The Shoreham Centre

Travel Plan

May 2015

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1 Introduction

1.1 Background

1.1.1 Pelham Transport Consulting (PTC) have been commissioned by Sunninghill Construction to prepare a travel plan in requirements for the redevelopment of The Shoreham Centre on Pond Road, Shoreham-by-sea. This is a condition requirement for the planning application.

1.1.2 The site is currently occupied and used for the proposed use and is therefore able to be used as a base case for the travel plan (TP). The Shoreham Centre currently has 9 staff working any particular day, two of which tend to be volunteers. These staff are receptionist and administration, cafeteria, caretaker and cleaner. In addition the Citizens Advice Bureau has in the region of 20 desks for 40-50 members of staff over the course of a week.

1.1.3 The Centre is a community centre (832 sqm) providing a focus for a range of activities for local people. At present there are 63 classes run every week across up to 8 rooms. Each of the rooms is available for hire and they are of varying size to suit a particular use or class as appropriate. Classes range from exercise, dance, art and social clubs from around 9am – 9pm with the busiest time around 10am. As is the nature of community facilities the centre does not operate with all rooms occupied all of the time, however the different size of rooms allows flexibility in terms of number of people expected and allows setting-up time for example.

1.1.4 From time to time the centre is used for larger gatherings of local people including Annual Charity Events and for blood donation on a monthly basis. A small weekly market takes place on Wednesday mornings within the forecourt area abutting Pond Road.

1.1.5 The existing rooms can accommodate between 10 and 30 people for a typical class or use, whilst the main hall can accommodate up to around 120 people depending upon the event that is being held, but this generally only occurs for an evening dance, for example. The facility serves the local community of Shoreham generally with most visitors travelling a relatively short distance to the centre. This is due to the fact that there are generally larger venues and other similar facilities within the larger population centres of Worthing and Brighton to the west and east respectively. The Shoreham Centre is therefore very much a local facility and it is anticipated that the current use of the existing facilities on the site would not change materially as a result of the development proposals.

1.1.6 The proposed improvements to the centre that are currently being implemented will include the following:

- a permanent home for the CAB on the site;
- replacement of the existing foyer;
- enhancements to the café and kitchen area;
- more toilet facilities; and

- an improved flexible space for the voluntary sector, who currently make sporadic use of Room 4.

1.1.7 None of these improvements would materially affect the operation of the site and none would result in additional travel demand or transport impact on local infrastructure.

1.1.8 In addition to the improvements proposed for the existing uses on the site, the proposals would provide the following additional facilities on site:

- A new office with 5 hot desks for ADC staff (28sqm);
- A new Committee Chamber for ADC Meetings, plus a small public gallery (178sqm) (To be used approximately six times a year for public meetings);
- Members Room (60sqm) (For pre and post committee discussions and for use by Members at other times);
- Cycle parking facilities and a rear entrance to the Centre from the public car park.

1.2 Aims

1.2.1 The aim of the plan is to set out a strategy to promote and encourage the use of sustainable transport measures that will be acceptable and effective to achieve a target of15% visitor and 20% staff modal shift from single occupancy cars.

1.3 Report Structure

1.3.1 The report has been prepared by PTC and is structured as follows:

- Chapter 2 Definition and Objectives of the Travel Plan– what is a travel plan and what does it promote.
- Chapter 3 Existing Transport Conditions– sustainable transport provision surrounding the site.
- Chapter 4 Existing Travel Behaviour – travel survey results and travel plan priorities.
- Chapter 5 Promotional Strategy – proposed measures to promote sustainable transport modes.
- Chapter 6 Walking Strategy – proposed measures to encourage walking.
- Chapter 7 Cycling Strategy – proposed measures to encourage cycling.
- Chapter 8 Public Transport Strategy – proposed measures to encourage the use of public transport.
- Chapter 9 Car and Parking Strategy – proposed measures to reduce single occupancy car use.

- Chapter 10 Target and Action Plan – targets for reduction of single occupancy car use and actions required.

2 Definition and Objectives of the Travel Plan

2.1 Introduction

2.1.1 A TP is a long term management strategy for an organisation, site or area, which aims to promote the use of sustainable modes of transport. A TP also aims to provide the user with choice and alternatives to single occupancy car use; the overall aim of a TP is to reduce dependence on the private car and its use for single occupancy trips.

2.2 The Travel Plan

2.2.1 TP's are increasingly important in delivering sustainable development, and for this site, provide an important integrated element to the development proposals.

2.2.2 Although this TP is for the proposed redevelopment of the centre any of the measures proposed will seek to be of benefit to other users in the surrounding area.

2.2.3 The various measures proposed in this TP provide an effective mix which could achieve at least a 15% visitor and 20% staff modal shift away from single occupancy car use.

2.3 Travel Plan Objectives

2.3.1 The objectives of the TP are:

2.3.2 To achieve at least a 15% visitor and 20% staff modal shift away from single occupancy car use;

- To raise awareness of sustainable transport options, and to encourage individuals to change their travel behaviour and attitudes towards sustainable means of transport;
- To increase the use of alternative modes of transport over the single occupancy private car; including walking, cycling and public transport;
- To improve the health of staff and visitors through increased walking and cycling; and,
- To ensure that the plan is continually monitored and travel behaviour reviewed.

2.3.3 These objectives will be achieved through a range of initiatives including:

- Implementing this TP, supported by West Sussex County Council;
- Supporting a wide range of initiatives that encourage the use of sustainable means of transport.
- Raising the profile of measures outlined in the TP through effective promotion on site.

2.4 Travel Plan Implementation

Introduction

2.4.1 The TP must be implemented effectively to ensure its success. The TP should be regularly monitored and reviewed to see if travel behaviour is influenced by the measures employed.

Travel Plan Coordinator

2.4.2 A TP Coordinator has been appointed for the centre who will be responsible for implementing and updating the. The TP Coordinator for the site will be David Frost the centre manager.

2.4.3 The appointment of a TP coordinator is key to the effective implementation and successful continuation of a TP. Without the commitment and enthusiasm of the TP coordinator the TP will not succeed. Therefore it is vital to get this appointment right to ensure that optimal results are delivered from the TP.

2.4.4 The Coordinator will be required to conduct site surveys and assessments on a regular basis. The coordinator will also need to consult with staff and visitor to ensure that everyone is aware of the facilities and measures put forward as part of the plan.

Review and Monitoring

2.4.5 The TP should be a living document, reviewed and updated throughout the planning process and at least annually following inception to ensure changes in travel behaviour are identified. The review process will be led by the TP coordinator.

2.4.6 A travel survey has already been conducted for the site to determine existing travel behaviour and modal splits of journeys.

2.4.7 The travel survey should be repeated annually to review modes of transport and catchment compared to that of past surveys. If transport provisions to and from the site change then it is likely that travel behaviour will change, therefore it is important to conduct this exercise. The travel survey can also be used to identify whether the current measures are sufficient to achieve targets of the TP and to identify whether modifications are required.

2.4.8 The TP should be updated annually following analysis of the staff travel surveys. Updated TP should be submitted to the County Council for a period of 5 years.

3 Existing Transport Conditions

3.1 Introduction

3.1.1 This chapter describes and analyses the existing conditions around the centre. An assessment has been made in relation to current provisions and facilities for pedestrians, cyclists and for public transport users. A site visit was conducted in January 2015 to assess the existing provisions for the above transport modes.

3.2 Site Location and Parking

3.2.1 The development site is an island site surrounded by public highway on all sides. The site lies to the west of Shoreham town centre and is bound by John Street to the west, Western Road to the north, Pond Road to the east and North Street to the south.

3.2.2 The existing Shoreham Centre has its main access on its eastern frontage from Pond Road, which benefits from short term parking along both sides, with a lay-by immediately outside of the main entrance to the centre. As shown on Figure 3.1 below.



Figure 3.1 Pond Road access

3.2.3 A public car park is provided to the east of the Shoreham Centre building accessed from North Street. North Street is a one-way street running in an eastbound direction. The car park has a total of 91 car parking spaces public and private with 3 spaces for motorcycles. The car parking spaces are allocated as follows:

- 74 Standard Pay and Display bays;
- 4 Disabled Bays;
- 4 Adur Community Transport Bays;
- 4 Shoreham Centre Staff Bays;
- 5 CAB Permit Bays.

