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Travel Plan

For

The American Express Elite Performance Centre, Lancing

On behalf of

The Community Stadium Ltd

July 2021

Document History and Status

Project Number 23100

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1 Executive Summary

1.1 This Travel Plan has been prepared on behalf of The Community Stadium Limited and relates to the use of the American Express Elite Performance Centre at Lancing, West Sussex.

1.2 The former Transport Assessment (Version 1.1) has been extended to include reference to the main building extension and new Club Hub building. A location plan is located in Appendix 1 at the rear of this report.

1.3 The overarching aim of the Travel Plan is to reduce total travel by private car and to promote travel by sustainable modes such as walking, cycling and public transport whilst being aware of the importance of the private car for long distance journeys which are more difficult to make by sustainable travel modes.

1.4 The Travel Plan is intended to operate indefinitely based on the following main objectives:

- To move travel demand at the American Express Elite Performance Centre away from peak hours as much as is reasonably practicable
- To keep staff and visitors informed of sustainable transport options for accessing the American Express Elite Performance Centre and to promote sustainable travel choices where possible
- To manage the onsite car parks effectively and ensure no overspill car parking on Public Highways

1.5 The Community Stadium Limited has a local employment policy in place which is applied to hiring staff and will act as a travel planning measure reducing the distance of travel and making trips by foot, cycle and public transport.

1.6 A dedicated Travel Plan Coordinator is employed by The Community Stadium Limited to manage the travel demand at the American Express Elite Performance Centre.

2 Background

2.1 Site Description and Location

2.1.1 The American Express Elite Performance Centre was granted planning permission in January 2013 under reference AWDM/0205/12 and consists of the following elements:

i. 11 outdoor pitches (two of which are floodlit).

ii. External training grids.

iii. A half sized indoor covered pitch.

iv. A two-storey building to house changing rooms, associated offices, medical facilities, gym, catering and lecturing facilities.

v. A building to house site grounds staff, comprising garaging facilities for maintenance equipment and other stores and offices.

vi. Associated car parking.

vii. Security fencing and landscaping around the site.

viii. Permanent access arrangements from Mash Barn Lane.

ix. A security gatehouse close to the site entrance.

x. An electrical sub-station, boiler house and refuse / recycling structure located off Mash Barn Lane.

2.1.2 Highways access is via a 7.3m wide extension of Mash Barn Lane.

2.1.3 The site has a total of 304 car parking spaces within the main parking areas which are divided into four elements; the first team car park, the staff car park, the academy / visitor car park and the ground maintenance staff car park.

2.1.4 The existing facility has sufficient onsite secure cycle parking together with access to showers, changing rooms and staff lockers.

2.1.5 In addition to the original planning permission for the above elements a new planning permission was granted in April 2016 for a new grandstand under reference AWDM/1716/15.

2.1.6 The current application is for the extension of the existing American Express Elite Performance Centre, construction of a Club Hub, creation of an additional three pitches, relocation of indoor pitch, floodlighting and covered stand and provision of an additional 51 parking spaces. No increase in site personnel will result.

2.1.7 First occupation of the Club Hub is anticipated in May 2021 and completion of the main building extension is anticipated in October 2021.

2.1.8 A copy of the site layout plan is located in Appendix 2 at the rear of this report.

2.2 Normal Operation Travel Demand, Predicted Traffic Impact and Mitigation Measures

2.2.1 The anticipated pre travel plan weekday trip generation is as follows:

	AM Peak 08:00-09:00	**PM Peak 17:00-18:00**	**Total Daily Trips**
Total Trips	52	76	994
Pedestrian / Cyclist	4	4	47
Public Transport	4	5	30
Vehicle Driver	44	67	904
Vehicle Passenger	0	0	13

Table 1: Anticipated Pre Travel Plan Weekday Trip Generation

2.2.2 The anticipated pre travel plan weekend trip generation is as follows:

	Network Peak 13:00-14:00	**Total Daily Trips**
Total Trips	111	374
Pedestrian / Cyclist	5	12
Public Transport	10	22
Vehicle Driver	47	242
Vehicle Passenger	49	98

Table 2: Anticipated Pre Travel Plan Weekend Trip Generation

2.2.3 There are no capacity issues at either of the T junctions on Grinstead Lane and in practise traffic from the minor arms is allowed to exit more easily during peak time where slower traffic allows gaps in moving queues.

3 Potential for Travel Planning and Targets

3.1 Users of the Facility

3.1.1 There are three main groups of users at the facility each with differing proximity to the site, times of travel and necessity to travel by particular mode.

Facility Staff	Academy Players, Visitors	First Team and Associated
• Facilities Management	• Academy Players	• First Team Players
• Administrative Staff	• Guests	• Development Squad Players
• Domestic Staff	• Match Officials	• Football Management
• Academy Staff	• Families	• Physiotherapy / Medical Staff
• The Community Stadium Limited Media	• Community Use	• Scouting
• Security	• Visitors	• National Press
• Ground Maintenance Staff	• Performance Agents	• Directors
	• Development Coaches	• Visiting Team Coach

3.1.2 Facility staff have a similar distribution and modal share as for workplace employees in the area as a whole. The vehicle modal share for staff is in the region of 65 - 70%.

3.1.3 Academy players are usually between the ages of 8 and 16 and are brought by their parents from within a radius of 80km predominantly by car with multiple occupants. Visiting academy teams generally arrive in coaches with their team coach on board.

