



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

## Travel Plan

Prepared on behalf of Whitbread Group  
Plc.

# WHITBREAD

RLR/WHIT/15/3001/TP02

October 2019

**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)



## DOCUMENT CONTROL




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

**Document:** Travel Plan

**Client:** Whitbread Group Plc.

**Reference:** RLR/WHIT/15/3001/TP02

### Document Checking:

Author:	RLR		Date	08/10/2019
Checked by:	JDF		Date	08/10/2019
Approved by:	NDR		Date	08/10/2019

### Status:

Issue	Date	Status	Issued by
1.	06/06/2019	Draft	NDR
2.	01/08/2019	Revision A	NDR
3.	08/10/2019	Revision B	PJB
4.			
5.			
6.			
7.			

## © Copyright Russell Giles Partnership Limited 2019

No part of this publication may be reproduced by any means without the prior permission of Russell Giles Partnership Limited.

## CONTENTS

1	INTRODUCTION.....	1
2	WHAT IS A TRAVEL PLAN? .....	3
2.1	What is a Travel Plan? .....	3
3	PURPOSE OF THIS TRAVEL PLAN .....	4
4	KEY AIMS OF THIS TRAVEL PLAN .....	5
5	WHITBREAD AND TRAVEL PLANNING .....	7
6	TRAVEL PLAN COORDINATOR.....	8
7	HOW PREMIER INN HOTELS AND ‘BAR & BLOCK’ OPERATE .....	10
8	SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS.....	13
8.1	Site Description.....	13
8.2	Local Amenities.....	14
8.3	Accessibility Credentials .....	15
	<i>Pedestrian / Cycle Infrastructure.....</i>	<i>15</i>
	<i>Accessibility by Bus.....</i>	<i>19</i>
	<i>London Underground Services .....</i>	<i>21</i>
	<i>National Rail Services .....</i>	<i>21</i>
	<i>Car Clubs.....</i>	<i>23</i>
	<i>Accessibility by Taxi.....</i>	<i>23</i>
	<i>PTAL Assessment and Accessibility Index .....</i>	<i>24</i>
8.4	Summary.....	24
9	TRAVEL PLAN INITIATIVES .....	25
9.2	Site Infrastructure .....	25
9.3	Whitbread Corporate Initiatives.....	26
9.4	General Information and Raising Awareness .....	27
9.5	Measures not considered applicable for this site .....	29
10	MONITORING .....	31
11	TARGETS .....	32
12	TIMETABLE FOR IMPLEMENTATION.....	34
13	TRAVEL EVENTS - USEFUL DATES.....	35
14	COST OF IMPLEMENTATION.....	36
15	APPROVAL .....	37

## PLANS

Plan 01 Site Location and Accessibility Plan

## APPENDICES

Appendix A Site Layout Plan (Extension Proposals)  
 Appendix B PTAL Assessment  
 Appendix C Action / Implementation Plan

## 1 INTRODUCTION

- 1.1.1 This Travel Plan is prepared by RGP on behalf of Whitbread Group Plc., the hotel operator in relation to the Epsom Premier Inn at 1 Duke's Road, London, WC1H 9PJ.
- 1.1.2 The existing site comprises a 265 bedroom Premier Inn hotel with an internal restaurant, operated by Whitbread. Chargeable parking (16 spaces) is currently available on a first-come, first-served basis at a cost of £20 per 24hrs. The proposals involve a 66 bedroom roof and extension over the car park, resulting in 331 bedrooms post-development. Parking would be reduced by 11 spaces as part of the extension proposals, retaining each of the 4 disabled parking bays and a single standard parking space, as illustrated on the site plan attached hereto at **Appendix A**.
- 1.1.3 Additionally, as part of the site's refurbishment and extension, it is proposed that a 'Bar and Block' branded restaurant would be provided at ground floor level of the site, accessible from Euston Road. The ground floor restaurant would also be operated by Whitbread, providing approximately 215 covers across a floor area of 466 sqm. This facility would predominantly cater for hotel guests, whilst accommodating a proportion of external trade.
- 1.1.4 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 network, including national and international services.
- 1.1.5 As background to this Travel Plan, RGP have prepared a Transport Statement (Reference: WHIT/15/3001/TS01) in order to understand the potential highway implications (trip generation and parking demand) of the proposals post-development. It is therefore recommended that this Travel Plan be read in conjunction with that document.
- 1.1.6 Additionally, an updated Delivery and Servicing Management Plan (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.
- 1.1.7 This Travel Plan demonstrates the opportunities for sustainable travel to / from the site as well as highlighting the benefits that a Travel Plan can bring to a company such as Whitbread. This Travel Plan will target both staff and guest travel associated with the Premier Inn hotel, detailing appropriate measures and initiatives to be implemented should planning permission be granted.
- 1.1.8 In preparing this Travel Plan, RGP has reviewed relevant national guidance and best practice documents as well as Transport for London (TfL)'s Travel Plan guidance, available here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>.

- 1.1.9 In addition, the production of this TPS meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits associated with TRA01: Transport Assessment and Travel Plan and TRA02: Sustainable Transport Measures under BREEAM New Construction (2018).

## 2 WHAT IS A TRAVEL PLAN?

### 2.1 What is a Travel Plan?

2.1.1 A Travel Plan is a strategy through which an organisation is able to manage journeys related to its operation. It comprises a package of measures tailored to the needs of an individual site and aimed at promoting more sustainable travel (walking, cycling and public transport) and reducing reliance on the private car. The development of such measures can reduce the impact of travel and transport whilst also bringing a range of benefits to individuals and the local community.

2.1.2 For staff and guests, a Travel Plan can:

- (i) Help provide less stressful options for travel, with the ability to socialise;
- (ii) Present opportunities to build healthy exercise into daily life; and
- (iii) Reduce the cost of travel.

2.1.3 For the local community a Travel Plan can:

- (i) Make local streets less congested, less dangerous, less noisy and less polluted;
- (ii) Enhance public transport;
- (iii) Improve the environment and the routes available for walking and cycling; and
- (iv) Help create a place which is better to live in, work in and visit, which in turn can attract investment.

### 3 PURPOSE OF THIS TRAVEL PLAN

3.1.1 The objective of this Travel Plan, as far as is reasonable, is to encourage alternative modes of travel for staff and guest related trips to and from the Euston Premier Inn. Due to the nature of hotel operations, it is likely that guests of the Premier Inn would be travelling relatively long distances to reach the site, however, journeys by guests during their stay, commuting trips by staff and trips to the 'Bar & Block' restaurant by local residents are shorter and potentially easier to target with regards to mode shift.

<b>Key Benefits of Travel Plans to Whitbread Group include:</b>
<ul style="list-style-type: none"><li>• Satisfying local planning and highway authorities;</li><li>• Improved 'green credentials' and strengthening the Premier Inn brand as seen by customers;</li><li>• Improved corporate social responsibilities, above that of its competitors;</li><li>• Financial savings for Whitbread and its staff / guests; and</li><li>• Improved staff retention and morale.</li></ul>



3.1.2 Through the development of a Travel Plan issues relating to congestion, road safety and inappropriate parking can be addressed bringing benefits to staff, guests and the local community.

## 4 KEY AIMS OF THIS TRAVEL PLAN

4.1.1 This Travel Plan represents a long-term strategy to promote more sustainable travel and to offer realistic transport choices for all journeys associated with the Premier Inn / 'Bar & Block' restaurant. These include:

- (i) Commuting journeys by staff;
- (ii) Journeys made by visitors to the 'Bar & Block' restaurant;
- (iii) Main journeys by guests to and from the hotel; and
- (iv) Journeys made by guests during their stay.

<b>The Key Aims of this Travel Plan are to:</b>
<ul style="list-style-type: none"> <li>• Provide staff and guests with greater information as to the alternative modes of travel available when travelling to and from the surrounding commercial, employment and retail areas.</li> <li>• Identify opportunities to provide new infrastructure to support sustainable modes of travel for staff and guests;</li> <li>• Promote the use of alternative modes of travel; and</li> <li>• Support staff to achieve a shift in travel behaviour away from single occupancy car travel towards more sustainable modes of transport.</li> </ul>

4.1.2 The overall aim of the Travel Plan therefore is to reduce reliance upon the private car and promote active modes of travel (walking and cycling) as an alternative to using congested public transport services, by increasing awareness of these modes and promoting the associated benefits of sustainable transport.

4.1.3 The objectives of this Travel Plan can be summarised as follows:

- (i) Establish travel behaviour patterns and recognise any barriers to change;
- (ii) Identify measures to reduce reliance on the car and enable the hotel to minimise traffic generation arising from the site;
- (iii) Introduce measures to limit delivery trips;
- (iv) Foster awareness of and 'buy in' to the Travel Plan amongst staff and guests; and
- (v) Implement a package of physical and management measures that will facilitate and actively encourage the use of sustainable modes.



- 4.1.4 The Department for Transport's research study 'Making Travel Plans Work' found that the most basic travel plans can achieve 3-5% reductions in the numbers of employees travelling to work alone by car, with more comprehensive plans achieving 15-30% reductions over a two to four year period.
- 4.1.5 Although Travel Plans typically target all site users, modal shift is most effective when targeting regular journeys, which are short in length, such as the daily commute. Success rates are increased further when awareness of alternatives to the car are presented prior to travel habits becoming formed.
- 4.1.6 A Travel Plan is never complete, it is an evolving document and process which requires continuous input and monitoring, as well as on-going commitment from all users of the site. **Figure 4.1** below illustrates the 'Life Cycle' of the Travel Plan from its inception through to the implementation and monitoring stages.

