TECHNICAL NOTE

PROPOSED CHANGE OF USE FROM B2 TO D2 - UNIT 7, CHARTWELL BUSINESS CENTRE, LANCING

Car Parking Demand Study

Date: October 2014 **Ref: PRDL/14/2320**

1 INTRODUCTION

1.1 Russell Giles Partnership (RGP) has been commissioned to review parking demand and provision in respect of a proposed change of use from general industrial (B2) to assembly and leisure (D2) at Unit 7 of the Chartwell Business Centre, Lancing (Planning Reference AWDM/1028/14). The unit currently operates as a general industrial unit (although currently vacant) while it is proposed that the unit will operate as a gym. The site is situated within the administrative boundaries of Adur and Worthing Councils (AWC) and West Sussex County Council (WSCC).

1.2 Chartwell Business Centre is located to the west of Chartwell Road within Lancing Industrial Estate and is served from the western side of Chartwell Road, which operates as a one-way loop around the estate. Chartwell Road is accessed from the wider highway network by way of separate priority junctions at Winston Road and Marlborough Road. Winston Road and Marlborough Road continue to Western Road, which continues to the centre of Lancing to the north and to Brighton Road to the south. There are a number of bus services that operate in the local area while the nearest bus stops to the site are located on Brighton Road, a walking distance of approximately 400 metres away.

1.3 The unit comprises a floor area of 380 square metres (GIA) which would remain unchanged as part of the proposals. There are a total of five allocated off-street car parking spaces provided for the unit. These spaces are located at the front of the site within a car park comprising a total of 61 marked spaces, which are also used by the other units at the business centre. In practice, some 6 additional spaces are also available at the end of the parking aisles, giving an actual capacity of 67 spaces. Chartwell Road is generally subject to double yellow line parking restrictions; however, the western side of Chartwell Road adjacent to the business centre is not subject to any parking restrictions and as such, can lawfully accommodate approximately 12 cars. Additional on-street parking areas are located further south and west on Chartwell Road and on Elm Grove to the east (accessible within 2 minutes' walk) while a number of public car parks are available locally.



1.4 There are a range of land uses accommodated at Chartwell Business Centre including storage and distribution and industrial land uses. In particular, a gymnastics and trampolining club (land use class D2) operates from unit 10 to the north. As such the principle of operating a D2 land use at Chartwell Business Centre has been established.

1.5 The proposal is for a change of use from the existing general industrial use (land use class B2) to an assembly and leisure use, namely a gym (land use class D2). The site would be occupied by an independent gym operator providing a specialist body-building and weight lifting facility, with membership anticipated to be around 100 people. There would be a total of 4 full-time members of staff and 2 part-time members of staff working at the site, while each member would generally attend a maximum of 3 sessions per week, training for around 1 hour each visit. The proposals do not include any changes to the existing parking provision.

1.6 WSCC, the statutory Consultee in this location with regard to highways development control, has requested through their internal consultation response that a car parking demand assessment be undertaken at the site in order to ensure that sufficient parking provision is available on-street and/or within the business centre car park to accommodate the parking demands associated with the proposals. WSCC's consultation response is attached at **Appendix A**.

1.7 This Technical Note considers the potential trip generation and subsequent parking demands associated with the proposals, based on information provided by the future operator and from an interrogation of the TRICS database. This Technical Note also sets out the results of a car parking demand survey that was carried out by an independent traffic data collection company between 06:00 and 23:00 hours on 14th October 2014, a period of normal operation at the business park. It then identifies whether the spare capacity identified in the survey is suitable to accommodate the anticipated parking demands associated with the proposals.

2 TRAFFIC GENERATION AND PARKING DEMAND

2.1 This section presents the results of a TRICS assessment and a first principles assessment to establish the traffic attraction and parking demand profile that may be associated with the site following the proposed change of use.

