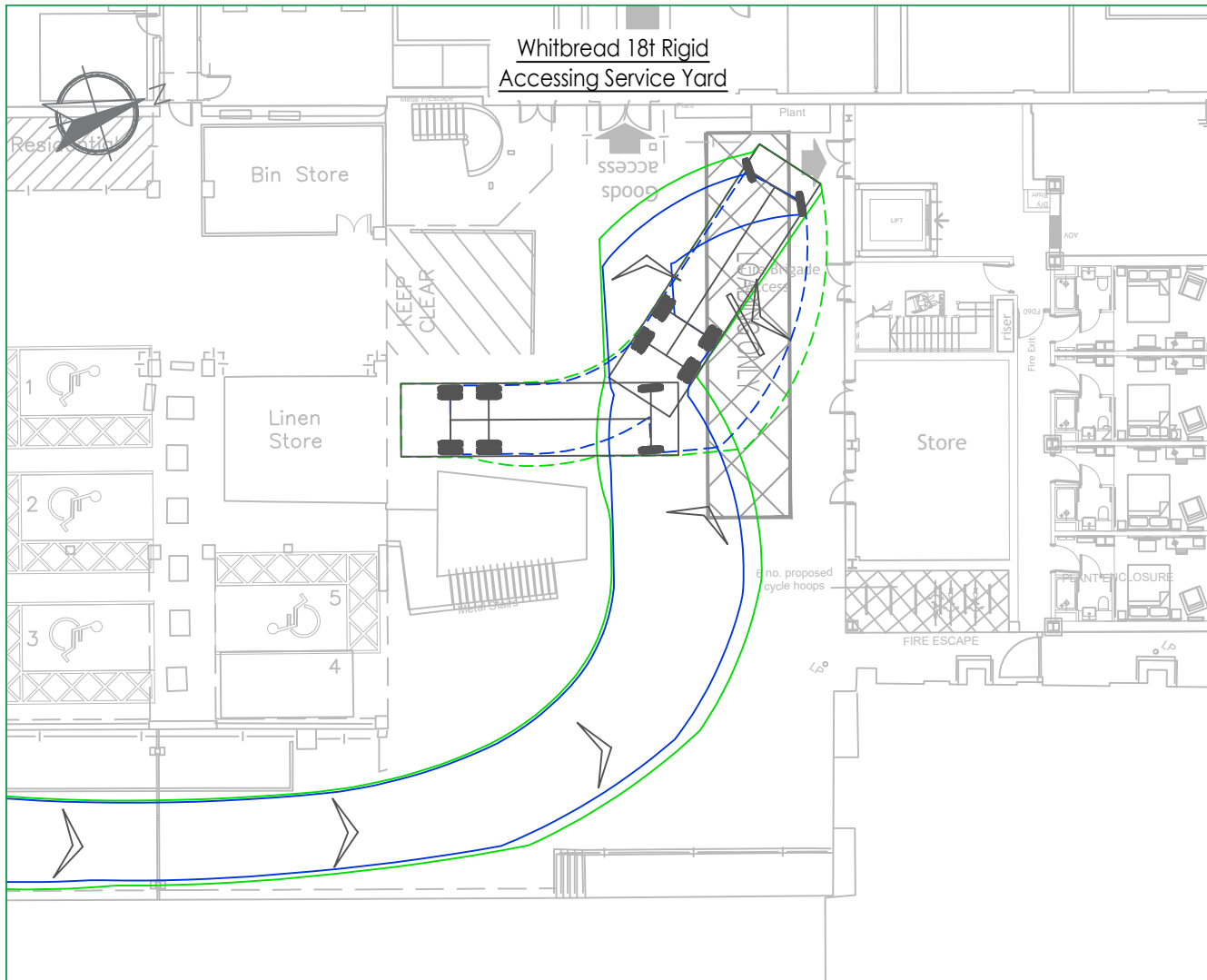
Client  
 Whitbread Group Plc

Project  
 Premier Inn, Euston

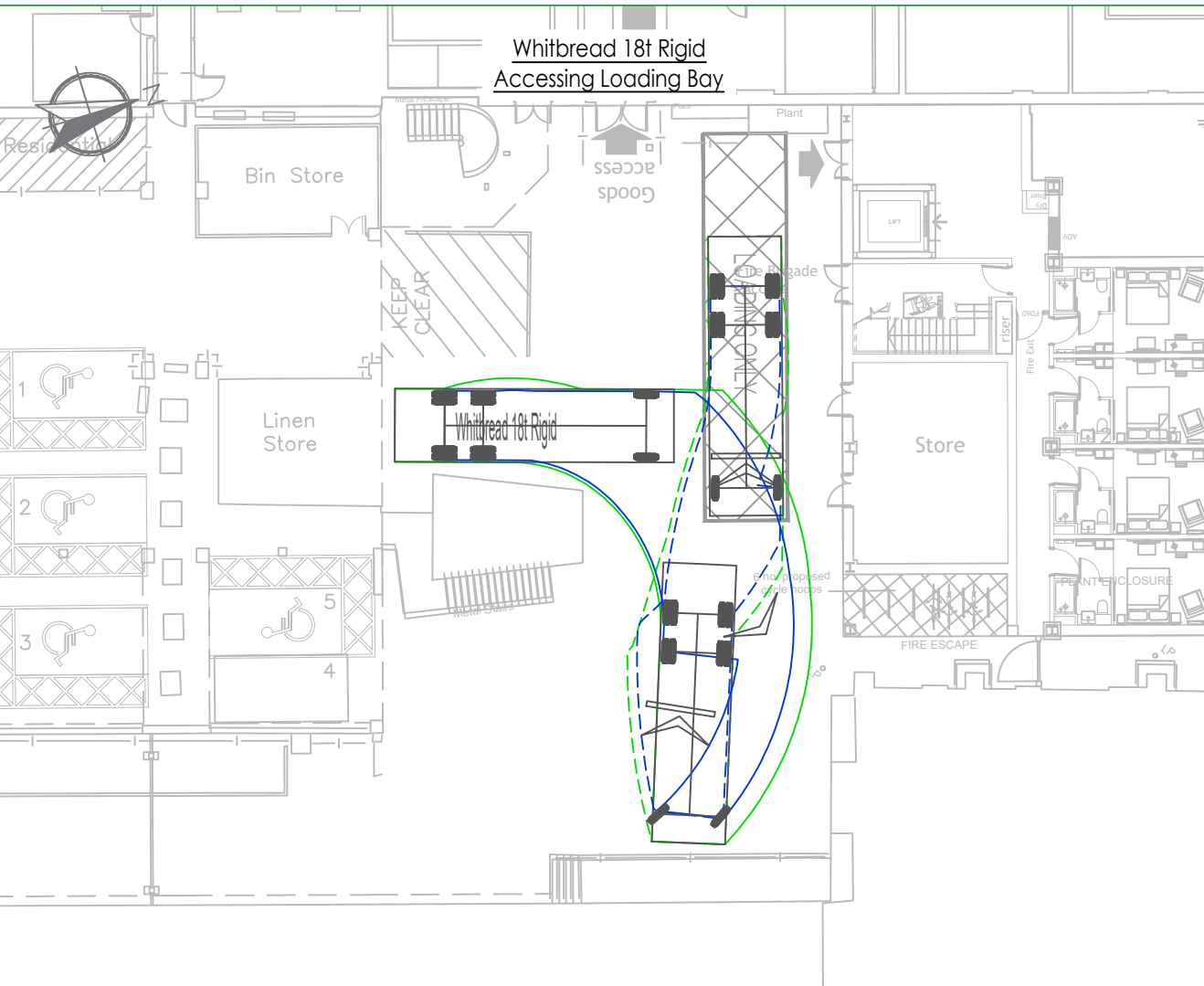
Drawing Title  
 Whitbread 18t Rigid Swept Path Analysis

Scale	1:250	Drawn By	GSE	Checked By	NDR	Approved By	NDR
Date	July 2019	Drawing No.	2016/3001/010	Rev.	B		

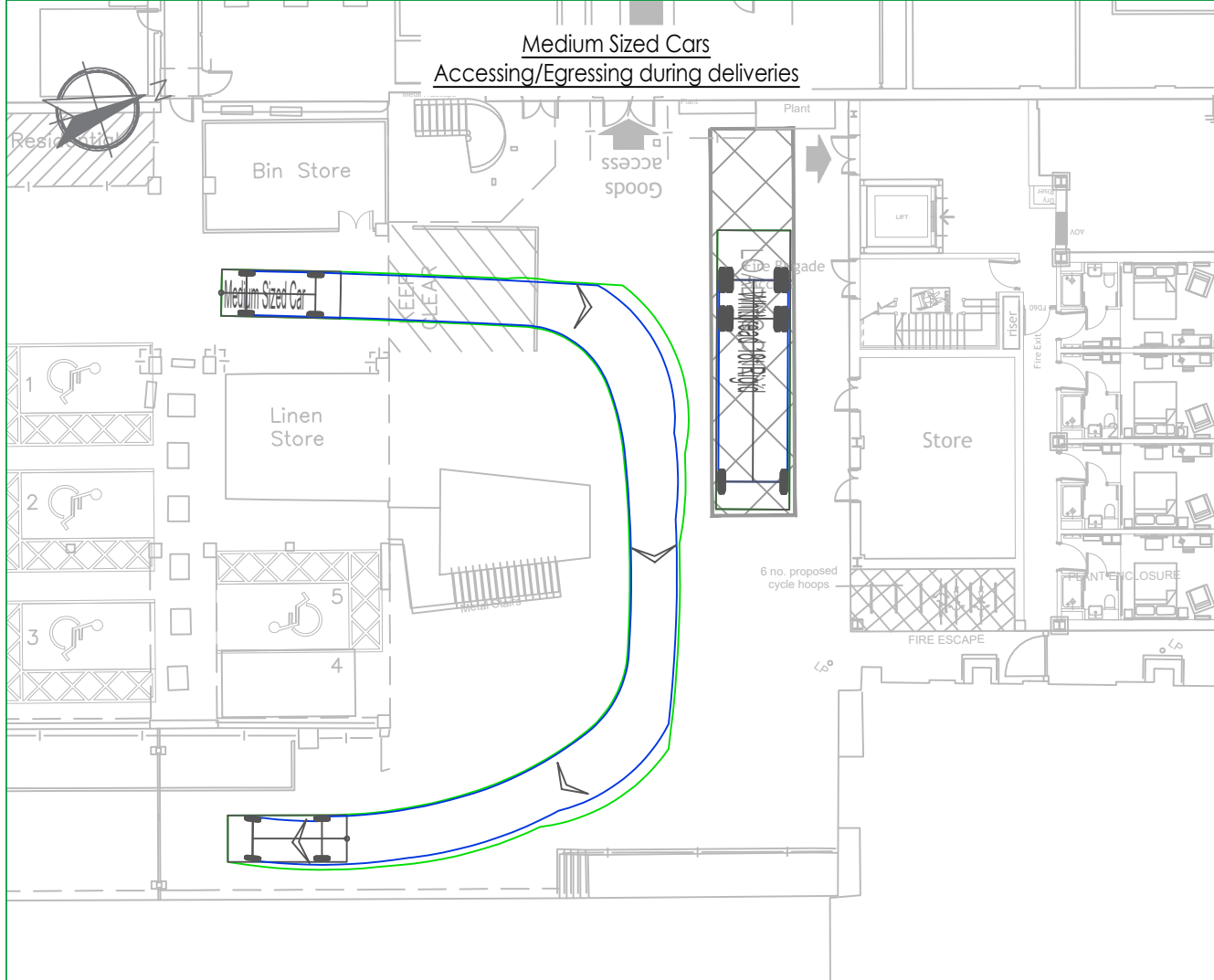
Whitbread 18t Rigid Accessing Service Yard