3.1.4 First Team and Development Squad players drive their own vehicles to training and may car share with a fellow player if convenient. Match officials, Press, Guests, Directors and key staff generally arrive by private car.

3.1.5 It is therefore sensible that any Travel Plan focuses on facility staff, academy players and visitors being the groups most likely to be able to use alternative modes of transport.

3.2 General Staff Modal Share

3.2.1 The following modal share for the immediate output area identified by National Census data is as follows:

	Resident Travel to Work Data
Pedestrians	7.3%
Cyclists	2.8%
Train	8.3%
Bus	5.5%
Vehicle Driver	66.1%
Vehicle Passenger	7.3%
Other	2.7%

Table 3: National Census Statistics Mode of Travel to Work

3.2.2 Surveys of staff travel will supersede these statistics once the extended facility is in operation and the effect of the current Covid-19 pandemic on travel and restriction of movement and allowable activities has either stabilised or abated.

3.2.3 As previously noted the completion of the main building extension is anticipated in October 2021. The first fully operational and post Covid-19 pandemic staff travel surveys are preliminarily proposed for the first quarter of 2022.

3.3 Scope for Modal Shift

3.3.1 A typically achievable Travel Plan target modal shift is 10 - 15% reduction of (shift away from) private single occupancy vehicle use over a five year period.

3.3.2 A 15% reduction from 66% would reduce the vehicle driver modal share to 56%.

3.3.3 The 10 percentage point share could be added to any sustainable transport mode dependent on the options available to individual staff members for travel to and from the site. The details of which modes can be increased cannot be established prior to occupation.

Mode	Share	Target
Pedestrians	7.3%	TBC
Cyclists	2.8%	TBC
Train	8.3%	TBC
Bus	5.5%	TBC
Vehicle Driver	66.1%	56%
Vehicle Passenger	7.3%	TBC
Other	2.7%	TBC

Table 4: Provisional Target Modal Shift

3.4 Potential for Reduction in Vehicle Traffic

3.4.1 The peak hour vehicle trip generation is 44 vehicles during the morning peak hour and 67 vehicles during the evening peak hour, and a total of 904 two way daily vehicle trips.

3.4.2 A 15% reduction in single occupancy vehicle traffic would reduce the peak hour vehicle trips by 7 to 10 vehicles and provided a reduction of 136 total daily vehicle trips.

3.5 Review of Targets

3.5.1 Opportunities for reduction of vehicle travel and targets for modal shift will be reviewed following annual surveys.

4 Sustainable Travel Opportunities

4.1 Pedestrian and Cycle

4.1.1 The main pedestrian and cyclist desire lines are to the west and south towards Lancing Village Centre and the public transport links.

4.1.2 There are a number of key services available within Lancing Village Centre along and around South Street and North Road within 1 kilometre of the site.

4.1.3 Village Centre amenities include a post office and numerous post boxes, a public library, GP surgeries, dental practices, pharmacies, food stores and banks.

4.1.4 Approximate pedestrian journey times at a speed of 4.8km/hour from the site to possible destinations are shown below:

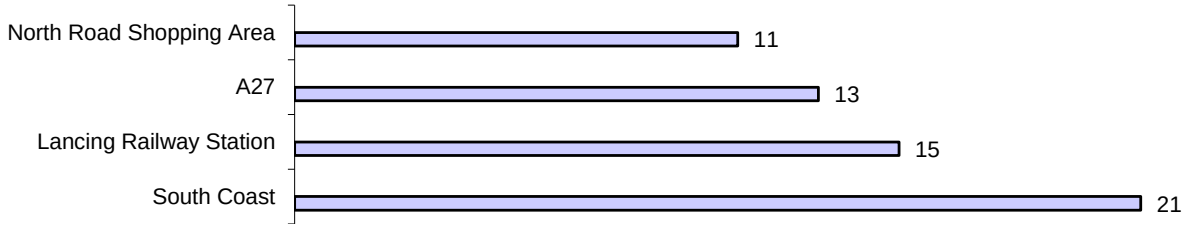

Figure 1: Pedestrian Journey Times in Minutes

4.1.5 The South Coast Cycle Route (National Cycle Route 2) passes the site 800m to the south located along the sea front promenade adjacent to Lancing Beach. The route is off carriageway until Worthing Pier to the west and West Beach Road to the east where it continues on carriageway to Shoreham and Brighton.

4.1.6 In closer vicinity to the site local public highways are available to cyclists alongside other road users and are wide enough and with adequate forward visibility to be able to be used safely by cyclists.

4.1.7 Approximate cycle journey times at a speed of 12km/hour from the site to possible destinations are shown below:

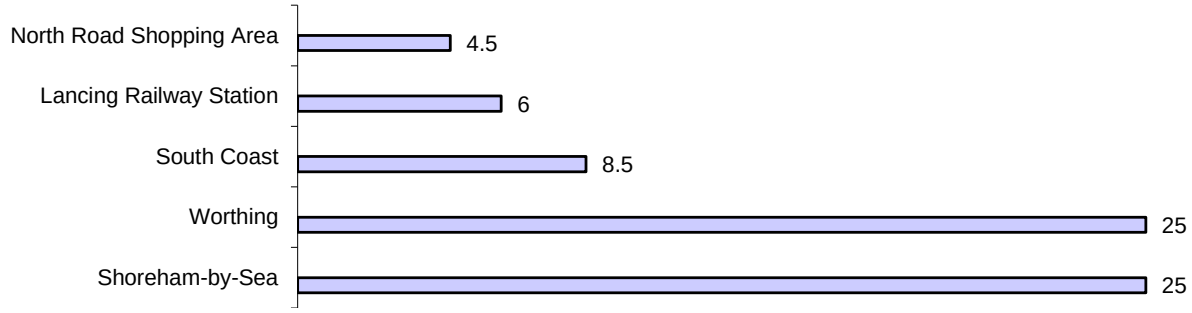

Figure 2: Cycle Journey Times in Minutes

4.2 Public Transport

4.2.1 A transport infrastructure plan is located in Appendix 3 at the rear of this report.

4.2.2 The nearest bus stops to the site are located on Shadwells Road a 300m or 4 minute walk to the west of the site and are known as the Mash Barn Estate stops. They provide access to the number 9 bus which operates an hourly service between Shoreham and Littlehampton.