2.2 It should be noted that, although the unit would operate as a gym, it would be an independent facility with weight training facilities only. As such, members would typically attend every other day only. The site would not operate with the same number of members that would be expected with a more main stream commercial gym. The applicant has also advised that they would be willing to operate with a personal planning consent only and therefore the unit could not be re-used as a main stream gym in the future without planning consent.



TRICS Assessment

2.3 Notwithstanding the anticipated operation of the facility, for robustness, the TRICS database has been reviewed to establish a theoretical traffic generation profile were the unit to operate as a standard gym/fitness use.

2.4 The sites selected for the TRICS assessment are situated in England (excluding Greater London) and are of a comparable size and in a similar location to this site. The selected sites include predominantly Fitness First gyms.

2.5 A copy of the TRICS output report is provided at **Appendix B**, while a summary of the subsequent vehicular movements based on the floor area of Unit 7 (380 square metres) and subsequent parking demands is presented in Figure 2.1.

Time Period	Arrivals	Departures	Parking Accumulation
06:00-07:00	5	0	**5**
07:00-08:00	3	4	**4**
08:00-09:00	3	4	**3**
09:00-10:00	5	2	**6**
10:00-11:00	5	5	**6**
11:00-12:00	4	5	**5**
12:00-13:00	4	4	**5**
13:00-14:00	4	4	**5**
14:00-15:00	4	5	**4**
15:00-16:00	4	3	**5**
16:00-17:00	8	5	**8**
17:00-18:00	12	7	**13**
18:00-19:00	10	11	**12**
19:00-20:00	9	12	**9**
20:00-21:00	5	8	**6**
21:00-22:00	1	7	**0**
22:00-23:00	0	1	**0**

Figure 2.1 – Traffic Generation (380 square metres) and Parking Accumulation for a Gym based on TRICS Database

2.6 It is estimated that, based on the TRICS data, a typical gym would generate a maximum parking demand of 13, which would occur during the early evening period, and an average parking demand of between 4 and 6 during the day.

2.7 Information provided by the applicant has been obtained in order to establish an 'in practice' traffic generation and parking demand profile for the site.

2.8 The gym would be open between 06:00 and 23:30 hours, 7-days a week. It has been advised that the gym would have a maximum of approximately 100 members who would each attend some 3 days per week with each member staying for a maximum of 1 hour. As the gym would provide weight training facilities only (i.e. no cardiovascular equipment) this day-on/day-off arrangement is typical for such training regimes.

2.9 There would be a total of 4 full-time members of staff at the site and 2 part time members of staff at the site. It is understood that there would be two shifts per day (i.e. c. 06:00-15:00 and 15:00-23:30) with 2 members of staff working on each shift. Staff would be encouraged to travel sustainably, however, if they do drive then they would park off-site.

2.10 Additional information has also been provided by the applicant in terms of the peak periods of operation. The following figure sets out the envisaged peak periods and associated number of members using the facility over the course of that period.

Time Period	Estimated Total Members at the Site Over Time Period	Client Profile
06:00 – 08:00	10	Those training before work
12:00 – 14:00	5	Lunchtime users
16:00 – 23:30	30	Post work/end of day users

Figure 2.2 – Estimated Daily Operating Profile

2.11 It is anticipated that there would only be a handful of members visiting outside of the periods defined above. Based on 100 members attending every other day, the total number of members listed in Table 2.1 (45) would suggest that there would only be some 5 members attending outside of these periods.

2.12 Based on the above review, there would be a total of some 50 trips per day associated with members (100 movements) and 4 trips a day associated with staff (8 movements).



2.13 It should be noted that these are person trips only. A number of these trips are likely to be made by public transport or car sharing as opposed to single occupancy private car. There are bus stops provided on Brighton Road, some 400 metres from the business centre, which serve a number of routes, including Stagecoach route 700, which operates between Brighton and Arundel between the hours of 07:00 and 23:37 at an average frequency of every 10 minutes. As such, this method of travel is likely to accommodate a significant proportion of trips to the site, particularly given its high frequency.