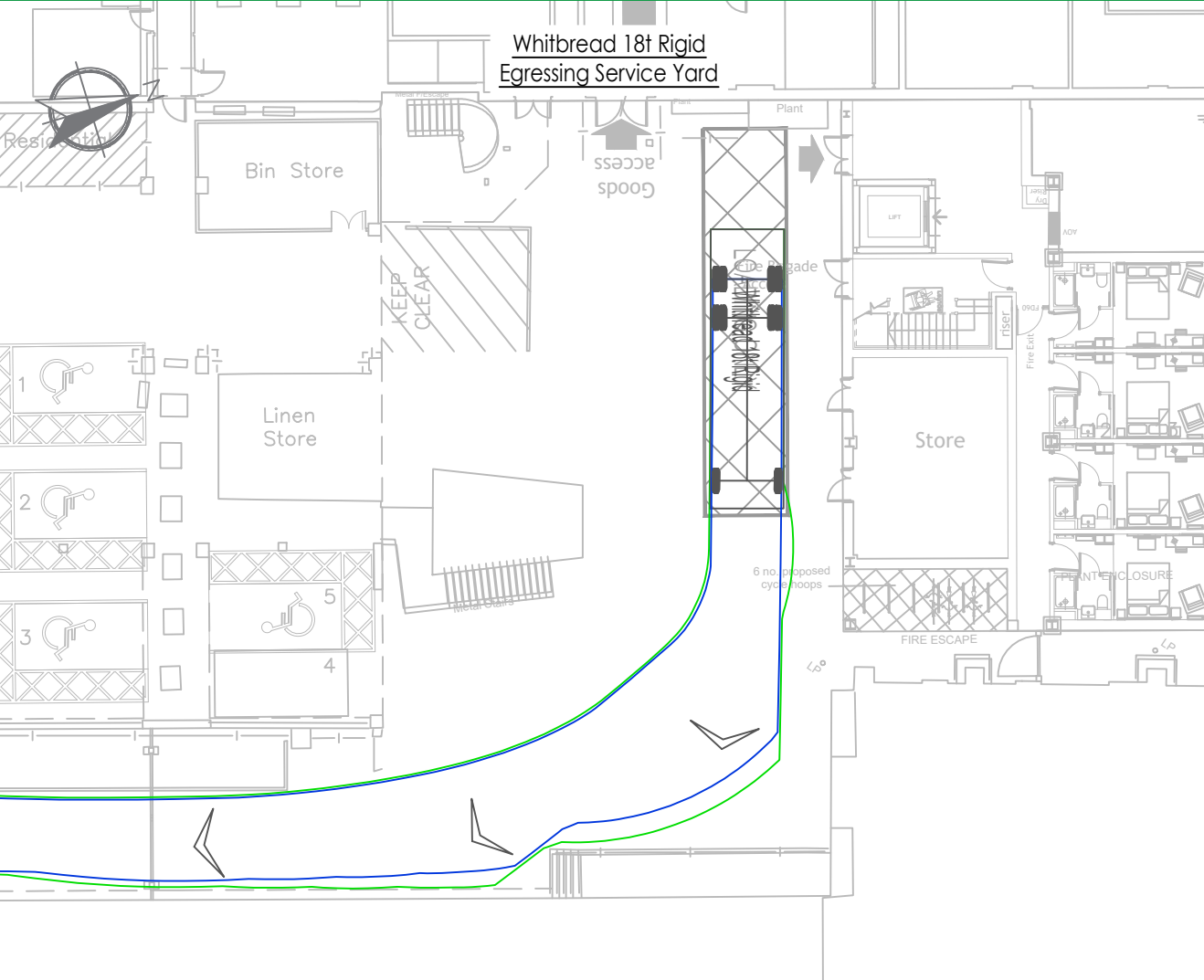
Whitbread 18t Rigid Accessing Loading Bay

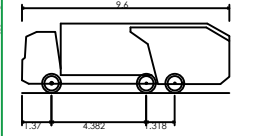


Medium Sized Cars Accessing/Egressing during deliveries



Whitbread 18t Rigid Egressing Service Yard





Dennis Olympus OL23W  
 Overall Length 9.400m  
 Overall Width 2.530m  
 Overall Body Height 3.205m  
 Min Body Ground Clearance 0.410m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 8.950m

- Vehicle wheel track
- Vehicle body overhang

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

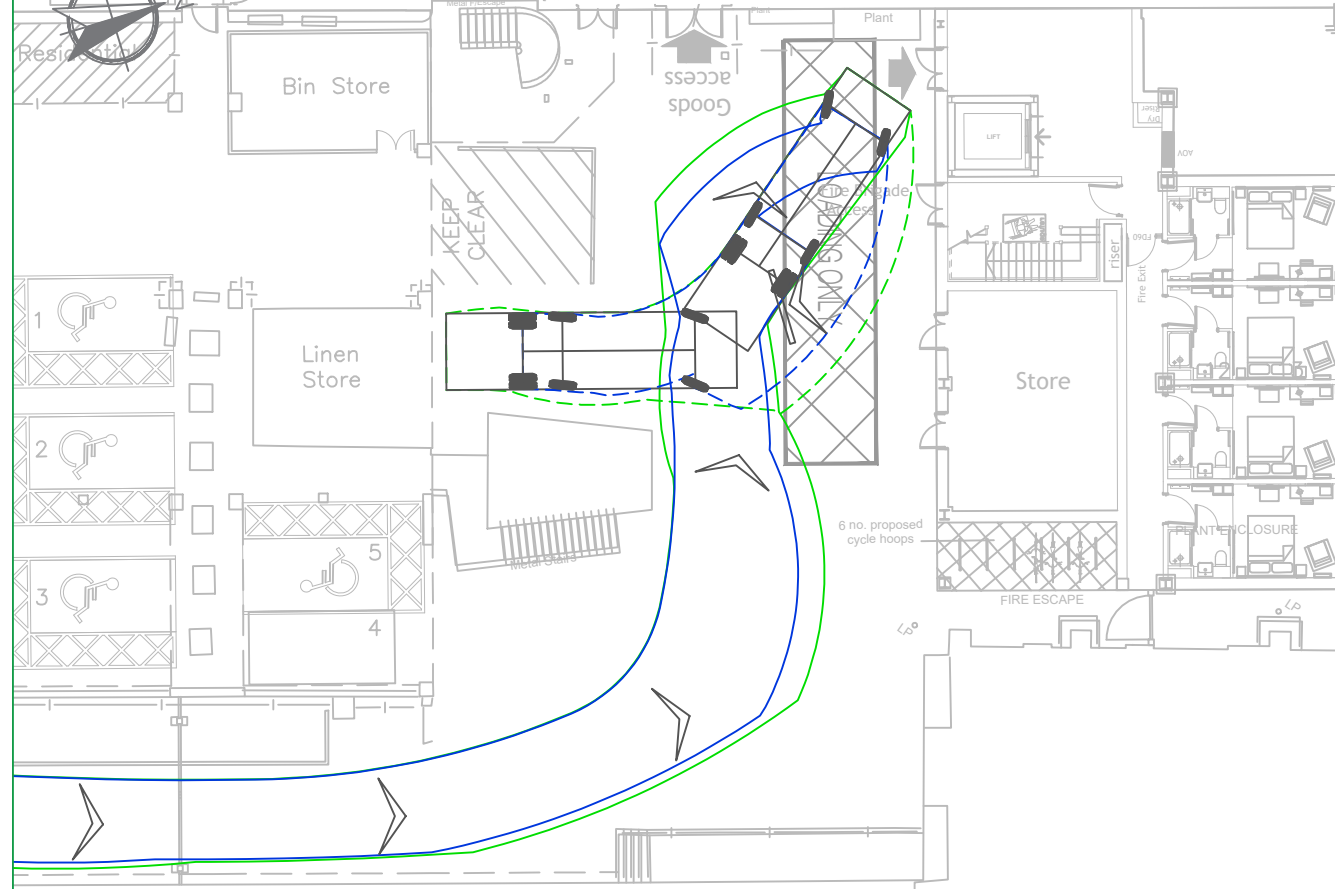
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

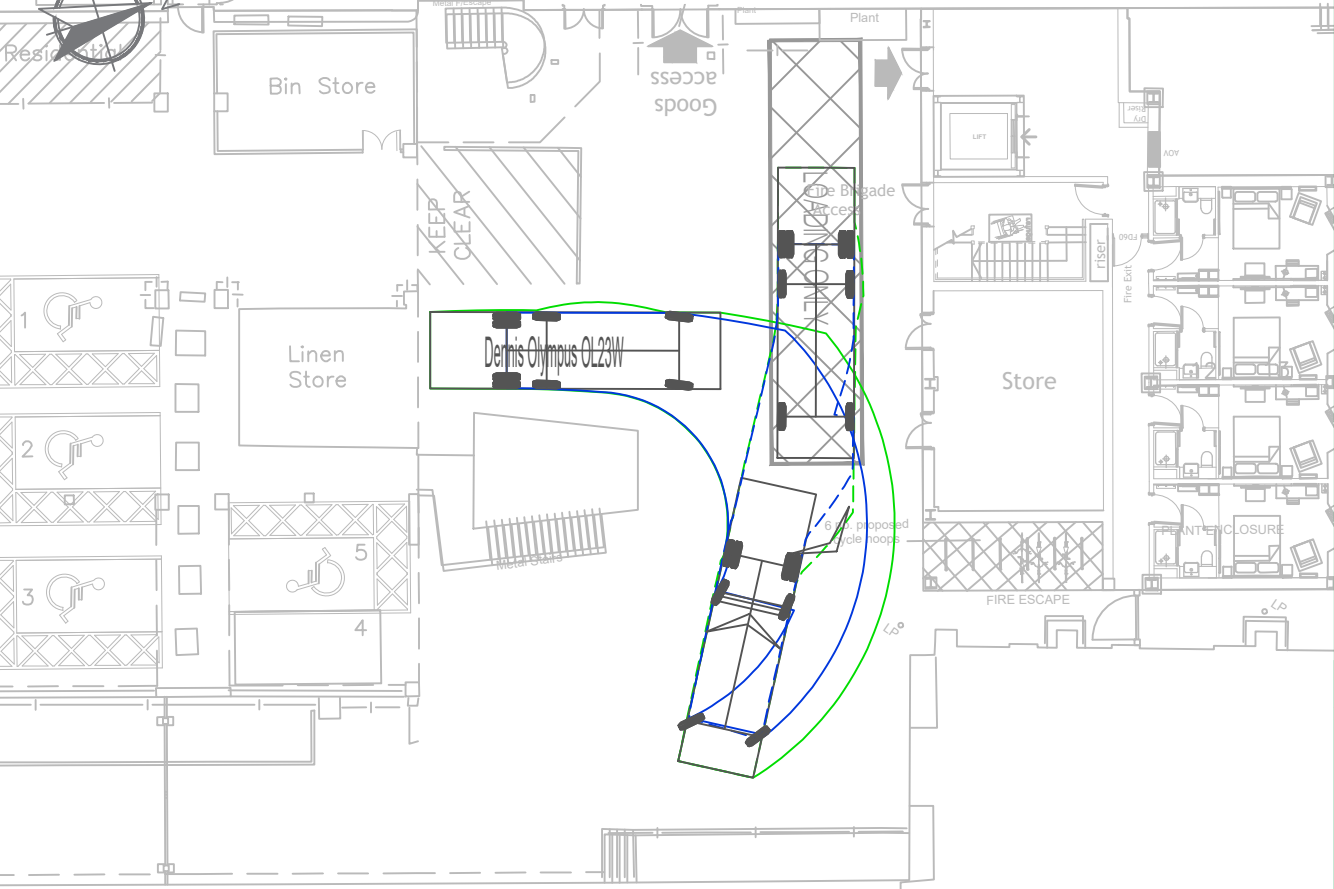
This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123  
 This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.

