



Premier Inn London Uxbridge

TRAVEL PLAN

for Proposed Hotel Extension
on behalf of Whitbread Group Plc.

2024/8177/TP02

February 2026

DOCUMENT CONTROL

Project: Premier Inn London Uxbridge
for Proposed Hotel Extension

Report Type: Travel Plan

Client: Whitbread Group Plc.

Reference: 2024/8177/TP02

DOCUMENT REVIEW

Author: AB Date: 06/01/2026

Checked by: SH Date: 06/01/2026

Approved by: NR Date: 06/01/2026

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	06/01/2025	Issue A	NR
2.	04/02/2026	Issue B	NR
3.			
4.			
5.			

© Copyright RGP Consulting Engineers Limited 2026

No part of this publication may be reproduced by any means without the prior permission of RGP Consulting Engineers Limited.

TABLE OF CONTENTS

1	INTRODUCTION.....	2
1.1	Document Context.....	2
2	POLICY CONTEXT	3
2.1	National Planning Policy Framework.....	3
2.2	Travel Plans, Transport Assessments and Statements.....	3
2.3	The London Plan (2022).....	3
2.4	Local Plan.....	4
2.5	Summary	4
3	WHITBREAD & TRAVEL PLANNING.....	5
3.1	Force for Good	5
4	TRAVEL PLAN COORDINATOR	6
4.1	Travel Plan Coordinator	6
5	BASELINE CONDITIONS	7
5.1	Site Location	7
5.2	Walking	7
5.3	Cycling.....	9
5.4	Public Transport Accessibility Level	10
5.5	Bus.....	10
5.6	Rail	11
5.7	Car	12
5.8	Summary	12
6	TRAVEL PLAN - AIM, OBJECTIVES & TARGETS	13
6.1	Context.....	13
6.2	Aim	13
6.3	Objectives.....	13
6.4	Target.....	13
7	TRAVEL PLAN MEASURES	14
7.1	Travel Plan Initiatives.....	14
7.2	Whitbread Corporate Initiatives	14
7.3	Site Infrastructure	15
7.4	General Information & Raising Awareness.....	16
8	TRAVEL PLAN – MONITORING & FUNDING.....	17
8.1	Monitoring	17
8.2	Funding.....	17

List of Figures

Figure 1	Site Location Plan	2
Figure 2	Force for Good Infographic (Source. Whitbread)	5
Figure 3	Site Location Plan	7
Figure 4	Suggested Acceptable Walking Distance.....	8
Figure 5	2000 Metre Walk Isochrone	8

Figure 6 5000 Metre Cycle Isochrone 9
Figure 7 PTAL Map..... 10

1 INTRODUCTION

1.1 Document Context

1.1.1 RGP Consulting Engineers Limited (RGP) is instructed to provide highways and transport input in support of Proposed Development at the London Uxbridge Premier Inn hotel, Phase 500, Riverside Way, Uxbridge, UB8 2YF ("the site"). The site location is illustrated in the figure below.

