

FARINGDON TENNIS CLUB

SURVEY OF MEMBERSHIP

TRANSPORT METHODS USED IN GETTING
TO THE CLUB

November 2011

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BACKGROUND

The existing location in Southampton St is close to the centre of Faringdon, and has no car parking of its own. Members therefore have to steal a residential parking space, or alternatively park 1/3 mile away in the centre of town, or at the business centre. When the courts are at their busiest, then there will typically be a maximum of six cars that have to find parking spaces.

The Stanford Rd location is further from the centre, and also has its own substantial car park. Does this mean that more members will therefore drive to the Club in its new location?

A Survey of the Membership was carried out during November 2011 (see <http://www.surveymonkey.com/s/FTCTransportSurvey>) in order to help estimate likely traffic flows to the new location.

WHERE MEMBERS LIVE

There are at present 120 members (approx 70 adults, 20 teenagers, 30 children) , although we would expect the membership to increase should we move to a better location that also has floodlighting.

	Miles	#Members
Faringdon	1	82
Littleworth	1	1
Fernham	2	8
Great Coxwell	2	8
Little Coxwell	2	2
Buckland	3	3
Clanfield	3	1
Coleshill	3	1
Stanford iV	3	7
Ashbury	6	1
Bampton	6	1
Kingston Lisle	9	1
Swindon	10	2
Meysey Hampton	13	1
Ampney Crucis	16	1
		120

Most of our membership lives either in Faringdon, or within three miles of Faringdon.

Cycling/walking to the Club is encouraged, partly also because car parking at the Club in Southampton Street is severely limited. The existing Club has no car parking of its own.

COURT USE DURING THE WEEK

FARINGDON TENNIS CLUB: COURT PLANNER							
	Sun	Mon	Tues	Wed	Thur	Fri	Sat
8 am							
:30							
9 am							
:30							
10 am							
:30							
11 am							
:30							
12 PM							
:30							
1 PM							
:30							
2 PM							
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3 PM							
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4 PM							
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5 PM							
:30							
6 PM							
:30							
7 PM							
:30							
8 PM							
:30							

OPEN COURTS		Members (+guests) can use courts. Bring own balls.
Junior Coaching		All courts MAY be in use. Other members take pot-luck
Ladies Coaching		See TERM TIMES on Notice Board and Website. All courts MAY be in use. Other members take pot-luck
Mixed Coaching		See TERM TIMES on Notice Board and Website. All courts MAY be in use. Other members take pot-luck
Club Sessions		Mixed Doubles Social Tennis for Adults. (Evenings sessions only: April-Oct)
Matches		See MATCH SCHEDULES on Notice Board and Website. No other club play whilst match is in progress

EXISTING LOCATION:

- Courts are busiest during club sessions (orange – above) and coaching (lilac & light blue above) . With three courts this means that there will be between five and fifteen members at the club at any one time.
- When there is a home match on (red – above) then other members cannot use the courts. There will be four visiting players (usually coming in one car) and four Faringdon players. With only three courts, we cannot play two matches at the same time.
- In the existing location with no floodlighting there can only be evening tennis in the summer months.
- At all other times (green – above) there can typically be up to two courts in use at any one time.

NEW LOCATION:

