



Anchor Springs, Littlehampton

## TRAVEL PLAN

for Proposed Hotel  
on behalf of Premier Inn Hotels

2024/8391/TP01

April 2025

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## TABLE OF CONTENTS

1	INTRODUCTION .....	1
1.1	Report Context .....	1
1.2	Policy Context .....	2
1.3	BREEAM .....	2
2	HOW PREMIER INN HOTELS OPERATE.....	4
3	TRAVEL PLAN CONTEXT .....	6
3.1	What is a Travel Plan?.....	6
3.2	Whitbread and Travel Planning .....	7
3.3	Purpose of this Travel Plan .....	8
4	ACCESSIBILITY CREDENTIALS .....	9
5	AIMS, OBJECTIVES AND TARGETS.....	18
5.2	Aims and Objectives .....	18
5.3	Targets .....	18
5.4	Single-Occupancy Vehicle Trips .....	19
5.5	Summary .....	21
6	TRAVEL PLAN MEASURES .....	22
6.1	Travel Plan Initiatives .....	22
6.2	Travel Plan Coordinator.....	23
6.3	Travel Events – Useful Dates.....	24
6.4	Effectiveness of Travel Plan Measures .....	25
7	REVIEW AND APPROVAL .....	26
7.1	Implementation and Funding.....	26
7.2	Monitoring.....	26
7.3	Approval .....	27

## Appendices

Appendix A	Proposed Site Plan
Appendix B	Accessibility Index Output
Appendix C	Method of Travel to Work (Arun 017 MSOA)
Appendix D	Travel Plan Action Plan

## Figures

Figure 1	BREEAM Summary .....	3
Figure 2	Duration of Guest Stay.....	4
Figure 3	Travel Plan 'Life Cycle'.....	7
Figure 4	Force for Good Infographic.....	8
Figure 5	Site Location .....	9
Figure 6	Avon Road (February 2025).....	10
Figure 7	Avon Road / East Street Junction (February 2025) .....	10
Figure 8	Anchor Springs Bus Stops (February 2025).....	11
Figure 9	Facilities within 500m.....	12
Figure 10	Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000) .....	13
Figure 11	2km Walk Catchment .....	14
Figure 12	5km Cycle Catchment.....	15
Figure 13	Bus Service Summary .....	16
Figure 14	Littlehampton Rail Service Summary .....	16
Figure 15	Method of Travel to Work (Arun 011 MSOA) & Staff Travel Mode Share .....	20
Figure 16	Single Occupancy Car Journey Targets (%).....	21
Figure 17	Summary of Travel Plan Initiatives .....	23
Figure 18	Monitoring and Management.....	27

## 1 INTRODUCTION

### 1.1 Report Context

- 1.1.1 RGP is commissioned by Premier Inn Hotels to provide transport and highways input in support of the proposed hotel at Anchor Springs, Littlehampton, BN17 6AT ("the site").
- 1.1.2 The site currently comprises a former retail food store with accompanying car park offering circa 100 spaces. The development proposals comprise of the redevelopment of the site to provide a 130-bedroom hotel to be operated by Whitbread under the Premier Inn brand, with the hardstanding car parking area retained.
- 1.1.3 As illustrated in the proposed Site Plan attached hereto at **Appendix A**, vehicle access would be afforded under the existing arrangements via Avon Road, including the formation of an inset delivery bay to the rear of the hotel. The main guest and visitor entrance to the hotel would be via Anchor Springs.
- 1.1.4 This Travel Plan seeks to promote and actively encourage sustainable travel to and from the hotel, through outlining the opportunities for sustainable travel, as well as highlighting the benefits a Travel Plan can bring to a company such as Whitbread.
- 1.1.5 This Travel Plan will target both staff and guest travel associated with the Premier Inn, detailing appropriate measures and initiatives to be implemented.
- 1.1.6 RGP is retained as Whitbread's highway consultant and has supported a significant number of Premier Inn hotel applications throughout the United Kingdom. As a result of this, a range of travel planning initiatives have been developed between RGP and Whitbread, bespoke to the organisation; full details of which are detailed herein.
- 1.1.7 In preparing this Travel Plan, RGP has reviewed relevant national guidance and best practice documents as well as WSCC Travelwise Sustainable Transport Travel Plan details and resources and Arun District Council Local Plan (2018).
- 1.1.8 RGP has additionally prepared the following reports to support the planning application, and these should be read in conjunction with the Travel Plan:
- Transport Statement (ref. 2024/8391/TS01);
  - Delivery and Servicing Management Plan (ref. 2024/8391/DSMP01); and
  - Construction Environmental Management Plan (ref. 2024/8391/CEMP01).

## 1.2 Policy Context

- 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 113).
- 1.2.2 Whilst this proposal would not generate 'significant' amounts of movement, as confirmed in the supporting Transport Statement, this Travel Plan has been prepared nevertheless to reduce the impact of the development on the surrounding area.
- 1.2.3 Furthermore, Paragraph 106 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.2.4 WSCC recognises the importance of Travel Plans through its involvement in the national 'Travelwise sustainable transport' campaign. Travelwise encourages people to cut down on their car journeys and use sustainable transport through making other modes of transport (cycling, walking, public transport, motorcycling and car sharing) real alternatives to the car.
- 1.2.5 ADC further supports the development of Travel Plans under Policy TOU DM1, Tourism Related Development, of the Arun Local Plan (2018), with it stated Travel Plans should demonstrate how the impacts of development can be mitigated and to improve a modal shift towards an increase in sustainable transport.

## 1.3 BREEAM

- 1.3.1 The proposal meets BREEAM Tra 01 (2 credits) with the production of this Travel Plan, which also incorporates all of the necessary elements required for inclusion within the Transport Statement.
- 1.3.2 The table below provides a summary of key BREEAM requirements, including those within Tra 02.

Measures	Comments
Negotiation with local bus, train or tram companies an increase in the local service provision for the development (Tra 02 Sustainable transport measures: option 2)	The site is highly accessible via public transport and hence no negotiations have taken place.
Provision of a public transport information system in a publicly accessible area (Tra 02 Sustainable transport measures: option 3)	Public transport information will be displayed in reception.
Provision of electric recharging stations (Tra 02 Sustainable transport measures: option 4)	Six EVCPs will be provided within the car park with a view to further increasing provisions subject to future demand.

Provision of parking priority spaces for car sharers (Tra 02 Sustainable transport measures: option 5)	Car Sharing would be promoted as part of the travel information supplied to staff. Priority spaces may be allocated within the car park, subject to demand.
Consultation with the local authority on the state of the local cycling network and on improvements (Tra 02 Sustainable transport measures: option 6)	The site is in an accessible location within the town centre with existing provisions facilitating access on foot and by cycle. No negotiations have therefore taken place.
Provision of dedicated and convenient cycle storage (Tra 02 Sustainable transport measures: option 7)	Cycle parking will be provided in accordance with local standards within the store to the rear of the main hotel building. Effective storage is also increased through the Premier Inn Cycle Friendly policy.
Provision of cyclists' facilities (Tra 02 Sustainable transport measures: option 8)	Due to the nature of use of the site there are cyclist facilities within the bedrooms for guests. Staff UA Shower & WC room is located to the rear of the hotel at ground floor level.
At least three existing accessible amenities are present, where relevant for a Building Group (Tra 02 Sustainable transport measures: option 9)	Several amenities are located within close proximity of the site (see <b>Section 4.2</b> ).
Ensure a minimum of one new accessible amenity, for the relevant Building Group, is provided (Tra 02 Sustainable transport measures: option 10)	The proposals would provide a hotel and on-site bar and restaurant, for use by hotel patron and the general public.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	Enhanced planting and public realm space would be provided to the rear of the hotel, whilst the frontage with Anchor Springs would be improved and widened with the building line set-back from existing.
Restrictions or charging for car parking	An ANPR control would be implemented within the car park with a charging schedule to ensure its use by guests / visitors only.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	The hotel reception and restaurant / bar area would be accessible to all users, with an at-grade entrance provided. The central location of the site results in onward provisions for journeys on foot.