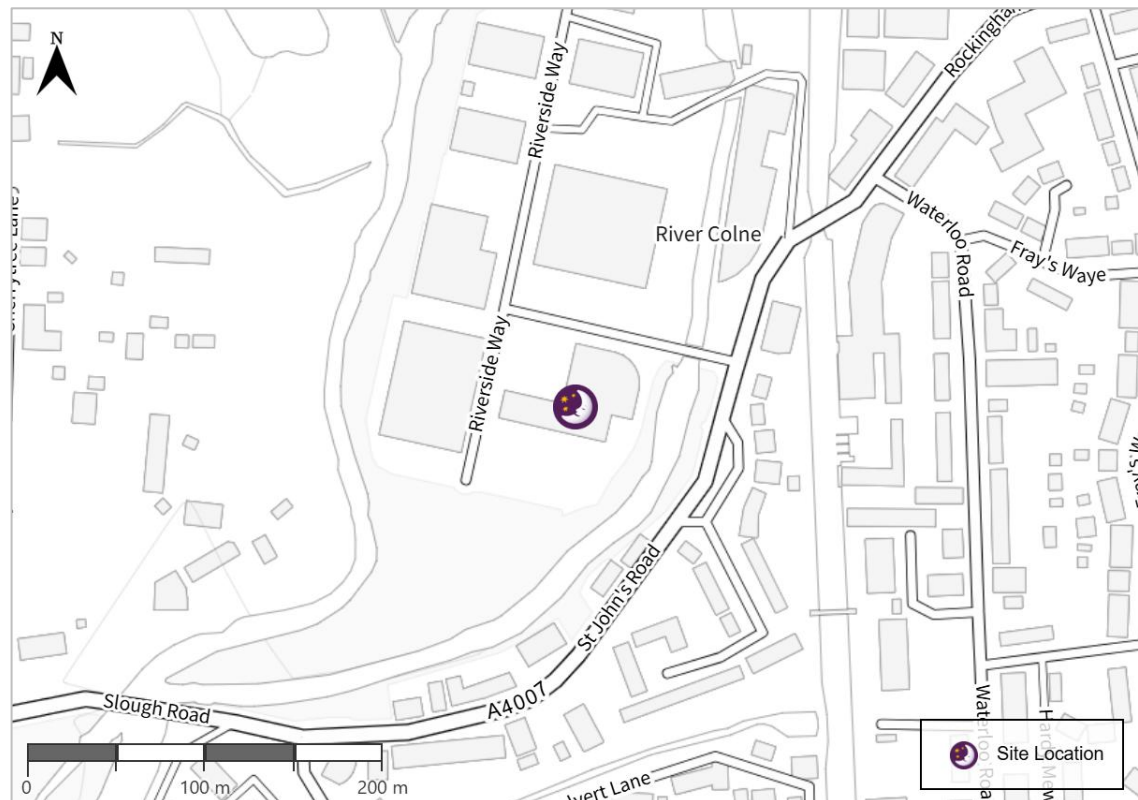


Figure 1 Site Location Plan

- 1.1.2 The existing site comprises an 80-bedroom Premier Inn hotel and associated 200 cover Beefeater branded restaurant. On-site car parking is presently provided in the order of 116 spaces for the shared use of the hotel and restaurant.
- 1.1.3 The Proposed Development comprises a net 37-bedroom extension to the existing hotel and removal of the associated branded restaurant. A guest restaurant would be provided post-development for the use of hotel guests, only. On-site car parking would be provided in the order of 103 spaces post-development, for the use of hotel, only.
- 1.1.4 While the Proposed Development comprises an extension to the existing hotel, additional trips generated by the extension would be offset as a result of the removal of the associated branded restaurant.
- 1.1.5 It should be noted the Transport for London (TfL) Indicative thresholds for transport assessments' states the thresholds for a Travel Plan is greater than 100 bedrooms. This document has nonetheless been prepared to promote active and sustainable travel to staff and guests post-development.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework defines a Travel Plan as:

“A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed.”

2.1.2 The preparation of this Travel Plan is in accordance with Paragraph 118 of the National Planning Policy Framework which states “All developments that will generate significant amounts of movement should be required to provide a travel plan.”

2.2 Travel Plans, Transport Assessments and Statements

2.2.1 The Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities 'Travel Plan, Transport Assessments and Statements' guidance confirms the preparation of a Travel Plan can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.”

2.2.2 The Guidance states that while Travel Plans are intended to promote the most sustainable forms of transport, such as active travel, “they should not be used to justify penalising motorists.”

2.3 The London Plan (2022)

2.3.1 Paragraph 10.4.3 of Policy T4 (Assessing and Mitigating Transport Impacts) of The London Plan confirms it is important to “reduce the negative impact of development on the transport network and reduce potentially harmful public health impacts” – the preparation of a Travel Plan “may help reduce negative impacts and bring about positive outcomes.”

2.3.2 Paragraph 10.4.4 confirms “New development that will give rise to significant numbers of new trips should be located in places well-connected by public transport, with capacity adequate to support the additional demand, or where there is a realistic prospect of additional access or capacity being provided in time to meet the new demand.”

2.4 Local Plan

2.4.1 Paragraph 8.9 of the London Borough of Hillingdon ‘Local Plan Part 2’ (Development Management Policies) confirms that “Travel Plans should follow the guidelines and good practice issued by Transport for London.”

2.5 Summary

2.5.1 While it is demonstrated in RGP produced Transport Statement (document reference. 2024/8177/TS02) that the development proposals will not generate ‘significant amounts of movement’, given the associated restaurant will be removed and therefore remove trips associated with the restaurant to and from the site, this Travel Plan has nonetheless been prepared to promote active and sustainable travel.

3 WHITBREAD & TRAVEL PLANNING

3.1 Force for Good

- 3.1.1 Whitbread, the operator of the site, is committed to minimising its impact on the environment and promoting good environmental practice in order to become a more sustainable business.
- 3.1.2 Whitbread is currently in the process of heightening the importance of Travel Plans for all new hotel developments / extensions as well as at its existing premises to reduce the negative effects of travel associated with its sites.
- 3.1.3 Whitbread is the largest operator of hotels across the United Kingdom, with over 850 sites, and hence to implement Travel Plans across its estate will require extensive management and coordination.
- 3.1.4 The key aim of Whitbread in developing Travel Planning across the business is to encourage hotel staff and guests to think about their travel choice, which should result in greater travel by active and sustainable travel modes and an increased awareness of environmental issues generally – this feeds into Whitbread's 'Force for Good' initiative, as illustrated in the figure below.



