



Area Travel Planning and Implications for TRICS

Practical guidance on how to maximise the trip rate savings of multi-use developments through travel planning

Sarah Levantis

JMP Consulting

Programme

- Summary of the findings of the TRICS multi use research;
- The Area Travel Plan as a mechanism to act on these findings;
- How to maximise the potential trip rate savings of multi use developments with Area Travel Planning; and
- Summary of recommendations

TRICS multi use research

AIM:

- Over-estimated; or
- Under-estimated.

METHOD:

- Comparing aggregate estimates with actual trips.

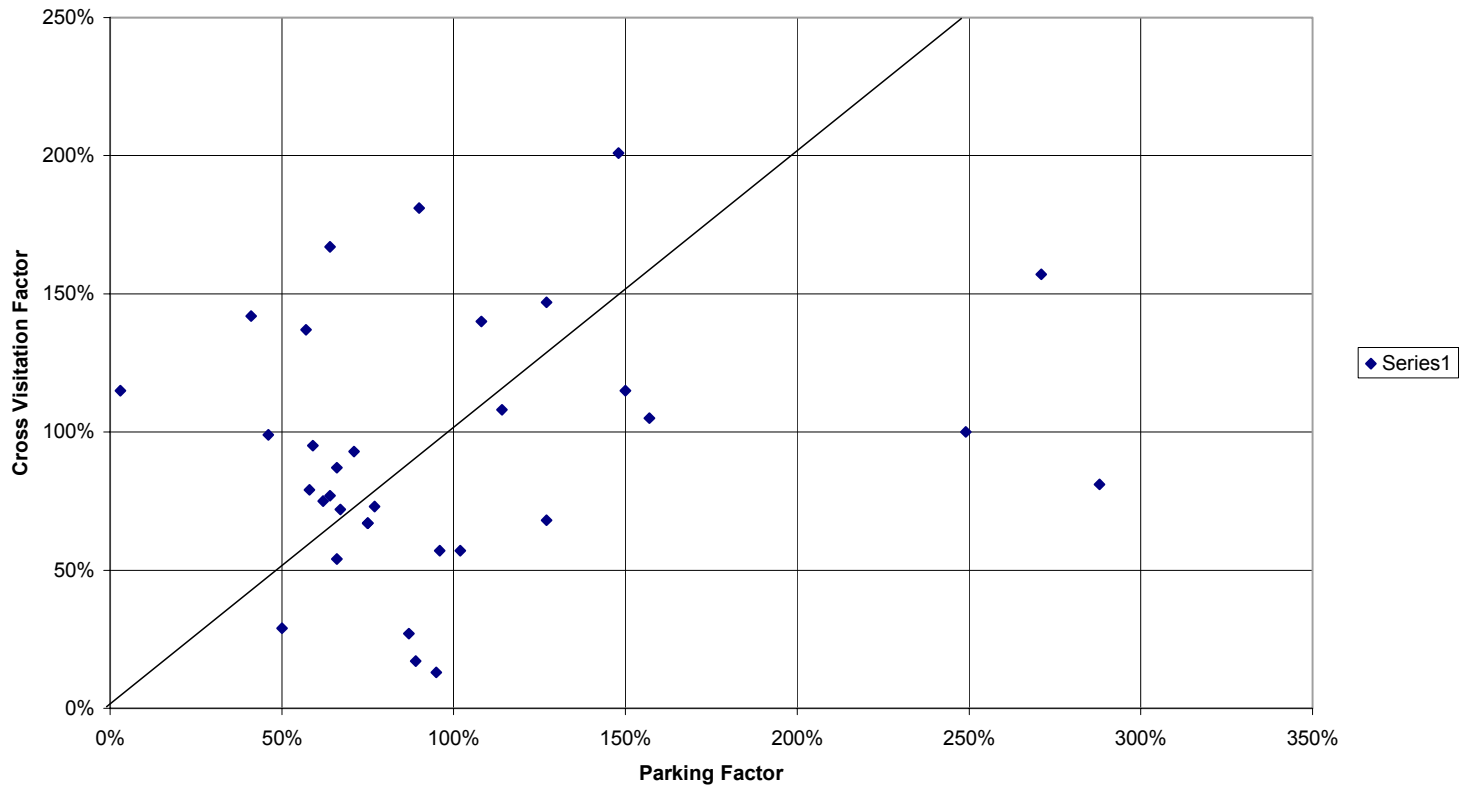
CONCLUSIONS:

- Number of developments; and
- Amount of parking.