**Figure 1 BREEAM Summary**

1.3.3 Further reference is given to the BREEAM TRA 02 Option 1 requirement to calculate the Accessibility Index (AI) score for the site in **Section 4.4**.

## 2 HOW PREMIER INN HOTELS OPERATE

- 2.1.1 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.
- 2.1.2 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-road and out-of-town locations will have a higher proportion of guests driving to the site.
- 2.1.3 The location of a Premier Inn relative to a guests ultimate destination (i.e. business venue, leisure attraction etc.) is also important in determining the modal choice of journeys during the guests stay.
- 2.1.4 The table below summarises the duration of stay of guests at Premier Inn hotels.

	Midweek	Weekend	Total
1 Night	68%	64%	66%
2 Nights	18%	24%	21%
3 Nights	8%	8%	7%
5-7 Nights	6%	5%	6%

**Figure 2 Duration of Guest Stay**

- 2.1.5 As summarised by the table above, the average duration of stay is 1.5 nights. Premier Inn sites generally comprise a mix as to the purpose of stay. Broadly, the split is 50% business and 50% leisure related stays. This, of course, varies depending on the day of the week (i.e. weekdays generally attract business related guests whilst weekends usually comprise a higher proportion of leisure related guests).
- 2.1.6 Typically, Premier Inn hotels have integral restaurants, which cater for breakfast and evening meals, associated with guests staying at the Premier Inn. This relationship therefore reduces travel away from the site by Premier Inn guests.
- 2.1.7 With regards to servicing needs of the hotel, it is anticipated the site will be served by 14 deliveries per week (7x linen, 3x food, 1x beverage and 3x refuse / recycling). This equates to approximately two deliveries per day. This servicing typically takes place during the daytime, ensuring the highway peak hours are avoided.
- 2.1.8 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.
- 2.1.9 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. Further details of delivery and servicing frequencies are provided in the supporting Transport Statement.

- 2.1.10 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.
- 2.1.11 The nature of hotels is such that short trips are most uncommon. Convenience is guests prime wish and so for any Travel Plan to be successful its measures and initiatives need to be appropriate and realistic.

### 3 TRAVEL PLAN CONTEXT

#### 3.1 What is a Travel Plan?

3.1.1 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.

3.1.2 For staff and guests, a Travel Plan can:

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

3.1.3 For the local community, a Travel Plan can:

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

3.1.4 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 number of employees travelling to work alone by car, with more comprehensive plans achieving 15-30% reductions over a two-to-four-year period.

3.1.5 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. The average number of staff at a Premier Inn hotel is in the order of 25 in attendance at any one time during busy periods. Success rates are increased further when awareness of alternatives to the car are presented prior to travel habits becoming formed.

3.1.6 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.

3.1.7 The figure below illustrates the 'Life Cycle' of the Travel Plan from its inception through to the implementation and monitoring stages.

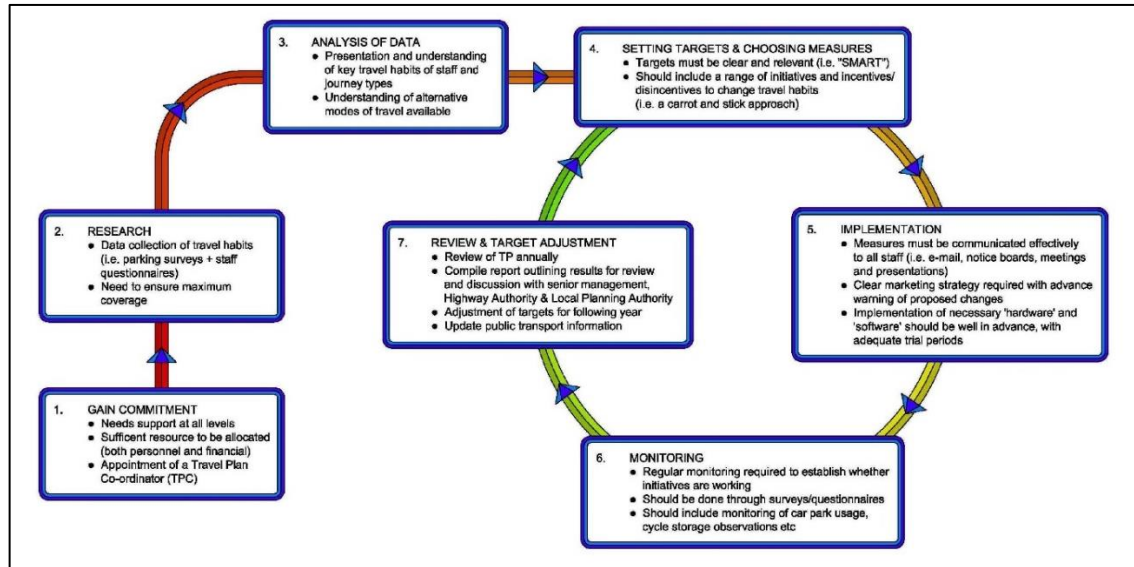


Figure 3 Travel Plan 'Life Cycle'

## 3.2 Whitbread and Travel Planning

- 3.2.1 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.
- 3.2.2 Whitbread is currently in the process of heightening the importance of Travel Plans for all new hotel developments / extensions as well as at existing premises to reduce the negative effects of travel associated with its establishments.
- 3.2.3 Whitbread is the UK's largest operator of hotels, with over 800 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).
- 3.2.4 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 more travel by sustainable modes and an increased awareness of environmental issues generally. This feeds into Whitbread's 'Force for Good' initiative, as illustrated in the figure below.
- 3.2.5 The Force for Good sustainability programme lays down Whitbread's commitments 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.

## OPPORTUNITY

A team where everyone can reach their potential. No barriers to entry and no limitations to ambition.

## COMMUNITY

Making a meaningful contribution to the customers and communities we serve.

## RESPONSIBILITY

Always operating in a way that respects people and the planet

**Figure 4 Force for Good Infographic**

3.2.6 Furthermore, the preparation of Travel Plans for its establishments 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*'.

### **3.3 Purpose of this Travel Plan**

3.3.1 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 Anchor Springs Premier Inn.

3.3.2 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 and commuting trips by staff are shorter and potentially easier to target with regards to mode shift.

3.3.3 Key benefits of Travel Plans to Whitbread Group include:

- Satisfying local highway and planning authorities;
- Improved 'green credentials' and strengthening of the Premier Inn brand as seen by customers;
- Improved Corporate Social Responsibilities, above that of its competitors;
- Financial savings for Whitbread and its staff / guests; and
- Improved staff retention and morale.