Figure 2 Force for Good Infographic (Source. Whitbread)

- 3.1.5 The Force for Good initiative 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.
- 3.1.6 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."

4 TRAVEL PLAN COORDINATOR

4.1 Travel Plan Coordinator

4.1.1 A Travel Plan Coordinator will be appointed. The Coordinator will be responsible for this document and all aspects of Travel Planning at the site post-development.

4.1.2 Whitbread typically appoint the Hotel Manager as the Travel Plan Coordinator, for their participation is essential to the overall success of this document.

4.1.3 As the Travel Plan Coordinator role is a standard role across Whitbread sites, it is ensured sufficient training and support is given to that individual to fully implement this document.

4.1.4 Additionally, and in RGP's role as Whitbread's Highways and Transport Consultant, further training and support can be provided by RGP to Travel Plan Coordinators.

4.1.5 The Travel Plan Coordinator role includes, but is not limited to:

- Promoting active and sustainable travel modes to hotel staff and guests.
- Promoting the measures of this document to hotel staff and guests.
- Reviewing this document throughout its life to ensure the information and measures it contains remain relevant and up to date.
- Preparing and undertaking Travel Plan Surveys, as required by the commitments of this document.
- Liaising with the Local Highway Authority and other stakeholders and interested parties, as required by the commitments of this document.

4.1.6 Contact details for the individual responsible for Travel Planning across the Whitbread estates are provided below:

- Caroline Burt – Business Development Project Manager
- caroline.burt@whibread.com

5 BASELINE CONDITIONS

5.1 Site Location

5.1.1 The site is located on Riverside Way, to the south of the town centre of Uxbridge, in the London Borough of Hillingdon. The site location is illustrated in the figure below.

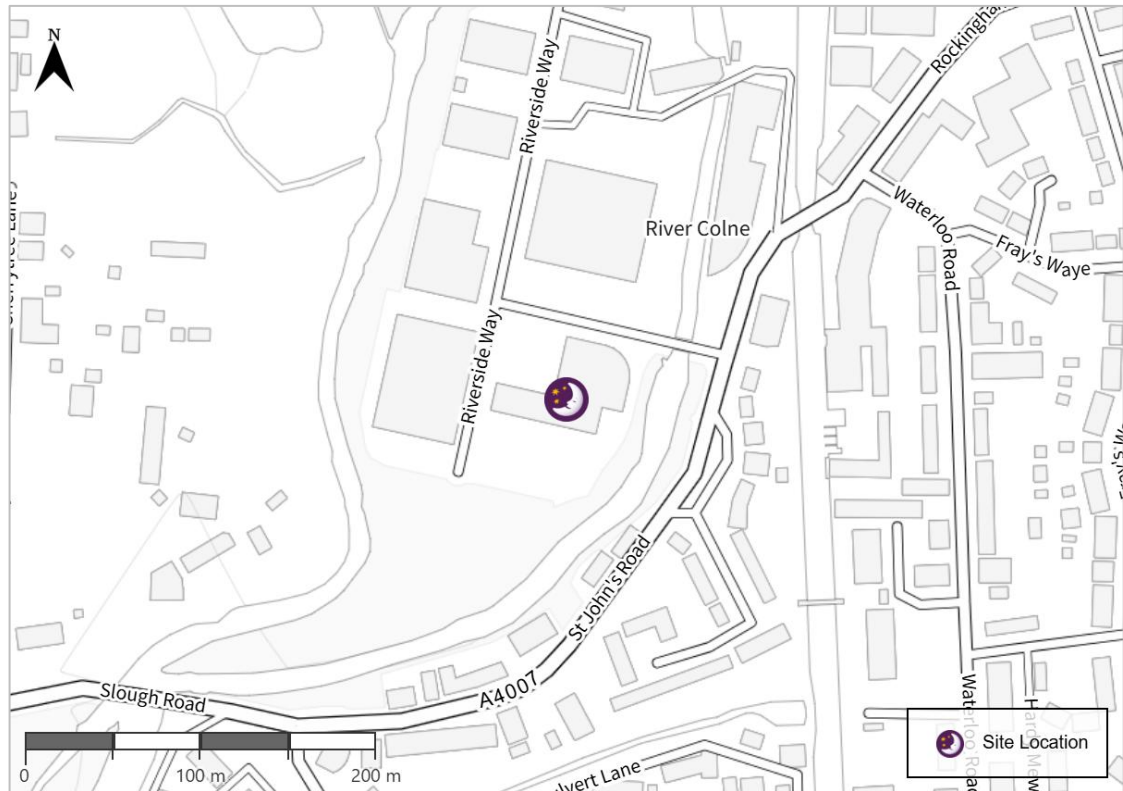


Figure 3 Site Location Plan

5.2 Walking

5.2.1 The site can be accessed on foot from Riverside Way. It is observed local footways benefit from the provision of dropped kerbs, lighting and tactile paving. Existing local footways provide connectivity to public transport stops (bus) and stations (London Underground).