4.2.3 The number 7 bus to Worthing and the 106 bus between Worthing and Henfield together with the X5 bus between Littlehampton and the Holmbush Centre in Shoreham can be accessed from the Crabtree Lane stops on Grinstead Lane, a 500m or 6 minute walk to the west of the site.

4.2.4 The number 16 bus Lancing Worthing Circular service, the 19 Lancing Shoreham service and the Pulse service to Durrington via Worthing can be caught from North Road, a 1km or 12 minute walk to the west of the site.

4.2.5 The Stagecoach 700 Coastliner service between Southsea and Brighton passes along the A259 to the south of the site but would take a 2km walk via Grinstead Lane due to the railway lines.

4.2.6 Approximate bus journey times from possible locations including walking times are shown below:

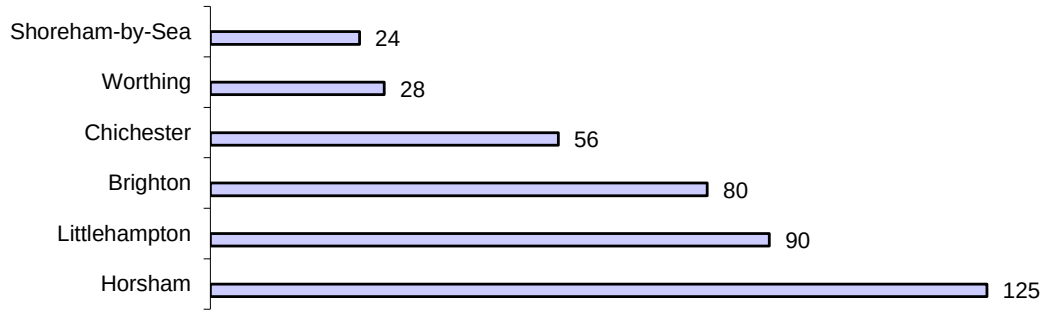

Figure 3: Bus Journey Times in Minutes

4.2.7 Lancing Railway Station is located approximately 1 km distance by road to the west of the site via Mash Barn Lane and Grinstead Lane and is a 13 minute walk or 6 minute cycle ride.

4.2.8 The station is on the Southern Coastway and Mainline West routes between Brighton and Southampton and has direct services to Brighton and Portsmouth including intermediate stations and to London Victoria via Hove and Gatwick Airport.

4.2.9 On weekdays there are 4 trains per hour to Brighton, 2 trains per hour to West Worthing, 1 train per hour to Littlehampton, 1 train per hour to London Victoria via Hove and 1 train per hour to Southampton Central.

4.2.10 Lancing Railway Station has the following facilities:

- Ticket office is open Monday-Friday 06:10-19:35 Saturday 06:30-19:55 Sunday 08:10-15:45. Self-service machines are also available.
- The station car park is open 24 hours 7 days a week and has 36 car parking spaces, 4 for disabled driver use.
- Partially sheltered cycle storage is available at the station front.
- Step free access to the entire station.
- Taxi rank.

4.2.11 Approximate rail journey times to and from Lancing Railway Station (a 13 minute walk from the site) are shown below:

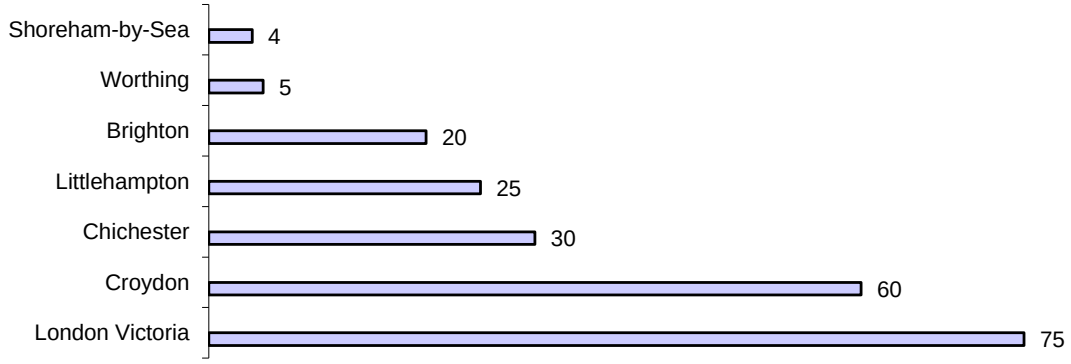

Figure 4: Rail Journey Times in Minutes

4.2.12 The public transport links provide an accessibility rating of 6.85 in accordance with the BREEAM Accessibility Calculator. A copy of the calculation is located in Appendix 4 at the rear of this report.