3.3 Pedestrian Facilities

3.3.1 To assess the existing pedestrian provisions at each location several factors have been considered:

- The quality of footways and paving surfaces;
- Disabled access;
- Signing and way finding provisions;
- Security; and,
- Street lighting.

3.3.2 Pond Road has adequate footways on both sides of the road with dropped crossings at most of the junctions. The key pedestrian routes are shown in Appendix A and are all street lit. There are alternatives to walking through the church yard at night which is not overlooked. East Street to the High Street is pedestrianised creating a high quality pedestrian environment. There is present activity during the working day and in the evening in the town centre to the south so that pedestrians are not vulnerable at night.

3.3.3 Signage for the site is limited to monolith posts at Shoreham Station and the High Street. A separate Signage Strategy has identified further signage to enable visitors to be directed to the site.

3.4 Cycling conditions

3.4.1 Facilities for cycling to and from the centre have also been assessed at the above mentioned locations. When looking at cycle facilities the following factors have been considered:

- Cycle parking provision: numbers and quality;
- Cycle facilities on the roads: lanes, crossings, advance stop lines (ASL) and cycle dismounts;
- Direction signing provisions for cyclists; and
- Connection with National Cycle Network (NCN).

3.4.2 The site proposals include a covered cycle shelter to accommodate twelve bicycles for staff and visitors. There are currently no dedicated cycle facilities surrounding the site.

3.4.3 The nearest dedicated cycle facilities are shown in Appendix A for Brunswick Road to the east of the site. This is NCN Route 2 that runs along the south coast between Cornwall and Kent.

3.5 Public transport

3.5.1 Public transport provision to access the centre has been reviewed during the site visit. This involved an assessment of using buses and trains. The following factors were considered to assess public transport facilities:

- Bus provision at stops closest to the Shoreham Centre;
- Quality of bus stops nearest to the business centre: shelter, seating, real-time information (RTI) etc;
- Routes to and from the railway station; and,
- Direction signing and way finding.

Buses

3.5.2 There are 4 regular bus services which operate within close proximity of the site with stops on the High Street (A259) to the south of the site and Southdown Road and Ham Road to the north and east of the site. All bus stops are within 400 metres walk of the Shoreham Centre. In addition a further two less frequent services operate in and around Shoreham including the N700 night-time service along the south coast.

3.5.3 Table 3.1 below summarises the route, frequency and hours of operation for each of the local bus services, bus stop locations are shown in Appendix A.

Services	Route Summary	Typical Frequency	Hours of Operation
2/2A	Rottingdean - Woodingdean - Brighton - Hove - Shoreham - Steyning	Mon-Sat: Every 20 mins Sun: Every 30 mins	Mon-Fri: 05:51 - 00:41 Sat: 06:20 - 00:41 Sun: 07:50 - 00:23
9	Shoreham by Sea - Angmering	Mon-Sat: Every 60 mins	Mon-Fri: 06:38 - 19:26 Sat: 07:33 - 19:26
19	Shoreham Beach - Shoreham Holmbush Centre	Mon-Sat: Every 60 mins	Mon-Fri: 07:35 - 17:45 Sat: 08:31 - 17:45
20X	Brighton - Shoreham - Steyning	Mon-Fri: 2-3 services only	Mon-Fri: 08:05 - 18:26
700	Brighton - Worthing - Arundel - Chichester - Southsea	Mon-Sat: Every 5-10 mins Sun: Every 10-20 mins	Mon-Sat: 05:50 - 23:29 Sun: 07:07 - 20:30
N700	Brighton - Worthing - Arundel - Chichester – Southsea	Mon-Sun: Every 60 mins	Mon-Sat: 23:45 - 04:45 Sun: 00:30 - 04:45

Table 3.1 Local Bus Facilities

.*Trains*

3.5.4 Shoreham Railway station is located around 300 metres from the site as shown on the plan in Appendix A and provides good regular services to many stations along the south coast including Brighton, Hove, Worthing and Chichester, as well as the numerous local stations which also exist along the south-coast line. Table 3.2 summarises these train services.

Destination	Typical Frequency	Calling Points
Worthing	6 per hour	Lancing, East Worthing
Chichester	2 per hour	Lancing, Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering, Ford, Barnham
Portsmouth Harbour	2 per hour	Lancing, Worthing, West Worthing, Durrington-on-Sea, Goring-by-Sea, Angmering, Ford, Barnham (change here), Chichester, Havant, Fratton, Portsmouth & Southsea
Southampton Central	2 per hour	Lancing, Worthing, Angmering, Barnham (change here), Chichester, Southbourne, Emsworth, Havant, Cosham, Porchester, Fareham, Swanwick
Brighton	5 per hour	Portslade, Hove
Eastbourne	2 per hour	Lewes, Polegate
Hastings	2 per hour	Lewes, Polegate, Eastbourne, Bexhill, St Leonards Warrior Square

Table 3.2 Train Services

4 Existing Travel Behaviour

4.1 Staff Travel Survey

4.1.1 A staff travel survey was carried out in February 2015 to identify existing travel behaviour. A copy of the survey is included in Appendix B. The travel survey asked questions in regard to distance travelled, mode, parking, business travel, incentives to use sustainable travel and home location and times of work. Full results are attached in Appendix B.

4.1.2 A summary of the main results is as follows:

- The majority of staff (62%) live under 5 miles of the site and takes less than 45 minutes journey;
- Figure 4.1 below shows the travel modes to the site, 42% travel by car as a driver;
- 1(8%) driver lives under 2 miles from the site and 2 (17%) drivers live 2 to under 5 miles from the site suitable distance to walking and cycling;
- 1 (8%) driver travels with a passenger and journey is 2 to under 5 miles;
- Of the 2 (17%) single occupancy car drivers whose journey is under 5 miles, 1 has been a car passenger or cycled to the site once or twice a year and incentives to use sustainable transport or reduce the need to travel would be working from home, improved use of IT, more reliable public transport, better public transport information, more frequent public transport;
- Of the 2 (17%) single occupancy car drivers whose journey is under 5 miles, 1 said that no public transport was available for their journey, this would possibly due to the shift starting at 5am but would be interested in car sharing;
- Of those whose journey to work is 5 miles of more, 3 travel by public transport and 2 are single car occupants;
- Of those whose journey to work is 5 miles of more and single car occupants, 1 of which works from home once or twice a week and uses a car for business;
- Of the2 single occupancy car drivers whose journeys to work are more than 5 miles incentives to use sustainable transport or reduce the need to travel would be car sharing scheme, working from home, improved use of IT, better public transport information, more frequent public transport;
- Of the 2 single occupancy car drivers whose journeys to work are more than 5 miles, existing problems might prevent you from using more sustainable transport were public transport takes too long, too expensive, unreliable and train/bus timetables do not fit with work commitments;

- Three staff travel for business and one always drives a car, one uses sustainable transport and one frequently uses a car as a driver and rarely uses a car as a passenger or train;
- It is evident that working from home, more reliable public transport, better public transport information and more frequent public transport would encourage travel in a more sustainable way, or reduce the need to travel;
- It is evident that existing problems that might prevent using more sustainable transport are public transport too expensive and unreliable; and,
- Only one employee would be interested in a car sharing scheme.