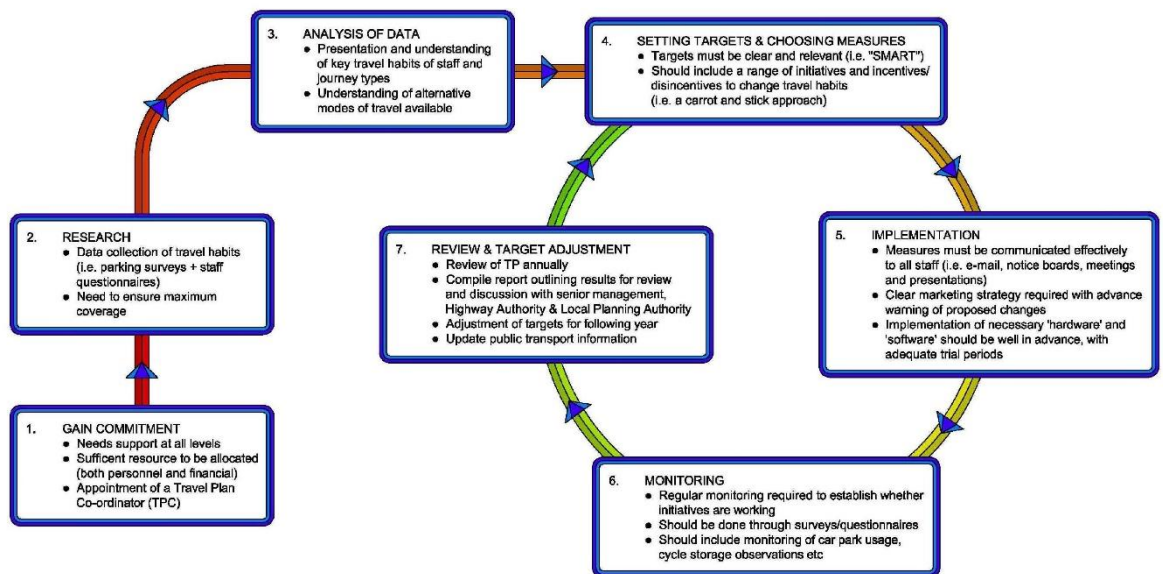


Figure 4.1. Travel Plan 'Life Cycle'

## 5 WHITBREAD AND TRAVEL PLANNING

- 5.1.1 Whitbread is committed to minimising its impact on the environment and promoting good environmental practice in order to become a more sustainable business. Whitbread has principally focused its environmental efforts on the use of water, production of waste and reduction of greenhouse gas emissions associated with energy and fuel use in buildings, its company car fleet and distribution of food and drink.
- 5.1.2 Whitbread is currently in the process of heightening the importance of Travel Plans for all new hotel developments / extensions and well as at existing premises to reduce the negative effects of travel associated with its establishments.
- 5.1.3 Whitbread is the UK's largest operator of hotels, with over 750 Premier Inn branded hotels throughout the UK, and hence to implement Travel Plans across all sites will require extensive management and coordination. Additionally, it is acknowledged that this will be a particular challenge in the context of the usual trend in hotel visitation (i.e. hotel guests generally travel by car).
- 5.1.4 Accepting this trend, the key aim of Whitbread in developing Travel Planning across the business is to encourage staff and guests to think about travel choice, which should result in greater non-car travel and an increased awareness of environmental issues generally. This feeds into Whitbread's "Force for Good" initiative.
- 5.1.5 The "Force for Good" sustainability programme lays down Whitbread's commitment to operating in a way that respects people and planet, making a meaningful contribution to the communities it serves and creating employment opportunities for all.



**Figure 5.1. Force for Good Graphic**

- 5.1.6 Furthermore, the preparation of Travel Plans for Premier Inn hotels will put Whitbread on course to achieve its science-based Carbon target "to reduce carbon emissions intensity by 50% by 2025 and as much as 88% by 2050".

## 6 TRAVEL PLAN COORDINATOR

6.1.1 One aspect that will be common throughout all sites is the role of Travel Plan Coordinator (TPC). The Premier Inn Hotel Manager for each site will be tasked with the TPC role. The TPC is responsible for taking the lead for travel planning at their site. It will be their responsibility to raise awareness of sustainable travel, promote initiatives and monitor the overall effectiveness.

6.1.2 The relevant contact details for the management of this Travel Plan are as follows:

**James Anderson – Whitbread Property Communications Manager**

Email – [james.anderson@whitbread.com](mailto:james.anderson@whitbread.com)

**Laura Jones (Current Hotel Manager) – Premier Inn / ‘Bar & Block’ – 1 Duke’s Road, London, WC1H 9PJ**

Email: [LondonEuston.PTI@whitbread.com](mailto:LondonEuston.PTI@whitbread.com)

6.1.3 Whitbread will ensure that there are adequate resources available to fully implement the Travel Plan.

6.1.4 The TPC role is defined within the job description of the Hotel Manager and training for the role is provided by Whitbread as part of new hotel openings and new staff inductions. In addition, RGP can hold Travel Plan Introduction and Training Seminars with each Hotel Manager (TPC) prior to the opening of a new site / implementation of a Travel Plan. This ensures that the TPC knows what is expected of them from the outset, when a Travel Plan is to be implemented. The role of the TPC is imperative to the success of the Travel Plan.

Summary of the Travel Plan Coordinator Role:
<ul style="list-style-type: none"> <li>• <b>Manage</b> the day to day running of the Travel Plan, liaising with Whitbread management should any additional budget be required;</li> <li>• <b>Analyse</b> survey data as to travel behaviour;</li> <li>• <b>Delegate</b> certain tasks of the TPC to other staff;</li> <li>• <b>Ensure</b> the necessary review and monitoring is undertaken on an annual basis;</li> <li>• <b>Investigate</b> further Travel Plan / sustainable initiatives; and</li> <li>• <b>Train</b> staff to deal with travel related queries from guests.</li> </ul>



6.1.5 All hotel and restaurant staff are informed of the Travel Plan through the induction programme.

6.1.6 Multi-Site Managers will also be made aware of the concept of Travel Plans through the ‘one weekly’ communication. This will guarantee uniformity and acceptance across all regions.

6.1.7 An electronic copy of this Travel Plan will be made available for reference on the Whitbread Intranet.

## 7 HOW PREMIER INN HOTELS AND 'BAR & BLOCK' OPERATE

- 7.1.1 Premier Inn offers good quality, competitively priced, convenient overnight accommodation for guests. The principal mode of travel by guests will be influenced largely on the location of the site, availability of public transport, the proximity of the Premier Inn to the strategic road network and parking provision / availability. Those Premier Inn sites located within town and city centre locations, will be more attractive to those guests arriving by public transport, whilst those sites situated close to A-roads and out-of-town locations will have a higher proportion of guests driving to the site.
- 7.1.2 Those Premier Inn sites located within city centre locations, as is the case with the Euston hotel are highly accessible and facilitate access by a variety of sustainable travel modes. London has an extensive public transport network comprising buses, rail links and the underground system as well as exemplary walking and cycling infrastructure.
- 7.1.3 The location of a Premier Inn hotel relative to a guest's ultimate destination (such as business venue, leisure attraction etc.) is also important in determining the modal choice of journeys during a guest's stay. As a consequence of the many attractors located in London, it is believed that the majority of guests will be able to reach their ultimate destination on foot, bicycle or by using public transport.
- 7.1.4 The duration of stay of guests at a Premier Inn is summarised in **Figure 7.1**:

	TOTAL	MIDWEEK	WEEKEND
<b>1 night</b>	66%	68%	64%
<b>2 nights</b>	21%	18%	24%
<b>3 nights</b>	7%	8%	8%
<b>4-7 nights</b>	6%	6%	5%

**Figure 7.1. Duration of Guest Stay**

- 7.1.5 As illustrated by the above table, the average duration of stay is 1.5 nights. Premier Inn sites generally comprise a mix as to the purpose of stay. Broadly speaking the split is 50% business related and 50% leisure related stays. This, of course, varies depending on the day of the week (i.e. weekends generally attract leisure related guests whilst weekdays usually comprise a higher proportion of business-related guests).
- 7.1.6 More than half of Premier Inn hotels are located alongside Whitbread owned restaurants, in this instance a 'Bar & Block' and hence where this is the case the Travel Plan will be applicable to all staff on-site.