5 Main Roles

5.1 The Operator – The Community Stadium Limited

5.1.1 The Operator is responsible for implementing the Travel Plan in accordance with the Planning Obligations agreed between the Developer and where appropriate the Highway Authority and Planning Authority.

5.1.2 The Operator is responsible for appointing the Travel Plan Coordinator and obtaining the assistance of an appropriately qualified Transport Planning Consultant to assist with the technical aspects of the Travel Plan Coordinator's role if required.

5.2 The Travel Plan Coordinator

5.2.1 The Travel Plan Coordinator is based at the Amex Stadium and is responsible for the maintenance and organisation of the Travel Plan at both sites:

George Hunt
george.hunt@brightonandhovealbion.com
03443 246282

5.2.2 The Travel Plan Coordinator's responsibilities include:

- Making employees at the American Express Elite Performance Centre aware of the Travel Plan and transport options available
- Commissioning monitoring surveys and producing monitoring reports
- Implementing and promoting the schemes and initiatives of the Travel Plan
- Liaising with transport service providers, Highways and Planning Authorities
- Updating the Travel Plan where necessary

6 Primary Objectives of the Travel Plan

6.1.1 This Travel Plan is designed to meet the following overall objectives for facility staff:

- To move travel demand away from the road network peak hours
- To optimise car occupancy through encouraging car sharing where possible
- When appropriate to promote a coordinated approach with the Amex Stadium to ensure that maximum opportunities exist for travel between the two sites and collective staff travel habits (e.g. car sharing)
- To provide appropriate facilities to encourage the use of walk and cycle modes for staff (e.g. changing facilities, cycle racks)
- To promote a culture of sustainable travel choices at the site
- To ensure that the allocation of parking spaces to facility staff is effectively managed
- To ensure that the projected requirement for onsite parking during special ticketed events is adequately managed such that the requirement does not exceed the available capacity

7 Normal Operation Parking Management

7.1 Car Parking

7.1.1 Sufficient parking for the first team and associated staff together with academy players and visitors has been provided so as not to result in overspill parking on surrounding residential streets.

7.1.2 The site layout shows a total of 304 car parking spaces within the main parking areas which are divided into four elements; the first team car park, the staff car park, the academy / visitor car park and the ground maintenance staff car park.

7.1.3 Incorporated in the parking provision are 15 dedicated disabled parking spaces.

7.1.4 The first team players' car parking spaces are appropriately enlarged such that they can double as disabled parking spaces if required.

7.1.5 An additional 51 parking spaces are provided within the current application for the extension of the main building and the new Club Hub to allow the main car park area to remain closed during community pitch use and reduce the need for additional security personnel during such times. There is a small reduction in travel demand as a result.

7.2 Car Park Management Generally

7.2.1 There is a security gate at the entrance to the Training Facility and only vehicles and persons permitted to be at the Facility will be allowed to enter. This provides an element of car park management.

7.2.2 Car park management will be different for each car park to suit the needs of those car park users and to ensure that no offsite overspill parking is experienced on the nearby residential streets.

7.2.3 The first team players' car park will be separately gated and used by players and associated staff only, therefore there will be no need for further management and regulation.

7.2.4 The facility staff car park will also be gated and reserved for facility staff only. This can be managed by providing access to this car park for staff only. The manner in which this will be policed is yet to be decided.

7.2.5 The academy / visitor car park is intentionally unrestricted in order to provide sufficient parking on match days for players, parents and visitors such that there will not be any overspill parking on the surrounding residential streets.

7.2.5.1 On match days, when the exhibition pitch is to be used, the sale of tickets is initially limited to 100 tickets. Parking capacity for this demand is

accommodated within the academy / visitor / Club Hub parking areas. Once this number of tickets has been sold the Chief Operations Officer is contacted to confirm levels of parking availability on the day / times of the match prior to any further release of tickets.

7.2.5.2 The number of tickets sold for matches will be limited to the availability of parking, taking into account those who car share and groups travelling in larger vehicles, to prevent any risk of overspill to the surrounding residential streets.

7.2.6 The grounds maintenance staff car park will be marked reserved for grounds maintenance staff and ground maintenance vehicles only and will not be otherwise regulated.

7.3 Cycle Parking and Facilities

7.3.1 Secure and covered cycle parking will be provided in accordance with the minimum standards set out by West Sussex County Council with a minimum initial provision of 26 spaces and is located by the main entrance door to the main building.

7.3.2 The level of onsite cycle parking will be increased in future years if the annual travel survey identifies a higher demand.

7.3.3 Showers, changing and locker facilities are provided at the American Express Elite Performance Centre.

8 Travel Plan Measures

8.1 Summary of Contents of Proposed Actions of Travel Plan

8.1.1 The Travel Plan will include reference to any initiatives that may be required in order to reduce journeys particularly by car based on the following:

Objective	Measure
Promotion of practises / facilities that reduce the need to travel	• Local recruitment preference will be given to the appointment of appropriate facility employment positions in accordance with The Community Stadium Limited policy. • Site-specific maps leaflets and wall charts for display around the site are available to purchase from Pindar Creative's Travel Plan Store. Further details about this service are available by searching for 'Travel Plan resources' on the WSCC website. • Promotional which are available to download from the WSCC website and reproduce free of charge will be displayed at prominent locations
Objective	**Measure**
Move travel demand away from peak hours	• Identify roles and elements of the American Express Elite Performance Centre operation where arrival and departure times can be moved away from peak times • Allow flexible staff working hours where practical
Objective	**Measure**
Reduce single occupant car use where vehicle trips necessary	• Car parking management / preferential parking space allocation for car sharers • Promotion of car sharing and awareness of car share database • Promoting the choice of alternative fuel vehicles purchased by staff (e.g. electric moped or car charging points) • Employees should be provided with copies of the westsussexcarshare.com leaflet, which can be downloaded from the West Sussex Country Council website • BHAFC will set up a private group on westsussexcarshare.com As well as assisting with matching potential journey sharers this will provide the club with additional monitoring information (e.g. number of matches). Contact george@liftshare.com or call 01603 389323 for a quote and further information • BHAFC will provide a financial incentive to encourage car sharing (e.g. monthly prize draw for staff that have registered and are known to be regular users of the preferential parking spaces) • Employees will be provided with copies of the westsussexcarshare.com leaflet which can be downloaded from the WSCC website

Objective	Measure
Increase walking and cycling within appropriate catchment	• Changing, lockers and showering facilities • Establish bicycle user group • Promote “Buddy” walking and cycling • Offer discount vouchers for use at cycle shops • Offer financial incentives (e.g. favourable loans for staff to purchase bicycles, mileage allowances) • Provide adult cycle training courses • BHAFC will promote the West Sussex Cycle Journey Planner Promotional artwork can be downloaded from the WSCC website and made available at the site (search ‘Travel Plan resources’)
Objective	**Measure**
Increase use of public transport	• Notice boards for travel information, timetables and routes • Personalised travel planning for full time facilities staff • Offer favourable loans for season ticket purchase for full time staff • Offer discount / taster vouchers for full time staff • Emergency ride home system for staff using public transport • BHAFC will join the east Adur and Worthing Network, which provides a range of sustainable travel incentives and initiatives to member employees/ers (including 15% off Southern Rail). https://www.easit.org.uk/network
Objective	**Measure**
Provision for powered two-wheelers	• Lockers for storing motorcycle / moped clothing and helmets • Offer safe rider training for motorcyclists

Table 5: Travel Plan Measures

9 Monitoring

9.1 Survey

9.1.1 The Travel Plan will be monitored in years 1, 3 and 5 following completion of the extension and new Club Hub using a Level 2 TRICS SAM survey or similar which will be commissioned directly by the Travel Plan Coordinator on behalf of The Community Stadium Limited.

9.1.2 The first survey will be undertaken once the Facility is fully operational and the effects of the current Covid-19 pandemic on travel have stabilised. This is anticipated to be in the first quarter of 2022.

9.1.3 Survey will collect data on:

- Onsite car parking supply and usage
- Inbound and outbound movements by all travel modes
- Vehicle occupancy

9.1.4 Copies of the survey results will be kept with the Travel Plan by the Travel Plan Coordinator.

9.1.5 At the same time a staff travel questionnaire will be used to obtain feedback from the facility staff and gauge levels of public transport use.

9.1.6 A draft questionnaire is located in Appendix 5 at the rear of this report and will be updated as necessary by the Travel Plan Coordinator.

9.2 Reporting

9.2.1 The Travel Plan Coordinator will produce monitoring reports to assess the success of the Plan and update the Travel Plan following each round of surveys and questionnaires.

9.2.2 It is anticipated that the monitoring and subsequent reporting will follow the following steps liaising with the Transport Planner as required:

1. Travel Plan Coordinator commissions survey and issues questionnaire.
2. Survey undertaken and reported back to Travel Plan Coordinator.
3. Monitoring report compiled by Travel Plan Coordinator and submitted to West Sussex County Council.
4. New targets set as required or remedial measures agreed with West Sussex County Council.
5. Updated Plan and any new targets agreed with West Sussex County Council and operator management and implemented.

10 Ongoing Management and Review

10.1 Travel Plan Coordinator Duties and Responsibilities

10.1.1 The Travel Plan Coordinator will:

- Maintain contact with local transport operators and will make information on services and routes readily available to staff
- Review the Travel Plan, set new targets and introduce new measures if necessary
- Be the main point of contact for the Planning and Highway Authorities
- Introduce new members of staff to the Travel Plan
- Establish a travel information notice board and update the information periodically as required
- Promote special events such as cycle to work day
- Arrange meetings as necessary
- Liaise with a professional Transport Planner for technical assistance if necessary

10.2 Marketing and Promotion

10.2.1 All staff including new arrivals will be made aware of the Travel Plan as part of their employment induction. Details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving its objectives will be explained.

10.3 Review

10.3.1 Following each round of survey the Travel Plan Coordinator will undertake a review of the Travel Plan. The objective will be to measure the success of the Travel Plan and to identify the potential for refinements.

10.3.2 The major element of the review will be undertaking the travel questionnaire. This will offer the opportunity to gather new information about wider attitudes to travel. Analysis of the questionnaire and survey data will also yield up to date information for comparison with data derived at the introduction of the Travel Plan and confirm the peak hour traffic produced.

11 Remediation

11.1 In the event that the 15% trip rate reduction target is not achieved then, subject to the agreement of the WSCC Travel Plan Officer, a minimum of 10 parking spaces will be converted to car share bays and an additional cycle of TRICS SAM monitoring will be commissioned.