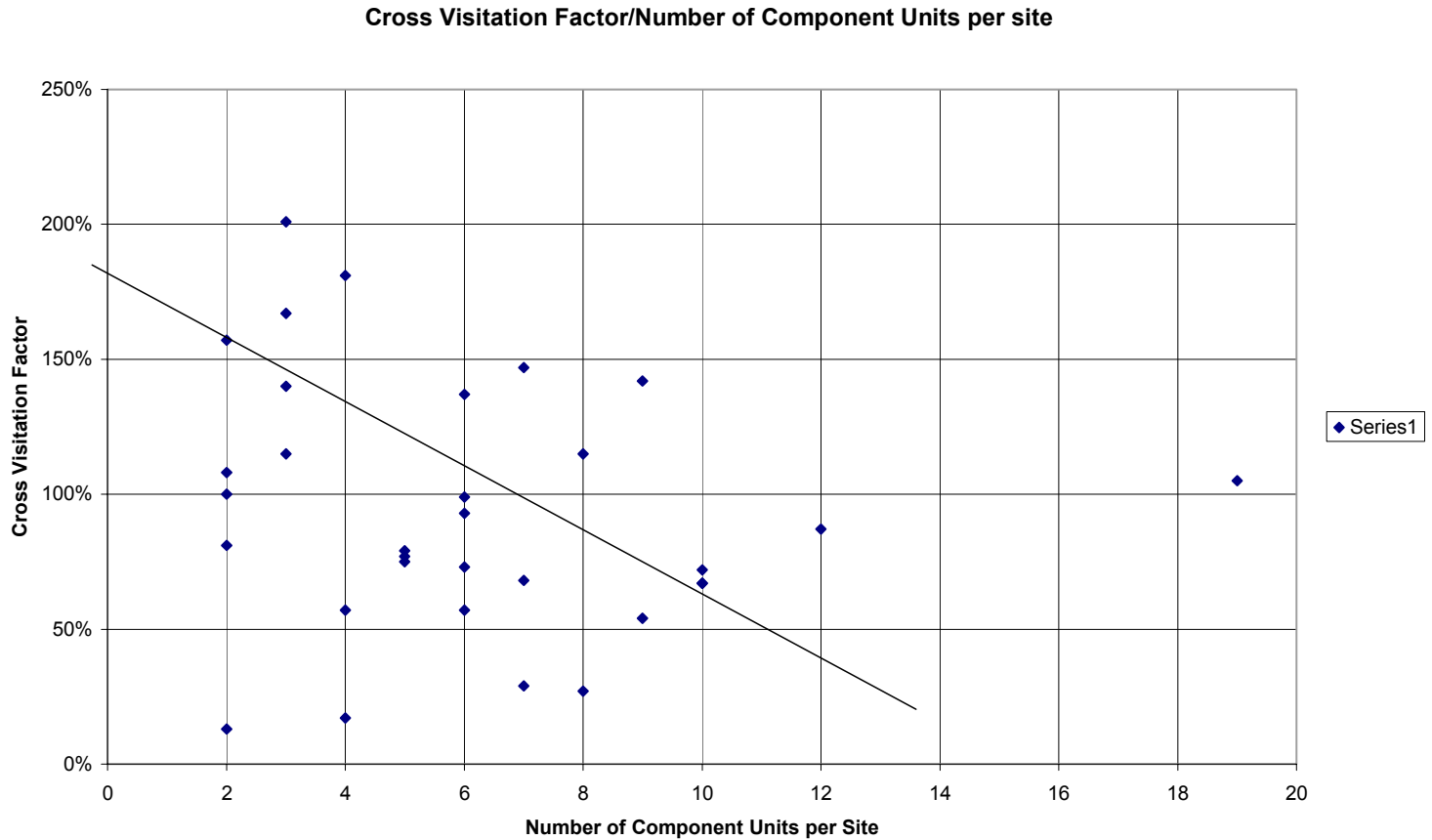


Trip rate vs. parking supply

Cross Visitation v Parking Factor



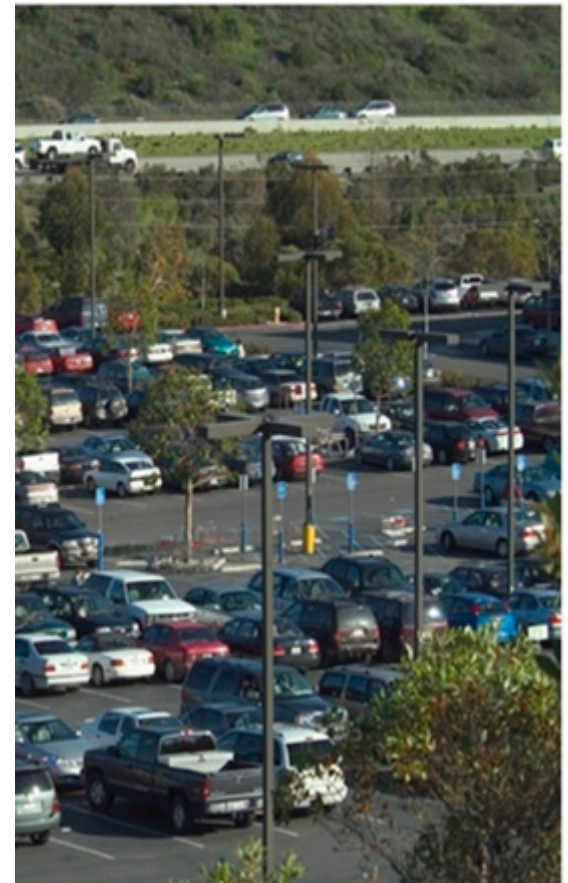
Trip rate vs. no. of units on site