3.3.4 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 ACCESSIBILITY CREDENTIALS

### 4.1 Site Location & Local Highway Network

4.1.1 The site is located centrally within Littlehampton, in close proximity of multiple amenities, services and public transport nodes, as illustrated in the figure below. It is noted that the site is not considered to be a rural location, as defined in BREEM Tra 01.

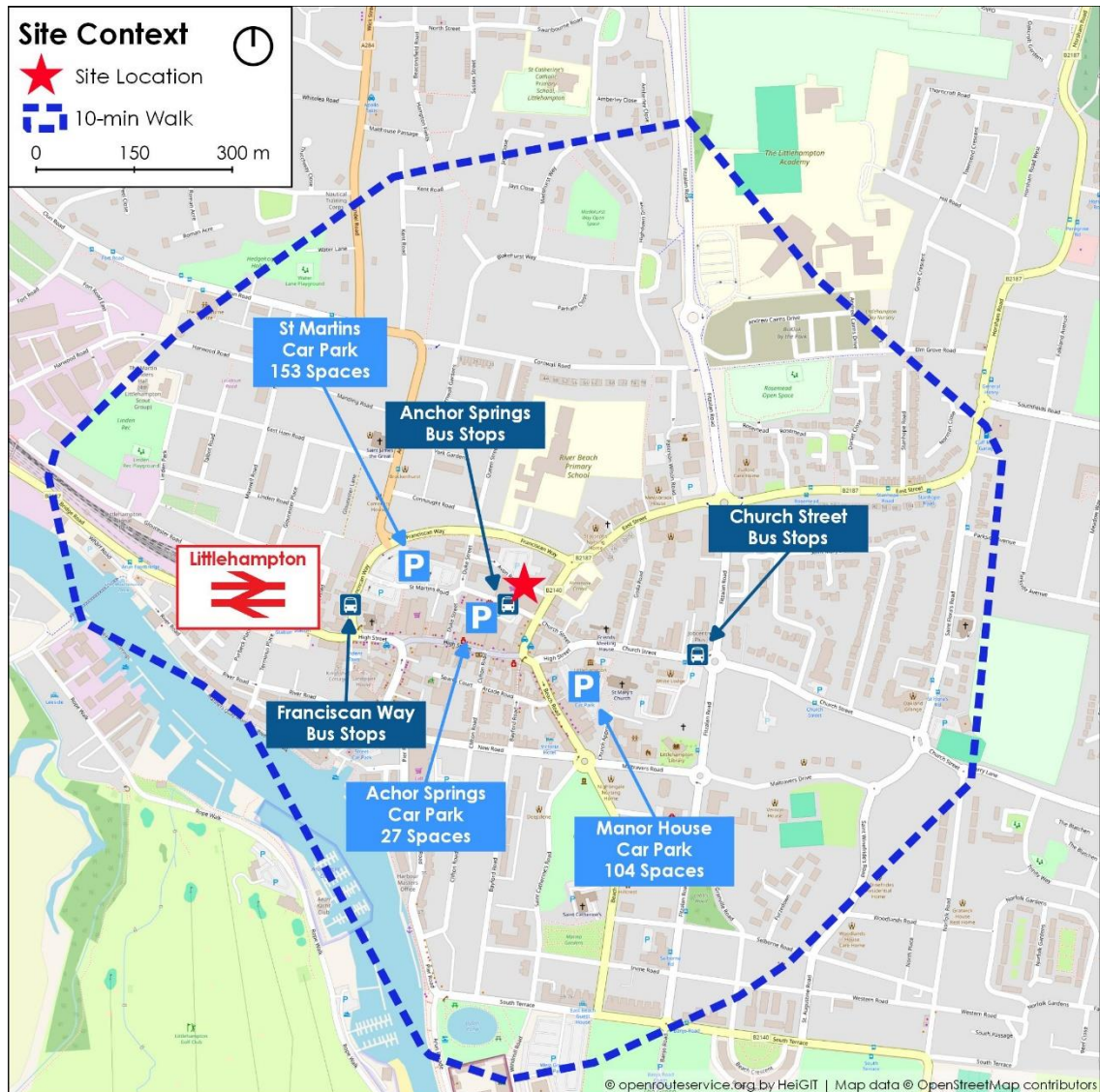


Figure 5 Site Location

4.1.2 The area surrounding the site is largely commercial in nature. As illustrated, there are a number of public car parks surrounding the site, including three within a short walking distance which offer a total of 284 spaces.

4.1.3 Vehicle access to the site is provided via the one-way Avon Road which runs from west to east between the main building and the hardstanding parking area to the rear. The photograph below shows Avon Road when looking east through the site.



**Figure 6 Avon Road (February 2025)**

4.1.4 As shown, a pedestrian crossing connects the on-site car park to the main building across the road, including tactile paving and dropped kerbs.

4.1.5 The photograph below shows the Avon Road and East Street Junction to the east of the site, permitting egress to the left and right only.



**Figure 7 Avon Road / East Street Junction (February 2025)**

4.1.6 As shown in the photograph, double-yellow line parking restrictions are present around the junction to maintain access and ensure that visibility is unobstructed.

- 4.1.7 Anchor Springs runs to the south of the site in a similar west-east arrangement. There are several bus stops located along the northern side of the road which flank the site, as shown in the photograph below.



**Figure 8 Anchor Springs Bus Stops (February 2025)**

- 4.1.8 The existing footway along Anchor Springs features bus shelters and waiting areas for passengers along the site frontage, with real-time information boards provided.

## **4.2 Local Amenities**

- 4.2.1 The table below outlines the amenities available within 500m of the site as defined within BREEAM guidance. In addition, the table includes the general walk times in accordance within the Chartered Institution of Highways of Transportation (CIHT) guidelines of 80 metres per minute walking speed.

Type of Amenity	Name of Amenity	Location	Distance from Site	Time to Walk
Food Outlet	Chicken Cottage	9 East St, East Sussex, Littlehampton BN17 6AE	63m	1 minute
Access to Cash	Sainsbury's Bank ATM	19-23 High St, Littlehampton BN17 5EG	230m	3 minutes
Outdoor Open Space	Caffyns Field	Caffyns Field, Beach Rd, Littlehampton BN17 5JG	450m	6 minutes
Recreation / Leisure Facilities	Littlehampton Museum	Manor House, Church St, Littlehampton BN17 5EW	120m	2 minutes
Postal Service	Littlehampton Post Office	66 High St, Littlehampton BN17 5EA	190m	3 minutes
Community Facility	Dove Lodge Community Resource Centre	49 Beach Rd, Littlehampton BN17 5JG	500m	7 minutes
Pharmacy	Kamsons Pharmacy	84 High St, Littlehampton BN17 5DX	120m	2 minutes
GP Surgery	Littlehampton Health Centre	Fitzalan Rd, Littlehampton BN17 5HG	500m	7 minutes
Childcare/School	Alpha Pre-School	23 Connaught Rd, Littlehampton BN17 6ER	450m	6 minutes

**Figure 9 Facilities within 500m**

4.2.2 The figure above confirms that the development meets BREEAM assessment option no.9 as there are more than three existing amenities present within 500m of the site.

### 4.3 Accessibility Credentials

#### Walking

4.3.1 As noted above, there are several local amenities and services within a short walk of the site across the town centre.

4.3.2 Notwithstanding this, the '*Planning for Walking*' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has also been considered which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.