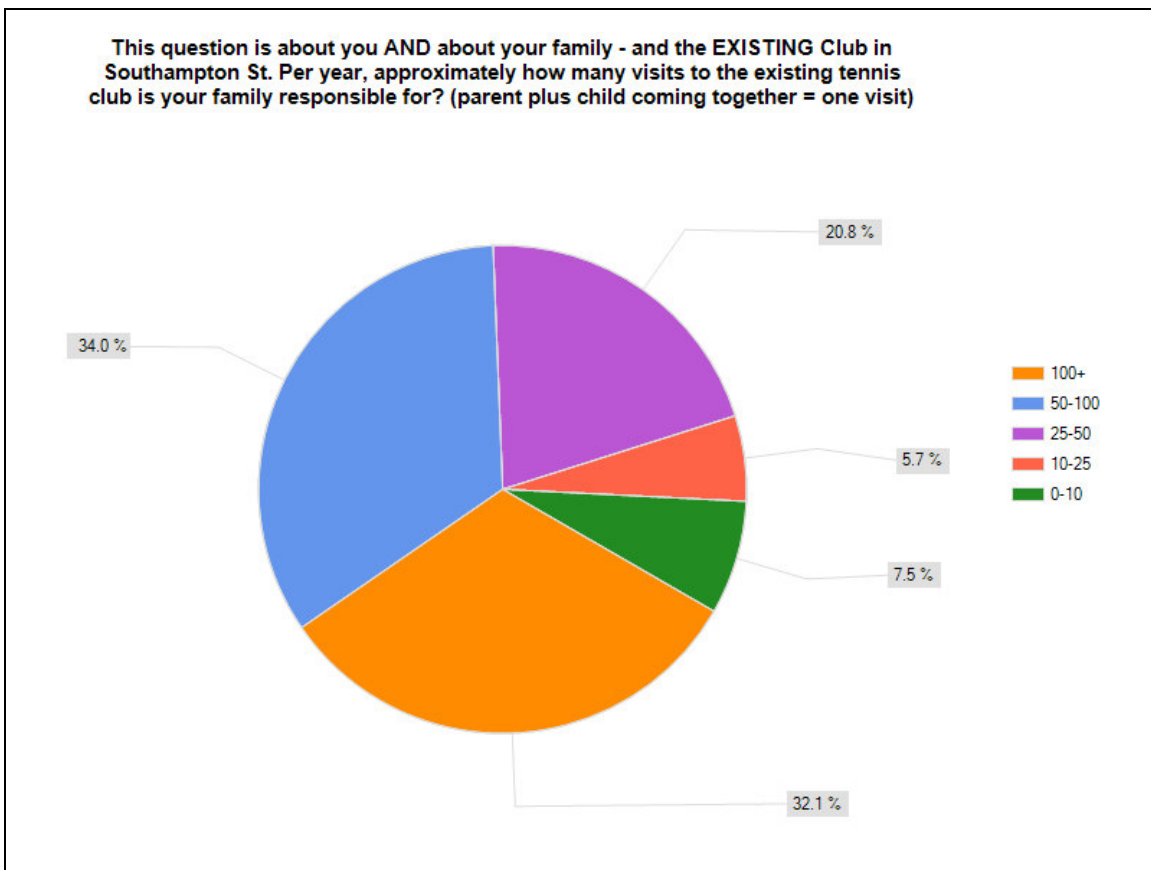
- With four courts and increased membership, we would expect the busiest times (club sessions and coaching) to attract perhaps 10-20 members at any one time.
- With four courts it will be possible to play two home matches simultaneously, with eight visiting players (usually two cars in total) and eight Faringdon players. When there is only one match, then members CAN play on the remaining two courts.
- With floodlighting, evening tennis can also take place during the winter months.

SURVEY OF MEMBERSHIP

By means of a simple online survey, we asked all of our members to indicate how often they come to the Club, and their existing method of transport. We also asked them to indicate what their likely method of transport would be to the NEW location in Stanford Rd.

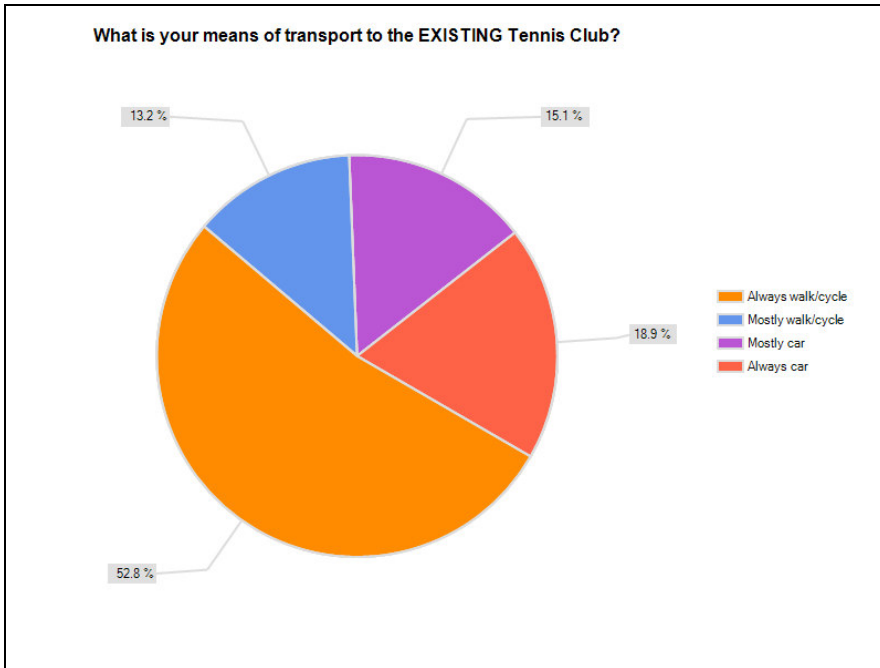
Where there are members living at the same address (usually family) we asked just one member to respond on behalf of the whole family.

Fifty three responses were received. Many of these responses represented multiple members, and therefore more than 90% of the total Club membership was represented in the survey.