2.14 Furthermore, Lancing rail station is located a walking distance of approximately 700 metres from the site and provides access to Southern rail services to a range of destinations including Brighton and Littlehampton which operate at a frequency of approximately every 20 minutes. It is therefore apparent that a number of trips to the site could also reasonably be made by train. It is noteworthy that the potential catchment for the facility is large since the nearest similar specialist facilities are at Brighton and Littlehampton.

2.15 The pedestrian network in the local area is of a good standard with footways provided on both sides of Chartwell Road and various public footpaths available to nearby streets. The applicant has also advised that secure cycle parking will be provided at the site. It is therefore apparent that a number of trips are likely to be made by foot or cycle. It is noteworthy that lunchtime trips to the facility (some 5 per day) are likely to be by members who already work on the industrial estate and are therefore likely to be made entirely on foot.

2.16 In order to assess the relative attractiveness of non-car modes of travel amongst the existing daytime population within the surrounding area, Census data (2001) has been reviewed in respect of modes of travel to work within the Lower Layer Super Output Area, '*Adur 008B'*. This area incorporates the industrial estate and other nearby employment centre. The Census output is contained as **Appendix C** while a summary of the results is provided in Figure 2.3.



Travel Mode	Percentage (Lower Layer Super Output Area '*Wealden 019A*')
Train	4.8%
Bus	3.6%
Taxi	0.4%
Private Car (including those as passengers)	74.3%
Motorcycle	0.9%
Bicycle	6.6%
Walking	9.6%
TOTAL	100%

Figure 2.3 – Method of Travel to Work: Daytime Population (2001 Census)

2.17 It is apparent that non-car modes of travel are likely to accommodate a significant proportion of trips to the site, with some 26% of trips currently made to the surrounding areas by non-car modes. Based on previous experience of such facilities, the applicant has advised that, in actuality, approximately 60% of trips over the course of a day would be made by non-car modes, however, in order to present a robust assessment in terms of parking demand, for the following assessment it has been assumed that only 20% of trips to the facility would be made by non-car modes.

2.18 The arrivals and departure profile of members, set out in Figure 2.2, have been combined with off-peak member arrivals (some 10 movements per day) to establish the number of attendees at the site. The figures have then been reduced by 20% to reflect the accessibility of the site and use of sustainable travel modes, as outlined above, in order to establish the parking demand. The subsequent parking demands are set out in Figure 2.4. It should be noted that, as staff would not be permitted to park in the car park, these trips (8 movements daily) and subsequent parking demands have been excluded. The parking accumulation is based on each club member staying for up to two hours to allow for the impact of additional parking demand due to transition/change-over times.



Time Period	Average Parking Demand
07:00	8
08:00	5
09:00	2
10:00	2
11:00	2
12:00	3
13:00	4
14:00	3
15:00	2
16:00	4
17:00	9
18:00	9
19:00	6
20:00	6
21:00	6
22:00	6
23:30	6

Figure 2.4 – Estimated Parking Accumulation Associated with Proposals

2.19 It is apparent that the proposed facility would generate a parking demand for up to 9 vehicles per hour between 17:00 and 18:00 hours , 6 vehicles after 19:00 hours and 8 vehicles at around 07:00 hours. At all other times demand could be accommodated within the unit's 5 allocated spaces alone.

Existing Use – General Industrial

2.20 Whilst the site is currently vacant, it has an existing permitted B2 (General Industrial) land use and could re-operate with such a use without requiring planning permission. As such, although not currently operational, it should be noted that the existing use would also have a 'permitted' parking demand associated with it in any event.