4.3.3 Further guidance set of by CIHT '*Providing for Journeys on Foot*' (2000) sets out the considered industry standard in relating to distances that are desirable, acceptable and preferred maximum. This is summarised below on relative journey distances.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

**Figure 10 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)**

4.3.4 The figure below therefore illustrates an indicative 2km walking catchment from the site.



**Figure 11 2km Walk Catchment**

4.3.5 The application of the 2km walking catchment indicates that the site is well located for access to the town centre as well as peripheral areas to Littlehampton, from which employees are likely to reside.

4.3.6 Walking would therefore provide a realistic transport mode for staff commuting from within the local catchment as well as providing for journeys made during guests' stays. Additionally, it is reasonable to suggest that walking could form part of a multi-modal trip enabling guest travel to / from the site from home,

### Cycling

4.3.7 Over short distances, cycling is often quicker than using a car and more flexible than using public transport.

4.3.8 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.

- 4.3.9 Traditional DfT guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonable fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 4.3.10 In light of the above preferred maximum distances, the figure below illustrates an indicative 5km cycling catchment from the site.



**Figure 12 5km Cycle Catchment**

- 4.3.11 The analysis indicates that an extensive area can be accessed by bicycle, to include Crossbush, Angmering on sea and Ford.
- 4.3.12 National Cycle Network Route 2 is located towards the east of the site as shown within the figure below. This cycle route connects Littlehampton with Bognor Regis to the east, Route 2 overall connects St Austell to Dover with areas yet to be constructed, such as the route to the east towards Worthing.

4.3.13 The local topography across Littlehampton is generally flat and therefore considered conducive to journeys on foot and by bicycle.

### Public Transport

4.3.1 Due to the central location of the site, staff and guests would be able to arrive at the hotel by public transport and / or undertake a proportion of trips during their stay using sustainable modes.

4.3.2 The accessible location of the site also facilitates hotel staff making journeys by sustainable modes, particularly since the majority of staff at Premier Inn sites are employed from within the local area.

4.3.3 As shown in **Figure 4** above, the site lies within close proximity of Littlehampton Railway Station and several local bus stops.

4.3.4 The Anchor Springs bus stops are located directly adjacent to the site along the primary hotel frontage. The table below provides a summary of the services that operate to / from the stops.

Service	Route Summary	Frequency / Hours of Operation (Monday – Friday)
12	East Preston - Littlehampton	Every hour / 10:20 – 15:22
500	Westergate - Littlehampton	Every 30 minutes / 05:45 – 00:03
700	Littlehampton - Brighton	Every 12 minutes / 05:40 – 22:34
9	Arundel – Shoreham-by-Sea	Every hour / 07:24 – 17:45

**Figure 13 Bus Service Summary**

4.3.5 Local bus services would offer a viable means of travel for staff and guests, serving key destinations for primary trips and those during stays.

4.3.6 The table below summarises rail services from Littlehampton Railway Station which is located circa 500m (7-minute walk) to the west of the site.

Destinations	Frequency	Journey Time
Chichester	1 train per hour	20 minutes
Brighton	1 train every 50 minutes	50 minutes
London Victoria	Every 30 minutes	1 hour 46 minutes

**Figure 14 Littlehampton Rail Service Summary**

4.3.7 Rail travel therefore also represents a viable means for staff and guests to travel to the site, with frequent services and a convenient walking route between the station and site.

## Taxi

4.3.8 It is anticipated that some trips to the site will be made by taxi, especially by those with disabilities and/or carrying heavy luggage. The following operators serve the local area and can be prebooked in advance:

- Arrow Taxi Group (01903713713)
- Apollo Taxis (01903723030)
- Littlehampton Airport Taxi (02039430257).

4.3.9 These operators offer wheelchair accessible vehicles. A number of taxi ranks are available at Littlehampton Train Station. A taxi freephone would also be available within the hotel reception area and will automatically connect to a local operator.

4.3.10 The site layout would allow for taxi drop-off / pick-up both within the on-site car park and the dedicated loading bay when not in use by a delivery / servicing vehicle.

## Accessibility Summary

4.3.11 The site benefits from a highly sustainable location so as to encourage staff and guest travel via alternative modes of travel to the private car, both as a primary journey and during stay at the hotel.

## 4.4 Accessibility Index

4.4.1 The site records an Accessibility Index (AI) score of 6.81, the output for which is attached at **Appendix B**.

4.4.2 This is based on calculating the proximity of the site to bus stops within 650m (of which there are 3 served by 4 bus services) and 1 railway station within 1000m and averaging the frequency of each service for a given timeframe. The dedicated school buses have not been included as part of this assessment.

4.4.3 The frequency of public transport is the average number of services per hour. This average is calculated by determining the number of services stopping at the node during the peak arrival and departure times for the building or the building's typical day's operating hours (in this case 07:00 – 20:00) divided by the number of hours within that period (13 hours).

4.4.4 Services that operate from more than one node within the proximity of the building, i.e. the same bus serving two separate bus stops, have only been considered once, at the node in closest proximity to the building. It is noted that different services at the same node count as separate services. Additionally, for the purpose of calculating the index, for bi-directional routes only the direction with the highest frequency has been used.

4.4.5 This AI does not the site for an additional BREEAM credit under Tra 02.

## 5 AIMS, OBJECTIVES AND TARGETS

5.1.1 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. These include:

- Commuting journeys by staff;
- Main journeys by guests to and from the hotel; and
- Journeys made by guests during their stay.

### 5.2 Aims and Objectives

5.2.1 The key aims of this Travel Plan are to:

- 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;
- Identify opportunities to provide new infrastructure to support sustainable modes of travel for staff and guests;
- Promote the use of alternative modes of travel; and
- Support staff to achieve a shift in travel behaviour toward sustainable modes of transport.

5.2.2 The overall aim of the Travel Plan is to reduce reliance upon the car and promote sustainable modes of travel by increasing awareness of the alternative modes and promoting the associated benefits.

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

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

### 5.3 Targets

5.3.1 The key targets of the Travel Plan are to achieve an increase in the use of sustainable travel modes and to reduce single-occupancy car journeys, during the Travel Plans initial five-year life.

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

### Specific

Target increase/decrease in mode share shown over a set timescale.

### Measurable

The mode share of staff and guests will be measured and monitored using travel surveys.

### Achievable and Realistic

The targets, taking into account preferred travel modes, and general Travel Plan promotion, need to be achievable and realistic.

### Time-bound

The targets are to be monitored on a regular basis and met within five years of the Travel Plans implementation.

## 5.4 Single-Occupancy Vehicle Trips

- 5.4.1 The Transport Statement prepared to support the planning application (ref. 2024/8391/TS01) includes a detailed overview and forecast of the likely vehicular trip generation associated with the proposed development. This exercise has hence been used to contextualise the Travel Plan targets, in accordance with WSCC guidance.
- 5.4.2 To inform the likely commuting patterns of staff at the site, statistics from the 'WU03EW – Location of usual residence and place of work by method of travel to work' category have been extracted for the workplace population employed within the Arun 011 Middle-Layer Super Output Area (MSOA), in which the site is located. Full data output is attached hereto at **Appendix C**.
- 5.4.3 The table below summarises the mode share data and outlines the relative number of practical trips for each mode, in light of the likely total number of staff to be employed, 30.