Providing for Journeys on Foot

5.2.2 Table 3.2 (Suggested Acceptable Walking Distance) of the Chartered Institution of Highways and Transportation 'Providing for Journeys on Foot' provides guidance on acceptable walking distances. The Table is reproduced below, for reference.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Figure 4 Suggested Acceptable Walking Distance

5.2.3 While it is appreciated that an acceptable walking distance will vary between individuals for a number of factors, this document provides a 2000 metre walk isochrone around the site, as illustrated in the figure below for reference.

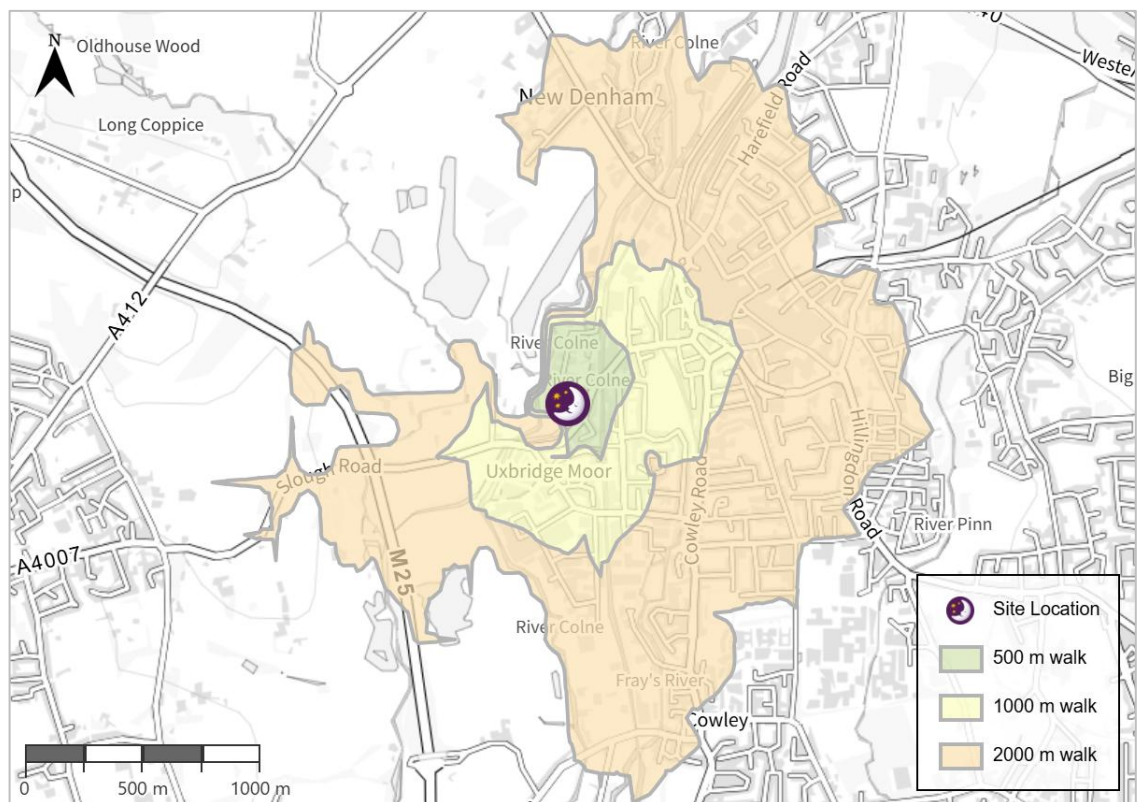


Figure 5 2000 Metre Walk Isochrone

5.2.4 As illustrated in the figure above, application of a 2000 metre walk isochrone encompasses a large swathe of the town of Uxbridge. It is reasonable to assume the majority of staff would live within this walk catchment.

5.3 Cycling

5.3.1 The site is located close to a TfL Cycleway which runs between West Drayton in Hillingdon and Kensal Town in Kensington and Chelsea. The site is additionally located close to National Cycle Network (NCN) route 6. Route 6 runs in sections between London and Threlkeld. It should be noted Whitbread operate Bike Friendly hotels, with guests permitted to store bicycles in their room, thereby increasing the effective capacity of cycle parking on-site.

Cycle Friendly Infrastructure

5.3.2 The Chartered Institution of Highways and Transportation 'Cycle Friendly Infrastructure' provides guidance on acceptable cycling distances. The guidance confirms many utility cycle trips are 5000 metres, with commuting cycle trips can be up to 8000 metres for reasonably fit individuals.

5.3.3 While it is appreciated that an acceptable cycling distance will vary between individuals for a number of factors, this document provides a 5000 metre cycle isochrone around the site, as illustrated in the figure below for reference.