3 PARKING IMPACT

3.1 In order to establish the existing parking capacity at the site throughout the course of a day, an independent traffic survey company, The Safety Forum, were commissioned to undertake CCTV analysis of vehicles entering and exiting the car park access and to carry out a parking accumulation assessment. The survey was undertaken on Tuesday 14th October 2014, a normal day of operation at the business centre and wider industrial estate, between the hours of 06:00-23:00. Arrivals and Departures and the subsequent parking accumulations were recorded at 15 minute intervals. The results of the survey are included as **Appendix D**. It should be noted that the survey does not include the on-street parking on Chartwell Road and includes the spaces within the business centre car park only (67 space capacity).

3.2 A summary of the observed accumulation per hour is provided in Figure 2.5.

Time	Number of Cars Parked	Total Number of Spaces in Car Park	Number of Spaces Available
06:00	0	67	**67**
07:00	12	67	**55**
08:00	30	67	**37**
09:00	42	67	**25**
10:00	47	67	**20**
11:00	53	67	**14**
12:00	47	67	**20**
13:00	48	67	**19**
14:00	51	67	**16**
15:00	40	67	**27**
16:00	53	67	**14**
17:00	39	67	**28**
18:00	38	67	**29**
19:00	12	67	**55**
20:00	6	67	**61**
21:00	3	67	**64**
22:00	8	67	**59**
23:00	0	67	**67**

Figure 2.5 – Observed Parking Accumulation in Business Centre Car Park: Tuesday 14th October 2014

3.3 The survey indicates that there is currently a maximum parking demand of 55 (12 spaces available) at the car park, which occurred at 10:30 hours. At other times, the parking demand was generally 40 to 50 between 08:00 and 15:00, some 25 to 40 between 15:00 and 18:00 hours and generally 0 to 15 at other times. This reflects the fact that the business centre is generally operational during normal working hours (with the exception of the gymnastics and trampolining centre).

3.4 The estimated parking accumulation associated with the proposals, as set out at Figure 2.4, has been combined with the observed parking accumulation presented at Figure 2.5. The subsequent impact of the additional parking demand is shown in Figure 2.6. Also included is the theoretical impact that could be expected were the unit to operate as a typical gym (as per Figure 2.1).