Client	Whitbread Group Plc		
Project	Premier Inn, Euston		
Drawing Title	Refuse Vehicle Swept Path Analysis		
Scale	1:250	Drawn By GSE	Checked By NDR
Date	July 2019	Drawing No. 2016/3001/011	Approved By NDR
			Rev. B

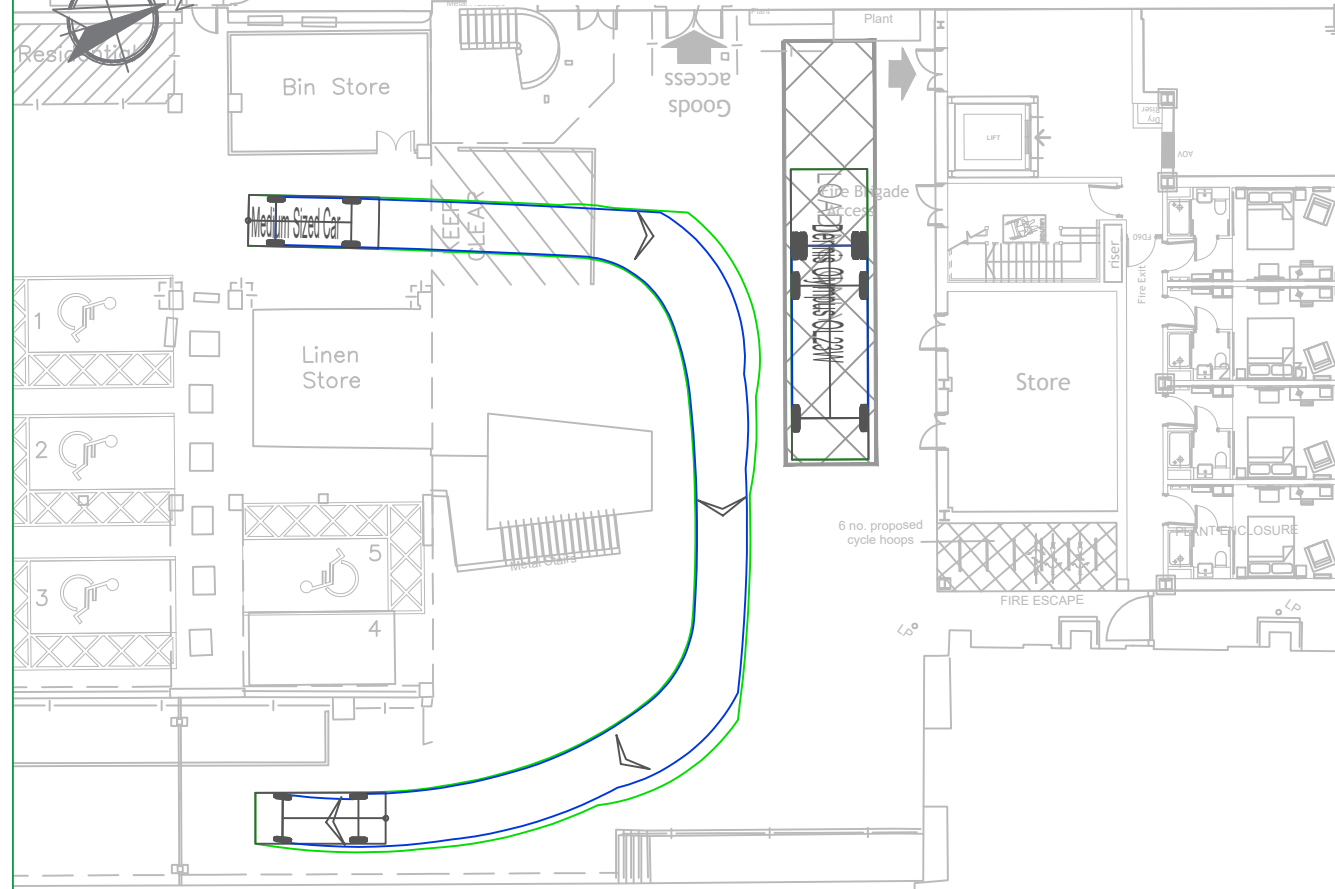
Refuse Vehicle Accessing Service Yard



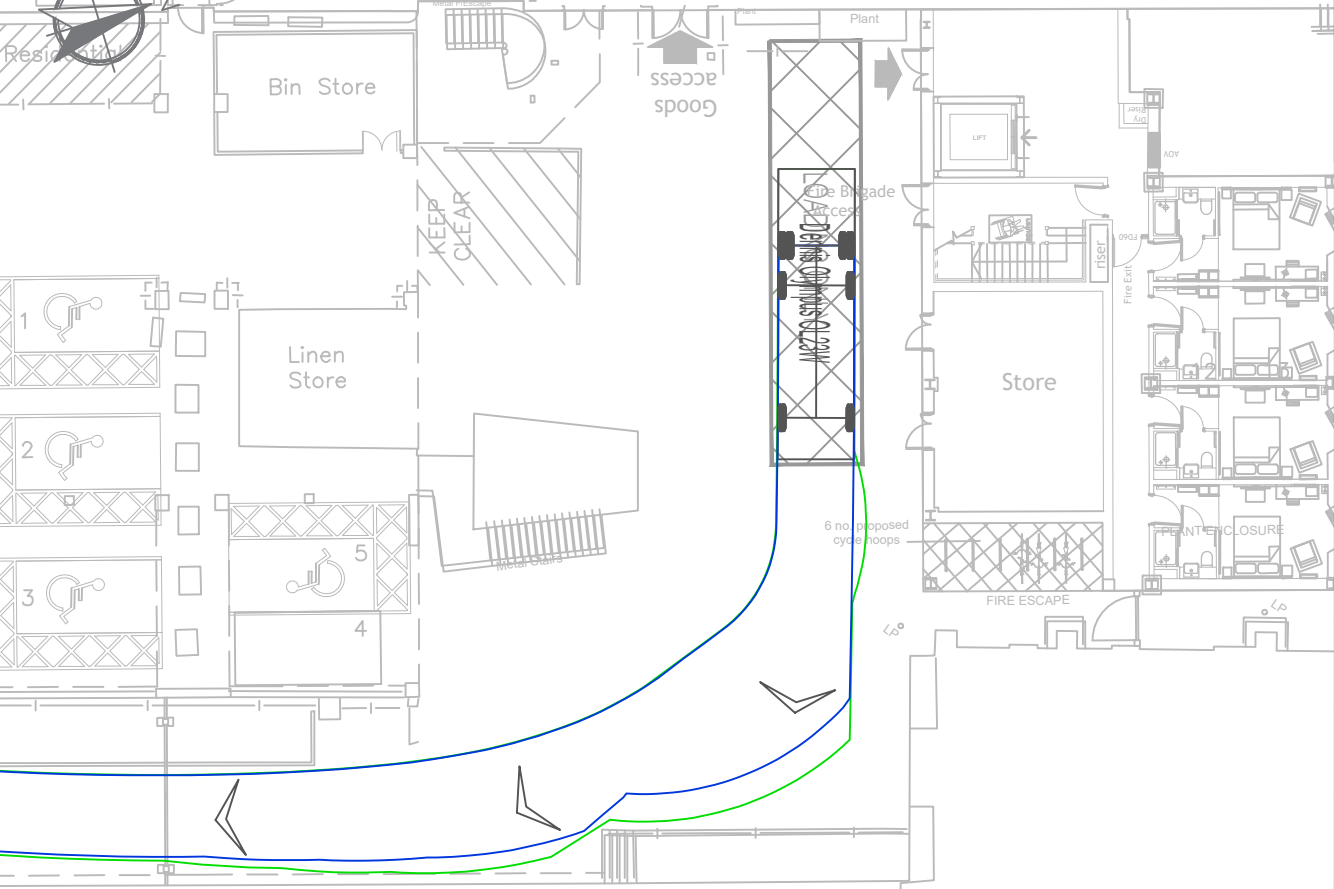
Refuse Vehicle Accessing Loading Bay



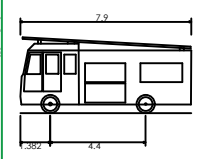
Medium Sized Cars Accessing/Egressing during deliveries



Refuse Vehicle Egressing Service Yard







Fire Tender (7.9m x 2.5m)  
 Overall Length 7.900m  
 Overall Width 2.500m  
 Overall Body Height 3.512m  
 Min Body Ground Clearance 2.380m  
 Track Width 3.303m  
 Lock to lock time 5.00s  
 Kerb to Kerb Turning Radius 7.400m