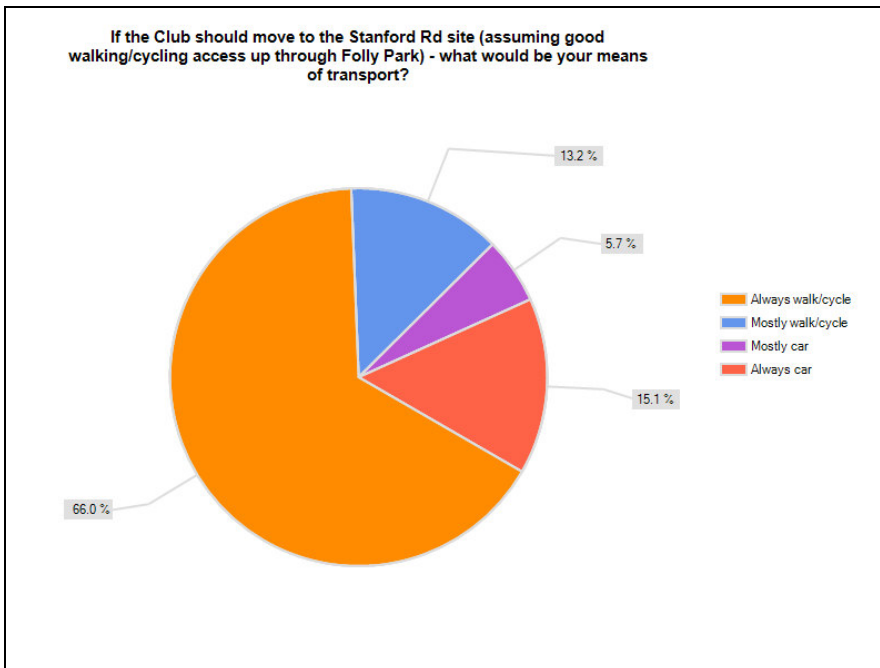


This allows us to estimate that the total number of “journeys” to the Club is at present in the region of 7000 per year. *It should be noted that tennis matches – unlike cricket/rugby – do not attract spectators.*

This would fit in with observations. During the summer when there is also evening tennis, then a typical week might see 200 sessions of tennis being enjoyed by the membership. During the winter months, this number would more typically be 125.



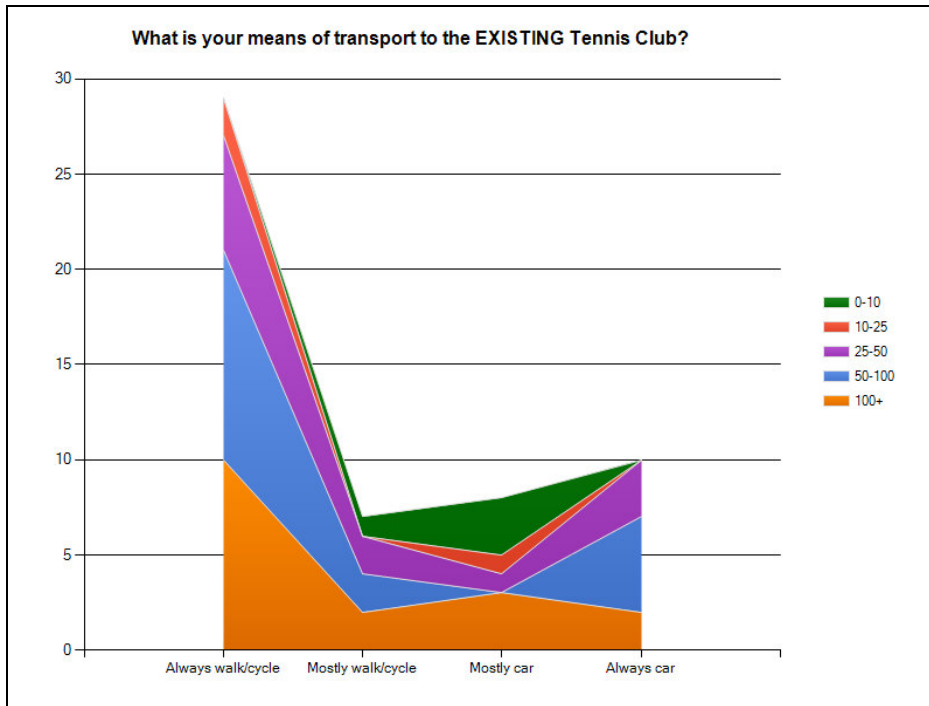
At present, approximately 65% say that they choose to walk or cycle to the Club. With 35% saying that they typically take the car, this equates to 60 car journeys per week (on average ten per day) during the summer, and 40 car journeys per week during the winter months. This percentage does also reflect what we typically see at Club sessions. If there are twelve people on court, then the number of cars that have found spaces would be in the region of five.