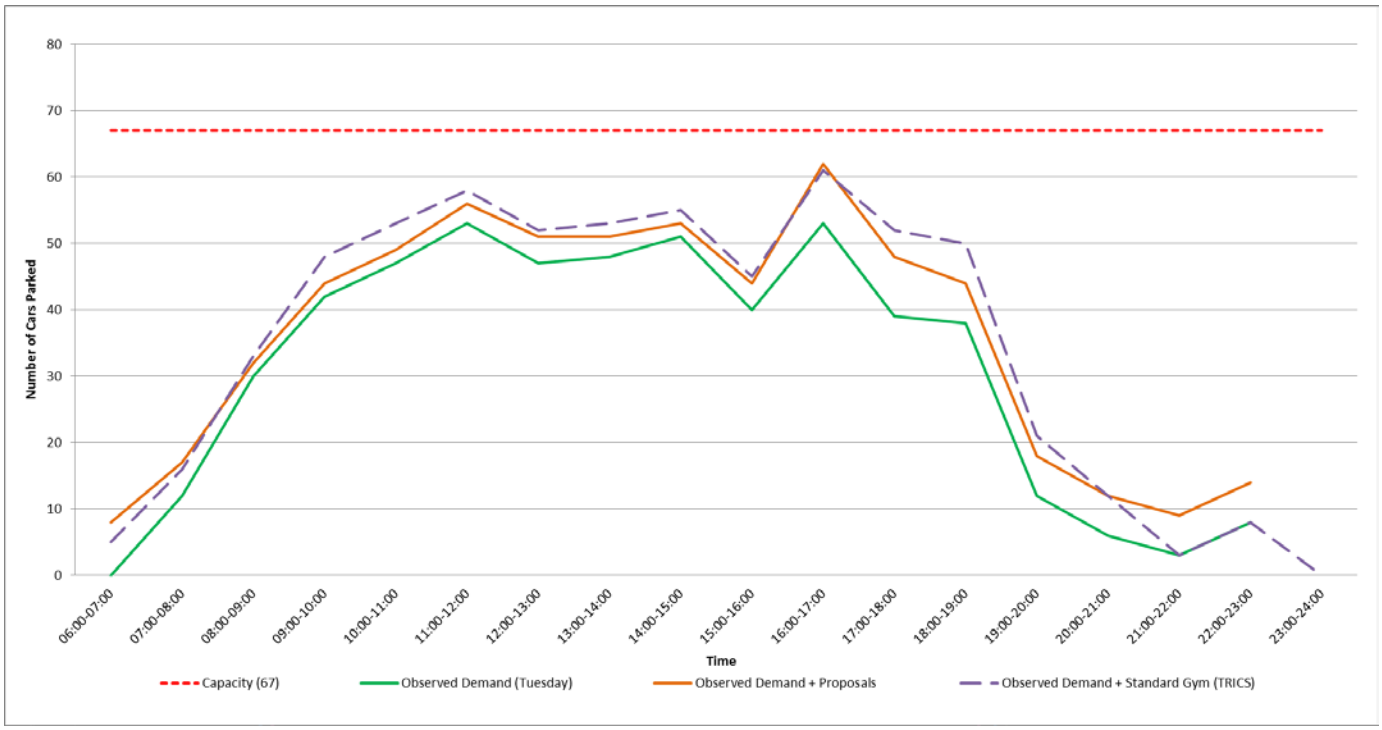


Figure 2.6 – Parking Demand Impact of Proposals

3.5 It is apparent that the additional parking demand associated with the proposals would not result in the car park reaching capacity. The maximum total demand (including the existing) would occur between 16:00 and 17:00 with a total of 62 vehicles parked in the car park. This would still leave 5 spaces available in the car park. As such, even after accounting for any likely overlap between members at the gym or members staying more than 1 hour, there would still be capacity to accommodate these cars within the business centre. As stated previously, much of this demand could be accommodated within the unit's 5 spaces alone in any event.



3.6 Furthermore, it is noteworthy that even if the unit were to operate as a more main stream gym, the available car parking spaces within the business centre car park alone would still be able to accommodate this demand at all times.

3.7 It is therefore apparent that the parking demands associated with the proposals would be complementary to the existing demand profile at the business centre, with the current demand generally peaking during the middle part of the day and the estimated parking demand associated with the proposals peaking towards the start and end of the day. Indeed, Wickers Gymnastics and Trampolining Club, which have a similar operating profile to the proposals, have confirmed that their parking requirements are complementary to those of the existing units on the site, with significant capacity available at all times. This is demonstrated in the letter attached at **Appendix E**.

3.8 Based on the above, it is apparent that the parking demand associated with the proposals can be accommodated in the business centre car park with capacity still available at all times. Again, it is should also be borne in mind that the available parking capacity referred to in this study (67 spaces) does not include the unrestricted on-street parking areas on Chartwell Road or any additional off-street car parking spaces in nearby car parks, which would further increase the available number of spaces at peak times for the proposed gym and would further reduce the impact of these proposals.

4 SUMMARY AND CONCLUSIONS

4.1 Russell Giles Partnership (RGP) has been commissioned to review parking demand and provision in respect of a proposed change of use from General Industrial (B2) to Assembly and Leisure (D2) at Unit 7 of the Chartwell Business Centre, Lancing (Planning Reference AWDM/1028/14). The unit currently operates as a general industrial unit (although currently vacant) while it is proposed that the unit will operate as a gym.

4.2 This Technical Note demonstrates that the parking capacity at the business centre car park is suitable to accommodate the likely levels of parking demand associated with the proposals at all times, even when accounting for the existing demands. On the basis of the above it is therefore considered that the proposals should not be resisted on these grounds.