- Vehicle wheel track
- Vehicle body overhang

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

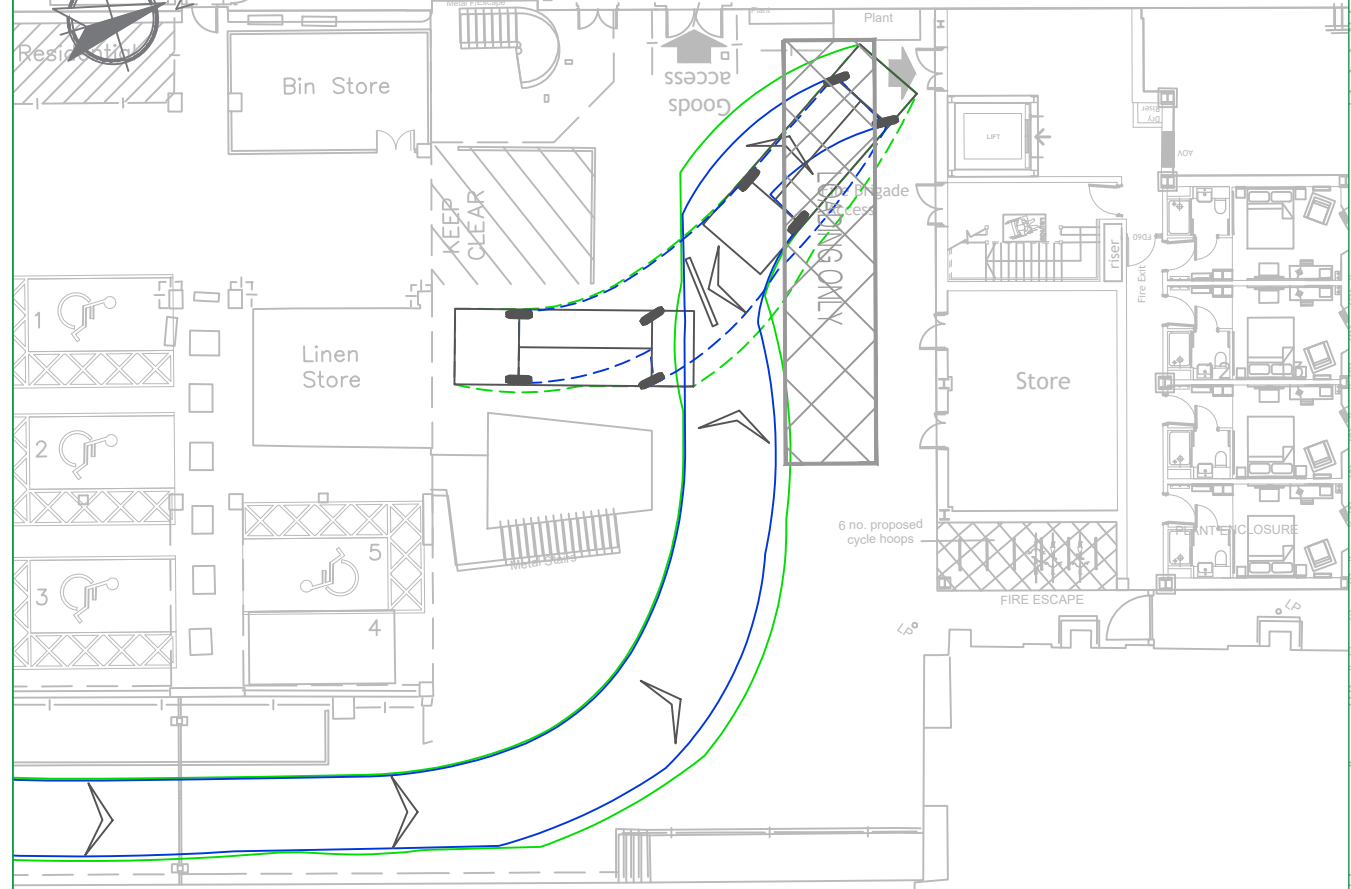
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

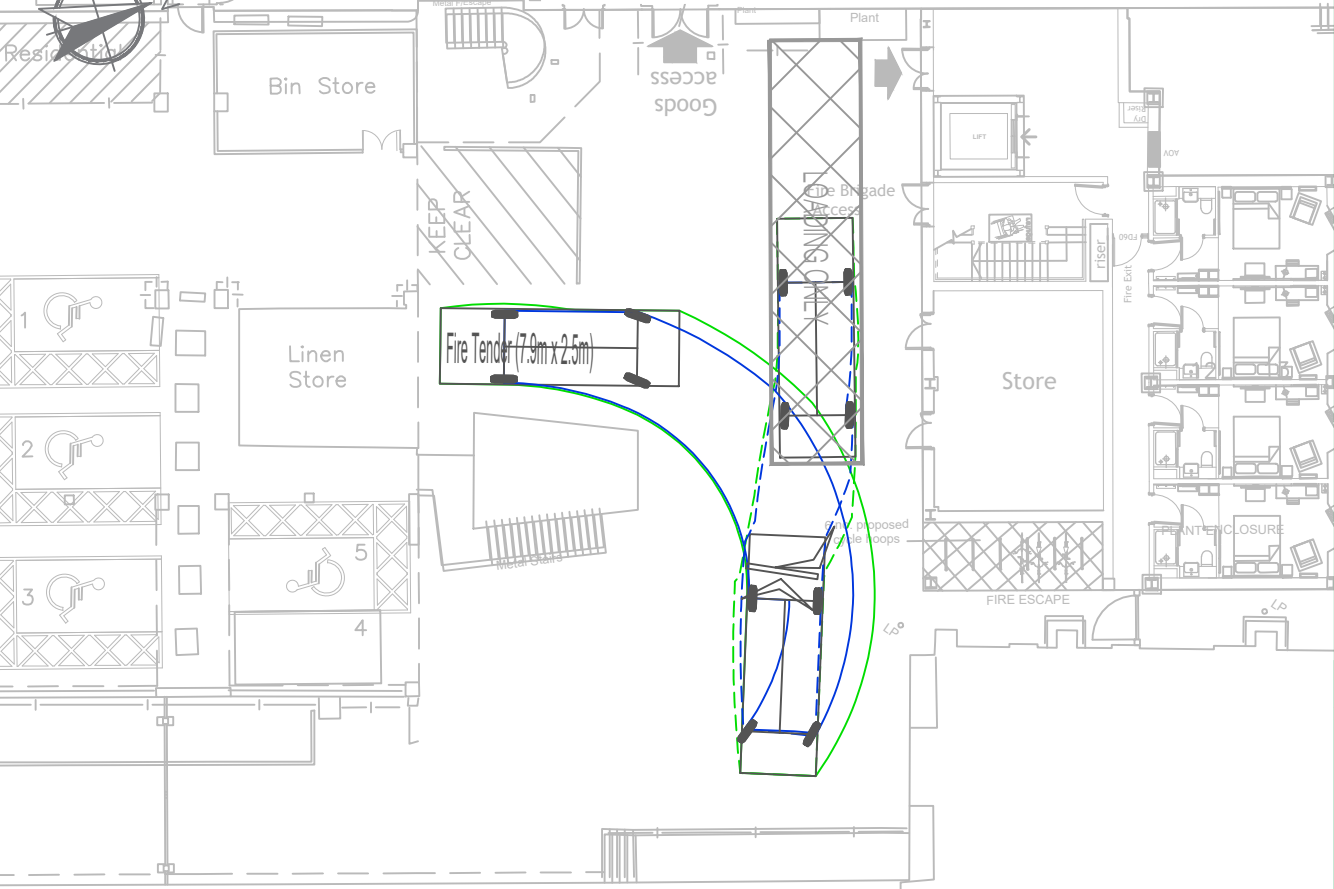
This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123  
 This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.

Client	Whitbread Group Plc		
Project	Premier Inn, Euston		
Drawing Title	Fire Tender Swept Path Analysis		
Scale	1:250	Drawn By GSE	Checked By NDR
Date	July 2019	Drawing No. 2016/3001/012	Approved By NDR
			Rev. A