- 7.1.7 'Bar & Block' restaurants serve the local community, who are well placed to walk to the site, as well as catering for passing trade, providing food, particularly steaks at great value for money. The on-site restaurant also caters for breakfast and evening meals, associated with the guests staying at the Premier Inn. This relationship therefore reduces travel away from the site by Premier Inn guests.
- 7.1.8 With regards to visitors to the 'Bar & Block' restaurant, they are relatively uncontrollable in terms of their mode of travel when visiting the site. However, since the restaurant predominately serves the local community and hotel guests, it is reasonable to expect a high proportion of customers to walk. In addition, it is likely that a number of 'pass-by' trips will be made by those already travelling locally.
- 7.1.9 With regards to the servicing needs of the hotel, it is anticipated that the site will be served by 25 deliveries per week. This equates to approximately 3 deliveries per day. This servicing typically takes place during the daytime, ensuring the highway peak hours are avoided. It is Whitbread policy for delivery vehicles to visit a number of hotels making deliveries and collections as part of a coordinated delivery strategy, therefore reducing the impact of its business on the highway network. The number of deliveries is constantly reviewed with the frequency and size of each delivery monitored to ensure that the minimum number of deliveries occur at each site.
- 7.1.10 As a consequence of the extension proposals, the size of the service yard would be slightly reduced in order to relocate a disabled parking bay. The site's access from Duke's Road would not be altered post-development however, and delivery and servicing activity would continue to be accommodated on site utilising 12m rigid Whitbread delivery vehicles.
- 7.1.11 Since all Whitbread sites differ, the approach to Travel Planning needs to be bespoke for each site, however, the fundamentals of promoting sustainable travel to staff and guests is common to all sites. Therefore, a number of measures have been introduced on a corporate-wide basis.
- 7.1.12 Convenience is a guest's prime wish and so for any Travel Plan to be successful its measures and initiatives need to be appropriate and realistic.



**Premier Inn Bedroom**



**Typical Premier Inn Service Vehicle**

## 8 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

### 8.1 Site Description

- 8.1.1 **Plan 01** attached hereto, illustrates the site's location in the context of the surrounding highway network and details the available public transport facilities and tourist amenities.
- 8.1.2 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 residential areas.
- 8.1.3 The shared hotel / restaurant entrance would be located at the site's Euston Road boundary. The proposed restaurant is designed so as to activate a high quality and attractive frontage, contributing to an improved pedestrian environment in the vicinity of the site.
- 8.1.4 Vehicle access to the site 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. not hotel guests, staff or delivery vehicles). The access arrangement associated with the existing site would not be subject to alteration following the extension proposals. Delivery / servicing vehicles, as well as staff and guests, would continue to access the basement level of the site via Duke's Road.
- 8.1.5 Duke's Road forms a one-way route permitting vehicles in a southeast direction only, prior to meeting Burton Street, approximately 76m to the southwest of the site. Access onto Duke's Road is provided via a signalised box 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.
- 8.1.6 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 and continues onward into the City of London to the southeast. Additionally, the A501 provides a route towards the A40 and A5 in Marylebone in the west.
- 8.1.7 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.
- 8.1.8 The site is therefore conveniently located in terms of access from the local strategic road network.



## 8.2 Local Amenities

8.2.1 **Figure 8.1** outlines the amenities available within 500m of the site, which are also shown on **Plan 01**. The table also includes general walk times in accordance with the Chartered Institution of Highways and Transportation (CIHT) guidelines of 80 metres a minute walking speed.

Type of Amenity	Name of Amenity	Location	Distance from Site	Time to Walk
Food Outlet (Multiple options – Only outlining a selection)	Costa Coffee	On Site	0m	0 mins
	Prezzo	Euston Road	150m	2 mins
	Pizza Express	Euston Road	150m	2 mins
	M&S Simply Food	Euston Station	280m	3-4 mins
	Nando's	Euston Station	310m	4 mins
	Sainsbury's Local	Euston Station	420m	5 mins
Access to Cash	ATM (opposite site)	Euston Road	50m	1 min
	Bank (Natwest)	Tavistock Square	295m	3-4 mins
	ATM (multiple locations)	Euston Station	390m	5 mins
	Bank (HSBC)	Euston Road	430m	5-6 mins
	Bank (Barclays)	Euston Road	460m	5-6 mins
	ATM (multiple locations)	St Pancras Station	500m	6-7 mins
Outdoor Open Space	Euston Square Gardens	Euston Road	140m	2 mins
	Tavistock Square Gardens	Tavistock Square	325m	4 mins
	Gordon Square	Endsleigh Place	470m	6 mins
Recreation/Leisure Facilities	Barry's Bootcamp	Euston Road	150m	2 mins
	Cartwright Gardens Tennis Courts	Cartwright Gardens	250m	3 mins
Postal Service	Post Box – Euston Station	Euston Station	360m	4-5 mins
	Kings Cross Post Office	Euston Road	475m	6 mins
Community Facility	Shaw Theatre	Euston Road	190m	2-3 mins
	British Library	Euston Road	250m	3 mins
	Bloomsbury Theatre	Gordon Street	500m	6-7 mins
Pharmacy	Boots	Euston Station	400m	5 mins
GP Surgery	Not within 500m of the site			
Childcare/School	Argyle Primary School	Tonbridge Street	460m	6 mins

**Figure 8.1: Facilities within 500m of the Site**

- 8.2.2 It is also noted that the scheme includes the provision of a 250 cover Bar + Block restaurant which would add to the available 'Food Outlet' amenities for guests and staff of the hotel.

### **8.3 Accessibility Credentials**

- 8.3.1 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.
- 8.3.2 Considering the site's Central London location, it is likely that 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. In order to gain an understanding of how journeys would be made to and from the proposed development by sustainable means of travel, a review of the existing provision of transport infrastructure and services has been undertaken.
- 8.3.3 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 cater predominantly for hotel guests, whilst also attracting external visitors, representing 'pass-by' trade associated with pedestrians making trips by foot to / from Euston station, for example.
- 8.3.4 Additionally, Premier Inn / 'Bar & Block' employ staff from the local community where there is opportunity to maximise the use of alternative modes of travel.
- 8.3.5 All staff and guests are encouraged to use sustainable modes of transport to travel to / from the site and if appropriate to their final destination, by ensuring that they are aware of the transport options available. The information available at: <https://tfl.gov.uk/plan-a-journey/> will be promoted for this purpose.

#### ***Pedestrian / Cycle Infrastructure***

- 8.3.6 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing traffic levels on the surrounding highway network. It is commonly accepted that 2km and 5km journeys are ideally placed to be undertaken on foot or by bicycle, respectively.

- 8.3.7 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 mode of transport such as walking and cycling. Journeys by foot and bicycle would be particularly attractive for guests travelling to the local commercial and leisure uses during their stay and for staff commuting to the site from nearby residential areas, for example.
- 8.3.8 To assist with wayfinding there are regular signposts (particularly on Euston Road) to enable guests to orientate themselves. Seating provision is limited but is present, to the benefit for the elderly or infirm.
- 8.3.9 Wide, well-lit footways, as shown in **Photographs 1 and 2** are provided along Euston Street 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. This provision acts to assist all pedestrians including those with varying degrees of disability / visual impairment and those accompanied by young children.





**Photographs 1 & 2. Pedestrian Infrastructure on Euston Road Adjacent to the Site**

- 8.3.10 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 also provided across Euston Road at regular intervals in both directions.
- 8.3.11 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.
- 8.3.12 Over short distances, cycling is often quicker and cheaper than using a car and more flexible than using public transport.
- 8.3.13 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.
- 8.3.14 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 and 4**). These cycle routes facilitate convenient commuting trips for staff making regular journeys from residential areas slightly further afield.





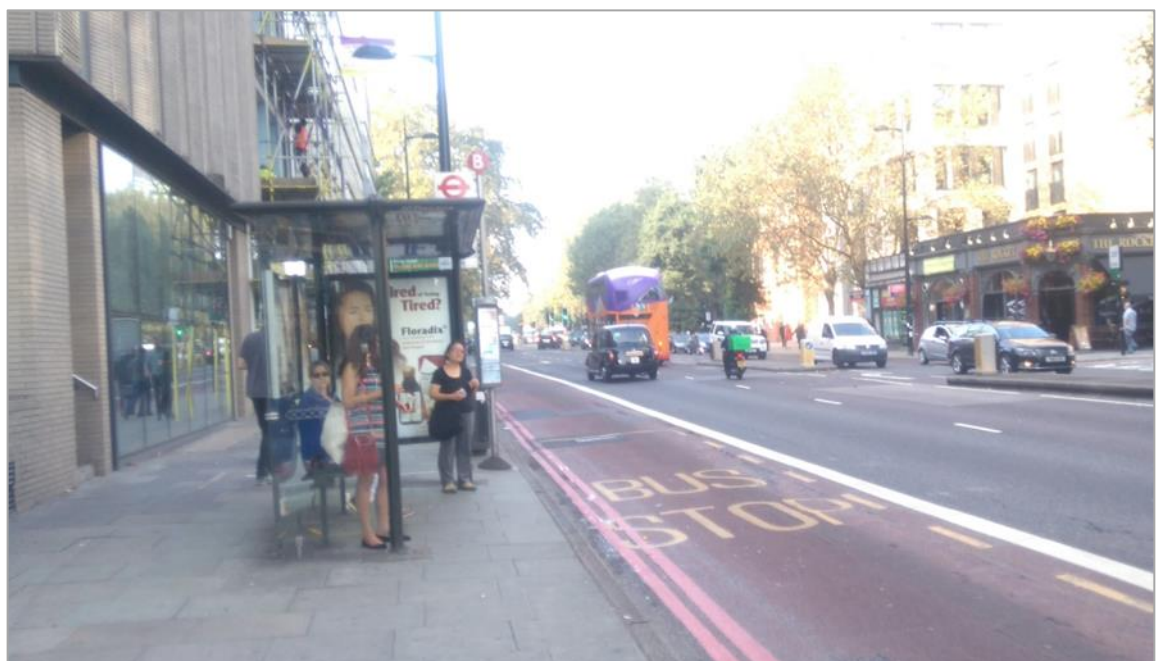
**Photographs 3 & 4. Local Cycle Routes**

- 8.3.15 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 would likely be utilised by hotel guests.
- 8.3.16 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.