Method of Travel	% Share	No. Staff
Train	5%	2
Bus	3%	1
Car Driver	59%	18
Car Passenger	7%	2
Cyclists	5%	1
Pedestrian	20%	6
Other	2%	1
Total	100%	30

**Figure 15 Method of Travel to Work (Arun 011 MSOA) & Staff Travel Mode Share**

- 5.4.4 It is demonstrated that the most popular mode of travel for employees within the town centre is typically by car at 59% mode share. There is however a notable proportion of pedestrian travel at 20%, owing to the accessible nature of the town centre and the extensive local residential catchment.
- 5.4.5 The majority of staff at the hotel would likely reside locally and hence would be encouraged to travel to / from work via alternative modes to the private car. Whitbread would promote the uptake of the travel planning measures for staff which would yield wider benefits to the town centre in terms of reducing the vehicular trip attraction of the development and any residual pressures on public parking demands.
- 5.4.6 The Transport Statement outlines that there may be in the order of 281 two-way daily vehicle trips to / from the hotel, comprising guest trips, staff commuting trips and delivery / servicing trips. The forecasts within the report suggest that there are likely to be two visits to the site for delivery / servicing purposes per day (hence four two-way trips), therefore apportioning the remaining 277 to guest and staff trips.
- 5.4.7 The above staff travel forecast is overly robust in assuming that all site staff would be present at the site during any one day. This is unlikely, and it is more feasible to assume circa two-thirds of staff (i.e. 20) would be on-site at any one time. This would account to 40 two-way trips by staff via all modes of transport, and considering the mode share forecast of 59% single-occupancy car journeys as above, this would equate to 24 two-way staff trips by car per day.
- 5.4.8 Taking the 24 two-way trips away from the total vehicle trips for staff and guests (277), there may therefore be in the order of 253 two-way trips by guests across the course of a typical weekday.
- 5.4.9 A flat reduction target for staff and guests of 15% has been adopted in light of the WSCC guidance. The table below therefore summarises the practical impact of reducing the trips by private car to the site across the lifespan of the Travel Plan. Note that the proposed delivery and servicing trips have been excluded from the total vehicular trips.

	Baseline	Y1	Y2	Y3	Y4	Y5
<b>Total Staff &amp; Guest Vehicle Trips</b>	<b>277</b>	<b>269</b>	<b>263</b>	<b>255</b>	<b>245</b>	<b>235</b>
<i>Proposed Reduction</i>	<i>n/a</i>	<i>3%</i>	<i>5%</i>	<i>8%</i>	<i>12%</i>	<i>15%</i>
<i>Staff</i>	24	23	23	22	21	20
<i>Guests</i>	253	245	240	233	223	215

**Figure 16 Single Occupancy Car Journey Targets (%)**

- 5.4.10 As indicated, the 15% reduction would equate to a net loss of four staff vehicle trips from the baseline of 24 dally two-way movements across the five-year lifespan of the Travel Plan, with a more significant reduction of 38 two-way trips for guests.
- 5.4.11 Following baseline surveys, the targets will be reviewed and amended based on the site-specific data obtained, with the aim for trips by single occupancy car to not exceed the baseline. Initial targets to reduce such trips by 8% after Year 3 and 15% after Year 5 are considered appropriate. These trips will be shifted to corresponding increases in public transport use and walking / cycling.

## 5.5 Summary

- 5.5.1 The targets stated above will be reviewed regularly and should be achieved by the target dates specified. If they have been attained before the target date, they will be modified to provide further, more challenging targets, while if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.
- 5.5.2 The proposed targets for both guest and staff travel would respectively aim for a five-year decrease of 15% in respect of single-occupancy car journeys.
- 5.5.3 Travel related concerns raised by staff and guests and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, to ensure that the Travel Plan continues toward achieving its targets and overall aim.
- 5.5.4 Future targets will be established through a process of consultation with WSCC and the site management company to ensure that they are appropriate in the context of the objectives, yet realistic and achievable.
- 5.5.5 Since the hotel is not yet operational, the above targets are based on Travel Plan research which has indicated that Travel Plans can deliver single occupancy vehicle trip reductions between 11% (rural areas) and 20% (urban areas) depending upon the measures implemented.

## 6 TRAVEL PLAN MEASURES

### 6.1 Travel Plan Initiatives

6.1.1 This section outlines the measures that Whitbread has committed to on a corporate wide basis. Certain measures will be provided as part of the hotels construction whereas other measures will require ongoing promotion.

6.1.2 The Travel Plan Coordinator will introduce, refine and expand upon these initiatives during the life of the Travel Plan, initially a five-year period. The full Action Plan is attached hereto at **Appendix D**, with the table below summarising the scope of measures to be adopted.

Measure	Details
Travel Plan Coordinator	The appointed Travel Plan Coordinator (TPC) / Hotel Manager will be trained to ensure they are fully aware of their responsibilities in relation to the Travel Plan.
Staff Recruitment	Whitbread partners with Jobcentre Plus to advertise and fill roles locally (within a 5 miles radius, as far as reasonable). This enables most staff to commute by non-car modes.
Travel Plan Noticeboard	An information board will be erected within the staff room, containing details of walking, cycling, public transport etc.
Staff Welcome Packs / Induction	Travel information will be communicated to staff via a welcome pack given as part of the induction process, containing the required elements as per the WSCC Travel Plan Guidance.
Personalised Journey Planning	Personalised Travel Plans offered to staff with targeted information for their commute.
Corporate-Wide Initiatives (Voucher Purchase Scheme)	Whitbread staff can obtain discounts of 10% at Halfords by way of an existing voucher scheme.
Website Information / Booking Confirmation Emails	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.
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.
Free-Wi-Fi	Free Wi-Fi is available on-site, this can be used by guests to obtain travel information, including real-time updates.
Electric Vehicle Charging Points	Electric vehicle charging points will be provided on-site, where this is a planning requirement.
Shower / Changing Facilities and Lockers	A dedicated shower / changing room will be available for staff, whilst guests will have access to facilities within their hotel room.

Measure	Details
Delivery Collection Point / Amazon Locker	Amazon have the option to install a collection point for delivered goods which will be made available to all, accessible 24/7.
Cycle Parking	Covered and secure cycle parking will be provided on-site, in accordance with relevant parking standards.
Cycle Maintenance Equipment	A puncture repair kit, pump and geared cycle maintenance equipment will be made available to borrow from reception.
On-Site / Nearby Facilities	Users will be made aware of the services / facilities local to the site (particularly the on-site restaurant) to avoid unnecessary trips further afield.
Walking and Cycling Routes	Promote local cycling and walking routes and provide maps.
Public Transport Information / Initiatives	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.
Parking / Taxis / Car Clubs / Car Sharing	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> ).
Car Park Management Measures	Introduce measures such as parking charges and / or permits to manage the use of the car park, if required.

**Figure 17 Summary of Travel Plan Initiatives**

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

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

## 6.2 Travel Plan Coordinator

6.2.1 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. The role of TPC is imperative to the success of the Travel Plan.

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

**Niall Hyslop** – New Openings Manager (Premier Inn & Restaurants)

Email – [REDACTED]

**Hotel Manager (TBC)** – Premier Inn Hotel at Anchor Springs, Littlehampton

Email – TBC

6.2.3 Whitbread will ensure that there are adequate resources available to fully implement this Travel Plan.

6.2.4 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.

6.2.5 In addition, RGP can hold Travel Plan introduction and training seminars with each Hotel Manager (TPC) prior to the opening of a new site or implementation of a new Travel Plan. This ensures that the TPC knows what is expected of them from the outset, when a Travel Plan is to be implemented.