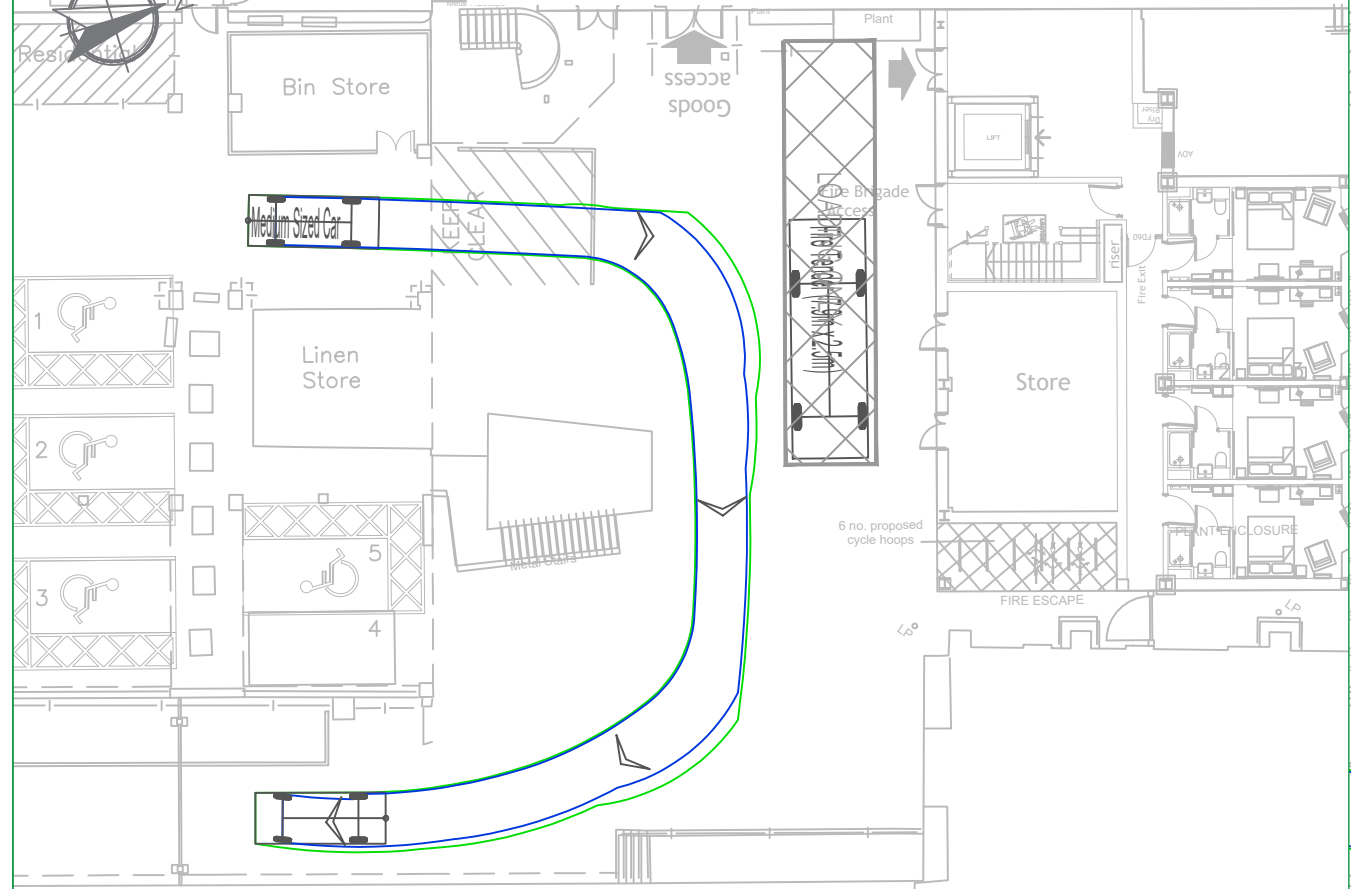
Fire Tender Accessing Service Yard



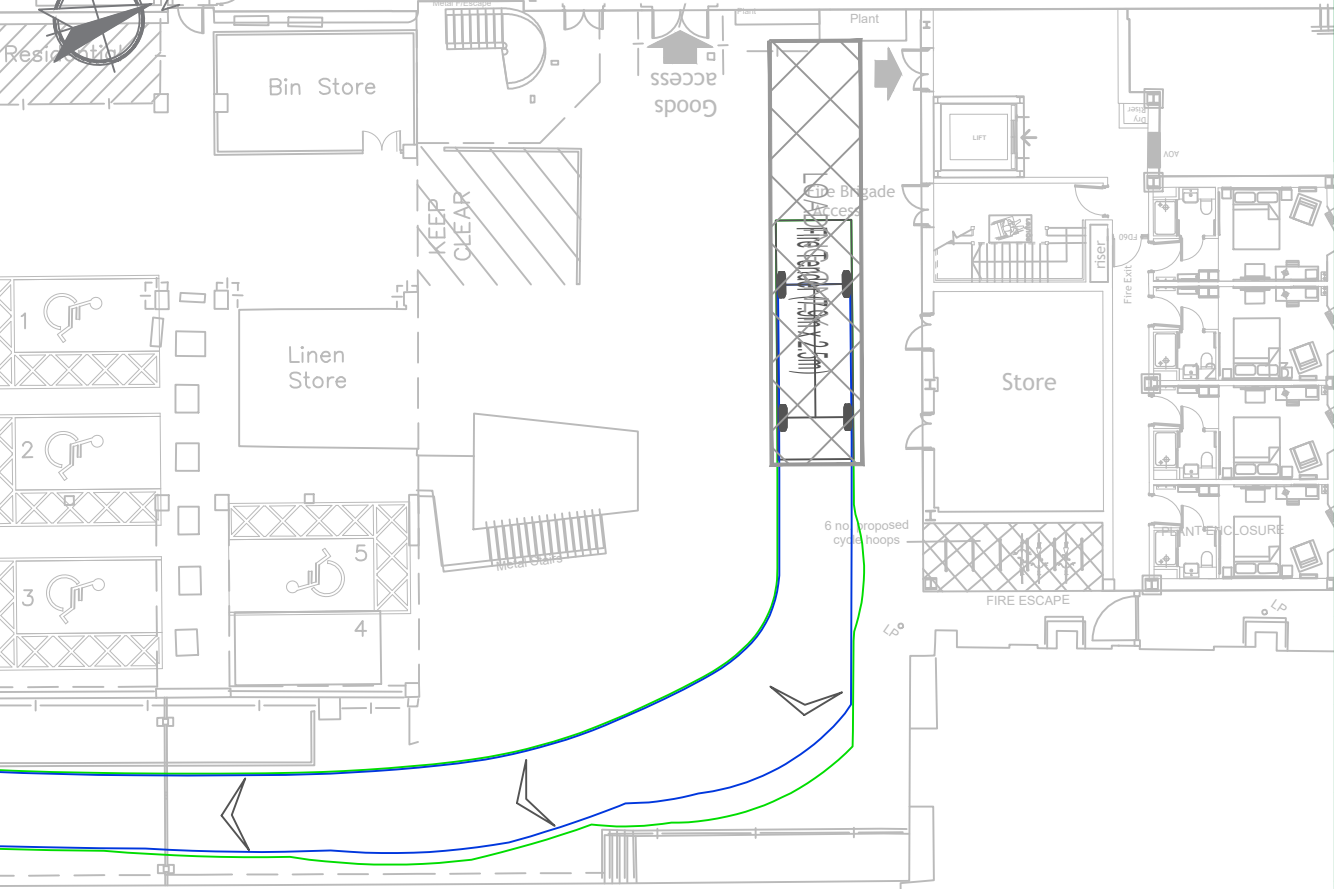
Fire Tender Accessing Loading Bay

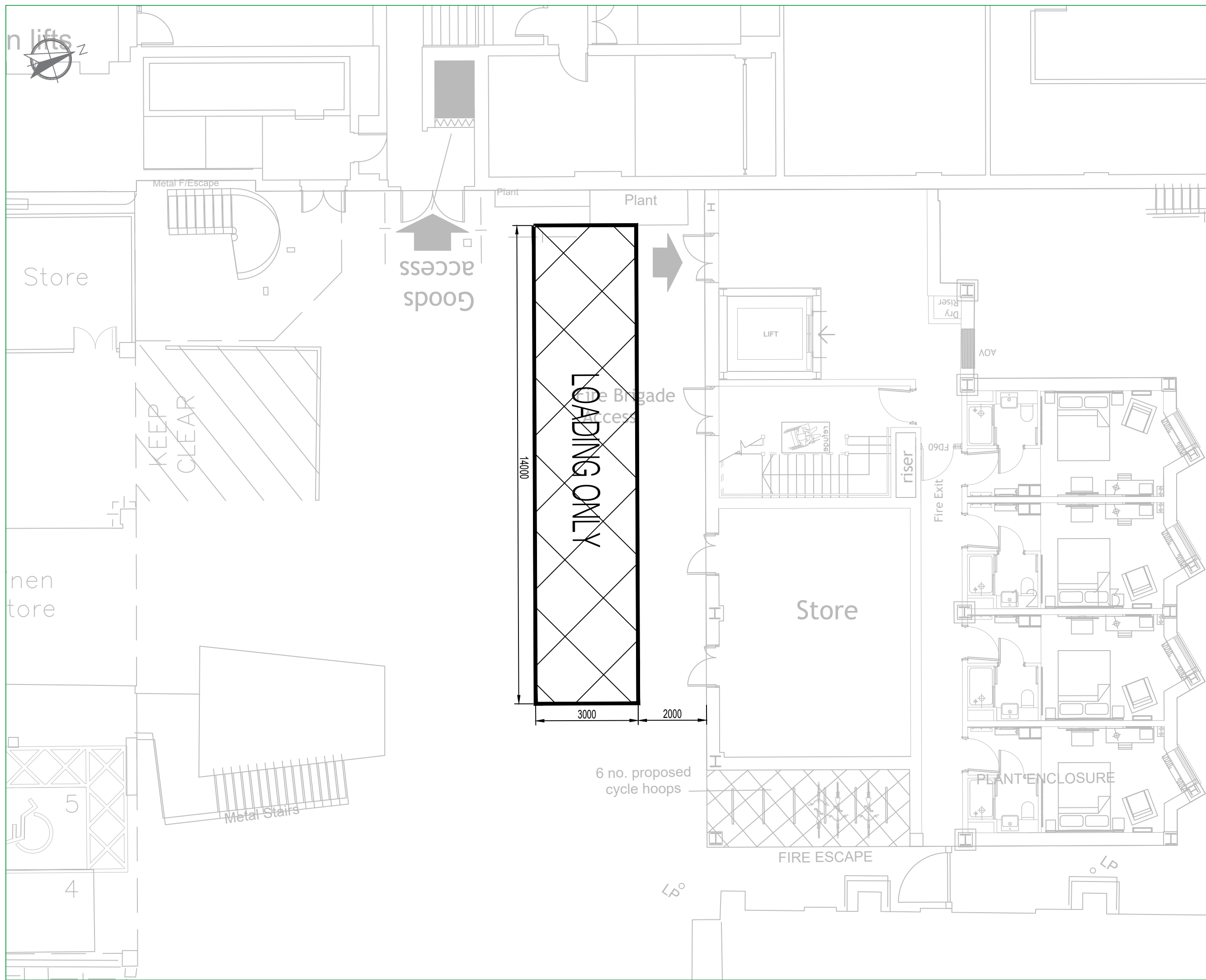


Medium Sized Cars Accessing/Egressing during deliveries



Fire Tender Egressing Service Yard





**RESIDUAL HAZARDS**

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

This drawing has been prepared for the purposes of planning discussions and does not constitute a detailed design drawing, or Construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123  
This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.

**Transport Planning and Infrastructure Design Consultants**  
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY  
Tel: 01483 861681 Fax: 01483 861682 [www.rgp.co.uk](http://www.rgp.co.uk)

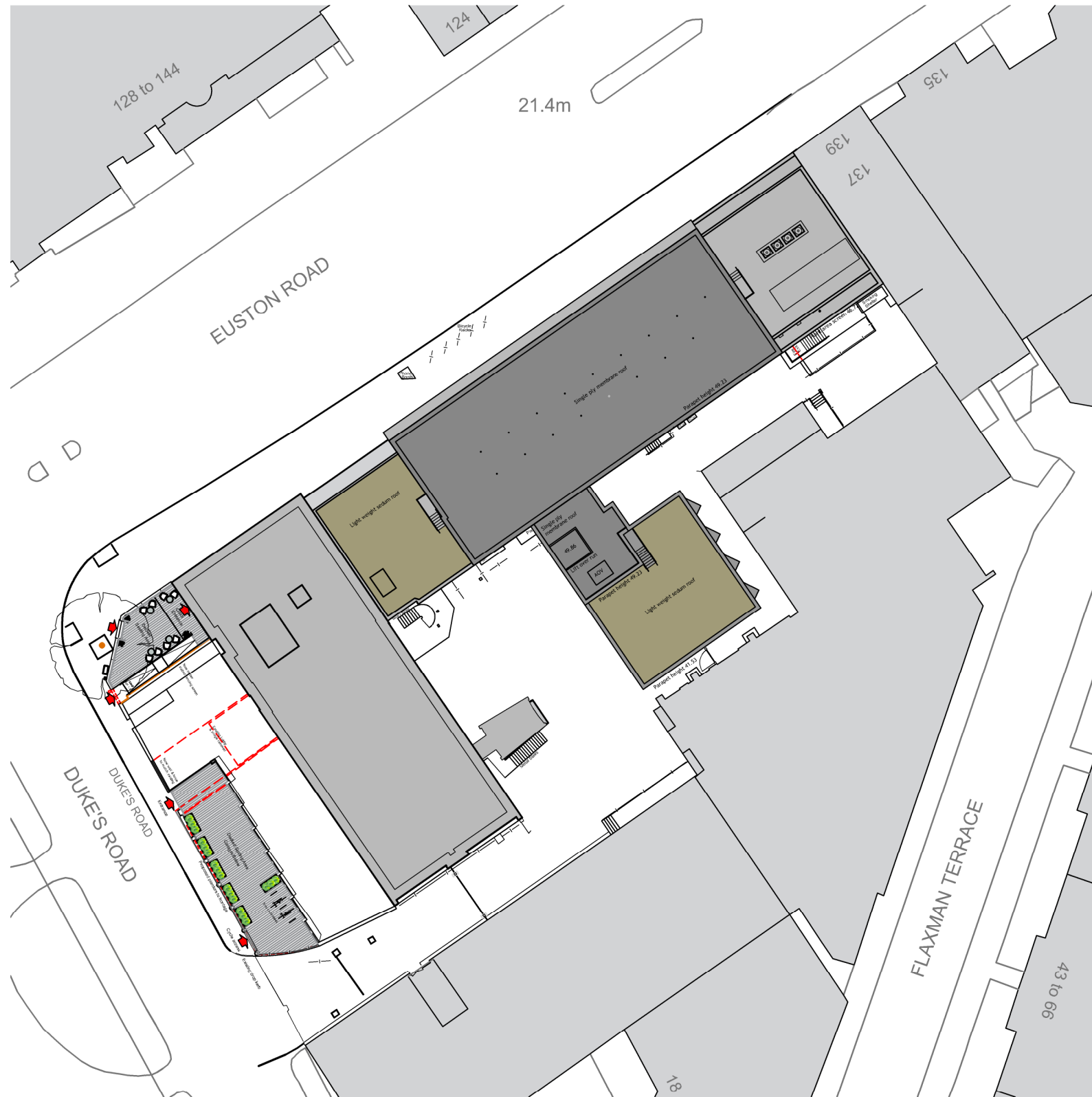
Client  
**Whitbread Group Plc**

Project  
**Premier Inn, Euston**

Drawing Title  
**Proposed Loading Bay**

Scale	1:250	Drawn By	GSE	Checked By	NDR	Approved By	NDR
Date	July 2019	Drawing No.	2016/3001/013		Rev.	-	