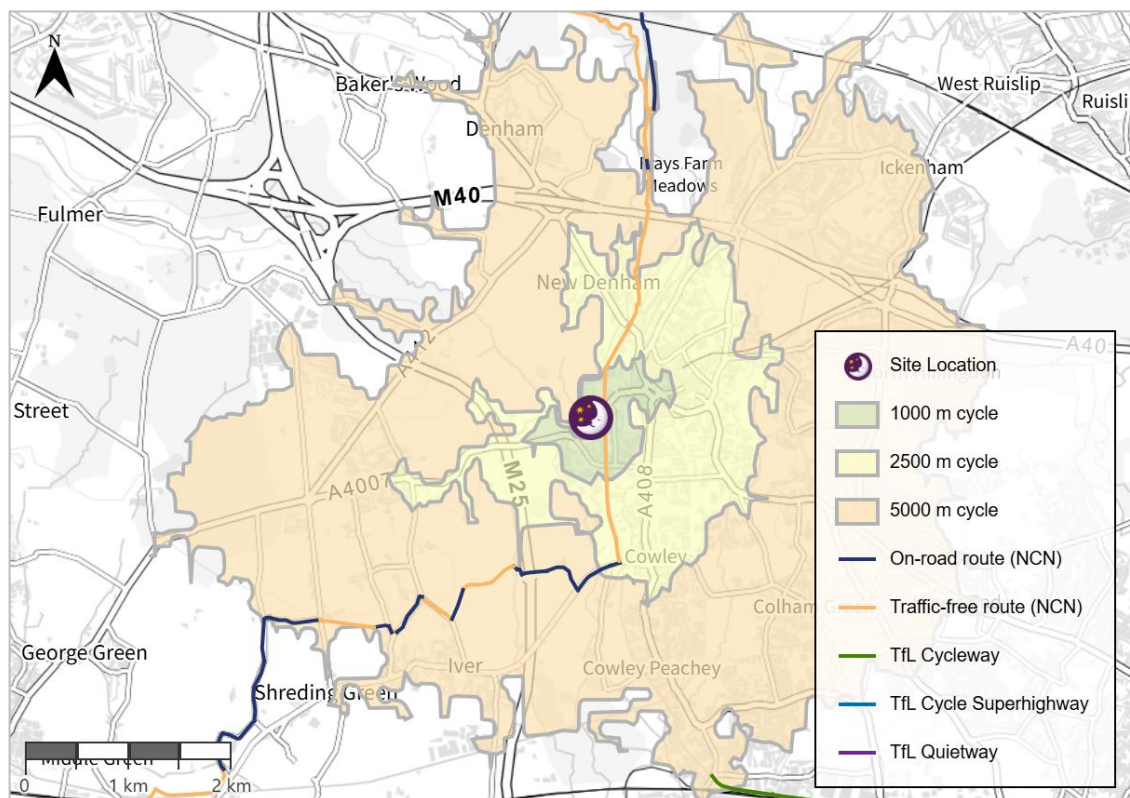


Figure 6 5000 Metre Cycle Isochrone

5.3.4 As illustrated in the figure above, application of a 5000 metre cycle isochrone encompasses the town of Uxbridge. It is reasonable to assume the majority of staff would live within this cycle catchment.

5.4 Public Transport Accessibility Level

- 5.4.1 The site achieves a Public Transport Accessibility Level (PTAL) of 1a. A PTAL map from the PTAL Report is reproduced below.