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Appendix 3	Local Transport Infrastructure Plan
Appendix 4	BREEAM Accessibility Calculation
Appendix 5	Travel Surveys and Staff Travel Questionnaire

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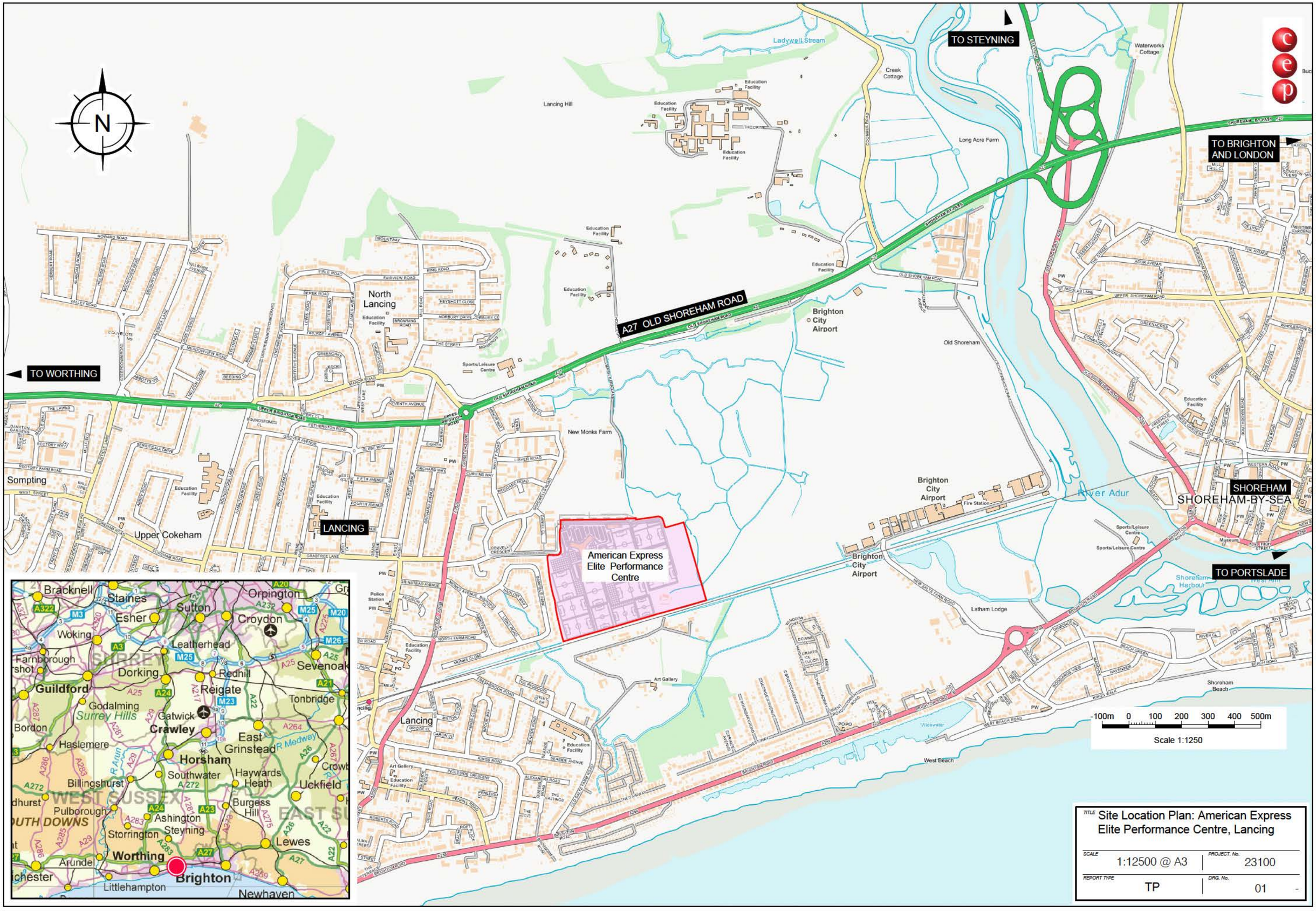
Table 2	Anticipated Pre Travel Plan Weekend Trip Generation
Table 3	National Census Statistics Mode of Travel to Work
Table 4	Provisional Target Modal Shift
Table 5	Travel Plan Measures

Figure 1	Pedestrian Journey Times in Minutes
Figure 2	Cycle Journey Times in Minutes
Figure 3	Bus Journey Times in Minutes
Figure 4	Railway Journey Times in Minutes