- 8.3.17 Santander Cycles are for short trips so, once you have paid the £2 bike access fee for 24 hours, you can make as many journeys as you like within that time and the first 30 minutes of each journey is included. Longer journeys cost £2 for each extra 30 minutes or less. Further details regarding costs and operation are available from <https://tfl.gov.uk/modes/cycling/santander-cycles>, while an online cycle journey planner can be accessed at <https://tfl.gov.uk/modes/cycling/routes-and-maps>.
- 8.3.18 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 9** of this report.
- 8.3.19 Further to the above, the walkit ([www.walkit.com](http://www.walkit.com)) and cyclestreets ([www.cyclestreets.net](http://www.cyclestreets.net)) route planners can also be used to plan walking and cycling routes in London.
- 8.3.20 It is therefore considered that there are realistic opportunities for staff and guests to travel to / from the site by active modes (walking and cycling).

#### **Accessibility by Bus**

- 8.3.21 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, known as British Library Bus Stops. These bus stops benefit from seating, shelter, route mapping, full timetables and real-time information displays. **(Photograph 5).**



**Photograph 5. Local Bus Stop on Euston Road**

8.3.22 **Figure 8.2**, provides a summary timetable of bus routes serving the stops on Euston Road, as well as at Euston rail station.

<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 / 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	Cockfoster 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

**Figure 8.2. Summary of Local Bus Routes**

- 8.3.23 A high frequency of services are 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.
- 8.3.24 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 Services**

- 8.3.25 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.
- 8.3.26 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.
- 8.3.27 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.
- 8.3.28 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 terminuses 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.
- 8.3.29 Please visit <https://tfl.gov.uk/modes/tube/> for up to date London Underground service information.

#### **National Rail Services**

- 8.3.30 Euston station forms a major rail terminus for a 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.



8.3.31 In terms of station accessibility and mobility access, 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.

8.3.32 **Figure 8.3** 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>.

DESTINATION	TYPICAL FREQUENCY	JOURNEY TIME
Watford Junction	8 per hour	14 mins
Milton Keynes Central	8 per hour	30-54 mins
Birmingham New Street	6 per hour	1 hr 21 mins – 2 hrs 16 mins
Wembley Central	4 per hour	9-21 mins
Tring	3 per hour	34-45 mins
Manchester Piccadilly	3 per hour	2 hrs 6 mins
Rugeley Trent Valley	2 per hour	1hr 42 mins – 3 hrs 15 mins
Liverpool Lime Street	2 per hour	2 hrs 12 mins – 3 hrs 51 mins
Glasgow Central	1-2 per hour	4 hrs 29 mins – 5 hrs 40 mins
Edinburgh	1 train every 2 hrs	5 hs 39 mins

**Figure 8.3. London Euston Rail Summary**

8.3.33 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 guests. The routes listed above include numerous suburban services which would likely be particularly beneficial for commuting journeys.

8.3.34 As noted previously, the site is also located in close proximity to Kings Cross St Pancras rail station, which is accessible via a 6-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 in **Figure 8.4**:

STATION	KEY DESTINATION
<b>St Pancras International</b>	Sheffield
	Leicester
	Derby
	Nottingham
	Luton
	Bedford
	St Albans
	Cambridge

	Peterborough
	Croydon
	Gatwick Airport
	Brighton
	Dover
	Faversham
	Eurostar Services to Paris, Brussels and Amsterdam
<b>King's Cross</b>	Peterborough
	Doncaster
	Hull
	Leeds
	York
	Newcastle
	Edinburgh
	Glasgow
	Dundee
	Aberdeen
	Perth
Inverness	

**Figure 8.4. Summary of Rail Destinations from Kings Cross St Pancras**

### **Car Clubs**

- 8.3.35 Car clubs provide an alternative to using a private car. Cars are located across Greater London and used on a pay-as-you-go basis. The cost of usage is based on how long the car is used for and the distance driven and can often work out cheaper than owning and running a car privately. Typically, cars are rented online and can be collected and returned 24 hours a day.
- 8.3.36 Both Zipcar and Enterprise Car Club operate numerous vehicles in the vicinity of the site, as shown on **Plan 01**. Further details of these locations and services can be found at [www.zipcar.com](http://www.zipcar.com) and [www.enterpriseclub.co.uk](http://www.enterpriseclub.co.uk)

### **Accessibility by Taxi**

- 8.3.37 It is anticipated that some trips to the hotel will be made by taxi, especially by those with disabilities and/or carrying heavy luggage. London benefits from both Black cabs and private hire taxis. The following operators serve the area surrounding the site and can be pre-booked in advance: Delta Taxis: 02070 969565, Taxi and Minicab Euston Station: 02036 378565 and Euston Station Cars: 02073 801200. The site layout is such that taxi drop-off and pick-up can be accommodated on Duke's Road, at the site's entrance.

### **PTAL Assessment and Accessibility Index**

- 8.3.38 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.
- 8.3.39 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.
- 8.3.40 The PTAL assessment attached at **Appendix B**, demonstrates that the site currently has a PTAL (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 users 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.
- 8.3.41 In relation to BREEAM 2018 requirements this PTAL score of 96.14 means that the site would also generate a similar Accessibility Index (AI). In the context of BREEAM 2018 requirements, anything with an AI in excess of 40 is recorded as highly accessible and therefore it is only possible for the site to qualify for 6 of the available 10 credit measure options.

## **8.4 Summary**

- 8.4.1 This Travel Plan details measures to encourage greater uptake of these sustainable travel modes.
- 8.4.2 There are many reasons why guests would stay at the Premier Inn Euston, not least due to the fact that the hotel provides good value hotel accommodation within London city centre.

## 9 TRAVEL PLAN INITIATIVES

- 9.1.1 The text below outlines the measures that Whitbread has committed to on a corporate-wide basis. Certain measures will be provided as part of the hotel's construction whereas other measures will require on-going promotion.
- 9.1.2 The TPC will introduce, refine and expand upon these initiatives during the life of the Travel Plan, initially a five-year period.

### 9.2 Site Infrastructure

- (i) The majority of Premier Inn hotels benefit from being co-located with an on-site restaurant in this case a 'Bar & Block', which caters for guest's breakfast and evening meals, reducing the need to travel off-site.
- (ii) The existing hotel comprises shower (facilities are available by way of a dedicated shower and changing area for staff; guests have access to a bathroom within their own room) and staff locker facilities for the storage of clothing and cycle equipment, while additional cycle parking will be fully installed as part of the construction works associated with the extension.
- (iii) It is proposed that 11 secure 'Sheffield' style cycle stands with capacity to hold 22 bicycles would be installed on-site. These cycle stands would benefit from convenient access and a good level of CCTV surveillance. The use of this facility will be monitored by the TPC and if it regularly reaches capacity additional provision will be sought.

This level of provision accords with the London Plan minimum cycle parking standards for both the hotel and restaurant. In addition, 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.

- (iv) Premier Inn also allows bicycles to be kept in rooms if required. Further details are available here: <http://www.premierinn.com/en/why/bike-friendly-hotels.html>.
- (v) Cycle maintenance tools to include a bicycle pump and puncture repair kit will be made available at reception.
- (vi) Disabled parking provision, access ramps, dropped kerbs and tactile paving (where applicable) will be provided, to ensure access for all.
- (vii) Internet ready computers are available in reception and guests can make use of free Wi-Fi for accessing travel related websites, for example.

- (viii) Amazon have the option to provide Amazon Lockers within Premier Inn hotels, these are accessible to all, including the local community, 24 hours a day.



**Cycle Parking**



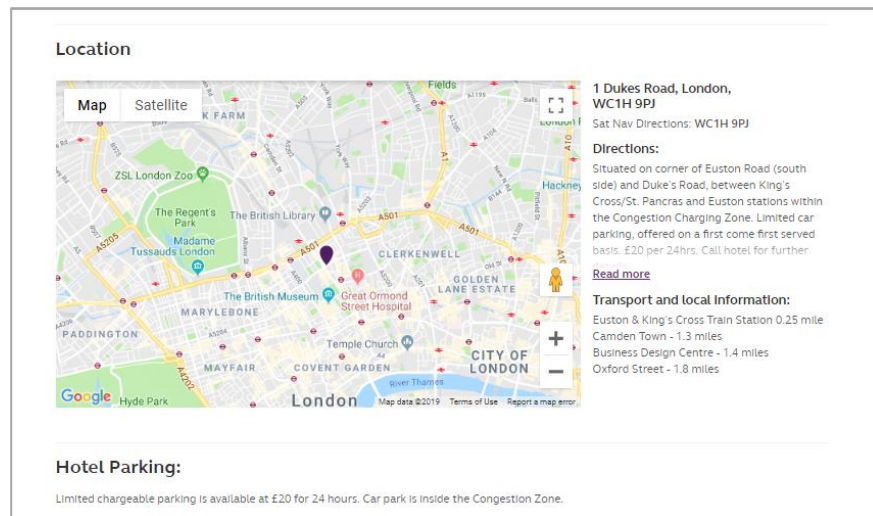
**Internet-Ready Computers**



**Amazon Lockers**

### 9.3 Whitbread Corporate Initiatives

- (i) Local Recruitment Policy – Whitbread aims to recruit 95% of staff through local job centres; by virtue of this most Premier Inn staff reside within a 5-mile radius of their place of work, meaning that alternative modes of travel to the car, such as train, bus, cycling and walking will offer realistic travel choices.
- (ii) Website Information / Booking Confirmation – sustainable transport information is available on the Premier Inn website, this enables guests to plan their journey in advance and/or consider available travel choices prior to booking. Over 85% of bookings are made directly through [www.premierinn.com](http://www.premierinn.com).