4.1.3 A chart of the travel modes to the site is shown on Figure 4.1 below:

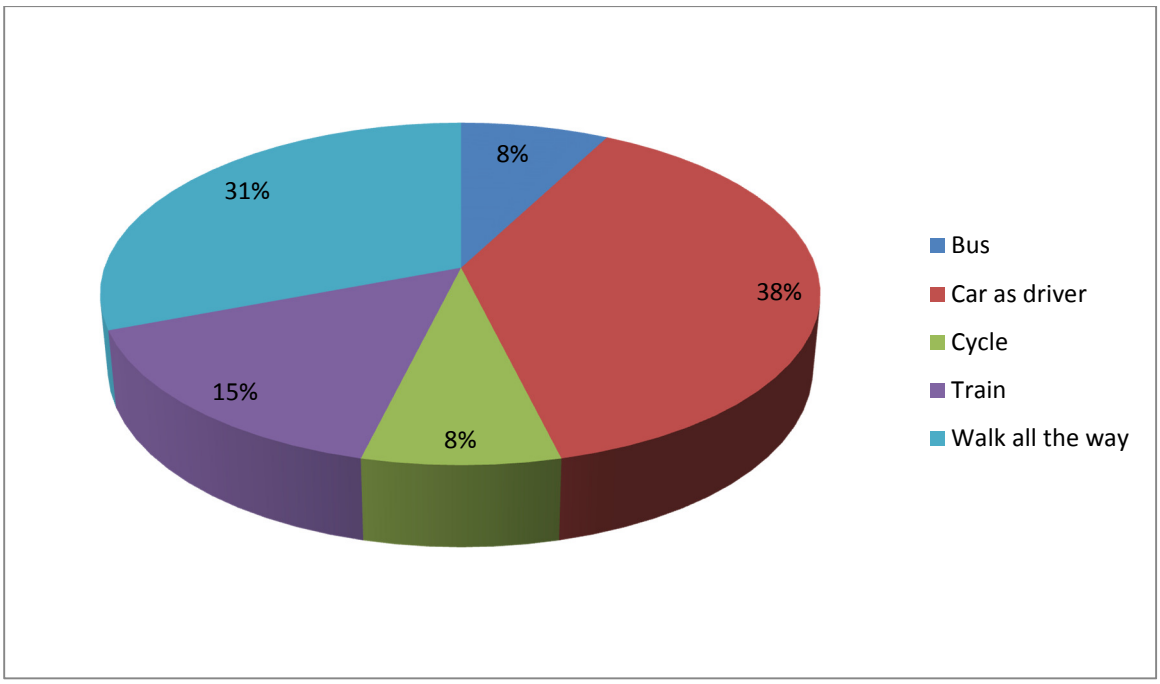


Figure 4.1 Staff Modal Split

4.2 Visitor Travel Assessment

4.2.1 As the number of visitors to the site fluctuates depending on the number of hirers an estimate of trip numbers and modal split has been made from the analysis of the TRICS database of similar community centre sites. Full data is attached in Appendix C and the estimated daily trips of 171 arrivals/departures between 7am and 10pm but would include staff as well as visitors. The modal split is shown on Figure 4.2 below:

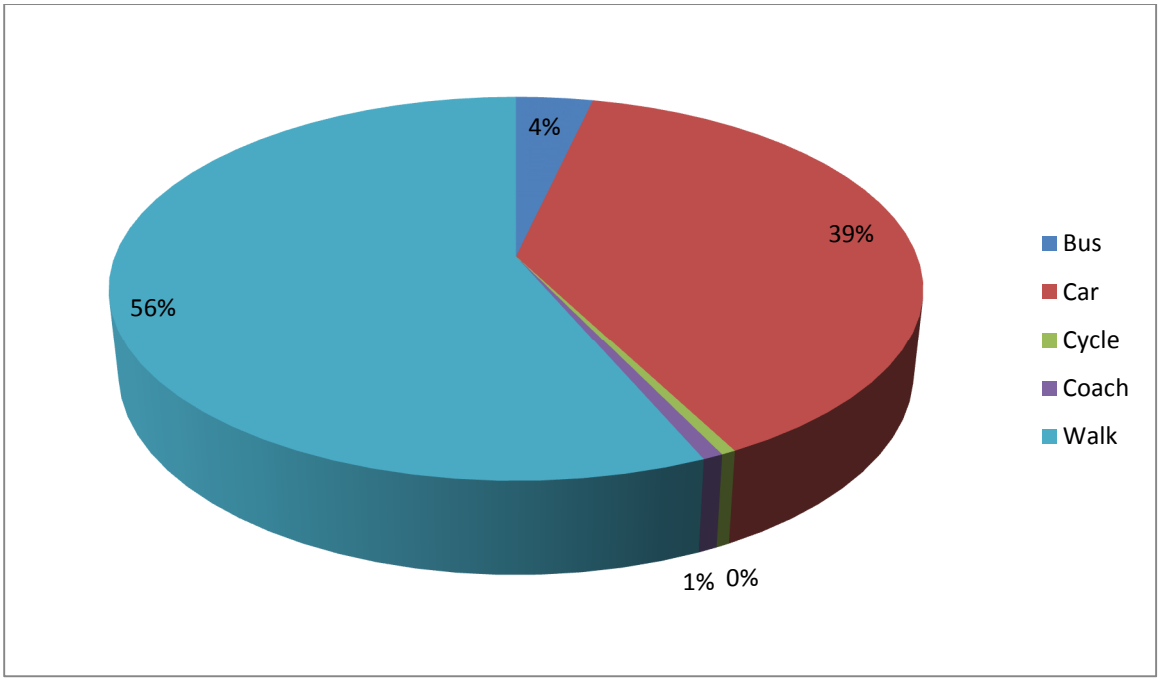


Figure 4.2 Community Centre Modal Split from TRICS

4.2.2 Due to the proximity of the town centre location there will be a high amount of trip linking. The Shoreham Centre is a local facility with similar size venues available for hire in the surrounding towns as shown on Table 4.1 below. There are a number of venues locally for smaller business type meeting and conferences such as the Harbour Club and Brighton City Airport in close proximity.

Facility	Distance
Southwick Community Centre	3.6km
Southwick Leisure Centre	4.8km
Lancing Manor Leisure Centre	5.7km
East Worthing Community Centre	6.6km

Table 4.1 Community and Leisure Facilities in local area

4.2.3 An assumption has been made that the attractiveness of The Shoreham Centre would be made on distance, therefore a catchment area of 2.1km to the east and 3km to the west has been assumed. Although there may be other visitors from further afield for special events there would be a high number of visitors within walking and cycling distance to the centre.

4.3 Sustainable Transport Strategies

4.3.1 Five key sustainable strategies have been identified which recommend achieving a 15% visitor and 20% staff modal shift away from single occupancy car use are:

- Promotional Strategy
- Walking Strategy
- Cycling Strategy
- Public Transport Strategy
- Car and Parking Strategy

4.3.2 These strategies will be discussed further in the following chapters of this TP.

5 Promotional Strategy

5.1 Introduction

5.1.1 The aim of a successful promotional strategy is to inform all of the people that will travel to the site of the TP's existence. The promotional strategy should also seek to inform all of the necessary parties of what the TP hopes to achieve, the various transport options available and how these may benefit the users. In summary, a successful TP which is to have a beneficial impact upon implementation needs to be well promoted so that all parties are aware of it and the transport options available to them.

5.2 Travel Information Point

5.2.1 A travel information point will be setup within the centre foyer which will provide a point of reference for all visitors and staff. The information point will include maps, timetables for public transport and leaflets and documentation promoting sustainable transport. The TP co-ordinator will have the responsibility of ensuring that this information is kept up-to-date and that the latest timetables and route maps are provided. Free supporting material came be downloaded from the West Sussex County Council website on this link http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/travel_plan_guidance/supporting_material.aspx . Travelwise guidance and contacts can be found in the Business Travel Plans Info Pack on the website on this link https://www.westsussex.gov.uk/media/1030/business_travel_plans_info_pack.pdf

5.2.2 Pindar Creative have a service that enables developers, employers and other organisations to purchase site-specific multi-modal travel maps, notice boards, and interactive PDFs that can be used to produce local travel information for employee induction packs, notice boards and websites. Further details can be found on http://travelplan-store.pindarcreative.co.uk/prodtype.asp?strParents=&CAT_ID=97&numRecordPosition=1.

5.3 TP section on The Shoreham Centre website

5.3.1 A TP section will be provided on The Shoreham Centre website. This will provide the latest travel information for staff and visitors in relation to travelling to and from the site. Within the TP section of the website links to the bus and national rail websites with latest information will be provided. The website already includes a 'Find Us' page (as shown of Figure 5.1 below and should be updated to include details of public transport services to centre and a map showing the location of transport facilities in the surrounding area.



Figure 5.1 The Shoreham Centre website 'Find Us' page

6 Walking Strategy

6.1 Introduction

6.1.1 Encouraging walking is an effective means of reducing dependency on the private car, especially for short trips within the town centre. The site is designed to be inclusive and safe for pedestrians, with good access to high quality footways and pedestrian crossing points.