Appendix 1

Site Location Plan

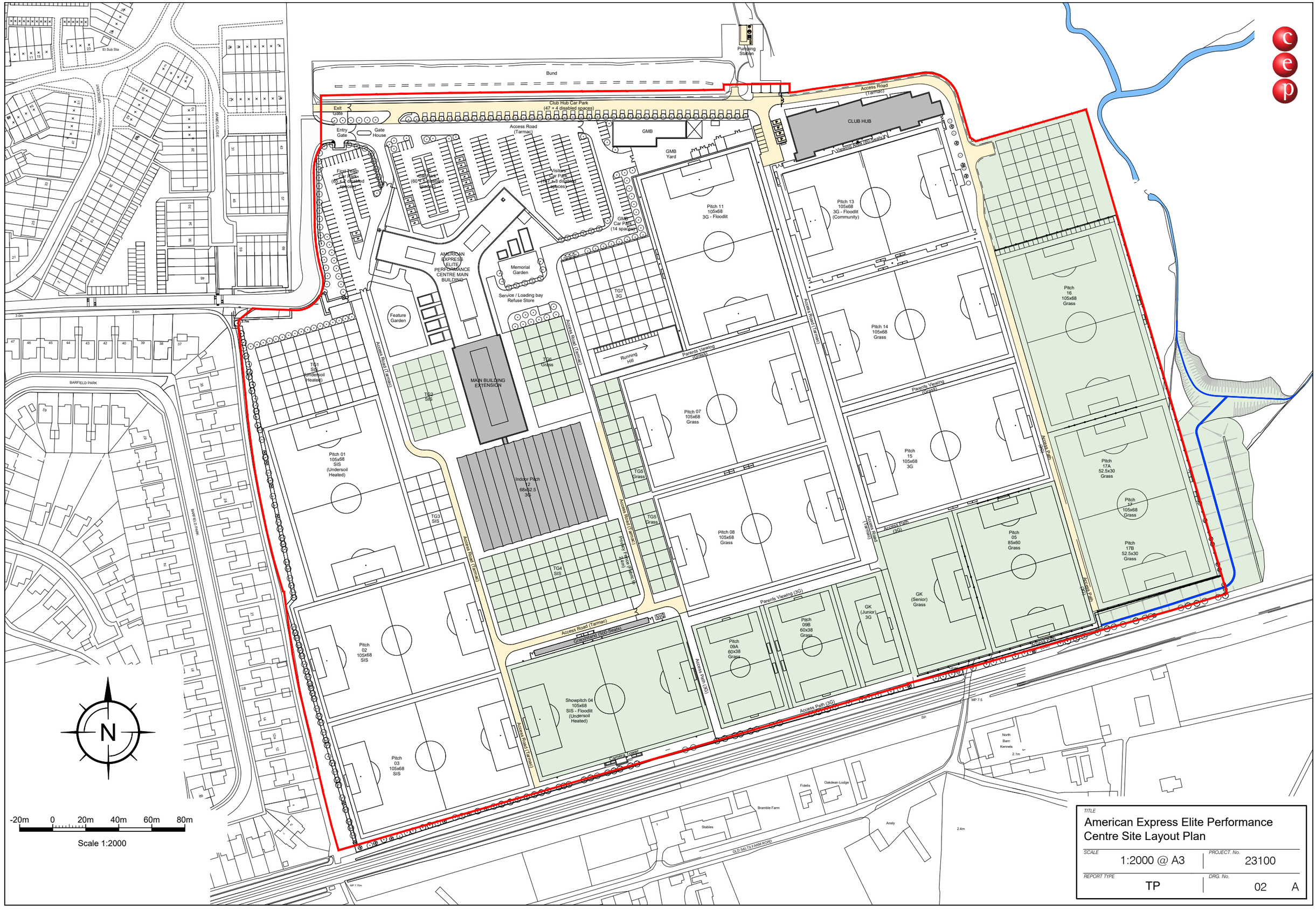


TITLE: Site Location Plan: American Express Elite Performance Centre, Lancing

SCALE	PROJECT. No.
1:12500 @ A3	23100
REPORT TYPE	DRG. No.
TP	01 -

Appendix 2

American Express Elite Performance Centre
Site Layout Plan



TITLE

American Express Elite Performance Centre Site Layout Plan

SCALE	*PROJECT. No.*
1:2000 @ A3	23100
REPORT TYPE	*DRG. No.*
TP	02 A

Appendix 3

Local Transport Infrastructure Plan

TO LONDON AND BRIGHTON

TO CHICHESTER AND PORTSMOUTH

TRAINS TO LONDON AND BRIGHTON

TO SHOREHAM AND BRIGHTON

TRAINS TO WORTHING AND PORTSMOUTH

TO WORTHING

Buses

No.	Bus Route	Operator	Mon - Fri peak frequency	Saturday peak frequency	Sunday peak frequency
7	Lancing - Salvington	Stagecoach South	60 minutes	60 munutes	None
9	Shoreham by Sea - Arundel	Stagecoach South	60 minutes	60 minutes	None
16	Lancing - West Tarring	Compass Travel	4 per day	None	None
19A	Holmbush Centre - Lancing	Compass Travel	3 per day	None	None
106	Henfield - Worthing	Compass Travel	2 per day	None	None
700	Littlehampton - Brighton	Stagecoach South	10 minutes	10 minutes	20 minutes
740	Lancing - Steyning Grammar School	Compass Travel	2 per day	None	None
Pulse	Lancing - Worthing - Durrington	Stagecoach South	10 minutes	12 minutes	20 minutes

Bus Stop with shelter
Bus Stop without shelter
Hail and ride

Footpaths and Cycleways

Footpath
On road cyclepath
Off road cyclepath

Crabtree Lane (opp)
Bus from this stop: 7 106
Walking distance from site: 475m

Crabtree Lane (adj)
Bus from this stop: 7 9 106
Walking distance from site: 475m

Shadwells Road
Bus from these stops: 9
Walking distance from site: 310m

North Road Post Office
Bus from this stop: 9 16 19A 106 Pulse
Walking distance from site: 970m

North Road Post Office
Bus from this stop: 7 9 16 19A 106 Pulse
Walking distance from site: 975m

North Farm Road
Bus from this stop: 7 740
Walking distance from site: 700m

Lancing Station
Bus from this stop: 9 Pulse
Walking distance from site: 1140m

Lancing Station
Bus from this stop: 9 Pulse
Walking distance from site: 1140m

South Street/The Farmers
Bus from this stop: 16 19A 106
Walking distance from site: 1200m

South Street/The Farmers
Bus from this stop: 7 16 19A 106
Walking distance from site: 1200m

South Lancing Old Salts Farm Road
Bus from this stop: 16 19A 700
Walking distance from site: 1360m