## APPENDIX A



Ground Level - with Roof Plan



Lower Ground Level

CAR PARKING	EXISTING	PROPOSED	INCREASE / DECREASE
Regular	12	1	-11
Disabled	4	4	-
<b>TOTAL</b>	<b>16</b>	<b>5</b>	<b>-11</b>
Excludes 4no. residential spaces and garages.			
Cycle Parking	-	22	+22

- Key:**
- Residential
  - Residential car parking space
  - Car parking removed
  - Proposed Car parking
  - Light weight sedum roof
  - Single ply membrane roof

**EUSTON**

SITE AREA				0.31 Ha	
<b>HOTEL</b>	<b>EXISTING</b>	<b>PROPOSED</b>		<b>INCREASE / DECREASE</b>	
No. of Storeys	LG +6	Roof Extension		+2	
		Car Park Extension		LG +6	
	<b>EXISTING</b>	<b>PROPOSED</b>	<b>REMOVED</b>	<b>INCREASE / DECREASE</b>	
Bedrooms		Roof Extension	38	1	+37
		Car Park Extension	46	5	+41
		Restaurant Extension	6	18	-12
		<b>Total</b>		<b>331</b>	<b>+66</b>
	265				

**NOTE:** The extension drainage is to connect to the existing Premier Inn hotel foul drainage system.

CLIENT

GENERAL NOTES  
 All drawings are subject to full site survey. All dimensions are to be checked on site.

SCALE

NORTH

REV. DESCRIPTION

DATE INITIALS

ISSUE

**PLANNING**

CHQ Architects Ltd.  
 The Mallings, 44 Whitehorse Street,  
 Baldock, Hertfordshire SG7 6DQ  
 Telephone: (01462) 895110  
 Email: design@chq-architects.co.uk  
 www.chq-architects.co.uk

PROJECT

**Premier Inn**  
 1 Dukes Road,  
 London  
 WC1H 9PJ

DRAWING

**Proposed Site Plan**

DATE	March 2019	DRAWN	JW
SCALE	1:500@A3	CHECKED	MRA

CHQ.15.11690-PL05



## **APPENDIX B**



1344: PREMIER INN PARKING STUDY - SURVEY SCHEDULE

HOTEL CATEGORY	HOTEL NAME	SITE REFERENCE	BROCHURE CODE	POSTCODE	NO. OF BEDROOMS	RESTAURANT ON SITE	NO. OF COVERS	PARKING CHARGING	NO. OF PARKING SPACES	SPACES PER ROOM	DISTANCE FROM NEAREST RAIL STATION	TELEPHONE NUMBER	
1	LONDON (INNER)	London Victoria	1	345	SW1V 1PS	110	IR	70	Chargeable	N/A	N/A	0.2 mile	0871 527 8680
		London Euston	2	329	WC1H 9PJ	266	IR	N/A	Chargeable	16	0.06	0.25 mile	0871 527 8656
		London Southwark	3	342	SE1 9EF	59	OR	N/A	Chargeable	6	0.10	500 metres	0871 527 8676
2	LONDON (OUTER)	London Kew	4	339	TW8 0BB	141	IR	100	Chargeable	30	0.21	0.5 mile	0871 527 8670
		London Richmond (Wimbledon South)	5	347	SW19 2RF	134	IR	N/A	Chargeable	N/A	N/A	400 yards	0871 527 8684
		London Edgware	6	327	HA8 5AQ	114	IR	N/A	N/A	70	0.61	0.5 mile	0871 527 8652
3	TRUNK ROAD / A-ROAD	Hemel Hempstead West	7	262	HP1 2SB	62	IR	40	Free	60	0.97	1 mile	0871 527 8516
		Cambridge A14 Junction 32	8	95	CB4 2GW	154	IR	100	Free	132	0.86	4 miles	0871 527 8186
		York South West	9	605	YO23 3PP	61	IR	44	N/A	63	1.03	6 miles	0871 527 9202
4	INDUSTRIAL / COMMERCIAL / EDGE OF TOWN / LEISURE PARK	Birmingham NEC/Airport	10	44	B40 1QA	247	IR	240	Free	300	1.21	1 mile	0871 527 8086
		Thurrock East	11	554	RM16 6VJ	63	BF	200	Free	120	1.90	0.5 mile	0871 527 9092
		Enfield	12	193	EN3 7XU	200	TT	143	Free	173	0.87	1 mile	0871 527 8374
5	EDGE OF TOWN CENTRE	Wolverhampton Bluebricks	13	596	WV10 0BA	89	TT	120	Free	100	1.12	0.5 mile	0871 527 9186
		Wakefield South	14	566	WF4 3BB	75	OR	N/A	Free	80	1.07	2.6 miles	0871 527 9118
		Rochester	15	475	ME2 2SS	121	IR	65	Free	130	1.07	2 miles	0871 527 8938
6	TOWN CENTRE (EXCLUDING LONDON)	Reading Central	16	468	RG1 2HN	151	IR	72	Chargeable	32	0.21	1 mile	0871 527 8924
		York Blossom Street North	17	601	YO24 1AJ	102	IR	120	Free	30	0.29	0.3 mile	0871 527 9196
		Leicester City Centre	18	299	LE1 1AA	135	IR	48	Free	47	0.35	10 metres	0871 527 8596
7	COASTAL / SEASONAL VARIATION SITES	Torquay	19	558	TQ2 5HE	143	BR	295	Free	130	0.91	0.5 mile	0871 527 9102
		Brighton City Centre	20	76	BN1 1RE	160	IR	95	Free/Chargeable	N/A	N/A	0.25 mile	0871 527 8150
		Scarborough	21	487	YO11 2EN	74	BF	140	Free	N/A	N/A	250 metres	0871 527 9292
8	MAJOR UK CENTRES	Leeds City Centre	22	293	LS3 1LW	140	OR	N/A	Free	100	0.71	0.5 mile	0871 527 8582
		Birmingham City Centre (Waterloo Street)	23	42	B2 5PG	152	IR	120	N/A	N/A	N/A	5 minutes	0871 527 8074
		Edinburgh Central (Lauriston Place)	24	185	EH3 9DG	112	IR	90	Chargeable	N/A	N/A	1 mile	0871 527 8366
9	AIRPORTS	Gatwick Airport Central	25	209	RH6 0NX	220	IR	84	Chargeable	120	0.55	0.5 mile	0871 527 8406
		Liverpool Airport	26	309	L24 1YQ	101	IR	80	Free	100	0.99	1.5 miles	0871 527 8626
		Manchester Airport	27	359	M90 5DL	195	IR	100	Chargeable	150	0.77	0.75 mile	0871 527 8726
		Heathrow Airport Bath Road	28	258	TW6 2AB	590	IR	2000	Chargeable	240	0.41	2 miles	0871 527 8508

Restaurant Codes:  
BE - Beefeater  
TT - Table Table  
BF - Brewers Fayre  
TB - Taybarns  
IR - Integral Restaurant  
OR - Other Restaurant

N/A - refers to a site that doesn't have car parking or is shared with another company / use





## APPENDIX C

# Premier Inn Parking & Travel Study

Survey Details

Location	London (Inner)
Date	Jun-11
Type	Interview

Average Occupancy Records

	Occupancy (%)	Persons per Room
SITE 1 (Victoria)	100	1.52
SITE 2 (Euston)	100	1.39
SITE 3 (Southwark)	100	1.54
<b>AVERAGE</b>	<b>100</b>	<b>1.48</b>

Traffic Generation for 100 Bedroom Premier Inn

Two-Way Traffic	
AM Peak	2
PM Peak	1
Day	25

Peak Parking Demand

Parking demand per room	0.08
Rooms per parking space	12.50

Survey Questionnaire Response Breakdown

	Arrivals 54	Departures 97	Combined %
<b>Question 1 - Are you:</b>			
Out for the Day	4	44	30
Checking In/Out	50	51	69
Visiting Restaurant/Pub Only	0	1	1

**Question 2 - Main mode of travel on the Day**

	Arrivals 54	Departures 97	Combined %
Public Transport	42	64	69
Car / Van	5	5	6
Walk	7	27	24
Cycle	0	0	0

**Question 3 - Main mode of travel to reach PI initially**

	Arrivals 54	Departures 97	Combined %
Public Transport	49	87	91
Car / Van (Single Room)	2	6	5
Car / Van (Multi - Room)	3	2	4

**Question 4 - If you arrived by car, where did you park?**

	Arrivals 54	Departures 97	Combined %
Premier Inn On Site Car park	2	5	57
Local Public Parking (Free)	0	0	0
Local Public Parking (Pay)	1	1	35
Local Streets (Free)	0	0	0
Local Streets (Pay)	0	0	0
Other	0	1	8

**Question 5 - What is the purpose of your stay?**

	Arrivals 54	Departures 97	Combined %
Business	39	67	70
Leisure/Tourism	13	27	26
Personal	2	1	2
Other	0	1	1

Trip Rates

Overall Person Trip Rates

	Arrivals	Departures	Two-Way
AM Peak	0.04	0.24	0.28
PM Peak	0.17	0.06	0.23
Day	1.67	1.64	3.31

Trip Rate by Mode

	Arrivals	Departures	Two-Way
<b>Car / Van</b>			
AM Peak	0.00	0.02	0.02
PM Peak	0.01	0.00	0.01
Day	0.12	0.12	0.25
<b>Public Transport</b>			
AM Peak	0.03	0.17	0.19
PM Peak	0.11	0.04	0.16
Day	1.36	1.34	2.69
<b>Walk</b>			
AM Peak	0.01	0.06	0.07
PM Peak	0.04	0.02	0.06
Day	0.15	0.14	0.29
<b>Cycle</b>			
AM Peak	0.00	0.00	0.00
PM Peak	0.00	0.00	0.00
Day	0.00	0.00	0.00

Note: The difference that exists within the 'Overall Trip Rate' and the sum of the individual 'Day Trip Rates' is due to an allowance made for the guests who shared a vehicle to arrive at the PI. As these trip rates are calculated using the daily head count obtained from the survey, the 'Overall trip rate' is a person trip rate and hence the allowance made converts this to a vehicular trip rate. This is explained in greater detail in Appendix 3 of this report.