6.1.2 Staff and visitors can be encouraged to walk, through a mix of effective measures and promotional material. The range of measures proposed is outlined below.

6.2 West Sussex Transport Plan 2011-2026

6.2.1 The West Sussex Transport Plan is a strategic document that sets out transport priorities up to 2026 with the objective to improve the quality of life in West Sussex. Priorities identified specific to walking are as follows:

- invest in new walking facilities such as footways, crossings and signing;
- deliver improvements to public rights of way, coordinated through our Rights of Way Improvement Plan (RoWIP);
- introducing or supporting innovative behaviour change initiatives such as Easit http://www.easit.org.uk/where there are clear benefits and funding is available;
- promoting walking through school and workplace travel plans and through promotion of national events such as walk to school events, walking buses, bike week and Travelwise week;
- using a range of initiatives and activities that encourage and promote walking and identify local issues for pedestrians in schools and their wider communities, businesses, and new development;
- promoting walking by communicating the benefits both as a mode of transport and a recreational activity through our Staff Travel Plan, school travel plans and national awareness events and activities; and
- providing pedestrians and particularly vulnerable road users, such as young people, with the skills they need to cope safely with modern road conditions.

6.3 Measures to promote and encourage walking

6.3.1 The development of a sustainable mode route map showing the safest and most convenient routes to and from the site to the surrounding areas will encourage walking as an alternative to travelling by car. This should include locations of pedestrian crossings, routes which are well lit for walking in the dark. Distances and times of travel to the bus stop, train station.

6.3.2 By making these maps available on the TP notice board individuals will be encouraged to change their travel behaviour and walk between destinations where possible.

6.3.3 Promoting walking as a healthy way to travel can be an effective measure to encourage people to leave their car behind on short trips, especially when used in conjunction with other measures.

6.3.4 This could be promoted with materials such as posters and leaflets at the centre. This measure is most effective when factual statements and examples are used to catch people's attention, for example, according to the Health Education Authority, 'Walking briskly for half an hour a day can halve the risk of heart disease'.

7 Cycling Strategy

7.1 Introduction

7.1.1 Encouraging cycling is an effective means of reducing dependency on the private car, especially for those who do not wish to walk. The distance people are willing to cycle is also usually further than that which they are willing to walk.

7.1.2 The design of the site considers cycle parking, however, there may be areas where this needs to be improved. The range of measures proposed to encourage cycling is outlined below.

7.2 West Sussex Transport Plan 2011-2026

7.2.1 The West Sussex Transport Plan is a strategic document that sets out transport priorities up to 2026 with the objective to improve the quality of life in West Sussex. Priorities identified specific to walking are as follows:

- introducing or supporting innovative behaviour change initiatives such as Bikeit and where there are clear benefits and funding is available;
- promoting cycling through school and workplace travel plans and through promotion of national events such as walk to school events, walking buses, bike week and Travelwise week;
- invest in new cycling infrastructure particularly in our major towns but also on some multi-use, inter-urban and leisure routes where funding is available;
- offering season ticket loans and the Cycle 2 Work scheme to staff _ promoting use of sustainable modes through promotional activities such as Bike Week;

- improvements to the National Cycle Network (NCN2);
- development of coherent cycle networks in the major towns;
- gaining a better understanding of, and overcoming, barriers which deter people from cycling. Using a wide range of physical infrastructure, construct and improve joined up town cycle networks and public rights of way which are linked in to new development. While balancing the needs of all users of the transport system, cycle network infrastructure could include; cycle lanes, cycle tracks, signing, cycle stands, shared surfaces, toucan crossings, reduced speed limits, traffic calming, and refuges to suit local circumstances;
- travel planning and promotional initiatives to encourage cycling and to identify local issues in schools, communities, businesses and new developments;
- Bikeability cycle skills training to equip our community, and particularly the most vulnerable, with the skills they need, reinforced by education delivered through school travel planning;
- involving the cycling community to highlight local priorities and to develop cycling infrastructure and initiatives to meet local needs;
- The current provision of pedestrian and cycling facilities throughout the District are unable to support and maintain sustainable travel. Much of the network, including National Cycle Network (NCN) route 2, is disjointed, indirect and suffers from inadequate signing and safe crossing points, and poor surfacing; and
- Improving the existing cycle and pedestrian network through improved signage, connecting routes where appropriate, and repairing and maintaining surfaces.

7.3 Measures to promote and encourage cycling

7.3.1 A sustainable mode route map showing the safest and most convenient routes to and from the site to the surrounding areas will encourage cycling as an alternative to travelling by car. This should include locations of cycle lanes and routes such as NCN 2 and distances and times of travel to the train station and key destinations.

7.3.2 The County Council also has a cycle journey planning facility that provides turn-by-turn information on the fastest, quietest and balanced routes http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/walking_cycling_horseriding/cycling.aspx and should be added to the TP section of The Shoreham Centre website.

7.3.3 Cycle parking facilities (12 cycle parking spaces) are being provided as part of the proposals and will be monitored to see if there is a need to extend this provision.

7.3.4 Promoting cycling as a healthy way to travel can be an effective measure to encourage people to cycle on relatively short trips rather than travelling by car, especially when used in conjunction with other measures, such as cycle route maps. This could be promoted at the centre with posters and leaflets. The promotional material could also be combined with that for the walking strategy.

7.3.5 Factual statements and examples are often most effective on promotional material. For example, according to the British Medical Association, 'Cycling just 20 miles per week halves the risk of heart attack' and 'A 35 year old man cycling 12 miles a day extends his life expectancy by two and a half years compared with someone who takes no exercise'. The UK's National Cyclists' Organisation (CTC) provide further information on promoting the health related benefits of cycling, visit http://www.ctc.org.uk/DesktopDefault.aspx?TabID=3385 for more information.

7.3.6 On behalf of developers and local employers, West Sussex County Council has negotiated various discounts with local bike shops on new purchases and servicing. Further details can be found on their website http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/cycle_to_work_scheme.aspx#discounts. Alternatively the government's Cycle to Work scheme which enables employees to take advantages of tax and national insurance (NI) breaks when purchasing a new bicycle. Employers that sign up to the scheme also make savings through reduced NI contributions.

7.3.7 The County Council is able to offer adult cycle training, further details and course costs are available at www.westsussex.go.uk/cycletraining.

8 Public Transport Strategy

8.1 Introduction

8.1.1 Encouraging the use of public transport is an effective means of reducing dependency on the private car, especially for those who do not wish to walk or cycle and/or those who wish to travel a relatively long distance.

8.1.2 The site is within close proximity to bus stops and rail station therefore providing opportunities for commuting and accessing services by public transport. Promotion of public transport on site would be required and could be effective at increasing public transport use as an alternative to travelling by car.

8.1.3 The range of measures proposed to encourage the use of public transport is outlined below.

8.2 West Sussex Transport Plan 2011-2026

8.2.1 The West Sussex Transport Plan is a strategic document that sets out transport priorities up to 2026 with the objective to improve the quality of life in West Sussex. Priorities identified specific to walking are as follows:

- invest in new public transport facilities to improve waiting and interchange facilities, journey times and punctuality;
- using intelligent transport systems such as Real Time Passenger Information (RTPI) displays, where affordable, to encourage the use of public transport;
- providing information and advice, and facilitating discussions between operators to identify and plug gaps in geographical coverage and improve understanding of services in the community;
- occasionally providing financial support to community transport initiatives where this is affordable and offers good value for money;
- looking at more efficient ways of providing services operated by health and social care providers to make best use of vehicle fleets, volunteers and resources, with particular focus on the rural areas, which is being supported through STaRT;
- operating contracted services which cannot be run commercially as part of a wider public transport network where these services are affordable and represent good value for money;
- improving public transport infrastructure where funding is available, such as linked to new development, to reduce delays to buses, reduce fear of crime and improve access to public transport. This could include a range of measures such as; timetables, bus stops, RTPI, bus shelters, accessibility measures, bus lanes and priority measures.