6.2.6 The Travel Plan Coordinator Role could include:

- Managing the day-to-day running of the Travel Plan, liaising with Whitbread management should any additional budget be required;
- Analysing survey data as to travel behaviour;
- Delegating certain tasks of the TPC to other staff;
- Ensuring the necessary review and monitoring is undertaken on an annual basis;
- Investigating further Travel Plan / sustainable initiatives; and
- Training staff to deal with travel related queries from guests.

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

6.2.8 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.

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

### **6.3 Travel Events – Useful Dates**

6.3.1 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 noticeboard and through staff meetings.

- Walk to Work Week: May;

- Work Wise Week: May;
- Bike to Work Week: June;
- Travelwise / European Mobility Week: September;
- National Liftshare Week: October; and
- Commute Smart Week: November.

#### **6.4 Effectiveness of Travel Plan Measures**

- 6.4.1 The specified measures and initiatives should act to achieve the overall aim of the Travel Plan, consequently increasing the use of sustainable modes and achieving the targets sets.

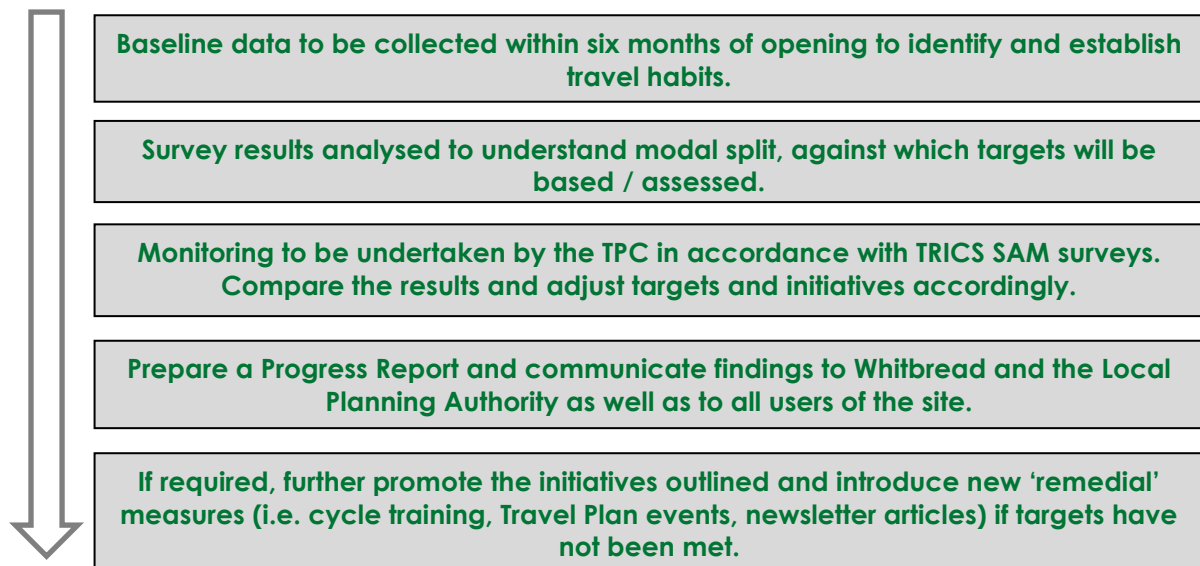
## 7 REVIEW AND APPROVAL

### 7.1 Implementation and Funding

- 7.1.1 An Implementation / Action Plan summarising the measures that will be implemented by Whitbread in association with the Premier Inn hotel at the Anchor Springs and the tasks to be undertaken by the TPC, along with timescale for their completion and review is attached at **Appendix D**.
- 7.1.2 Whitbread has confirmed that an initial budget will be allocated for the Travel Plan implementation during the hotels set up period to finance 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.
- 7.1.3 The implementation of many of the measures such as shower / changing facilities and cycle parking provision will be met as part of the construction phase, whilst the maintenance and on-going management of the Travel Plan will be part of the TPC role. It is envisaged this would 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.
- 7.1.4 Any other associated costs to fund on-going corporate-wide travel planning measures will be met by Whitbread. This, for example, would include maintenance costs and other resources necessary to implement the initiatives outlined.

### 7.2 Monitoring

- 7.2.1 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.
- 7.2.2 The Travel Plan would be monitored in accordance with the TRICS UK Standard Assessment Methodology (TRICS SAM). This involves three multi-modal surveys over a five-year period whereupon the 15%/10% trip rate reduction target should be achieved or further TP measures implemented.
- 7.2.3 The TPC will be responsible for liaising with TRICS to commission the SAM surveys as and when required. The initial TRICS SAM survey would be conducted within six months of occupation to form the Year 1 baseline with subsequent surveys in Years 3 and 5.
- 7.2.4 Following the initial surveys, monitoring will be undertaken by the TPC. The TPC will be responsible for comparing the results 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.
- 7.2.5 An overview of the monitoring and management process in the figure below.



**Figure 18 Monitoring and Management**

### 7.3 Approval

7.3.1 This Travel Plan is hereby approved for implementation at the following development:

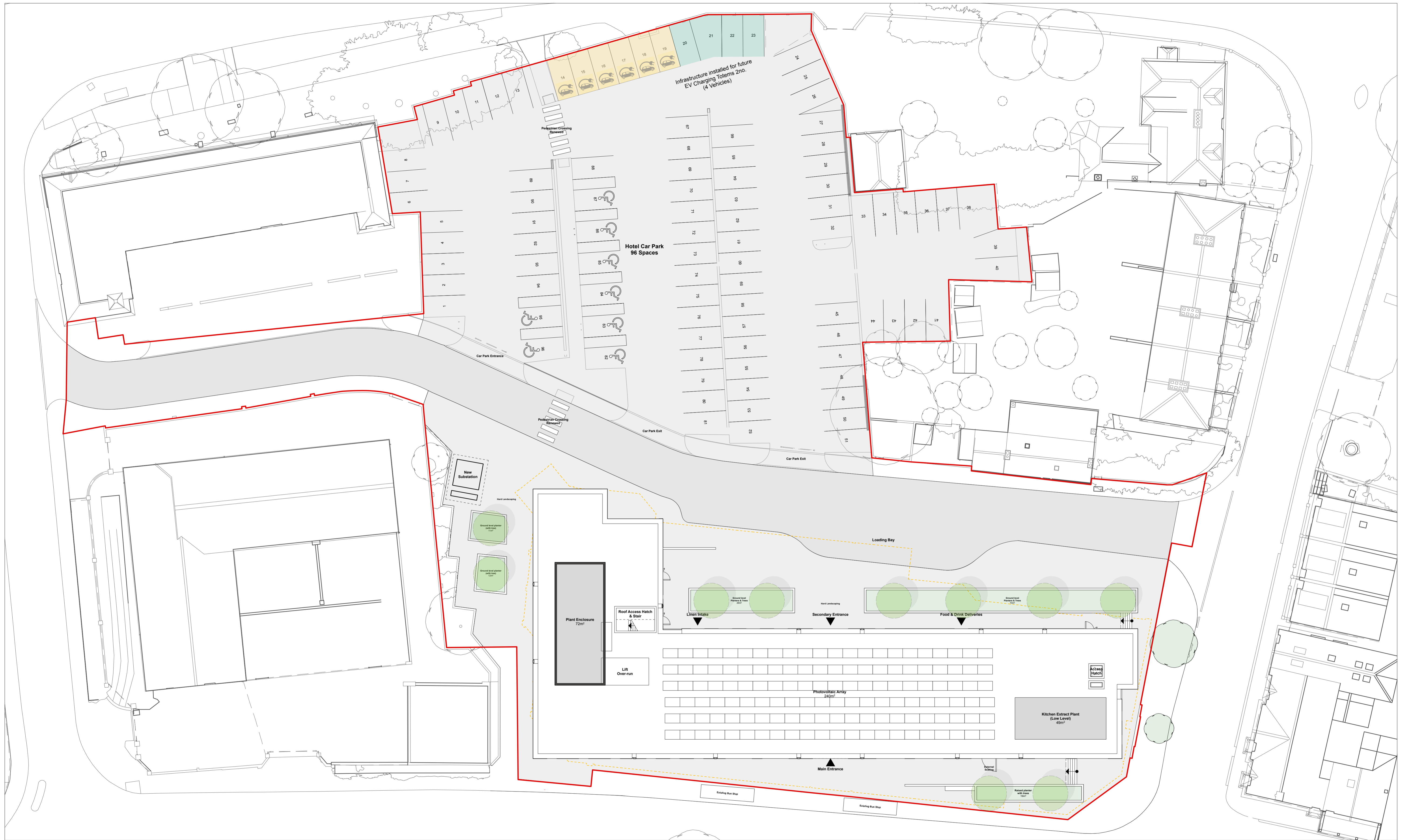
#### **Proposed Premier Inn Hotel at Anchor Springs, Littlehampton**