South Lancing Old Salts Farm Road
Bus from this stop: 16 19A 700
Walking distance from site: 1340m

-100m 0 100m 200m 300m 400m

N

TITLE: Local Transport Infrastructure Plan

SCALE: 1:10000 @ A3 | PROJECT. No.: 23100

REPORT TYPE: TP | DRG. No.: 03 A

Appendix 4

BREEAM Accessibility Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM UK delivered by bre

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

Building type: Offices/Industrial

No. nodes required: 5

Select

NODE 1

Public transport type	Bus
Distance to node (m)	300

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

NODE 2

Public transport type	Bus
Distance to node (m)	500

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	1	0.3							

NODE 3

Public transport type	Bus
Distance to node (m)	970

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	6	1	0.3	0.25						

NODE 4

Public transport type	Bus
Distance to node (m)	2000

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	6	0.3	0.25							

NODE 5

Public transport type	Rail
Distance to node (m)	1000

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4	2	1	1						

Accessibility Index	6.85

Appendix 5

Travel Surveys and Staff Travel Questionnaire

American Express Elite Performance Centre

Travel Plan

Travel Questionnaire

As part of the Travel Plan we are carrying out a survey of staff travel. The Travel Plan aims to reduce dependence on the private car and promote sustainable travel choices.

1. Name and address / post code..... (optional)

2. Approximately how far do you travel to work? (Please tick)

- ◯ **Up to one mile**
- ◯ **One to two miles**
- ◯ **Two to five miles**
- ◯ **Five to ten miles**
- ◯ **Ten to twenty miles**
- ◯ **Twenty to thirty miles**
- ◯ **Other** - *Please specify* .....

3. How do you usually travel to work? (Please tick) *If you are going to use more than one mode of transport please indicate for only the main part of your journey*

- ◯ **Car** - *as a driver on your own*
- ◯ **Train**
- ◯ **Car** - *as a driver with others*
- ◯ **Bicycle**
- ◯ **Car** - *as a passenger*
- ◯ **Motorbike**
- ◯ **Foot**
- ◯ **Bus** - *Please note route(s) or route number(s)*.....
- ◯ **Other** - *Please specify* .....

4. What mode of transport would you consider using as an alternative to your usual?

- ◯ **Car** - *as a driver on your own*
- ◯ **Train**
- ◯ **Car** - *as a driver with others*
- ◯ **Bicycle**
- ◯ **Car** - *as a passenger*
- ◯ **Motorbike**
- ◯ **Taxi** - *alone*
- ◯ **Taxi** - shared
- ◯ **Foot**
- ◯ **Bus** - *Please note route(s) or route number(s)*.....
- ◯ **Other** - *Please specify* .....

5. If you do not usually drive to work which of the following best describes the reason(s)?

- ○ Do not own a car
- ○ Cost of running a car
- ○ Convenient public transport links
- ○ Convenient cycle lanes and routes
- ○ Cost of parking / limited parking available
- ○ Close proximity to work
- ○ No Driving Licence
- ○ Prefer to car share
- ○ Prefer to use more environmentally friendly transport modes
- ○ Other – *Please specify* .....

6. If you usually drive to work what is your main reason for choosing this mode?

- ○ Contractual requirement
- ○ Use car for business
- ○ Company car provided
- ○ Parental/other caring responsibility
- ○ Convenience / time
- ○ Health reasons
- ○ Distance travelled
- ○ Ease of use
- ○ Give lift to friends, family or colleagues
- ○ Other – *Please specify* .....

7. What time do you generally arrive at and leave work? **Arrive : Leave :**

8. How will you travel to work if your normal mode of transport becomes unavailable? (Please tick) *If you are going to use more than one mode of transport please indicate for only the main part of your journey*

- ○ **Car** - *as a driver on your own*
- ○ **Train**
- ○ **Car** - *as a driver with others*
- ○ **Bicycle**
- ○ **Car** - *as a passenger*
- ○ **Motorbike**
- ○ **Foot**
- ○ **Always available**
- ○ **Bus** - *Please note routes or route numbers* .....
- ○ **Other** - *Please specify* .....

9. Which of the following would most encourage you or further encourage you to walk or cycle?

.....

.....

.....

.....

.....

10. Which of the following would most encourage you or further encourage you to use public transport?

- ◯ Better quality bus stops and waiting facilities
- ◯ Readily available and easy to use maps and timetables
- ◯ Interest free loans and staff discounts on season tickets from work
- ◯ Rescheduled route(s) - *Please indicate the route and when you think this should be* .....
- ◯ Additional bus route(s) - *Please indicate where you think these should be* .....
- ◯ Other - *Please specify* .....

11. Which of the following would most encourage you or further encourage you to use car sharing?

- ◯ A car share database to help you find others living near you who are also willing to car share
- ◯ Conveniently situated and reserved car parking space at work for car sharers
- ◯ Other - *Please specify* .....

12. If you drive to work where do you park? (Please tick one)

- ◯ Facility Staff Car Park
- ◯ Academy and Visitors Car Park
- ◯ Ground Maintenance Staff Car Park
- ◯ First Team Car Park
- ◯ Other - *Please specify* .....

13. Is there anything else you would like to add or any transport related issues you would like to bring to our attention? Please use the back of this page if you need more space.

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Thank you for your input towards the Travel Plan and completion of this questionnaire which is most appreciated. Please return completed questionnaires to the Travel Plan Coordinator or leave at reception.