- promoting bus use for commuting and leisure purposes using the Travelwise brand and our own Staff Travel Plan to communicate the benefits of public transport together with influencing school travel plans;
- Improving public transport infrastructure such as bus lanes, priority at junctions and service frequency, all of which will contribute to making the whole public transport system more appealing;
- Improving the information available through the introduction of RTPI where the whole life costs are affordable; and
- Despite a good public transport network throughout the District, public perception continues to be negative as it is viewed as unreliable, infrequent and expensive.

8.3 Measures to promote and encourage public transport

8.3.1 Providing route maps and timetables on site would be an effective measure to encourage the use of public transport. Up to date bus and train route maps and timetables will be provided on the TP notice board and maps will be combined with walking and cycling routes to bus stops and the train station.

8.3.2 Discounts are available for buying monthly or annual bus tickets for frequent users that are cheaper than buying weekly or daily tickets. The centre should encourage the take up of these tickets and consider offering discounts or interest free loans for their purchase.

8.3.3 Promoting the benefits of public transport along with route and timetable information may help to encourage people to change their travel behaviour. The benefits include reducing congestion on roads, improving road safety and local air quality, in most cases saving time and money and cutting out the need to find a parking space.

9 Car and Parking Strategy

9.1 Introduction

9.1.1 Encouraging the use of sustainable modes of travel and reducing single-occupancy car trips can also be achieved through a mix of incentives and disincentives relating to car use and car parking provisions on site.

9.1.2 Some people require travelling by car for various reasons, for example due to limited mobility or by having large amounts of baggage to carry with them. Some locations may not be easily accessible through using public transport or maybe too far for people to walk or cycle to. However, through implementing the right mix of measures within a TP car users are often willing to change their travel behaviour and start using more sustainable modes of transport.

9.1.3 The Walking, Cycling and Public Transport Strategies within this report have already outlined measures that will be used to promote alternatives to using privately owned cars. This strategy proposes the following measures which will provide alternatives to private car use for those who require access to a car.

9.2 Measures to reduce car use

9.2.1 A car sharing scheme is available at West Sussex Car Share.com on this link http://www.liftshare.com/content/default.asp?sid=975&sid2=562&skin=westsussex&lang=EN&country=GB . This should be promoted to all staff. This will reduce the number of single-occupancy cars on the road, in turn reduces congestion, localised air pollution and parking problems, saving the car users money and reduces the need to own a car.

9.2.2 Typical costs for journeys to the site by car compared to the bus are shown below:

Typical car running costs for 10 mile return journey 5 days a week 46 weeks a year for a 10 year old Renault Clio	
Item	Cost (£)
Fuel = ((10x2)5)46 = 4600 miles Price litre = 135p Fuel tank 40 litres and runs 400 miles	621
Insurance 2 years no claims	350
Car MOT	67.50
Service	220
Maintenance	120
Tax	120
Wear and Tear (oil, tyres etc.)	90
Depreciation (not direct but when selling)	475
Total	2063.50

12 Month SAVER Brighton and Hove Buses	£540

10 Target and Action Plan

10.1.1 A detailed Action Plan is shown below. The Action Plan sets out various measures that can be adopted to help achieve the targets of the TP. The Action Plan includes the strategies that have already been proposed in this document and includes the measures that will need to be taken, the actions necessary to achieve the measures and the target reduction in the number of car journeys that an action should aim to achieve. It is shown that a potential reduction of 15% for visitors and 20% for staff of car journeys is possible if all of the proposed measures in the action plan are adopted. The details of each measure are set out below.

10.1.2 Endorsement and support for the TP is required from WSCC and other key stakeholders.

10.1.3 An agreement in principle is required on the number of trip savings that WSCC, as highway authority, are happy to accept on the basis of this robust TP strategy.

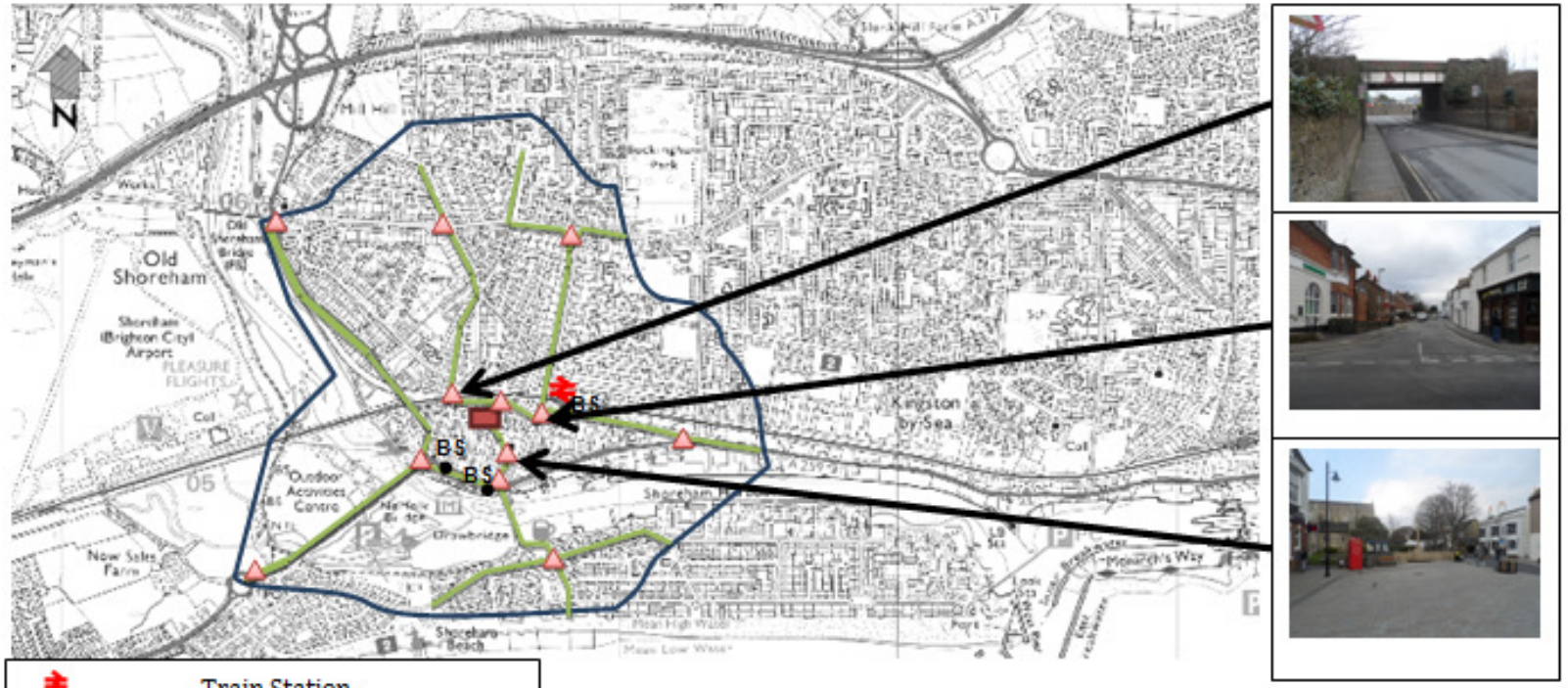
10.1.4 The measures proposed and information on potential reductions in car journeys has been taken from the 'Smarter Choices' section of the DfT website which can be accessed via: http://www.dft.gov.uk/topics/sustainable/smarter-choices . The TP co-ordinator will be responsible for adopting and implementing measures within the Action Plan. As stated earlier in this TP the co-ordinator will also be responsible for reviewing the TP and will be able to propose new measures if this is deemed necessary for the TP to have a greater impact on people's travel choices and behaviour.