Name	Company/Organisation	Date
Alex Bartleet	RGP	02/04/2025
tbc	Hotel Manager / TPC	tbc
tbc	Whitbread Group Plc.	tbc

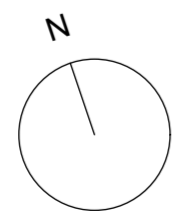
7.3.2 As noted within, this is a 'live' document and will be subject to continuous updates and amendments over the course of its implementation.



## **APPENDIX A**



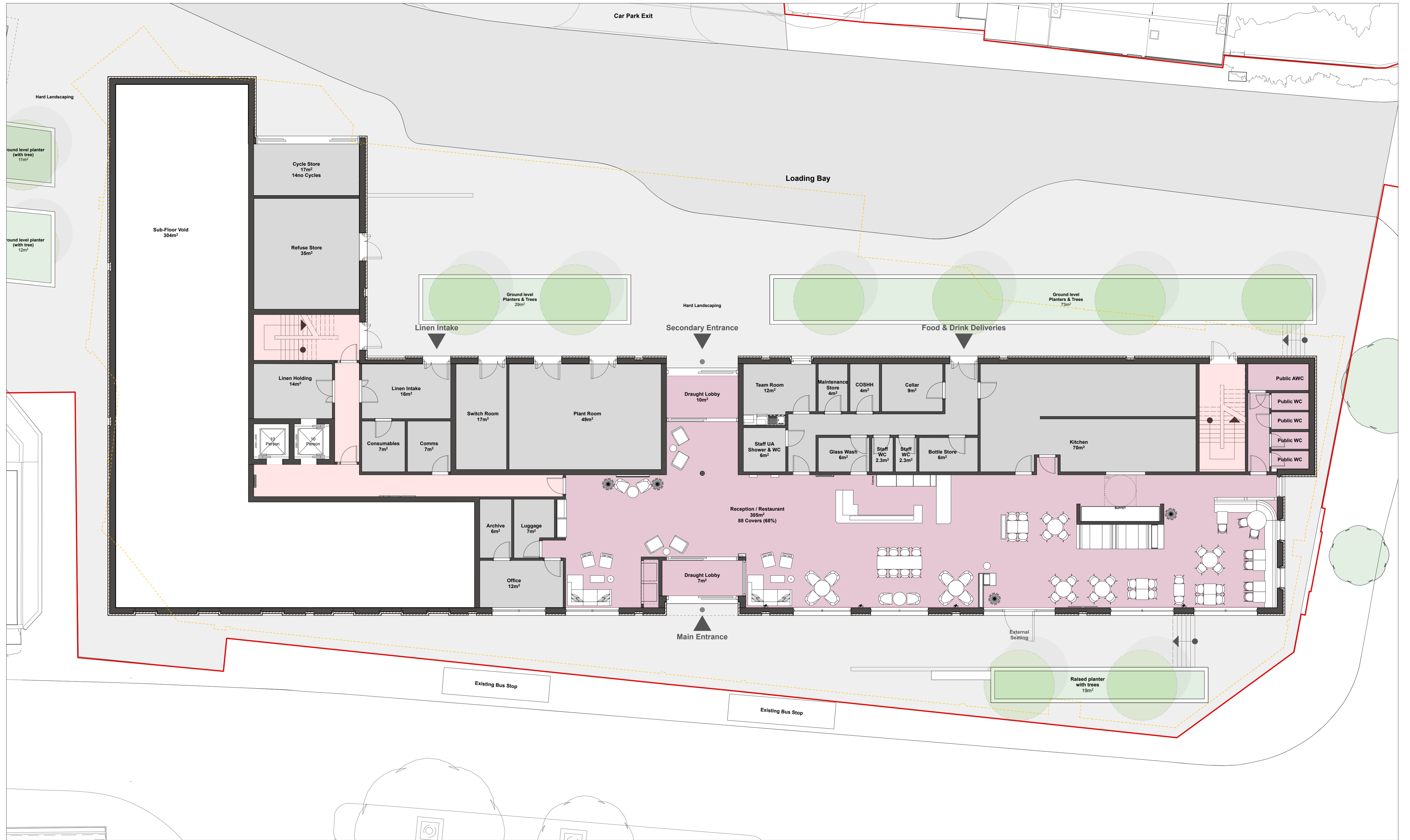
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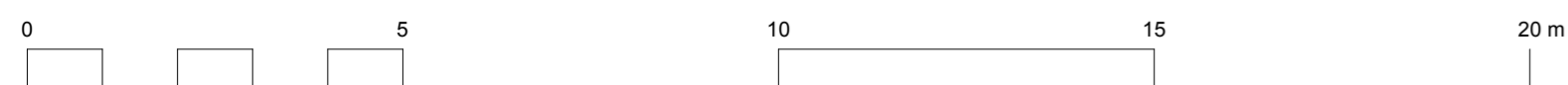
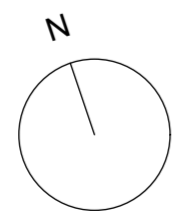
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<p><b>Client</b> Premier Inn Hotels</p> <p><b>Project</b> Anchor Springs Littlehampton Premier Inn</p> <p><b>Drawing No.</b> 6122-P-</p>	<p>1 Brooklands Yard Southover High Street Lewes East Sussex BN7 1HU</p> <p>01273 479434 www.axiomarchitects.co.uk</p> <p><b>ARCHITECTS</b></p>						
<p><b>Revision</b></p> <table border="0"> <tr> <td>002</td> <td>08/04/25</td> <td>1:200 @ A1</td> <td>LB</td> <td>LB</td> <td>PLANNING</td> </tr> </table>	002	08/04/25	1:200 @ A1	LB	LB	PLANNING	<p><b>Drawing</b> Proposed Site Plan</p>
002	08/04/25	1:200 @ A1	LB	LB	PLANNING		