Modal Split by Purpose of Stay (%)

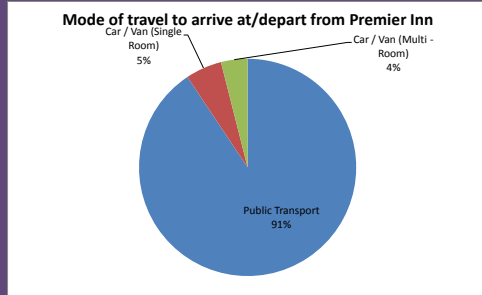
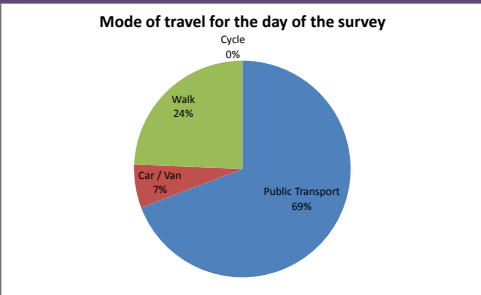
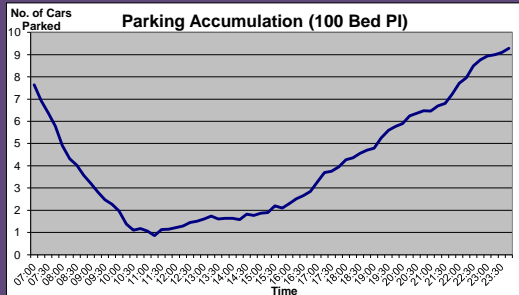
	Checking In/out		Out for the day		Restaurant	
	Business	Non-business	Business	Non-business	Business	Non-business
Public Transport	33	17	11	6	1	0
Car/Van	4	1	1	0	0	0
Walk	7	2	13	4	0	0
Cycle	0	0	0	0	0	0

Non-Business breakdown (%)

	Checking In/out		Out for the day		Restaurant	
	Leisure	Personal & Other	Leisure	Personal & Other	Leisure	Personal & Other
Public Transport	15	2	6	0	0	0
Car/Van	1	0	0	0	0	0
Walk	2	0	3	1	0	0
Cycle	0	0	0	0	0	0

Guest Feedback Breakdown

<b>Question 1 - What is your main mode of travel to the PI? (%)</b>		Totals	149
	Car / Van	6	
	Public Transport	80	
	Taxi	12	
	Other	2	
<b>Question 2 - Why did you choose to drive to reach the PI? (%)</b>		Totals	11
	I require a car/van for work	19	
	No P.T. available	0	
	P.T. not convenient	29	
	P.T. not cost effective	23	
	Never use P.T.	6	
	I have too much luggage for P.T.	0	
	I travelled with children	23	
	I am a disabled driver	0	
	Other	5	
<b>Question 3 - How important is car parking to you at PI (%)</b>		Totals	8
	Very Important	5	100
	4	0	
	3	0	
	2	0	
	Not important at all	1	0
<b>Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)</b>		Totals	17
	On Street (Pay and Display)	9	
	On Street (Free)	5	
	Public Car Park (Paid)	21	
	Public Car Park (Pay and Redeem)	13	
	Public Car Park (Free)	18	
	Premier Inn Car Park (Charged)	22	
	Premier Inn Car Park (Pay and Redeem)	13	
<b>Question 5 - Was PI your ultimate destination or were you travelling elsewhere? (%)</b>		Totals	148
	PI was my ultimate destination	83	
	I was travelling elsewhere	17	
<b>Question 6 - What was your main mode of travel to reach your ultimate destination? (%)</b>		Totals	24
	Car	17	
	Bus	11	
	Taxi	3	
	Underground	30	
	Train	22	
	Plane	18	
	Cycle	0	
	Walk	0	
	Other	0	



## Premier Inn Parking & Travel Study

### Survey Details

Location	London Victoria
Date	Tuesday 14/06/2011
Type	Interview

### Site Details

Number of Rooms	110
Restaurant	Integral
Number of Covers	70
Number of Parking Spaces	N/A
Parking Spaces per Room	N/A

### Weather Details (During Survey)

General Conditions	Sunny
Max. Temp. (°C)	22
Min. Temp. (°C)	12

### Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	110	110
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	166	168

### Interview Summary Details

Head Count	342
Interviews Conducted	124
Representation Percentage	74

### Peak Parking Demand

Parking demand per room	0.10
Rooms per parking space	10.00

### Survey Questionnaire Response Breakdown

	Arrivals 45	Departures 79	Combined %
<b>Question 1 - Are you:</b>			
Out for the Day	3	49	34
Checking In/Out	42	30	66
Visiting Restaurant/Pub Only	0	0	0
<b>Question 2 - Main mode of travel on the Day</b>			
Public Transport	35	48	69
Car / Van	3	1	4
Walk	7	30	27
Cycle	0	0	0
<b>Question 3 - Main mode of travel to reach PI initially</b>			
Public Transport	39	73	90
Car / Van (Single Room)	5	4	8
Car / Van (Multi - Room)	1	1	2
<b>Question 4 - If you arrived by car, where did you park?</b>			
Premier Inn On Site Car park	0	0	0
Local Public Parking (Free)	0	0	0
Local Public Parking (Pay)	4	3	100
Local Streets (Free)	0	0	0
Local Streets (Pay)	0	0	0
Other	0	0	0
<b>Question 5 - What is the purpose of your stay?</b>			
Business	28	48	61
Leisure/Tourism	14	31	35
Personal	3	0	3
Other	0	0	0

### Trip Rates

#### Overall Person Trip Rates

	Arrivals	Departures	Two-Way
AM Peak	0.05	0.26	0.32
PM Peak	0.14	0.11	0.25
Day	1.62	1.49	3.11

#### Trip Rate by Mode

	Arrivals	Departures	Two-Way
<b>Car / Van</b>			
AM Peak	0.00	0.01	0.01
PM Peak	0.01	0.00	0.01
Day	0.12	0.11	0.23
<b>Public Transport</b>			
AM Peak	0.04	0.18	0.22
PM Peak	0.09	0.08	0.17
Day	1.34	1.23	2.57
<b>Walk</b>			
AM Peak	0.01	0.07	0.09
PM Peak	0.04	0.03	0.07
Day	0.15	0.14	0.29
<b>Cycle</b>			
AM Peak	0.00	0.00	0.00
PM Peak	0.00	0.00	0.00
Day	0.00	0.00	0.00

**Note:** The difference that exists within the 'Overall Trip Rate' and the sum of the individual 'Day Trip Rates' is due to an allowance made for the guests who shared a vehicle to arrive at the PI. As these trip rates are calculated using the daily head count obtained from the survey, the 'Overall trip rate' is a person trip rate and hence the allowance made converts this to a vehicular trip rate. This is explained in greater detail in Appendix # of this report.

### Modal Split by Purpose of Stay (%)

	Checking In/out		Out for the day		Restaurant	
	Business	Non-business	Business	Non-business	Business	Non-business
Public Transport	25.8	20.2	10.5	10.5	0.0	0.0
Car/Van	3.2	0.0	0.0	0.0	0.0	0.0
Walk	6.5	2.4	15.3	5.6	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

### Non-Business Breakdown (%)

	Checking In/out		Out for the day		Restaurant	
	Leisure	Personal & Other	Leisure	Personal & Other	Leisure	Personal & Other
Public Transport	17.7	2.4	10.5	0.0	0.0	0.0
Car/Van	0.0	0.0	0.0	0.0	0.0	0.0
Walk	2.4	0.0	5.6	0.0	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

### Guest Feedback Breakdown

#### Question 1 - What is your main mode of travel to the PI? (%)

Car / Van	0	Totals	44
Public Transport	89		
Taxi	11		
Other	0		

#### Question 2 - Why did you choose to drive to reach the PI? (%)

I require a car/van for work	-	Totals	-
No P.T. available	-		
P.T. not convenient	-		
P.T. not cost effective	-		
Never use P.T.	-		
I have too much luggage for P.T.	-		
I travelled with children	-		
I am a disabled driver	-		
Other	-		

#### Question 3 - How important is car parking to you at PI? (%)

Very important	5	Totals	-
4	-		
3	-		
2	-		
Not important at all	1		

#### Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

On Street (Pay and Display)	-	Totals	-
On Street (Free)	-		
Public Car Park (Paid)	-		
Public Car Park (Pay and Redeem)	-		
Public Car Park (Free)	-		
Premier Inn Car Park (Charged)	-		
Premier Inn Car Park (Pay and Redeem)	-		

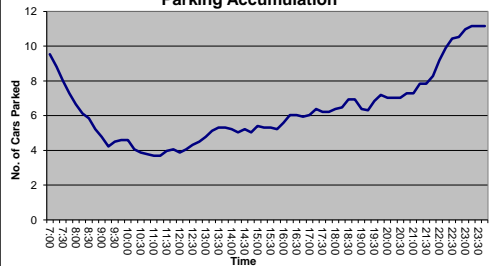
#### Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

PI was my ultimate destination	82	Totals	44
I was travelling else where	18		

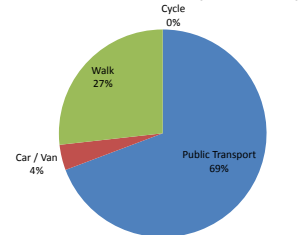
#### Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

Car	50	Totals	8
Bus	0		
Taxi	0		
Underground	25		
Train	13		
Plane	13		
Cycle	0		
Walk	0		
Other	0		

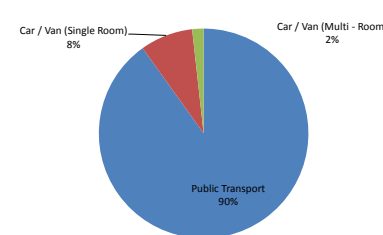
Parking Accumulation



Mode of travel for the day of the survey



Mode of travel to arrive at/depart from Premier Inn



## Premier Inn Parking & Travel Study

Survey Details	
Location	London Euston
Date	Thursday 16/06/2011
Type	Interview

Site Details	
Number of Rooms	266
Restaurant	Integral
Number of Covers	N/A
Number of Parking Spaces	16
Parking Spaces per Room	0.06

Weather Details (During Survey)	
General Conditions	Sunny/Cloudy
Max. Temp. (°C)	20
Min. Temp. (°C)	15

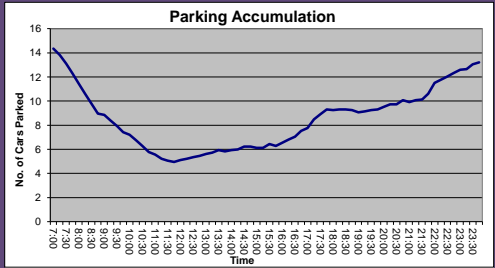
Occupancy Records		
	Previous Night	Survey Date/Night
Number of rooms sold	268	266
Number of covers sold	N/A	
Number of Guests in the Hotel	352	391