APPENDIX A

WEST SUSSEX COUNTY COUNCIL **DATE: 15/09/2014**
STRATEGIC PLANNING CONSULTATION

FROM: Jamie Brown **TO: Adur & Worthing Councils**
FAO: Peter Barnett

SUBJECT: AWDM/1028/14- Change of use from use calss B2 (general industrial) to gym (use class D2 assembily and leisure)

Unit 7, chartwell Business Centre, Chartwell Road, Lancing Business Park, West Sussex

RECOMMENDATION:

Advice	X	**Modification**		**More Information**	X
Objection		**No Objection**		**Refusal**	

S106 contribution total (see below for breakdown): £N/A

I refer to your consultation in respect of the above planning application and would provide the following comments.

There would be some further information requested on certain areas of the proposal. The Local Highway Authority are not satisfied that the parking provision of 6 spaces within the site is sufficient for the needs of this proposal if taking into account demands from staff and visitors to the gym. The proposal is therefore anticipated to result in increased demands for on-street parking in the vicinity. The Applicant has not demonstrated that there is adequate on-street availability to meet the potential demands arising from this proposal.

I would advise that a Car Parking Capacity survey is undertaken at peak times when there is likely to be the most amount of conflict with other sites operating in the immediate vicinity, this should also be backed up with photographic evidence of available parking.

If these issues could be raised with the applicant and WSCC re-consulted following the additional information being submitted.

Jamie Brown
Strategic Planning



APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1450 to 3000 (units: sqm)
Range Selected by User: 554 to 3000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 17/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

D2	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CA-07-K-01 FITNESS FIRST CAMBRIDGESHIRE
LIME KILN CLOSE
NETHERTON
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2500 sqm
Survey date: TUESDAY 20/05/08 Survey Type: MANUAL

2 LN-07-K-01 FITNESS FIRST EXPRESS LINCOLNSHIRE
TRITTON ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

3 MS-07-K-01 TOTAL FITNESS MERSEYSIDE
MONTROSE WAY
EDGE LANE
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 28/06/07 Survey Type: MANUAL

4 SY-07-K-01 FITNESS FIRST SOUTH YORKSHIRE
PENISTONE ROAD NORTH
HILLSBOROUGH
SHEFFIELD
Edge of Town
Industrial Zone
Total Gross floor area: 2100 sqm
Survey date: TUESDAY 23/09/03 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	2263	1.326	4	2263	0.055	4	2263	1.381
07:00 - 08:00	4	2263	0.818	4	2263	0.994	4	2263	1.812
08:00 - 09:00	4	2263	0.862	4	2263	1.127	4	2263	1.989
09:00 - 10:00	4	2263	1.359	4	2263	0.619	4	2263	1.978
10:00 - 11:00	4	2263	1.238	4	2263	1.260	4	2263	2.498
11:00 - 12:00	4	2263	1.050	4	2263	1.227	4	2263	2.277
12:00 - 13:00	4	2263	1.061	4	2263	1.072	4	2263	2.133
13:00 - 14:00	4	2263	1.028	4	2263	0.961	4	2263	1.989
14:00 - 15:00	4	2263	1.072	4	2263	1.260	4	2263	2.332
15:00 - 16:00	4	2263	1.017	4	2263	0.818	4	2263	1.835
16:00 - 17:00	4	2263	2.077	4	2263	1.238	4	2263	3.315
17:00 - 18:00	4	2263	3.249	4	2263	1.790	4	2263	5.039
18:00 - 19:00	4	2263	2.641	4	2263	2.818	4	2263	5.459
19:00 - 20:00	4	2263	2.254	4	2263	3.083	4	2263	5.337
20:00 - 21:00	4	2263	1.227	4	2263	2.155	4	2263	3.382
21:00 - 22:00	4	2263	0.199	4	2263	1.901	4	2263	2.100
22:00 - 23:00	1	2100	0.095	1	2100	0.286	1	2100	0.381
23:00 - 24:00									
Total Rates:			22.573			22.664			45.237