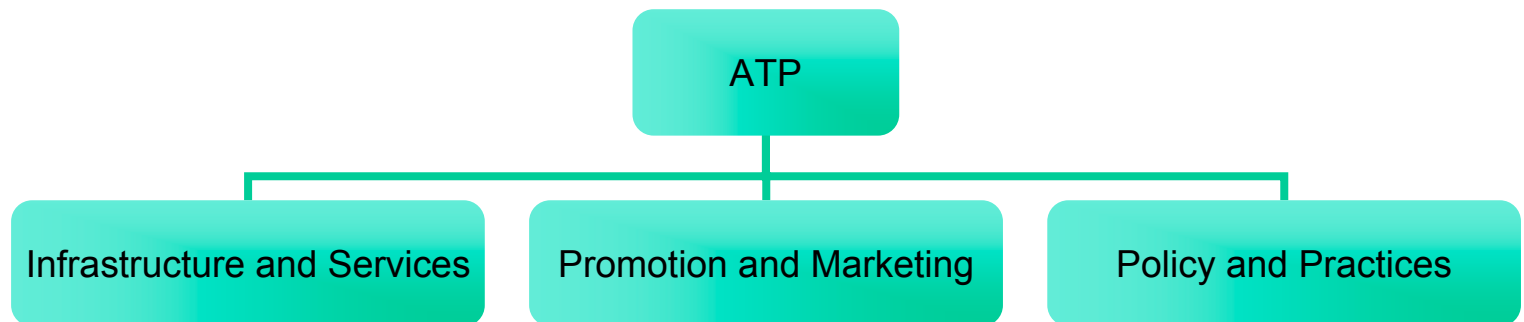
TRICS multi use research

- **RECOMMENDATIONS;** potential trip savings can be made at multi use sites, but they require travel demand management strategies to lock them in.