Interview Summary Details	
Head Count	680
Interviews Conducted	246
Representation Percentage	72

Peak Parking Demand	
Parking demand per room	0.06
Rooms per parking space	16.67



### Survey Questionnaire Response Breakdown

	Arrivals 84	Departures 162	Combined %
<b>Question 1 - Are you:</b>			
Out for the Day	1	57	18
Checking In/Out	82	101	80
Visiting Restaurant/Pub Only	1	4	2
<b>Question 2 - Main mode of travel on the Day</b>			
Public Transport	68	120	78
Car / Van	9	12	9
Walk	7	30	13
Cycle	0	0	0
<b>Question 3 - Main mode of travel to reach PI initially</b>			
Public Transport	78	146	91
Car / Van (Single Room)	0	11	3
Car / Van (Multi - Room)	6	4	5
<b>Question 4 - If you arrived by car, where did you park?</b>			
Premier Inn On Site Car park	4	11	82
Local Public Parking (Free)	0	0	0
Local Public Parking (Pay)	0	1	4
Local Streets (Free)	0	0	0
Local Streets (Pay)	0	0	0
Other	1	1	14
<b>Question 5 - What is the purpose of your stay?</b>			
Business	63	118	74
Leisure/Tourism	19	39	23
Personal	1	2	1
Other	1	3	2

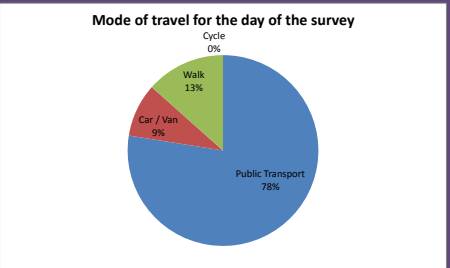
  

Trip Rates			
Overall Person Trip Rates			
	Arrivals	Departures	Two-Way
AM Peak	0.03	0.25	0.28
PM Peak	0.15	0.03	0.18
Day	1.23	1.33	2.56

Trip Rate by Mode			
	Arrivals	Departures	Two-Way
<b>Car / Van</b>			
AM Peak	0.00	0.02	0.03
PM Peak	0.01	0.00	0.02
Day	0.08	0.08	0.16
<b>Public Transport</b>			
AM Peak	0.02	0.20	0.22
PM Peak	0.12	0.02	0.14
Day	1.07	1.16	2.23
<b>Walk</b>			
AM Peak	0.00	0.03	0.04
PM Peak	0.02	0.00	0.02
Day	0.03	0.03	0.06
<b>Cycle</b>			
AM Peak	0.00	0.00	0.00
PM Peak	0.00	0.00	0.00
Day	0.00	0.00	0.00

Note: The difference that exists within the 'Overall Trip Rate' and the sum of the individual 'Day Trip Rates' is due to an allowance made for the guests who shared a vehicle to arrive at the PI. As these trip rates are calculated using the daily head count obtained from the survey, the 'Overall trip rate' is a person trip rate and hence the allowance made converts this to a vehicular trip rate. This is explained in greater detail in Appendix # of this report.



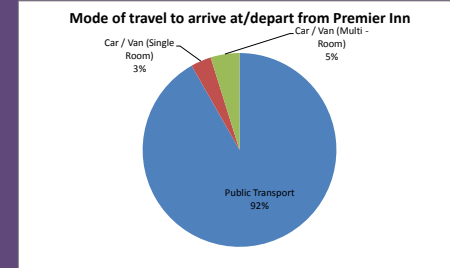
Modal Split by Purpose of Stay (%)						
	Checking In/out		Out for the day		Restaurant	
	Business	Non-business	Business	Non-business	Business	Non-business
Public Transport	42.7	19.1	9.3	3.7	1.6	0.0
Car/Van	5.3	1.2	1.2	0.4	0.0	0.4
Walk	5.7	0.4	7.7	1.2	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

Non-Business Breakdown (%)						
	Checking In/out		Out for the day		Restaurant	
	Leisure	Personal & Other	Leisure	Personal & Other	Leisure	Personal & Other
Public Transport	17.1	2.0	3.3	0.4	0.0	0.0
Car/Van	0.8	0.4	0.4	0.0	0.4	0.0
Walk	0.4	0.0	1.2	0.0	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

Guest Feedback Breakdown	
<b>Question 1 - What is your main mode of travel to the PI? (%)</b>	
	Totals 87
Car / Van	7
Public Transport	91
Taxi	1
Other	1
<b>Question 2 - Why did you choose to drive to reach the PI? (%)</b>	
	Totals 8
I require a car/van for work	38
No P.T. available	0
P.T. not convenient	25
P.T. not cost effective	13
Never use P.T.	13
I have too much luggage for P.T.	0
I travelled with children	13
I am a disabled driver	0
Other	11
<b>Question 3 - How important is car parking to you at PI? (%)</b>	
	Totals 6
Very important	5
4	100
3	0
2	0
Not important at all	1
0	0
<b>Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)</b>	
	Totals 11
On Street (Pay and Display)	18
On Street (Free)	9
Public Car Park (Paid)	9
Public Car Park (Pay and Redeem)	9
Public Car Park (Free)	18
Premier Inn Car Park (Charged)	27
Premier Inn Car Park (Pay and Redeem)	9
<b>Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)</b>	
	Totals 86
PI was my ultimate destination	85
I was travelling else where	15
<b>Question 6 - What was your main mode of travel to reach your ultimate destination? (%)</b>	
	Totals 13
Car	0
Bus	0
Taxi	8
Underground	31
Train	54
Plane	8
Cycle	0
Walk	0
Other	0



## Premier Inn Parking & Travel Study

Survey Details	
Location	London Southwark
Date	Wednesday 15/06/2011
Type	Interview

Site Details	
Number of Rooms	59
Restaurant	Other
Number of Covers	N/A
Number of Parking Spaces	6
Parking Spaces per Room	0.10

Weather Details (During Survey)	
General Conditions	Cloudy/Rain
Max. Temp. (°C)	17
Min. Temp. (°C)	11

Occupancy Records		
	Previous Night	Survey Date/Night
Number of rooms sold	59	59
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	90	91

Interview Summary Details	
Head Count	260
Interviews Conducted	83
Representation Percentage	64

Peak Parking Demand	
Parking demand per room	0.17
Rooms per parking space	5.88

### Survey Questionnaire Response Breakdown

	Arrivals 34	Departures 49	Combined %
<b>Question 1 - Are you:</b>			
Out for the Day	7	27	38
Checking In/Out	27	22	62
Visiting Restaurant/Pub Only	0	0	0
<b>Question 2 - Main mode of travel on the Day</b>			
Public Transport	24	25	61
Car / Van	3	2	6
Walk	7	22	33
Cycle	0	0	0
<b>Question 3 - Main mode of travel to reach PI initially</b>			
Public Transport	30	42	88
Car / Van (Single Room)	2	4	7
Car / Van (Multi - Room)	2	2	5
<b>Question 4 - If you arrived by car, where did you park?</b>			
Premier Inn On Site Car park	3	4	90
Local Public Parking (Free)	0	0	0
Local Public Parking (Pay)	0	0	0
Local Streets (Free)	0	0	0
Local Streets (Pay)	0	0	0
Other	0	1	10
<b>Question 5 - What is the purpose of your stay?</b>			
Business	25	35	72
Leisure/Tourism	7	12	23
Personal	2	1	4
Other	0	1	1

Trip Rates			
Overall Person Trip Rates			
	Arrivals	Departures	Two-Way
AM Peak	0.03	0.20	0.24
PM Peak	0.22	0.05	0.27
Day	2.15	2.10	4.25

Trip Rate by Mode			
	Arrivals	Departures	Two-Way
<b>Car / Van</b>			
AM Peak	0.00	0.01	0.02
PM Peak	0.01	0.00	0.02
Day	0.18	0.18	0.36
<b>Public Transport</b>			
AM Peak	0.02	0.12	0.14
PM Peak	0.13	0.03	0.16
Day	1.67	1.63	3.30
<b>Walk</b>			
AM Peak	0.01	0.07	0.08
PM Peak	0.07	0.02	0.09
Day	0.27	0.26	0.53
<b>Cycle</b>			
AM Peak	0.00	0.00	0.00
PM Peak	0.00	0.00	0.00
Day	0.00	0.00	0.00

**Note:** The difference that exists within the 'Overall Trip Rate' and the sum of the individual 'Day Trip Rates' is due to an allowance made for the guests who shared a vehicle to arrive at the PI. As these trip rates are calculated using the daily head count obtained from the survey, the 'Overall trip rate' is a person trip rate and hence the allowance made converts this to a vehicular trip rate. This is explained in greater detail in Appendix # of this report.

Modal Split by Purpose of Stay (%)	Checking In/out		Out for the day		Restaurant	
	Business	Non-business	Business	Non-business	Business	Non-business
Public Transport	30.1	12.0	12.0	4.8	0.0	0.0
Car/Van	3.6	1.2	1.2	0.0	0.0	0.0
Walk	8.4	3.6	16.9	6.0	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

Non-Business Breakdown (%)	Checking In/out		Out for the day		Restaurant	
	Leisure	Personal & Other	Leisure	Personal & Other	Leisure	Personal & Other
Public Transport	10.8	1.2	4.8	0.0	0.0	0.0
Car/Van	1.2	0.0	0.0	0.0	0.0	0.0
Walk	2.4	1.2	3.6	2.4	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

Guest Feedback Breakdown		Totals
<b>Question 1 - What is your main mode of travel to the PI? (%)</b>		
Car / Van	11	18
Public Transport	61	
Taxi	22	
Other	6	
<b>Question 2 - Why did you choose to drive to reach the PI? (%)</b>		
I require a car/van for work	0	3
No P.T. available	0	
P.T. not convenient	33	
P.T. not cost effective	33	
Never use P.T.	0	
I have too much luggage for P.T.	0	
I travelled with children	33	
I am a disabled driver	0	
Other	0	
<b>Question 3 - How important is car parking to you at PI? (%)</b>		
Very Important 5	100	2
4	0	
3	0	
2	0	
Not important at all 1	0	
<b>Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)</b>		
On Street (Pay and Display)	0	6
On Street (Free)	0	
Public Car Park (Paid)	33	
Public Car Park (Pay and Redeem)	17	
Public Car Park (Free)	17	
Premier Inn Car Park (Charged)	17	
Premier Inn Car Park (Pay and Redeem)	17	
<b>Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)</b>		
PI was my ultimate destination	83	18
I was travelling elsewhere	17	
<b>Question 6 - What was your main mode of travel to reach your ultimate destination? (%)</b>		
Car	0	3
Bus	33	
Taxi	0	
Underground	33	
Train	0	
Plane	33	
Cycle	0	
Walk	0	
Other	0	