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1450 - 3000 (units: sqm)
Survey date date range:	01/01/00 - 17/10/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

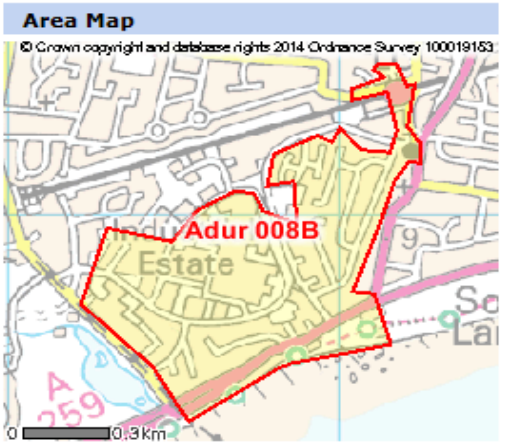
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



APPENDIX C

Method of Travel to Work - Daytime Population (UV37)

				Adur 008B Super Output Area Lower Layer	Adur Non-Metropolitan District	South East Region	England Country
All People	Count	Persons	Apr-01	2152	35644	5574131	35466713
Works mainly at or from home	Count	Persons	Apr-01	51	2458	386302	2055224
Underground, metro, light rail or tram	Count	Persons	Apr-01	0	16	6606	706080
Train	Count	Persons	Apr-01	79	680	92267	945100
Bus, minibus or coach	Count	Persons	Apr-01	59	720	164423	1682127
Taxi or minicab	Count	Persons	Apr-01	6	70	15731	115495
Driving a car or van	Count	Persons	Apr-01	1101	12389	2252203	12308844
Passenger in a car or van	Count	Persons	Apr-01	128	1253	218237	1368226
Motorcycle, scooter or moped	Count	Persons	Apr-01	15	311	39286	248824
Bicycle	Count	Persons	Apr-01	109	996	118115	632231
On foot	Count	Persons	Apr-01	158	2184	385760	2231539
Other	Count	Persons	Apr-01	0	72	17650	82430
Not currently working	Count	Persons	Apr-01	446	14495	1877551	13090593
Method of Travel to Work - Daytime Popul	LastUpda	18-Nov-04					
Method of Travel to Work - Daytime Popul	Source	Office for National Statistics					
Method of Travel to Work - Daytime Popul	National Statistics						



Area: Adur 008B (Lower Layer Super Output Area)

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APPENDIX D

CHARTWELL BUSINESS PARK - LANCING

The Safety Forum

TUESDAY 14TH OCT 2014

TIME	IN	OUT	ACCUM.
06.00 - 06.15	0	0	0
06.15 - 06.30	5	0	5
06.30 - 06.45	7	1	11
06.45 - 07.00	4	3	12
07.00 - 07.15	4	0	16
07.15 - 07.30	5	1	20
07.30 - 07.45	3	0	23
07.45 - 08.00	8	1	30
08.00 - 08.15	5	1	34
08.15 - 08.30	8	2	40
08.30 - 08.45	2	1	41
08.45 - 09.00	2	1	42
09.00 - 09.15	3	2	43
09.15 - 09.30	4	1	46
09.30 - 09.45	5	4	47
09.45 - 10.00	3	3	47
10.00 - 10.15	7	0	54
10.15 - 10.30	1	1	54
10.30 - 10.45	2	1	55
10.45 - 11.00	0	2	53
11.00 - 11.15	3	9	47
11.15 - 11.30	3	2	48
11.30 - 11.45	0	2	46
11.45 - 12.00	1	0	47
12.00 - 12.15	1	4	44
12.15 - 12.30	0	2	42
12.30 - 12.45	2	2	42
12.45 - 13.00	7	1	48
13.00 - 13.15	3	2	49
13.15 - 13.30	2	1	50
13.30 - 13.45	1	1	50
13.45 - 14.00	8	7	51
14.00 - 14.15	1	2	50
14.15 - 14.30	3	1	52
14.30 - 14.45	1	0	53
14.45 - 15.00	3	16	40