Strategy	Measure	Action	Estimated Implementation Cost	Target Implementation Date	Target (reduction in car journeys)	Total Strategy Target
Promotional	TP section on The Shoreham Centre website	Setup TP section on website providing TP information providing maps, timetables and promotion of sustainable transport.	£500	31st December 2015	5-10%	**5%**
	Travel information point	Setup information point on notice board providing TP information as mentioned above.	Included in above cost	31st December 2015	2%	
Walking	Developing a sustainable route map	Sustainable route maps to be provided in TP information showing safe routes and crossing locations for walking to and from the site.	£100	31st December 2015	2%	**5%**
	Promoting walking as a healthy way to travel	Provision of TP information in relation to walking routes and maps, provision of national guidance and leaflets promoting the health benefits of walking.	Included in website cost	31st December 2015	5-10%	
Cycling	Developing a sustainable route map	Sustainable route maps to be provided in TP information showing safe routes for cycling to and from the site.	Included in Walking Strategy	31st December 2015	2%	**4% for staff 2%**
	Cycle Parking	Provide 12 cycle parking spaces on site and monitor.	Included as part of development	Currently being installed	5-10%	

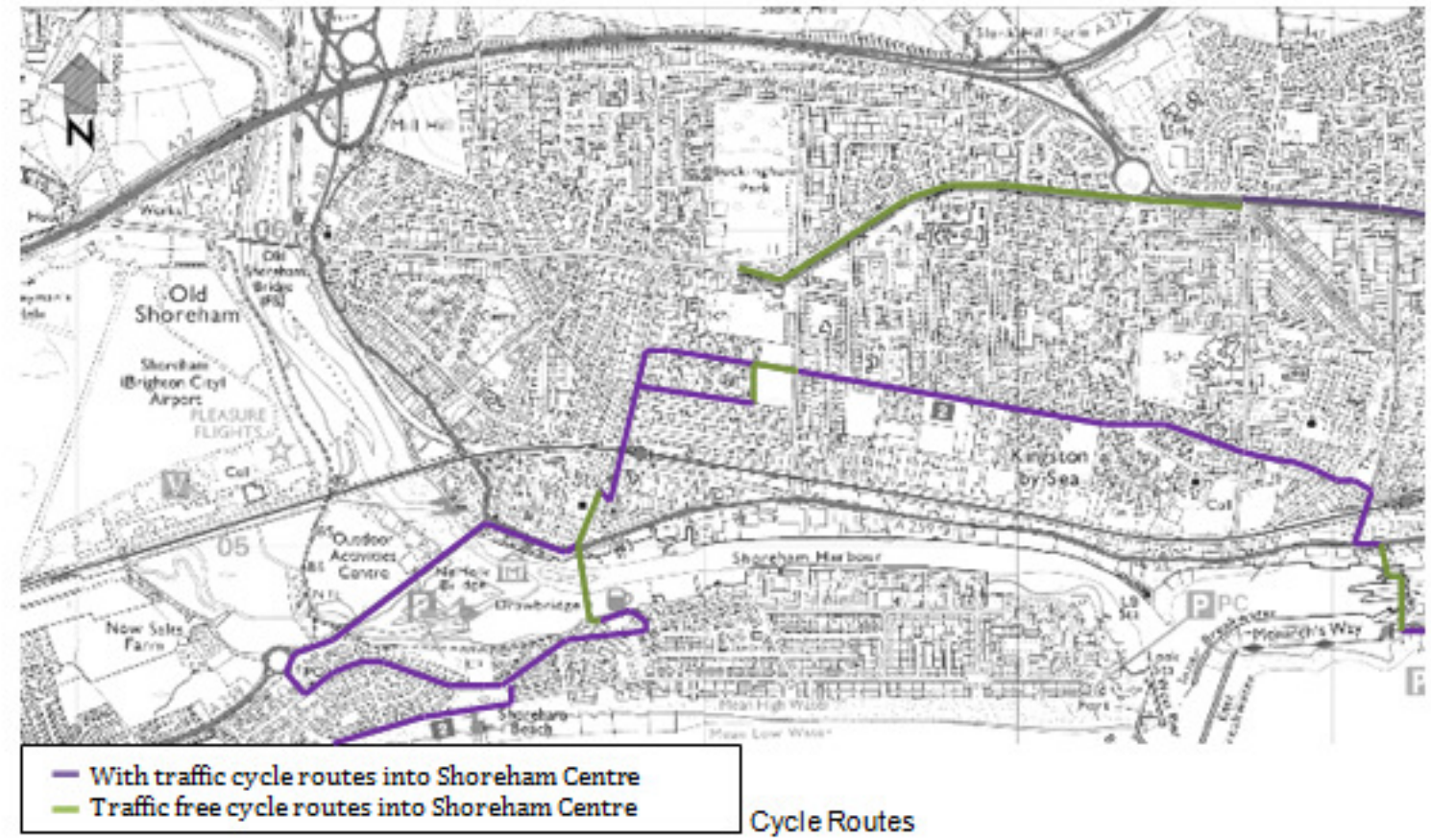
	Promoting cycling as a healthy way to travel	Route maps and facilities to be included in TP information sources as stated above. Leaflets to be provided about the health benefits of cycling. Add cycle journey planning to website.	Included in website cost	31st December 2015	Inc in above	**for visitors**
	Providing lockers	On site lockers to be provided for staff and visitors	£500	31st December 2015	(combined with cycle parking)	
	Cycle Training	Funding or part-funding of cycle training for employees	To be confirmed through consultation	31st December 2015	Depends on requirement	
	Providing bicycle purchase discounts for staff	Interest free loans to be provided for staff for bicycle purchase. Investigate local bike shop discounts for new purchases and servicing or Cycle to Work Scheme.	To be confirmed through consultation	31st December 2015	Inc in above	
Public Transport	Providing route maps and timetables	Promotion of public transport, maps/routes and timetables to be provided in TP information sources	Included in website cost	31st December 2015	5%	**4% for staff 3% for visitors**
	Promoting the benefits of public transport		Included in website cost	31st December 2015	3-5%	
	Providing public transport discounts for staff	Discounts and season ticket interest free loans to be provided for staff.	To be confirmed through consultation	31st December 2015	Inc in above	

Car and Parking	Promoting car sharing	Car sharing to be promoted and information provided in travel plan information sources, such as the County Council website: http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/west_sussex_car_sharing_scheme.aspx.	Included in website cost	31st December 2015	Up to 5%	**2% for staff**
	Providing a guaranteed ride home for car sharers	Ride home for car sharers in the event of domestic emergency	To be confirmed through consultation	31st December 2015	Inc in above	
Total Target for Reduction in Car Journeys						**20% for staff 15% visitors**

APPENDIX A PLANS



Walking Routes



Cycle Routes

APPENDIX B TRAVEL SURVEY

the shoreham centre

Staff Travel Survey

As part of the Travel Plan for the Shoreham Centre the details of existing staff travel behaviours are required as an existing base to monitor targets to reduce the use of single occupancy car use and increase sustainable transport measures. This will also inform the appropriate measures to be implemented. It would be greatly appreciated if you would spend a few minutes completing this questionnaire. All information supplied will be used for official purposes only.

1. How far is your journey to work **(single journey)** to the nearest mile? **(Please tick ✓ one box only.)**

Less than 1 mile	☐1	15 to under 25 miles	☐6
1 to under 2 miles	☐2	25 to under 35 miles	☐7
2 to under 5 miles	☐3	35 to under 50 miles	☐8
5 to under 10 miles	☐4	50 miles and over	☐9
10 to under 15 miles	☐5		

3. How long does the journey to and from work normally take you? **(Please tick ✓ one box for the journey to work and one box for the journey from work.)**

	TO		FROM
Less than 10 minutes	☐1	Less than 10 minutes	☐1
10 minutes to under 15 minutes	☐2	10 minutes to under 15 minutes	☐2
15 minutes to under 30 minutes	☐3	15 minutes to under 30 minutes	☐3
30 minutes to under 45 minutes	☐4	30 minutes to under 45 minutes	☐4
45 minutes to under 1 hour	☐5	45 minutes to under 1 hour	☐5
1 hour to under 1.5 hours	☐6	1 hour to under 1.5 hours	☐6
1.5 hours to under 2 hours	☐7	1.5 hours to under 2 hours	☐7
2 hours and over	☐8	2 hours and over	☐8

3. Please indicate how you **normally** travel to and from work: **(Please tick ✓ one box (main mode) for the trip to work and one box (main mode) for the journey from work.)**

	TO		FROM
Car as driver	☐1	Car as driver	☐1
Car as passenger	☐2	Car as passenger	☐2
Motorcycle driver	☐3	Motorcycle driver	☐3
Motorcycle passenger	☐4	Motorcycle passenger	☐4
Walk all the way	☐5	Walk all the way	☐5
Cycle	☐6	Cycle	☐6
Bus	☐7	Bus	☐7
Train	☐8	Train	☐8
Taxi	☐9	Taxi	☐9
Other	☐10	Other	☐10

If you indicated that you normally travel to or from work by car as a driver or a passenger please go to question 4. If not, please go to question 6.