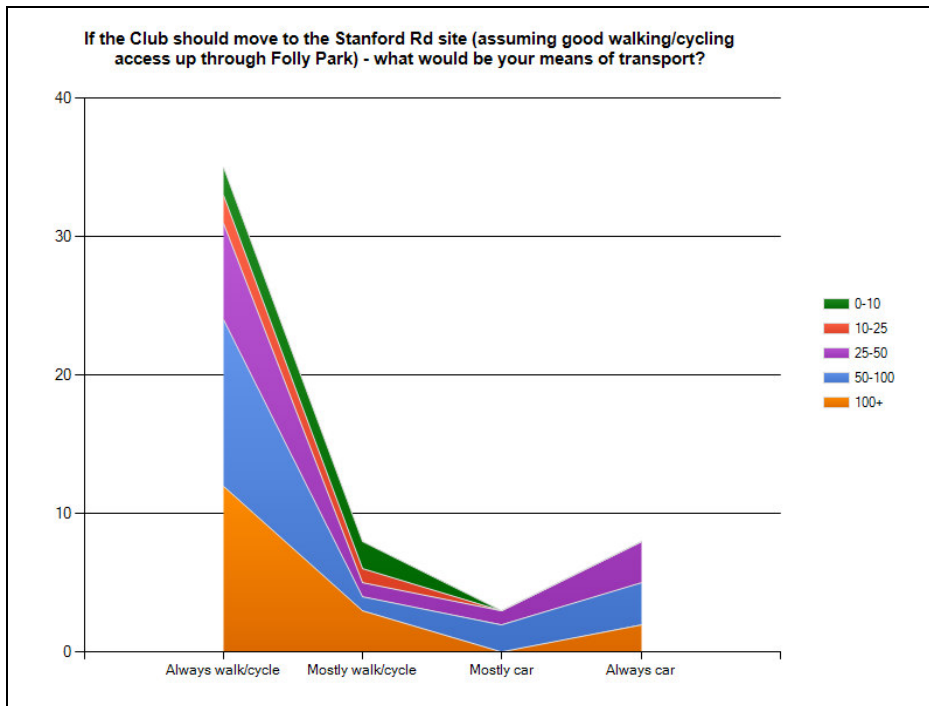


This is perhaps more a statement of intent by the membership – rather than what will actually happen. However, it suggests that *more* members would cycle/walk to the new location.

CROSS-TABBED RESPONSES

Clearly, the above simplified results could be wildly inaccurate (although they do largely agree with what we observe) – IF it turns out that the people who play most also drive most – for example. The two graphs below therefore cross-tabulate the amount that people play with their typical method of transport.





CONCLUSIONS

The cross-tabbed graphs on the previous page show us that the “simplified” picture given by the pie charts is a valid representation. In other words, it looks as if there is no major bias in the results that we’re seeing (eg the walkers/cyclists are all infrequent players; or the frequent players all drive).

At the existing location in Southampton St:

- there are 7000 journeys per year, of which 2500 are by car (50 per week, or average of seven per day)
- Busiest times are club sessions and coaching – when there could be up to six cars at any one time.
- During home matches, then the courts can’t be used by other members, and the total number of cars is not likely to exceed three. Matches do not attract spectators.

At the new location in Stanford Rd:

- The *percentage* of car journeys vs overall journeys is not likely to go up. The stated intention of the membership in the Survey is that those who walk/cycle at present will continue to do so.
- With better facilities, more courts and floodlighting, the membership is likely to go up, and the courts will also be used in the evenings during the winter months.

- Assuming that the membership increases by 50% , and winter tennis becomes similar to summer tennis (with evening sessions) , the total number of journeys per year is likely to increase from 7,000 to 12,000 - with 4200 of these journeys made by car. This equates to an average of 80 car trips to the club per week, or 11 per day.
- The maximum number of cars at the club at any one time is likely to increase from six to nine. *Because of the nature of club sessions, tennis players (whatever the method of transport) tend to arrive over a period of time – rather than all at once.*
- When two home matches are played simultaneously, then the total number of cars is not likely to be more than five (two visiting, three from Faringdon). *Unlike rugby/cricket, Tennis matches do not tend to attract spectators.*
- The busiest times at the Tennis Club will be mornings (coaching) and evenings (club sessions) . *Therefore, On the whole, the busiest tennis times would therefore be avoiding the busiest cricket/rugby times – which will be weekend afternoons when there are cricket/rugby matches that also attracting spectators. On summer evenings, there will be tennis club sessions that coincide with cricket training – but there will then be few spectators for either sport and more people are likely to cycle or walk.*

<p style="text-align: center;">IN SUMMARY: THE FLOW OF TRAFFIC DUE TO TENNIS WILL BE RELATIVELY LIGHT, EVENLY SPREAD OUT, AND WILL HAVE VERY LITTLE IMPACT WHEN TRAFFIC FLOWS ARE BUSIEST DUE TO RUGBY OR CRICKET.</p>
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