TIME	IN	OUT	ACCUM.
15.00 - 15.15	0	3	37
15.15 - 15.30	3	4	36
15.30 - 15.45	6	6	36
15.45 - 16.00	27	10	53
16.00 - 16.15	5	18	40
16.15 - 16.30	3	4	39
16.30 - 16.45	3	5	37
16.45 - 17.00	7	5	39
17.00 - 17.15	4	18	25
17.15 - 17.30	9	9	25
17.30 - 17.45	5	3	27
17.45 - 18.00	15	4	38
18.00 - 18.15	9	32	15
18.15 - 18.30	1	2	14
18.30 - 18.45	2	4	12
18.45 - 19.00	4	4	12
19.00 - 19.15	5	3	14
19.15 - 19.30	14	11	17
19.30 - 19.45	2	12	7
19.45 - 20.00	2	3	6
20.00 - 20.15	7	0	13
20.15 - 20.30	5	15	3
20.30 - 20.45	2	1	4
20.45 - 21.00	0	1	3
21.00 - 21.15	0	1	2
21.15 - 21.30	0	0	2
21.30 - 21.45	2	0	4
21.45 - 22.00	8	4	8
22.00 - 22.15	0	8	0
22.15 - 22.30	0	0	0
22.30 - 22.45	0	0	0
22.45 - 23.00	0	0	0

	IN	OUT
TOTALS	267	267

NOTE:		
GATES OPENED	6.27am	
GATES CLOSED	22.08pm	



APPENDIX E

Chief Executive
Katy Hodgson

Daily Manager
Carleen Perry

Head Coach
Emma Bridle

Coaching Staff
Kelly Bolton
Andy Briggs
Beth Burchett
Martha Button
Charlotte Crouch
Eloise Crouch
Jessica Ellis
Jessica Gray
Hayley Laxton
Abigail Phillips
Jessica Phillips
Sam Shipp
Alice Wiseman

Ballet Tutor
Nicky Murphy

Trainee Staff
Mia Bailey
Heather Barrett
Natasha Beech
Sarah Jane Blackstone
Sophie Coburn
Charlotte Harwood
Kiera McIvor

Venue
Unit 10
Chartwell Business Centre
42 Chartwell Road
Lancing
BN15 8FB

Also at
Worthing Leisure Centre
Shaftesbury Avenue
Durrington
BN12 4ET

Contact Number
01273 465554
Email
khodgson@talk21.com
Website
www.wickers.btck.co.uk

Affiliated to
British Gymnastics
South East Gymnastics
Sussex Gymnastics

Wickers Gymnastics and Trampolining

est 1988

Charity Number 1139993

Wickers Gymnastics
Unit 10 Chartwell Business Centre
42 Chartwell Road
Lancing Business Park
Lancing BN15 8FB

16th October 2014

To whom it may concern,

RE: Parking at Chartwell Business Centre

Wickers Gymnastics Club has been part of the Chartwell Business Centre since 2008. During that period we have never incurred any issues over parking at the site, or traffic flow on the Business Park, and have happily co-existed alongside the other businesses in the centre.

There have not been any issues over parking, with members also parking in the public car-park opposite Manhatten Furniture, if all our spaces are occupied on site. The Business Park is empty after 5-00pm and at weekends, which is when most of our activity takes place, and so we do not have any issues occurring. By occupying the site during hours when the other businesses are not operational the site becomes more secure for everyone.

We do not envisage the project for a Multi-Gym in Unit 7 to affect the car parking situation that we have at the moment within the site.

Kind regards

Katy Hodgson
Chief Executive, Wickers Gymnastics