Rev	Date	Description	By	Chk	Status



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<table border="0"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Description</th> <th>By</th> <th>Chk</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Rev	Date	Description	By	Chk						<table border="0"> <thead> <tr> <th>Drawing No.</th> <th>Revision</th> <th>Date</th> <th>Scale</th> <th>Drawn</th> <th>Checked</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>6122-P-</td> <td>100</td> <td>08/04/25</td> <td>1:100 @ A1</td> <td>LB</td> <td>LB</td> <td>PLANNING</td> </tr> </tbody> </table>	Drawing No.	Revision	Date	Scale	Drawn	Checked	Status	6122-P-	100	08/04/25	1:100 @ A1	LB	LB	PLANNING	
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## **APPENDIX B**

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

Select

**NODE 1 - Anchor Springs Stop A**

Public transport type	Bus									
Distance to node (m)	5									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	0.8461	4.2307								

**NODE 2 - Anchor Springs Stop B**

Public transport type	Bus									
Distance to node (m)	5									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1.6153									

**NODE 3 - Littlehampton Railway Bus Stop E**

Public transport type	Bus									
Distance to node (m)	400									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	0.3846									

**NODE 4 - Littlehampton Railway Station**

Public transport type	Rail									
Distance to node (m)	450									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1	1	2							

**NODE 5**

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

Accessibility Index	6.81
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## APPENDIX C

## TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 11 March 2025]

population All usual residents aged 16 years and over in employment the week b  
units Persons  
area type 2021 super output areas - middle layer  
area name E02006552 : Arun 011

### Method of travel to workplace

	2021	
	number	%
Train	137	5%
Bus, minibus or coach	83	3%
Driving a car or van	1,587	59%
Passenger in a car or van	176	7%
Bicycle	126	5%
On foot	547	20%
Other method of travel to work	46	2%

In order to protect against disclosure of personal information, records have been swapped between di  
Census 2021 took place during a period of rapid change. We gave extra guidance to help people on f

ifferent geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be  
urlough answer the census questions about work. However, we are unable to determine how furloughed people

followed the guidance. Take care when using this data for planning purposes. Read more about specific quality c

considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemploy>

reetypes/methodologies/traveltoworkqualityinformationforcensus2021.



## APPENDIX D

## TRAVEL PLAN ACTION PLAN

### PREMIER INN, ANCHOR SPRINGS, LITTLEHAMPTON

The below table highlights the initiatives that will be committed to as part of this Travel Plan. The Travel Plan Coordinator (TPC) will have overall responsibility and will be able to implement other measures and modify existing ones at their discretion. 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 practical to do so.

Measure	Details	Responsibility	Implementation Timescales
<b>Travel Plan Coordinator</b>	<i>The appointed Travel Plan Coordinator (TPC) / Hotel Manager will be trained to ensure they are fully aware of their responsibilities in relation to the Travel Plan.</i>	Whitbread Management	To be completed prior to opening.
<b>Staff Recruitment</b>	<i>Whitbread partners with Jobcentre Plus to advertise and fill roles locally (within a 5 miles radius, as far as reasonable). This enables most staff to commute by non-car modes.</i>	Whitbread Management	Recruit staff through Jobcentre Plus.
<b>Travel Plan Noticeboard</b>	<i>An information board will be erected within the staff room, containing details of walking, cycling, public transport etc.</i>	Whitbread Management / TPC	Erect a noticeboard in a suitable location, prior to opening and part of the TPC role to update.
<b>Staff Welcome Packs / Induction</b>	<i>Travel information will be communicated to staff via a welcome pack given as part of the induction process, containing the required elements as per the WSCC Travel Plan Guidance.</i>	Whitbread Management / TPC	Prepare and distribute prior to opening / employment commencing.
<b>Personalised Journey Planning</b>	<i>Personalised Travel Plans offered to staff with targeted information for their commute.</i>	Whitbread Management / TPC	Ongoing following occupation.
<b>Corporate-Wide Initiatives (Voucher Purchase Scheme)</b>	<i>Whitbread staff can obtain discounts of 10% at Halfords by way of an existing voucher scheme.</i>	Whitbread Management / TPC	Promote scheme to staff as part of the induction process / via the noticeboard.
<b>Website Information / Booking Confirmation Emails</b>	<i>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.</i>	Whitbread Management	Implement prior to bookings opening.
<b>Travel Information (Reception)</b>	<i>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.</i>	Whitbread Management / TPC	To be displayed prior to opening.

<b>Free-Wi-Fi</b>	<i>Free Wi-Fi is available on-site, this can be used by guests to obtain travel information, including real-time updates.</i>	Whitbread Management / TPC	To be established as part of the construction phase.
<b>Electric Vehicle Charging Points</b>	<i>Electric vehicle charging points will be provided on-site, where this is a planning requirement.</i>	Whitbread Management	To be considered during the construction phase.
<b>Shower / Changing Facilities and Lockers</b>	<i>A dedicated shower / changing room will be available for staff, whilst guests will have access to facilities within their hotel room.</i>	Whitbread Management	To be installed as part of the construction.
<b>Delivery Collection Point / Amazon Locker</b>	<i>Amazon have the option to install a collection point for delivered goods which will be made available to all, accessible 24/7.</i>	Whitbread Management / TPC	To be installed by Amazon.
<b>Cycle Parking</b>	<i>Covered and secure cycle parking will be provided on-site, in accordance with relevant parking standards.</i>	Whitbread Management / TPC	To be installed as part of the construction.
<b>Cycle Maintenance Equipment</b>	<i>A puncture repair kit, pump and geared cycle maintenance equipment will be made available to borrow from reception.</i>	Whitbread Management / TPC	To be procured through the Premier Inn ordering guide.
<b>On-Site / Nearby Facilities</b>	<i>Users will be made aware of the services / facilities local to the site (particularly the on-site restaurant) to avoid unnecessary trips further afield.</i>	TPC	To be promoted by the TPC.
<b>Walking and Cycling Routes</b>	<i>Promote local cycling and walking routes and provide maps.</i>	TPC	To be promoted by the TPC.
<b>Public Transport Information / Initiatives</b>	<i>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.</i>	Whitbread Management / TPC	Obtain and display information relating to public transport use and investigate discounts prior to opening.
<b>Parking / Taxis / Car Clubs / Car Sharing</b>	<i>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>).</i>	Whitbread Management / TPC	To be promoted by the TPC.

<b>Car Park Management Measures</b>	<i>Introduce measures such as parking charges and / or permits to manage the use of the car park, if required.</i>	Car Park Management Company	To be implemented if parking problems arise.
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<b>Monitoring, Review and Reporting</b>			
<b>Travel Surveys</b>	<i>Collect baseline data relating to the modes of travel used by staff and guests. Also review car and cycle parking usage.</i>	Whitbread Management / TPC	Baseline surveys to be completed within 6 months of occupation.
<b>Target Review</b>	<i>Set targets in Year 1 and then review on an annual basis.</i>	Whitbread Management / TPC	Achieve targets / consider reasons why targets have not been met and revise measures accordingly.
<b>Progress Report</b>	<i>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.</i>	Whitbread Management / TPC	Prepare report on an annual basis and submit to Local Planning Authority for approval.
<b>Additional / Remedial Measures</b>	<i>Further promotion of above initiatives and introduction of new initiatives (to include cycle training, travel plan event, newsletter article) if targets are not met.</i>	Whitbread Management / TPC	To be implemented / reviewed annually for 5 years.



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

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