4. If you stated that you normally travel to or from work in a car, how many people **including yourself** are normally in the car? **(Please tick ✓ one box only.)**

One ☐1 Two ☐2 Three ☐3 Four ☐4 Five ☐5 Six ☐6

5. Where do you normally park on arrival at work? **(Please tick ✓ one box only.)**

Parking on site, no charge	☐1	Surface level car park, charged	☐5
On-street parking, no charge	☐2	Other (please write in)	☐6
On-street parking, charged	☐3	.....	
Multi-storey car park, charged	☐4		

6. Are there any other modes of transport that you use to go to or from work on a less regular basis (e.g. cycling or walking in fine weather)?

Yes ☐1 **Please go to Q7** No ☐2 **Please go to Q8**

7. Please indicate which other modes you use and how frequently **(on average)** you use them during a calendar year:

	Once or twice a week	Once or twice a month	Once or twice a year
Car as driver	☐1	☐2	☐3
Car as passenger	☐1	☐2	☐3
Motorcycle driver	☐1	☐2	☐3
Motorcycle passenger	☐1	☐2	☐3
Walk all the way	☐1	☐2	☐3
Cycle	☐1	☐2	☐3
Bus	☐1	☐2	☐3
Train	☐1	☐2	☐3
Taxi	☐1	☐2	☐3
Other	☐1	☐2	☐3

8. Do you ever work at home (i.e. working at home instead of going to the office)?

Yes ☐1 **Please go to Q9** No ☐2 **Please go to Q10**

9. Please indicate how often: **(Please tick ✓ one box only.)**

Three or more times a week	☐1	Once or twice a month	☐4
Once or twice a week	☐2	Less than once a month but more than once a year	☐5
Less than once a week but more than once a month	☐3	Less than once a year	☐6

9. Do you ever travel on company business?

Yes ☐1 **Please go to Q11** No ☐2 **Please go to Q12**

10. How frequently do you use the following modes of transport for **business use**? **(Please tick ✓ one box only for each option.)**

	Always use	Frequently use	Occasionally use	Rarely Use	Never Use
Car as driver	☐1	☐2	☐3	☐4	☐5
Car as passenger	☐1	☐2	☐3	☐4	☐5
Train	☐1	☐2	☐3	☐4	☐5
Bus	☐1	☐2	☐3	☐4	☐5
Cycle	☐1	☐2	☐3	☐4	☐5
Walk	☐1	☐2	☐3	☐4	☐5
Motorcycle	☐1	☐2	☐3	☐4	☐5

11. Which of these incentives would encourage you to travel in a more sustainable way, or reduce your need for travel? **(Please tick ✓ the 5 options which would make most impact on you.)**

Working from home	☐1	More reliable public transport	☐7
Car-sharing scheme	☐2	Better public transport information	☐8
Improved use of IT	☐3	More frequent public transport	☐9
Cheaper public transport/discounts	☐4	Employer to provide bikes/equipment	☐10
On-site parking charges	☐5	More cycle lanes	☐11
Limited parking spaces/parking management	☐6	Employer to provide shower/changing facilities	☐12
		Other (please specify) _____	☐13

12. Which of these existing problems might prevent you from using more sustainable transport? **(Please tick ✓ the 5 most significant problems.)**

Public transport is too expensive	☐1	Cycling is too dangerous	☐8
Public transport takes too long	☐2	Lack of shower/changing facilities	☐9
Public transport is unreliable	☐3	Have to drive as main part of job	☐10
Not enough information about public transport	☐4	No one to car share with	☐11
No public transport service available	☐5	Too far to walk	☐12
Personal safety concerns	☐6	Too far to cycle	☐13
Do not own a bicycle	☐7	Other	☐14

13. Would you be interested in taking part in a car-sharing scheme with other employees? **(Please tick ✓ all that apply)**

Yes – as a driver ☐1 Yes – as a passenger ☐2 No ☐3

14. Please indicate your:

Postcode								

Street	

Town/Village	

Start Time	H	H	M	M	Finish Time	H	H	M	M
(24-Hr Clock)					(24-Hr Clock)				

15. If you have any other ideas or comments about sustainable travel please use the space below:

Thank you very much for completing this questionnaire.

Please return to _____ by _____

1. How far is your journey to work (single journey) to the nearest mile	Count
1 to under 2 miles	3
10 to under 15 miles	2
2 to under 5 miles	3
35 to under 50 miles	1
5 to under 10 miles	2
Less than 1 mile	2
Grand Total	**13**

2(a) How long does the journey to and from work normally take you? To	Count
1 hour to under 1.5 hours	2
10 minutes to under 15 minutes	5
15 minutes to under 30 minutes	2
30 minutes to under 45 minutes	2
45 minutes to under 1 hour	1
Less than 10 minutes	1
Grand Total	**13**

2(b) How long does the journey to and from work normally take you? From	Count
1 hour to under 1.5 hours	2
10 minutes to under 15 minutes	5
15 minutes to under 30 minutes	2
30 minutes to under 45 minutes	2
45 minutes to under 1 hour	1
Less than 10 minutes	1
Grand Total	**13**

3(a) Please indicate how you normally travel to and from work To	Count
Bus	1
Car as driver	5
Cycle	1
Train	2
Walk all the way	4
Grand Total	**13**

3(b) Please indicate how you normally travel to and from work From	Count
Bus	1
Car as driver	5
Cycle	1
Train	2
Walk all the way	4
Grand Total	**13**

4. If you stated that you normally travel to or from work in a car, how many people including yourself are normally in the car?	Count
n/a	1
One	4
Two	1
(blank)	
Grand Total	**6**

5. Where do you normally park on arrival at work?	Count
Other	1
Parking on site, no charge	5
(blank)	
Grand Total	**6**

6. Are there any other modes of transport that you use to or from work on a less regular basis (e.g. cycling or walking in fine weather)?	Count
No	7
Yes	4
(blank)	
Grand Total	**11**

7(a)(i) Please indicate which other modes you use and how frequently (on average) you use them during a calendar year Once or twice a week	Count
Car as driver	1
Car as passenger	1
Taxi	1
(blank)	
Grand Total	**3**

7(b)(i) Please indicate which other modes you use and how frequently (on average) you use them during a calendar year Once or twice a month	Count
Walk all the way	1
(blank)	
Grand Total	**1**

7(b)(ii) Please indicate which other modes you use and how frequently (on average) you use them during a calendar year Once or twice a month	Count
Train	1
(blank)	
Grand Total	**1**

7(c)(i) Please indicate which other modes you use and how frequently (on average) you use them during a calendar year Once or twice a year	Count
Car as passenger	1
Cycle	1
Motorcycle driver	1
(blank)	
Grand Total	**3**

7(c)(ii) Please indicate which other modes you use and how frequently (on average) you use them during a calendar year Once or twice a year	Count
Cycle	1
Motorcycle driver	1
(blank)	
Grand Total	**2**

8. Do you ever work at home (i.e. working at home instead of going to the office)?	Count
No	11
Yes	1
(blank)	
Grand Total	**12**

9. Please indicate how often:	Count
Once or twice a week	1
(blank)	
Grand Total	**1**

10. Do you ever travel on company business?	Count
No	4
Yes	3
(blank)	
Grand Total	**7**

11(a)(i) How frequently do you use the following modes of transport for business use? Always use	Count
Car as driver	3
Train	2
Walk	1
(blank)	
Grand Total	**6**

11(b)(i) How frequently do you use the following modes of transport for business use? Frequently use	Count
Bus	1
Car as driver	2
Walk	1
(blank)	
Grand Total	**4**

11(c)(i) How frequently do you use the following modes of transport for business use? Occasionally use	Count
Car as driver	2
Car as passenger	1
(blank)	
Grand Total	**3**

11(c)(ii) How frequently do you use the following modes of transport for business use? Occasionally use	Count
Car as passenger	1
Walk	1
(blank)	
Grand Total	**2**

11(d)(i) How frequently do you use the following modes of transport for business use? Rarely use	Count
Car as passenger	1
Cycle	1
(blank)	
Grand Total	**2**