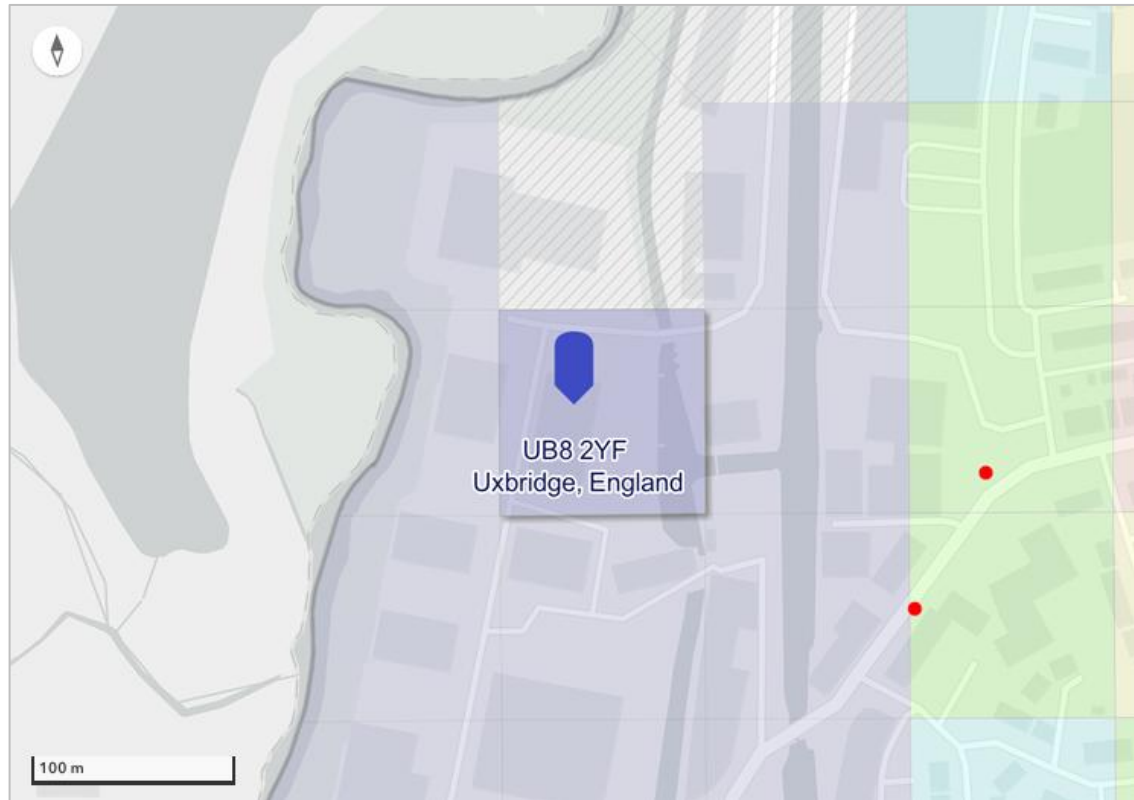


Figure 7 PTAL Map

- 5.4.2 For reference, a PTAL calculation assumes that individuals will walk up to 640 metres (approximately eight minutes) to a bus service and up to 960 metres (approximately 12-minutes) to a rail service.
- 5.4.3 The TfL 'Assessing transport connectivity in London' confirms it is important to use professional judgement when analysing PTAL outputs and to interpret any results in the relevant context.
- 5.4.4 Therefore, while the site achieves a PTAL of 1a, this is reflective of its location at the very edge of the Greater London area and should not be considered a barrier to the Proposed Development.

5.5 Bus

- 5.5.1 The closest bus stops to the site are located on St. John's Road. The stop for services toward Uxbridge provides printed timetable information, a shelter and seating. The stop for services toward Slough and Hedgerley provides printed timetable information, only. Both stops are demarcated by a flag and post arrangement and carriageway marking, with the stop toward Uxbridge additionally benefitting from an off-carriageway layby.
- 5.5.2 The stops are served by routes:

- 3 – Uxbridge to Slough.
- 583 – Uxbridge to Slough & Hedgerley.

Route 3

5.5.3 With consideration to the most recent timetable information for route 3, it is observed:

- The first weekday service to Uxbridge is at 05:52.
- The last weekday service to Uxbridge is at 23:27.
- The first weekday service to Slough is 05:50.
- The last weekday service to Slough is 23:50.

5.5.4 It is noted route 3 operates to a half hourly frequency throughout the day.

Route 583

5.5.5 With consideration to the most recent timetable information for route 583, it is observed the service operates just three buses per day.

Summary

5.5.6 It is considered bus service 3 would provide opportunities for travel by a sustainable travel mode for staff and guests post-development.

5.6 Rail

5.6.1 The closest rail station to the site is Uxbridge, located to the north of the site at an approximate 1.2 kilometre walk from the site. The station can additionally be accessed by bus route 3 from St. John's Road.

5.6.2 The station is served by Metropolitan and Piccadilly line services.

Metropolitan

5.6.3 Metropolitan line services operate to:

- Aldgate.
- Baker Street.
- Wembley Park.

Piccadilly

5.6.4 Piccadilly line services operate to:

- Arnos Grove.
- Cockfosters.
- South Harrow.

5.6.5 It is observed the station is step-free from street to platform.

Summary

5.6.6 It is considered London Underground services from Uxbridge would provide opportunities for travel by a sustainable travel mode for staff and guests post-development.

5.7 Car

5.7.1 Some staff and guests may require access to a car, such as those who are disabled or those who are travelling with luggage. Sufficient car parking will be provided on-site post-development to meet the anticipated car parking demand, with a car parking demand assessment presented later in this document.

5.8 Summary

5.8.1 The site is located on Riverside Way, to the south of the town centre of Uxbridge. It is reasonable to assume the majority of staff would live within an appropriate walk or cycle catchment of the site, and therefore, could commute to / from the site by active travel modes. For those who live beyond a suitable active travel catchment, they could travel by public transport, as part of a multi-modal trip – this would extend to guests of the hotel who may utilise such modes for their main travel to / from the site or their in-stay travel while at the site.

6 TRAVEL PLAN - AIM, OBJECTIVES & TARGETS

6.1 Context

6.1.1 This document has been prepared to encourage hotel staff and guests to think about their travel choice, which should result in greater travel by active and sustainable travel modes and an increased awareness of environmental issues generally.