## Website Travel Information

- (iii) Staff Voucher Scheme – a 10% discount can be obtained at Halfords when purchasing vouchers in advance, this can be used to purchase bicycles/ cycle equipment, thereby encouraging their use,
- (iv) Consideration will be given to providing electric-vehicle charging points at Premier Inn sites.

## 9.4 General Information and Raising Awareness

9.4.1 A vital element is to ensure that staff are aware of the Travel Plan and the information contained within, to encourage them to use sustainable modes of transport. The concept of the Travel Plan will be reinforced on a day-to-day basis via training, staff communications and promotion of the Travel Plan initiatives to include the associated financial incentives.

9.4.2 A principal reason for not travelling by sustainable means of transport is uncertainty regarding available routes for walking and cycling, and unawareness of the timetable and ticket / pricing information relating to public transport use.

- (i) Staff Welcome Pack – all new recruits will be informed of the Travel Plan during their interview / the induction process.
- (ii) Travel Plan Notice Board – an information board displaying up to date information on sustainable travel will be erected within a communal area i.e. the staff room.

The noticeboards will provide up-to-date information, such as:

- a) Walking and cycling maps, detailing safe routes to/from the site;



- b) The health benefits of walking and cycling;
  - c) Routing, ticketing and timetable information for local public transport services;
  - d) Contact details for local taxi firms;
  - e) Details of car sharing schemes, to include promotion of [www.liftshare.com](http://www.liftshare.com) and details of potential cost savings; and
  - f) A summary of the available travel initiatives, to include the Halfords voucher scheme.
- (iii) Reception Information Point – Premier Inn reception staff will be trained to answer guest travel queries and provide information on the local amenities, which may be the ultimate destination of a hotel guest. There are also plans afoot to trial displaying restaurant, attraction and conference/business centre information on-screen in hotel rooms.



**Reception Information Point**

- (iv) Travel Information (Reception) – a map of the surrounding area and details of the local transport links will be displayed in reception by way of a poster or digital display screen. This will ensure that whatever mode of transport is used by a guest initially arriving at the hotel, they are able to consider alternative modes of travel for the journeys made during their stay.

The following information would be included: (see example below)

- a) Maps of the local area, including bus stop locations;
- b) A summary of the available transport links (walking, cycling, bus, rail and car);
- c) Details of local tourist attractions, business areas and places of note; and
- d) Information on car sharing, car clubs and taxi operators.



**'Green' Travel Poster**

- (v) Event Organisation – activities planned to coincide with national events (see 'Travel Events Calendar') can raise the profile of the site's Travel Plan.
- (vi) Promotion of Car Sharing – Car sharing is often the most successful single measure in a Travel Plan and is an option for both staff and guests. Potential cost savings can be calculated here: <https://liftshare.com/uk/savings-calculator>, while national websites such as 'liftshare' and 'blablacar' allow users to find a car share buddy for free.

9.4.3 The TPC will be required to promote the existence of these initiatives and provide feedback to Senior Management with regards to their effectiveness. The TPC is also in a position to suggest additional measures to Whitbread as they feel appropriate for their location.

9.4.4 Additional measures may include making contact with cycle shops local to the hotel to establish whether any discounts on products and servicing can be obtained and/or negotiating discounts for bus tickets.

9.4.5 In addition, the TPC is encouraged to liaise with nearby businesses, where appropriate, to identify opportunities for wider promotion of Travel Plan initiatives.

**9.5 Measures not considered applicable for this site**

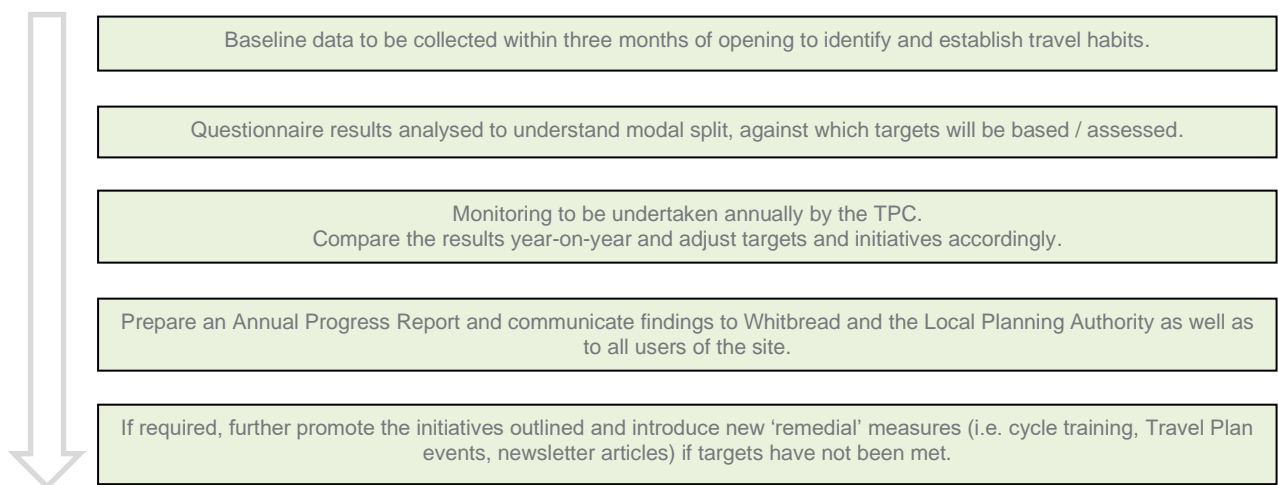
9.5.1 In line with BREEAM TRA01 and TRA02 the following elements have not be considered applicable for this site.



- (i) No enhancements to walking and cycling infrastructure, bus, or train services are proposed at this time due to the highly accessible location of the site therefore no discussions have been held with the Local Authority regarding this;
- (ii) The scheme proposes zero car parking provision on site therefore no electric charging infrastructure is proposed (beyond standard plug sockets within the building that could be used for bicycles), no car sharing priority spaces would be provided and taxis would drop off/pick up on street, as is the current arrangement; and
- (iii) No additional lighting, landscaping or shelter provision is proposed locally as a result of the scheme, beyond that associated with the existing frontage of the site.

## 10 MONITORING

- 10.1.1 An important part of any Travel Plan is the collection of data relating to the modes of travel used by both staff and guests of the site. In order to identify and understand travel habits and how the site operates.
- 10.1.2 It is anticipated that this information would be collected within three months of the site becoming operational. From this a baseline modal split would be identified for the site, from which all future targets will be based.
- 10.1.3 Following the initial surveys, monitoring will be undertaken annually by the TPC. The TPC will be responsible for comparing the results year on year and adjusting the targets and initiatives accordingly, they will also take into account travel related feedback received from staff and guests through the year. In addition, the TPC will prepare an annual progress report and ensure that the results are displayed for all to see.
- 10.1.4 An overview of the monitoring and management process is illustrated in **Figure 10.1** below.



**Figure 10.1. Monitoring and Management - Flow Diagram**

## 11 TARGETS

11.1.1 The key target of the Travel Plan is to achieve a reduction in single occupancy car travel and an increase in the use of sustainable modes, during its initial five-year life. **Figure 11.1** below sets out the suggested targets for this Travel Plan associated with each user group and journey type.

11.1.2 The targets will be in line with the SMART criteria:

<p>Specific Measurable Achievable Realistic Time-bound</p>
--

11.1.3 The proposed initial targets of this Travel Plan are as follows:

ACTION	RESPONSIBILITY	HOW MEASURED	TARGET DATE
<b>STAFF FOCUSED</b>			
Decrease the number of staff who travel to work by public transport by 20% by the end of year 5.	TPC	Annual Survey	End of Year 5
Increase walking and cycling by 5% in the first three years of Travel Plan implementation.	TPC	Annual Survey	End of Year 3
<b>GUEST FOCUSED</b>			
Decrease the number of guests arriving by single occupancy car by 10% by the end of year 1.	TPC	Annual Survey	End of Year 1
Increase the number of guests travelling on foot or by bicycle whilst staying at the hotel by 5% by the end of year 1.	TPC	Annual Survey	End of Year 1

**Figure 11.1. Proposed Targets**

- 11.1.4 The targets stated above will be reviewed on an annual basis and should be achieved by the target dates specified. If they have been attained, they will be modified to provide further, more challenging targets, while if the targets have not been achieved the reasons why should be investigated and the measures in place reviewed, added to or modified to ensure that that they will be met by year five.
- 11.1.5 Currently the targets are based on the derived modal split information for comparable Premier Inn hotels, as presented in the accompanying Transport Statement, however these should be revised accordingly following initial travel surveys.
- 11.1.6 It is considered that these targets meet the SMART criteria and are suitably linked to the objectives of the Travel Plan.

## 12 TIMETABLE FOR IMPLEMENTATION

- 12.1.1 An 'Implementation / Action Plan' summarising the measures that will be implemented by Whitbread in association with the Premier Inn hotel at Euston and the tasks to be undertaken by the TPC, along with timescales for their completion and review is attached at **Appendix C**.