11(d)(ii) How frequently do you use the following modes of transport for business use? Rarely use	Count
Train	1
(blank)	
Grand Total	**1**

11(e)(i) How frequently do you use the following modes of transport for business use? Never use	Count
Bus	1
Car as driver	2
Car as passenger	1
Train	1
(blank)	
Grand Total	**5**

11(e)(ii) How frequently do you use the following modes of transport for business use? Never use	Count
Bus	1
Car as passenger	2
Cycle	1
Train	1
(blank)	
Grand Total	**5**

11(e)(iii) How frequently do you use the following modes of transport for business use? Never use	Count
Bus	1
Cycle	1
Train	2
Walk	1
(blank)	
Grand Total	**5**

11(e)(iv) How frequently do you use the following modes of transport for business use? Never use	Count
Bus	1
Cycle	1
Motorcycle	2
(blank)	
Bus	1
Grand Total	**5**

11(e)(v)How frequently do you use the following modes of transport for business use? Never use	Count
Cycle	2
Walk	1
(blank)	
Grand Total	**3**

11(e)(vi) How frequently do you use the following modes of transport for business use? Never use	Count
Motorcycle	1
Walk	2
(blank)	
Grand Total	**3**

11(e)(vii) How frequently do you use the following modes of transport for business use? Never use	Count
Motorcycle	2
(blank)	
Grand Total	**2**

12(a) Which of these incentives would encourage you to travel in a more sustainable way, or reduce your need for travel?	Count
Car-sharing scheme	1
More cycle lanes	2
More reliable public transport	3
Working from home	5
(blank)	
Grand Total	**11**

12(b) Which of these incentives would encourage you to travel in a more sustainable way, or reduce your need for travel?	Count
Better public transport information	2
Cheaper public transport/discounts	2
Improved use of IT	2
(blank)	
Employer to provide shower/charging facilities	1
Grand Total	**7**

12(c) Which of these incentives would encourage you to travel in a more sustainable way, or reduce your need for travel?	Count
Better public transport information	1
Employer to provide bikes/equipment	1
More frequent public transport	1
More reliable public transport	2
(blank)	
Grand Total	**5**

12(d) Which of these incentives would encourage you to travel in a more sustainable way, or reduce your need for travel?	Count
Better public transport information	1
More cycle lanes	1
More frequent public transport	2
(blank)	
Grand Total	**4**

12(e) Which of these incentives would encourage you to travel in a more sustainable way, or reduce your need for travel?	Count
Employer to provide shower/changing facilities	1
Employer to provide shower/charging facilities	1
More frequent public transport	1
(blank)	
Grand Total	**3**

12(f) Which of these incentives would encourage you to travel in a more sustainable way, or reduce your need for travel? Other	Count
Travel is part of my role	1
Undercover cycle storage	1
(blank)	
Grand Total	**2**

13(a) Which of these existing problems might prevent you from using more sustainable transport?	Count
No public transport service available	2
Public transport is too expensive	4
Public transport is unreliable	1
Public transport takes too long	1
Too far to walk	1
(blank)	
Grand Total	**9**

13(b) Which of these existing problems might prevent you from using more sustainable transport?	Count
Have to drive as main part of job	1
Lack of shower/changing facilities	1
Personal safety concerns	1
Public transport is unreliable	1
Public transport takes too long	1
Too far to cycle	1
(blank)	
Grand Total	**6**

13(c) Which of these existing problems might prevent you from using more sustainable transport?	Count
Do not own a bicycle	2
Public transport is unreliable	1
(blank)	
Grand Total	**3**

13(d) Which of these existing problems might prevent you from using more sustainable transport?	Count
Cycling is too dangerous	1
Lack of shower/changing facilities	1
(blank)	
Grand Total	**2**

14(a) Would you be interested in taking part in a car-sharing scheme with other employees?	Count
No	11
Yes-as a driver	1
(blank)	
Grand Total	**12**

15(d) Please indicate your: Start Time	Count
05:00:00	2
08:00:00	2
08:30:00	1
09:00:00	4
09:30:00	1
17:00:00	1
(blank)	
Grand Total	**11**

15(e) Please indicate your: Finish Time	Count
09:00:00	1
09:30:00	1
12:00:00	1
16:00:00	2
17:00:00	3
17:30:00	1
22:00:00	1
(blank)	
Grand Total	**10**

APPENDIX C TRICS DATA

TRICS 7.2.1

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: Q - COMMUNITY CENTRE
MULTI-MODAL
TOTAL PEOPLE

Selected regions and areas:

6	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
9	NORTH		
	DH	DURHAM	1 days
10	WALES		
	SW	SWANSEA	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	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:	500 to 1486 (units: sqm)
Range Selected by User:	500 to 1500 (units: sqm)

Public Transport Provision:

Selection by:	Include all surveys
Date Range:	01/01/07 to 24/10/13

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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

Town Centre	0
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

Neighbourhood Centre (PPS6 Local Centre)	0
Free Standing (PPS6 Out of Town)	0
Not Known	0

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 and Not Known.

Selected Location Sub Categories:	
Industrial Zone	0
Commercial Zone	0
Development Zone	0
Residential Zone	3
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	0
High Street	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	5 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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:	
5,001 to 25,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	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	2 days
1.1 to 1.5	3 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	5 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	CV-07-Q-01 KILLYMOONEY DRIVE CAVAN Suburban Area (PPS6 Out of Centre)	COMMUNITY CENTRE	CAVAN			
	Residential Zone Total Gross floor area:			922	sqm	
	Survey date:	WEDNESDAY	19/12/2012	Survey Type:	MANUAL	
2	DH-07-Q-01 JUTLAND ROAD HARTLEPOOL Suburban Area (PPS6 Out of Centre)	COM. CENTRE	DURHAM			

	No Sub Category				
	Total Gross floor area:		500	sqm	
	Survey date:	FRIDAY	28/09/2007	Survey Type:	MANUAL
3	FA-07-Q-01	COMMUNITY CENTRE	FALKIRK		
	DAVID'S LOAN				
	BAINSFORD				
	FALKIRK				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Gross floor area:		675	sqm	
	Survey date:	THURSDAY	19/04/2007	Survey Type:	MANUAL
4	SH-07-Q-01	COMMUNITY CENTRE	SHROPSHIRE		
	SOUTHGATE				
	SUTTON HILL				
	TELFORD				
	Edge of Town				
	Residential Zone				
	Total Gross floor area:		1486	sqm	
	Survey date:	THURSDAY	24/10/2013	Survey Type:	MANUAL
5	SW-07-Q-01	COMMUNITY CENTRE	SWANSEA		

	HIGH STREET				
	SWANSEA Edge of Town Centre High Street				
	Total Gross floor area:		500	sqm	
	Survey date:	TUESDAY	22/10/2013	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/Q - COMMUNITY CENTRE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

			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									
07:00-08:00	1	500	0.4	1	500	0	1	500	0.4
08:00-09:00	5	817	1.004	5	817	0.171	5	817	1.175
09:00-10:00	5	817	2.155	5	817	1.004	5	817	3.159
10:00-11:00	5	817	0.833	5	817	1.396	5	817	2.229
11:00-12:00	5	817	1.494	5	817	1.298	5	817	2.792
12:00-13:00	5	817	1.665	5	817	1.984	5	817	3.649
13:00-14:00	5	817	1.421	5	817	1.396	5	817	2.817
14:00-15:00	5	817	1.543	5	817	1.347	5	817	2.89
15:00-16:00	5	817	1.298	5	817	1.323	5	817	2.621
16:00-17:00	5	817	0.882	5	817	1.543	5	817	2.425
17:00-18:00	5	817	1.494	5	817	0.857	5	817	2.351
18:00-19:00	5	817	1.91	5	817	1.053	5	817	2.963
19:00-20:00	5	817	0.784	5	817	1.543	5	817	2.327
20:00-21:00	5	817	0.171	5	817	1.494	5	817	1.665
21:00-22:00	3	887	0	3	887	0.601	3	887	0.601
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			17.054			17.01			34.064

Parameter summary

Trip rate parameter range selected:	500 - 1486 (units: sqm)
Survey date date range:	01/01/07 - 24/10/13
Number of weekdays (Monday-Friday):	5
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.