6.2 Aim

6.2.1 The aim of this document is to reduce reliance on single occupancy car journeys by hotel staff and guests through the promotion of active and sustainable travel modes to and from the site.

6.3 Objectives

6.3.1 The objectives of this document are:

- To reduce reliance on single occupancy car journeys by hotel staff and guests.
- To promote active and sustainable travel modes to and from the site to hotel staff and guests.
- To implement a package of measures to promote active and sustainable travel modes to hotel staff and guests to and from the site.

6.4 Target

6.4.1 The target of this document is:

- To increase the proportion of staff who travel to work by active and sustainable travel modes by 10% over the five-year life of this document.
- To increase the proportion of guests who arrive at the site by active and sustainable travel modes by 10% over the five-year life of this document.

6.4.2 The above targets should be considered as preliminary targets. The Travel Plan Coordinator will collect baseline travel information through Travel Surveys of hotel staff and guests six months post-development – the collection of this data will allow for site-specific mode split information to be obtained, and the targets of this document compared against the data obtained to ensure they are realistic and achievable.

7 TRAVEL PLAN MEASURES

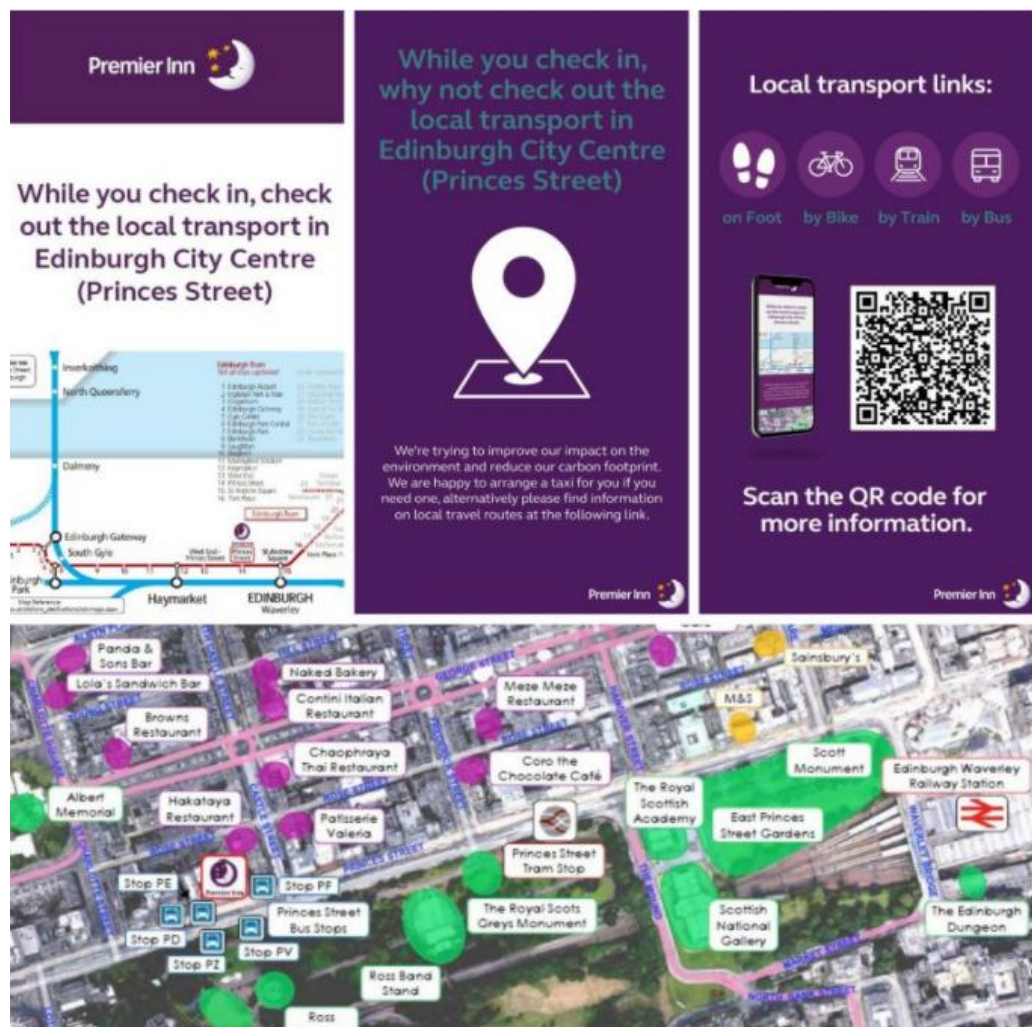
7.1 Travel Plan Initiatives

7.1.1 The Travel Plan initiatives as below will be provided and be subject to ongoing monitoring and review in terms of uptake and success.