### 13 TRAVEL EVENTS - USEFUL DATES

13.1.1 The below events will be promoted by the TPC in order to encourage and raise awareness of the Travel Plan. They will be communicated via the staff notice board and through staff meetings.

Walk to Work Week:	May 2020
Work Wise Week:	May 2020
Bike to Work Week:	June 2020
Travelwise / European Mobility Week:	September 2020
National Liftshare Week:	October 2020
Commute Smart Week:	November 2020

## 14 COST OF IMPLEMENTATION

- 14.1.1 Whitbread has confirmed that an initial budget will be allocated for the Travel Plan's implementation during the extension's construction period to finance the measures identified. This will be reviewed by the TPC on an annual basis to identify whether any adjustments are required in order to achieve the targets.
- 14.1.2 The implementation of many of the measures such as shower / changing facilities and cycle parking provision will have been met as part of the hotel's original construction phase, whilst the maintenance and on-going management of the Travel Plan will be part of the TPC's role. It is envisaged that this will involve approximately 1-2 hours of management time per week. Assuming an average 150 hour working month (37.5 hours a week), and 8 hours per month for the TPC role, the cost of funding the TPC to Whitbread is estimated at £2,000 per annum.
- 14.1.3 Any other associated costs to fund on-going corporate-wide travel planning measures will be met by Whitbread. This, for example, would include website maintenance costs and other resources necessary to implement the initiatives outlined.

**15 APPROVAL**

15.1.1 This Travel Plan is prepared by RGP on behalf of Whitbread Group Plc.

Name: Rachel Rombough

Signed: ..... Date: .....

I hereby approve this Travel Plan on behalf of Premier Inn for implementation at the following site:

*Premier Inn /'Bar & Block' – 1 Duke's Road, London, WC1H 9PJ*

Name: .....

Signed: ..... Date: .....

Hotel Manager / Travel Plan Co-ordinator

Name: .....

Signed: ..... Date: .....

On behalf of Whitbread Group Plc.



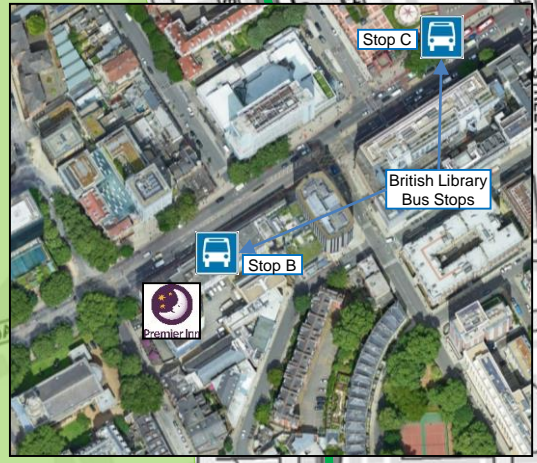


# PLANS



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			
Plan No: Plan 01	Job No: 14/3001	Date: June 2019	Scale: NTS
Drawn By: JLM	Checked By: KCH	Approved By: NDR	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 Maltings, 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

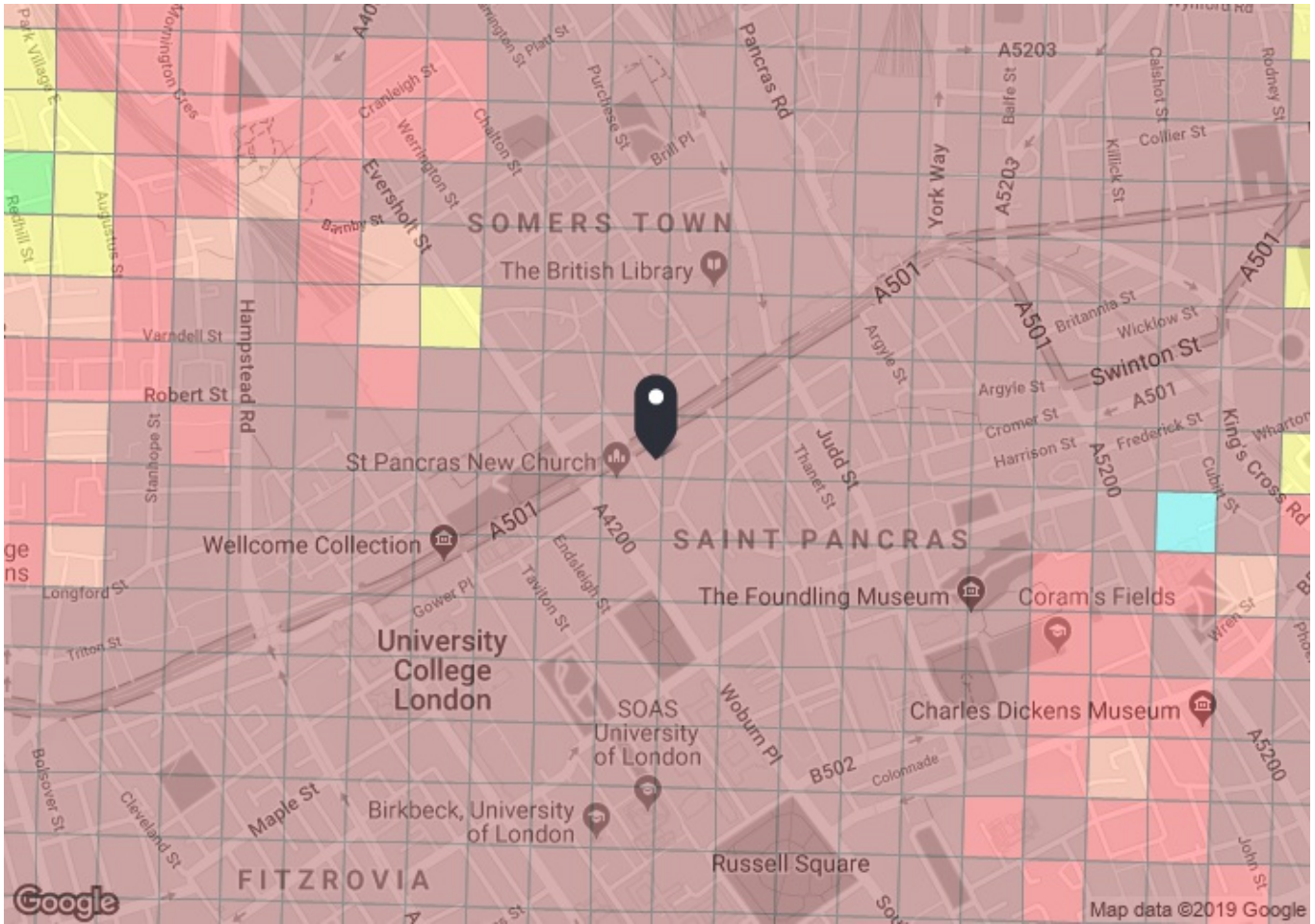
DRAWING  
**Proposed Site Plan**

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

CHQ.15.11690-PL05



## **APPENDIX B**



**PTAL output for Base Year 6b**

WC1H 9PJ  
 Duke's Rd, London WC1H 9PJ, UK  
 Easting: 529886, Northing: 182618

Grid Cell: 91444

Report generated: 06/06/2019

---

**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WARREN STREET STATION UCL STAND	14	596.19	13	7.45	4.31	11.76	2.55	0.5	1.28
Bus	EUSTON BUS STATION	253	269.83	12	3.37	4.5	7.87	3.81	0.5	1.91
Bus	UPPER WOBURN PLACE	59	146.24	10	1.83	5	6.83	4.39	0.5	2.2
Bus	UPPER WOBURN PLACE	91	146.24	9	1.83	5.33	7.16	4.19	0.5	2.09
Bus	UPPER WOBURN PLACE	68	146.24	9	1.83	5.33	7.16	4.19	0.5	2.09
Bus	UPPER WOBURN PLACE	168	146.24	9	1.83	5.33	7.16	4.19	0.5	2.09
Bus	EUSTON STATION EUSTON RD	18	222.89	17	2.79	3.76	6.55	4.58	0.5	2.29
Bus	KINGS CROSS STATION	259	590.98	8	7.39	5.75	13.14	2.28	0.5	1.14
Bus	KINGS CROSS STATION	17	590.98	7.5	7.39	6	13.39	2.24	0.5	1.12
Bus	EUSTON R BRITISH LIBRARY	10	146.55	4.5	1.83	8.67	10.5	2.86	0.5	1.43
Bus	EUSTON R BRITISH LIBRARY	390	146.55	8	1.83	5.75	7.58	3.96	0.5	1.98
Bus	EUSTON R BRITISH LIBRARY	30	146.55	7.5	1.83	6	7.83	3.83	0.5	1.92
Bus	EUSTON R BRITISH LIBRARY	73	146.55	18	1.83	3.67	5.5	5.46	1	5.46
Bus	EUSTON R BRITISH LIBRARY	476	146.55	7.5	1.83	6	7.83	3.83	0.5	1.92
Bus	EUSTON R BRITISH LIBRARY	205	146.55	8	1.83	5.75	7.58	3.96	0.5	1.98
Bus	MIDLAND RD ST PANCRAS STN	46	449.06	6	5.61	7	12.61	2.38	0.5	1.19
Bus	MIDLAND RD ST PANCRAS STN	45	449.06	7	5.61	6.29	11.9	2.52	0.5	1.26
Bus	MIDLAND RD ST PANCRAS STN	63	449.06	12	5.61	4.5	10.11	2.97	0.5	1.48
Bus	MIDLAND RD ST PANCRAS STN	214	449.06	8	5.61	5.75	11.36	2.64	0.5	1.32
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	367.81	1	4.6	30.75	35.35	0.85	0.5	0.42
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'STALBCY-SVNOAKS 2E96'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-LUTON 2O00'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-STALBCY 2O06'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-LUTON 2O10'	367.81	1	4.6	30.75	35.35	0.85	0.5	0.42
Rail	St Pancras	'LUTON-SUTTON 2O17'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'STALBCY-SUTTON 2O21'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'STALBCY-SUTTON 2O29'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	367.81	1	4.6	30.75	35.35	0.85	0.5	0.42
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-LUTON 2T99'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-STALBCY 2V02'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-STALBCY 2V08'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'LUTON-SUTTON 2V19'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'STALBCY-SUTTON 2V27'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16



Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'LUTON-SUTTON 2V31'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'RCHT-BEDFDM 1E67'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BROMLYS-LUTON 2E93'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	367.81	2	4.6	15.75	20.35	1.47	0.5	0.74
Rail	St Pancras	'BRSR-STPANCI 1F13'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'FAVRSHM-STPANCI 1F17'	367.81	1	4.6	30.75	35.35	0.85	0.5	0.42
Rail	St Pancras	'EBSFLT-STPANCI 1F85'	367.81	1.33	4.6	23.31	27.9	1.08	0.5	0.54
Rail	St Pancras	'STPANCI-MARGATE 1J08'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'STPANCI-DOVERP 1J10'	367.81	1	4.6	30.75	35.35	0.85	0.5	0.42
Rail	St Pancras	'RAMSGTE-STPANCI 1J11'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'STPANCI-MARGATE 1J12'	367.81	0.67	4.6	45.53	50.12	0.6	0.5	0.3
Rail	St Pancras	'MARGATE-STPANCI 1J13'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'MARGATE-STPANCI 1J17'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'DOVERP-STPANCI 1J19'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'MARGATE-STPANCI 1J21'	367.81	0.33	4.6	91.66	96.26	0.31	0.5	0.16
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	367.81	1	4.6	30.75	35.35	0.85	0.5	0.42
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	566.84	0.33	7.09	91.66	98.74	0.3	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	495.17	1	6.19	30.75	36.94	0.81	0.5	0.41
Rail	King's Cross	'PBRO-KNGX 1P62'	495.17	1.33	6.19	23.31	29.5	1.02	0.5	0.51
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	495.17	1	6.19	30.75	36.94	0.81	0.5	0.41
Rail	King's Cross	'KNGX-PBRO 2P04'	495.17	1	6.19	30.75	36.94	0.81	0.5	0.41
LUL	King's Cross	'Ches-AldgateFast'	495.17	2	6.19	15.75	21.94	1.37	0.5	0.68
LUL	King's Cross	'LHRT5-Cockfosters'	495.17	6	6.19	5.75	11.94	2.51	0.5	1.26
LUL	King's Cross	'Uxbridge-Cockfosters'	495.17	3.67	6.19	8.92	15.11	1.98	0.5	0.99
Rail	King's Cross	'KNGX-CAMBDGE 1C33'	391.46	0.67	4.89	45.53	50.42	0.6	0.5	0.3
Rail	King's Cross	'CAMBDGE-KNGX 1C82'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
Rail	King's Cross	'ROYSTON-KNGX 1R50'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
Rail	King's Cross	'ROYSTON-KNGX 1R51'	391.46	0.67	4.89	45.53	50.42	0.6	0.5	0.3
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	391.46	0.67	4.89	45.53	50.42	0.6	0.5	0.3
Rail	King's Cross	'CAMBDGE-KNGX 2C92'	391.46	0.67	4.89	45.53	50.42	0.6	0.5	0.3
Rail	King's Cross	'PBRO-KNGX 2P90'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
Rail	King's Cross	'LTCE-KNGX 2R07'	391.46	0.67	4.89	45.53	50.42	0.6	0.5	0.3
Rail	King's Cross	'HITCHIN-KNGX 2R94'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
Rail	King's Cross	'WLWYNGC-KNGX 2Y04'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
Rail	King's Cross	'WLWYNGC-KNGX 2Y13'	391.46	0.67	4.89	45.53	50.42	0.6	0.5	0.3
LUL	King's Cross	'Hammersmith-Edgware'	391.46	6	4.89	5.75	10.64	2.82	0.5	1.41
LUL	King's Cross	'Barking-Hammersmith'	391.46	6.34	4.89	5.48	10.38	2.89	0.5	1.45
LUL	King's Cross	'Hammersmith-Plaistow'	391.46	1	4.89	30.75	35.64	0.84	0.5	0.42



Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'Aldgate-AmerFast'	391.46	1	4.89	30.75	35.64	0.84	0.5	0.42
LUL	King's Cross	'Uxbridge-AldSlow'	391.46	5.33	4.89	6.38	11.27	2.66	0.5	1.33
LUL	King's Cross	'Watford-AldSfast'	391.46	3.67	4.89	8.92	13.82	2.17	0.5	1.09
LUL	King's Cross	'Aldg-WatfordSlow'	391.46	3.67	4.89	8.92	13.82	2.17	0.5	1.09
LUL	King's Cross	'Ald-HarrowHill'	391.46	1.33	4.89	23.31	28.2	1.06	0.5	0.53
LUL	King's Cross	'Cockfosters-LHRT4LT'	391.46	4.67	4.89	7.17	12.07	2.49	0.5	1.24
LUL	King's Cross	'RayLane-Cockfosters'	391.46	3.67	4.89	8.92	13.82	2.17	0.5	1.09
LUL	King's Cross	'LHRT4LT-ArnosGrove'	391.46	4.67	4.89	7.17	12.07	2.49	0.5	1.24
LUL	King's Cross	'ArnosGrove-Nthfields'	391.46	3	4.89	10.75	15.64	1.92	0.5	0.96
LUL	King's Cross	'Oakwood-RayLane'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
LUL	King's Cross	'Nthfields-Cockfoster'	391.46	1	4.89	30.75	35.64	0.84	0.5	0.42
LUL	King's Cross	'Ruislip-Cockfosters'	391.46	2.33	4.89	13.63	18.52	1.62	0.5	0.81
LUL	King's Cross	'ArnosGrove-Uxbridge'	391.46	1	4.89	30.75	35.64	0.84	0.5	0.42
LUL	King's Cross	'Oakwood-Uxbridge'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
LUL	King's Cross	'Oakwood-Ruislip'	391.46	0.33	4.89	91.66	96.55	0.31	0.5	0.16
Rail	Kings Cross St Pancras	'KNGX-CAMBDGE 1C35'	495.58	0.33	6.19	91.66	97.85	0.31	0.5	0.15
LUL	Warren Street	'HighBarnet-Morden'	696.36	0.33	8.7	91.66	100.36	0.3	0.5	0.15
LUL	Warren Street	'Edgware-Kennington'	696.36	8	8.7	4.5	13.2	2.27	0.5	1.14
LUL	Warren Street	'MillHill-Morden'	696.36	1.67	8.7	18.71	27.42	1.09	0.5	0.55
Rail	Euston	'BLTCHLY-EUSTON 2B04'	354.01	0.33	4.43	91.66	96.08	0.31	0.5	0.16
Rail	Euston	'WATFDJ-EUSTON 2J06'	354.01	0.67	4.43	45.53	49.95	0.6	0.5	0.3
Rail	Euston	'EUSTON-MKNSCEN 2K21'	354.01	0.33	4.43	91.66	96.08	0.31	0.5	0.16
Rail	Euston	'EUSTON-TRING 2T11'	354.01	0.67	4.43	45.53	49.95	0.6	0.5	0.3
Rail	Euston	'EUSTON-TRING 2T19'	354.01	1.33	4.43	23.31	27.73	1.08	0.5	0.54
Rail	Euston	'MKNSCEN-EUSTON 2W01'	354.01	0.67	4.43	45.53	49.95	0.6	0.5	0.3
Rail	Euston	'TRING-EUSTON 2W02'	354.01	1	4.43	30.75	35.18	0.85	0.5	0.43
Rail	Euston	'TRING-EUSTON 2W26'	354.01	0.33	4.43	91.66	96.08	0.31	0.5	0.16
Rail	Euston	'BLTCHLY-EUSTON 2W57'	354.01	0.33	4.43	91.66	96.08	0.31	0.5	0.16
Rail	Euston	'RUGBY-EUSTON 2W59'	354.01	0.33	4.43	91.66	96.08	0.31	0.5	0.16
Rail	Euston	'TRING-EUSTON 2W63'	354.01	0.33	4.43	91.66	96.08	0.31	0.5	0.16
Rail	Euston	'MKNSCEN-EUSTON 2W83'	354.01	0.33	4.43	91.66	96.08	0.31	0.5	0.16
Rail	Euston	'WATFJDC-EUSTON 2C06'	354.01	2.67	4.43	11.99	16.41	1.83	0.5	0.91
Rail	Euston	'EUSTON-WATFJDC 2D86'	354.01	3	4.43	10.75	15.18	1.98	1	1.98
LUL	Euston	'Edgware-Morden'	354.01	9	4.43	4.08	8.51	3.53	0.5	1.76
LUL	Euston	'Morden-HighBarnet'	354.01	14.67	4.43	2.79	7.22	4.16	0.5	2.08
LUL	Euston	'Morden-MillHillE'	354.01	4	4.43	8.25	12.68	2.37	0.5	1.18
LUL	Euston	'Morden-Edgware'	354.01	4.67	4.43	7.17	11.6	2.59	0.5	1.29
LUL	Euston	'HighBarnet-Kenningt'	354.01	5.33	4.43	6.38	10.8	2.78	0.5	1.39
LUL	Euston	'MillHillE-Kenningt'	354.01	1.67	4.43	18.71	23.14	1.3	0.5	0.65
LUL	Euston	'Brixton-WalthamstowC'	354.01	15.67	4.43	2.66	7.09	4.23	1	4.23
LUL	Euston	'SevenSisters-Brixton'	354.01	11.67	4.43	3.32	7.75	3.87	0.5	1.94
LUL	Russel Square	'ArnosGrove-RayLane'	767.6	0.33	9.6	91.66	101.25	0.3	0.5	0.15
<b>Total Grid Cell AI: 96.14</b>										