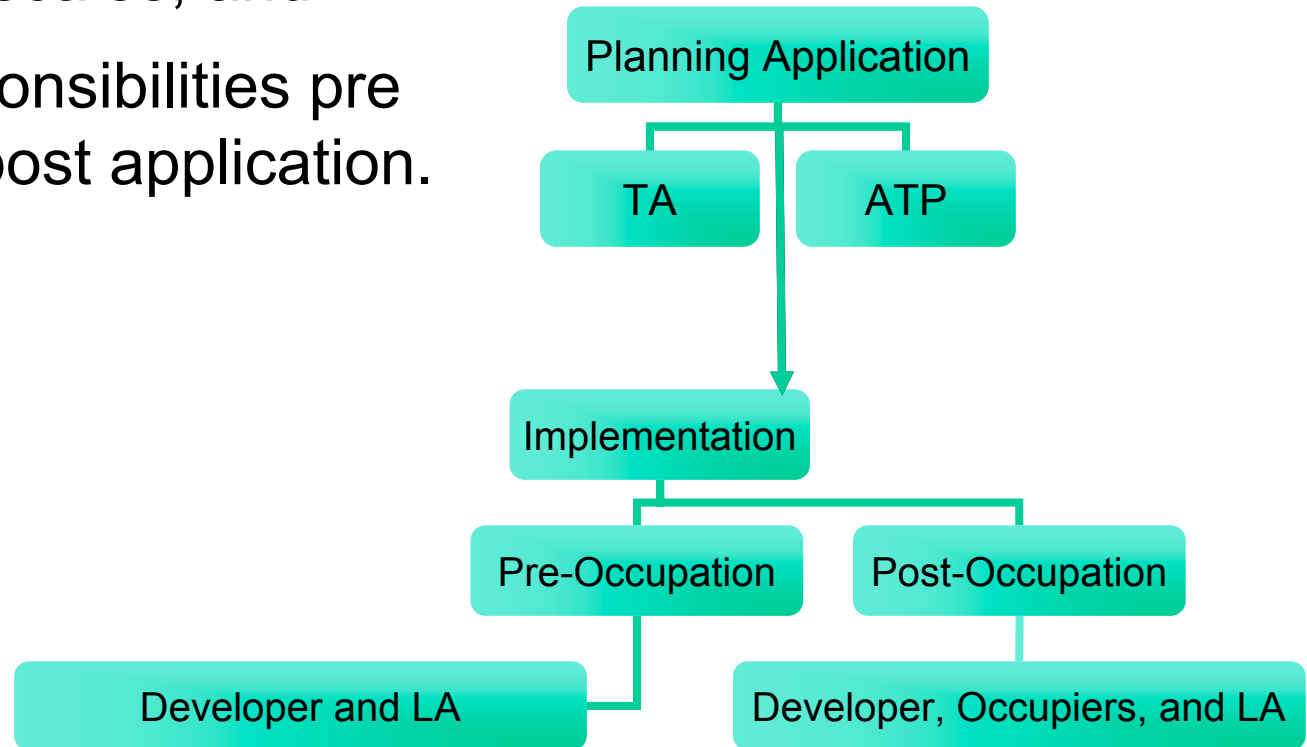
The Area Travel Plan (ATP)

“A travel demand management strategy for a number of businesses, organisations or development sites in an area, that share the same transport issues or requirements”



How to implement an effective ATP

- Timescales; and
- Responsibilities pre and post application.



How to implement an effective ATP

- Modal share targets;
- Monitoring; and
- TRICS system development.



TRICS®

TRICS - the system that challenges and validates assumptions about the transport impacts of new developments.

enter site
chairman's statement
demo 2006(a)
useful links
newsletter
TRICS patch
measuring travel plan impacts

Standardised monitoring of travel plans

TRICS 2006(a) Patch Now Available – [Download Here](#)

trics.org

Why ATPs are successful

MOTIVATIONS

- Reduced S106 contributions at outset; and
- Maintain efficient transport patterns over time.

CRITICAL MASS


- Data is more comprehensive; and
- Measures are more effective.

PARTNERSHIP

- Reduced costs for measures; and
- Reduced resource input.




- Whiteley ATP



travel plan clusters

Whiteley Area Travel Plan (ATP)




BACKGROUND

Access to Whiteley is almost exclusively via Junction 9 of the M27. During rush hour this junction suffers from severe congestion with traffic sometimes backing up onto the motorway.

The Highways Agency, as the authority responsible for the motorway, are leading the project to solve the congestion problem, and are being assisted by Hampshire County Council and the businesses of the Solent Business Park. The project is being carried out by transport planners JMP Consulting.

The project is ongoing and will be monitored and reviewed to ensure that the maximum benefits for Whiteley, its residents and its visitors, are secured.

JMP has devised the Whiteley Area Travel Plan (ATP) comprising a series of measures that offer realistic alternatives to the private car in terms of public transport, walking, cycling and car-sharing. The project has involved in-depth investigations into the operating of the Whiteley area, its existing transport infrastructure and the needs of the people who work there.



- HOME
- HOW DOES IT WORK?
- BENEFITS ▶
- MORE INFORMATION ▶
- PARTNERS ▶
- THE PROJECT ▶
- PLAN MY JOURNEY ▶
- FAQs
- CONTACTS

GETTING INVOLVED

- TRANSPORT OPTIONS INTERACTIVE MAP
- STAFF TRAVEL SURVEY
- ONLINE COMMENTS FORM
- DISCUSSION GROUPS
- SUPPLY STAFF POSTCODE DATA

PLAN MY JOURNEY

Public Transport Information

Cycling to Work
SUSTRANS NCN

Walking to Work

Car Sharing

Whiteley Car Club

Special Offers



Experience and Evidence

- Islington town centres



Summary of Recommendations

- For DC officers to enforce ATPs through the planning framework for multi use sites;
- To link ATPs to developer funded transport services; and
- TRICS system development to reflect the findings of the multi use research.



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Q&A

shaping transport