7.2 Whitbread Corporate Initiatives

7.2.1 The following measures will be delivered at the site to support realisation of the Travel Plan target:

- Whitbread recruit staff through local job centres and therefore staff reside within a five-mile radius of their place of work, meaning that active and sustainable modes of travel offer realistic travel choices to the private car for staff.
- A Display Screen, as below, will be present in the reception area.



- The Display Screen will comprise:
 - 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.
 - d) Information on car sharing and taxi operators.
 - e) A QR code which can be scanned to provide the above information to guests phones.

- A Travel Plan Noticeboard will be provided in the team / staff room. The Noticeboard will comprise:
 - a) Walking and cycling maps illustrating safe routes to / from the site.
 - b) Promotion of the health benefits of walking and cycling.
 - c) Routing, ticketing and timetable information for local public transport services.
 - d) Details of the car sharing scheme to include the promotion of www.liftshare.com.
 - e) Promotion of the cost savings of car sharing.
 - f) Details of the Halfords staff voucher scheme (further details below).
 - g) Contact details of local taxi operators.

- Whitbread staff benefit from access to a staff voucher scheme against which a 7% discount can be obtained at Halfords to purchase bicycles / cycle equipment, thereby encouraging their use. It is noted that this initiative is not currently operational at the site.

7.3 Site Infrastructure

7.3.1 The following measures will be delivered at the site to support realisation of the Travel Plan target:

- The Premier Inn hotel benefits from being co-located with an on-site breakfast room or restaurant, catering for guest breakfasts or evening meals respectively, reducing the need to travel off site.

- The Premier Inn hotel will provide level access to the reception area and specially adapted rooms allowing easier access for customers with disabilities.
- The Premier Inn hotel will be bike friendly. Clean bikes with dirt-free tyres (the reception team will point guests to local bike washing facilities should this be required) are allowed to be kept in guest bedrooms or stored away safely. Cycle maintenance tools including bicycle pumps and puncture repair kits are available from reception.
- Adequate changing facilities will be provided for those staff commuting by active travel modes, with lockers provided in the team / staff room for the storage of clothing and cycling equipment.
- The Premier Inn hotel will provide free Wi-Fi, which may be connected to for access to travel related websites, for example.
- 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.

7.4 General Information & Raising Awareness

7.4.1 All staff will be informed of the Travel Plan during their interview / the induction process through a 'Staff Welcome Pack'. This will include maps of local walking / cycling routes, public transport information (services, timetabling and ticketing information), cycle training information, car sharing opportunities and links to journey planning websites.

7.4.2 Reception staff will be trained to ensure they understand the site location and locale, enabling them to respond to all guest travel queries.

7.4.3 The following events and dates will be promoted by the Travel Plan Coordinator, where appropriate, and communicated via the Travel Plan noticeboard and staff meetings:

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

8 TRAVEL PLAN – MONITORING & FUNDING

8.1 Monitoring

8.1.1 The Travel Plan Coordinator will undertake all Travel Plan monitoring.

Baseline Travel Surveys

8.1.2 The Travel Plan Coordinator will collect baseline travel information through Travel Surveys of hotel staff and guests six months post-development – the collection of this data will allow for site-specific mode split information to be obtained, and the targets of the Travel Plan compared against this data to ensure they are realistic and achievable.

Travel Surveys

8.1.3 The Travel Plan Coordinator will undertake Travel Surveys on the first, third and fifth-year anniversary of the implementation of the Travel Plan of hotel staff and guests – the collection of this data will allow for the Coordinator to compare results year on year and to adjust targets and initiatives accordingly to achieve the overall aim of this document. The Coordinator will prepare a Monitoring / Progress Reports which can be shared with the Local Planning Authority as required.

iTRACE

8.1.4 All Travel Surveys will be iTRACE compliant, and at minimum:

- Baseline travel information of staff and guests will be collected six months post-development.
- Surveys will ask staff the average distance they travel to work.
- Travel surveys of staff and guests will be undertaken at a similar time each year and in a 'neutral' month, to avoid school holidays.
- All travel surveys of staff and guests will ask the 'main mode' question, that is, the mode that the respondent uses for the longest distance on any journey leg.

8.1.5 The Travel Plan Coordinator will be encouraged to explore whether a digital or physical survey will allow for a good and representative response.

8.2 Funding

8.2.1 Whitbread will provide funding for the Travel Plan Coordinator role and the measures of this document – some measures (i.e. provision of bicycle parking) will be met as part of the construction cost, while some measures (i.e. provision of up-to-date public transport information) will require ongoing funding. Whitbread will ensure sufficient funding is provided throughout the five-year life of the Travel Plan to achieve its aim, objectives and targets.



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

www.rgp.co.uk

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP
London Office 10 York Road, London SE1 7ND

T: 01483 861 681
T: 020 7078 9662