## APPENDIX C

## PREMIER INN, DUKES ROAD, EPSOM – IMPLEMENTATION / ACTION PLAN

The below table highlights the initiatives that will be committed to as part of this Travel Plan, detailing the responsibility, timescales, costs associated with each of the measures and on-going monitoring and review procedures. The Travel Plan Coordinator (TPC) will have overall responsibility and will be able to implement other measures and modify existing ones at their discretion to help to achieve the targeted modal shift. However, many of the measures stated are being implemented on a corporate basis. These company-wide measures are managed by Whitbread's Property Development Team and will be rolled out when details have been finalised.

INITIATIVE / TASK	TARGET GROUP	DETAILS	RESPONSIBILITY	INITIAL TARGETS / IMPLEMENTATION TIMESCALES	SUBSEQUENT TARGETS	IMPLEMENTATION COSTS / RESOURCING
<b>INITIATIVES</b>						
TPC Training	-	The appointed TPC / Hotel Manager will be trained to ensure they are fully aware of their responsibilities in relation to the Travel Plan.	Whitbread Management	To be completed prior to opening.	Update with regards to new responsibilities / initiatives.	Costs met by Whitbread's Staff training budget. Assumed to account for 1-2 hours of management time per week.
Staff Recruitment	Staff	Whitbread adopts a local employment policy (i.e. within a 5-mile radius) to facilitate non-car use as far as is reasonable.	Whitbread Management	Recruit 95% of staff through local job centres.	Subsequent staff will also be sourced from the local area, as far as possible.	No additional costs involved.
Travel Plan Noticeboard	Staff	An information board will be erected within the staff room, containing details of walking, cycling, public transport etc.	Whitbread Management / TPC	Erect a noticeboard in a suitable location, prior to opening.	Information should be updated regularly (at least quarterly) to ensure currency and reflect Travel Plan progress.	To be installed as part of the construction phase / Part of TPC role to update (10 hours per year - £100 annually)
Staff Welcome Packs / Induction	Staff	Travel information will be communicated to staff via a welcome pack given as part of the induction process.	Whitbread Management / TPC	Prepare and distribute prior to opening / employment commencing.	Review (3 monthly) and issue updates when necessary.	Estimated printing costs of £1 per pack, with preparation costs of £100 and reviewed every 3 months –costs to be met by Whitbread.
Corporate-Wide Initiatives (Voucher Purchase Scheme)	Staff	Whitbread staff can obtain discounts of 10% at Halfords by way of an existing voucher scheme.	Whitbread Management / TPC	Promote scheme to staff as part of the induction process / via the noticeboard.	Ongoing promotion.	Voucher scheme currently managed by Whitbread Management.
Website Information / Booking Confirmation Emails	Guests	The Premier Inn website will promote sustainable travel, highlighting rail, bus, cycling and walking. A link to this information will be included within booking confirmations.	Whitbread Management	Implement prior to bookings opening.	Continual monitoring and updating as necessary.	A corporate initiative - costs to be met by Whitbread.
Travel Information (Reception)	Guests	A map of the surrounding area and details of the local transport links will be displayed in reception by way of a poster or digital display screen.	Whitbread Management / TPC	To be displayed prior to opening	Review information every 3 months to ensure currency.	Information prepared by RGP and poster printed by Beaver Group, if required - costs to be met by Whitbread.
Free-Wi-Fi	Guests	Free Wi-Fi is available on-site, this can be used by guests to obtain travel information, including real-time updates.	Whitbread Management / TPC	To be established as part of the construction phase.	Monitor uptake, explore potential for including useful travel weblinks on homepage.	Included within the construction budget.
Electric Vehicle Charging Points	Guests	Electric vehicle charging points will be provided on-site, where this is a planning requirement.	Whitbread Management	To be considered during the construction phase.	Continue to establish usage of electric vehicles.	Included within the construction budget.
Shower / Changing Facilities and Lockers	Staff & Guests	A dedicated shower / changing room will be available for staff, whilst guests will have access to facilities within their hotel room.	Whitbread Management	Installed as part of the hotel's original construction.	Continual monitoring of use and suitability.	Included within the original construction budget. Maintenance / improvement to be funded through the hotel's budget.
Delivery Collection Point / Amazon Locker	Staff & Guests (+ Local Community)	Amazon have the option to install a collection point for delivered goods which will be made available to all, accessible 24/7.	Whitbread Management / TPC	To be installed by Amazon.	Monitor use.	Responsibility of Amazon.
Cycle Parking	Staff & Guests	Covered and secure cycle parking will be provided on-site, in accordance with relevant parking standards.	Whitbread Management / TPC	To be installed as part of the extension works.	TPC to monitor use and seek additional provision if demand warrants.	Included within the extension construction budget.
Cycle Maintenance Equipment	Staff & Guests	A puncture repair kit, pump and geared cycle maintenance equipment will be made available to borrow from reception.	Whitbread Management / TPC	To be procured through the Premier Inn ordering guide,	Monitor use and replace as required.	Initial outlay of £20 for pump, c. £3 for the puncture repair kits and c. £30 for maintenance equipment.
On-Site / Nearby Facilities	Staff & Guests	Users will be made aware of the services / facilities local to the site (particularly the on-site restaurant) to avoid unnecessary trips further afield.	TPC	To be promoted by the TPC.	Ongoing promotion.	Part of TPC role (4 hours a year) £40 annually.
Walking and Cycling Routes	Staff & Guests	Promote local cycling and walking routes and provide maps.	TPC	To be promoted by the TPC.	Ongoing promotion and ensure information is kept up-to-date.	Part of TPC role (4 hours a year) £40 annually.
Public Transport Information / Initiatives	Staff & Guests	Public transport information (routes, timetables and fares) will be publicised to both staff and guests. The TPC will negotiate with local operators to see if discounts can be secured for staff.	Whitbread Management / TPC	Obtain and display information relating to public transport use and investigate discounts prior to opening.	Ongoing promotion and ensure information is kept up-to-date.	Part of TPC role (4 hours a year) £40 annually.
Parking / Taxis / Car Clubs / Car Sharing	Staff & Guests	Information pertaining to car-based travel options will be communicated including details of the national car share database ( <a href="http://www.liftshare.com">www.liftshare.com</a> ).	Whitbread Management / TPC	To be promoted by the TPC.	Ongoing promotion and ensure information is kept up-to-date.	Part of TPC role (4 hours a year) £40 annually.
Car Park Management Measures	Staff & Guests (+ Local Community)	Introduce measures such as parking charges and/or permits to manage the use of the car park, if required.	Car Park Management Company	To be implemented if parking problems arise.	Monitor effectiveness.	Cost is dependent on the measures required.

MONITORING, REVIEW AND REPORTING (PENALTIES AND MITIGATION)						
Travel Surveys	Staff & Guests	Collect baseline data relating to the modes of travel used by staff and guests. Also review car and cycle parking usage.	Whitbread Management / TPC	Baseline surveys to be completed within 3 months of occupation.	Conduct annually.	Costs to be met by Whitbread's Travel Plan budget. Estimated to be £2000-4000 per annum.
Target Review	-	Set targets in Year 1 and then review on an annual basis.	Whitbread Management / TPC	Achieve targets / consider reasons why targets have not been met and revise measures accordingly.	Provide further promotion of TP initiatives and more challenging targets, if required.	Responsibility of TPC (expected to account for £2000 of salary yearly).
Progress Report	-	Prepare a Full Travel Plan in Year 1, then prepare an update / annual progress report to summarise the travel surveys / target review, identifying if any significant amendments are required to the content of the Travel Plan, from that originally agreed.	Whitbread Management / TPC	Prepare report on an annual basis and submit to Local Planning Authority for approval.	Review content / targets - revise if necessary.	Responsibility of TPC (expected to account for £2000 of salary yearly).
Additional / Remedial Measures	-	Further promotion of above initiatives (ITPs / informal car share workshop) introduction of new initiatives (to include cycle training, travel plan event, newsletter article) if targets are not met.	Whitbread Management / TPC	To be implemented / reviewed annually for 5 years.	If required, discuss with Whitbread Management / Local Planning Authority.	To Be Confirmed.

Premier Inn



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

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

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

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

T: 01483 861681

**South Coast** Suite 2, West Barn, Norton Lane, Chichester PO20 3AF

T: 01243 210418

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

T: 020 7078 9662



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 GU71EY