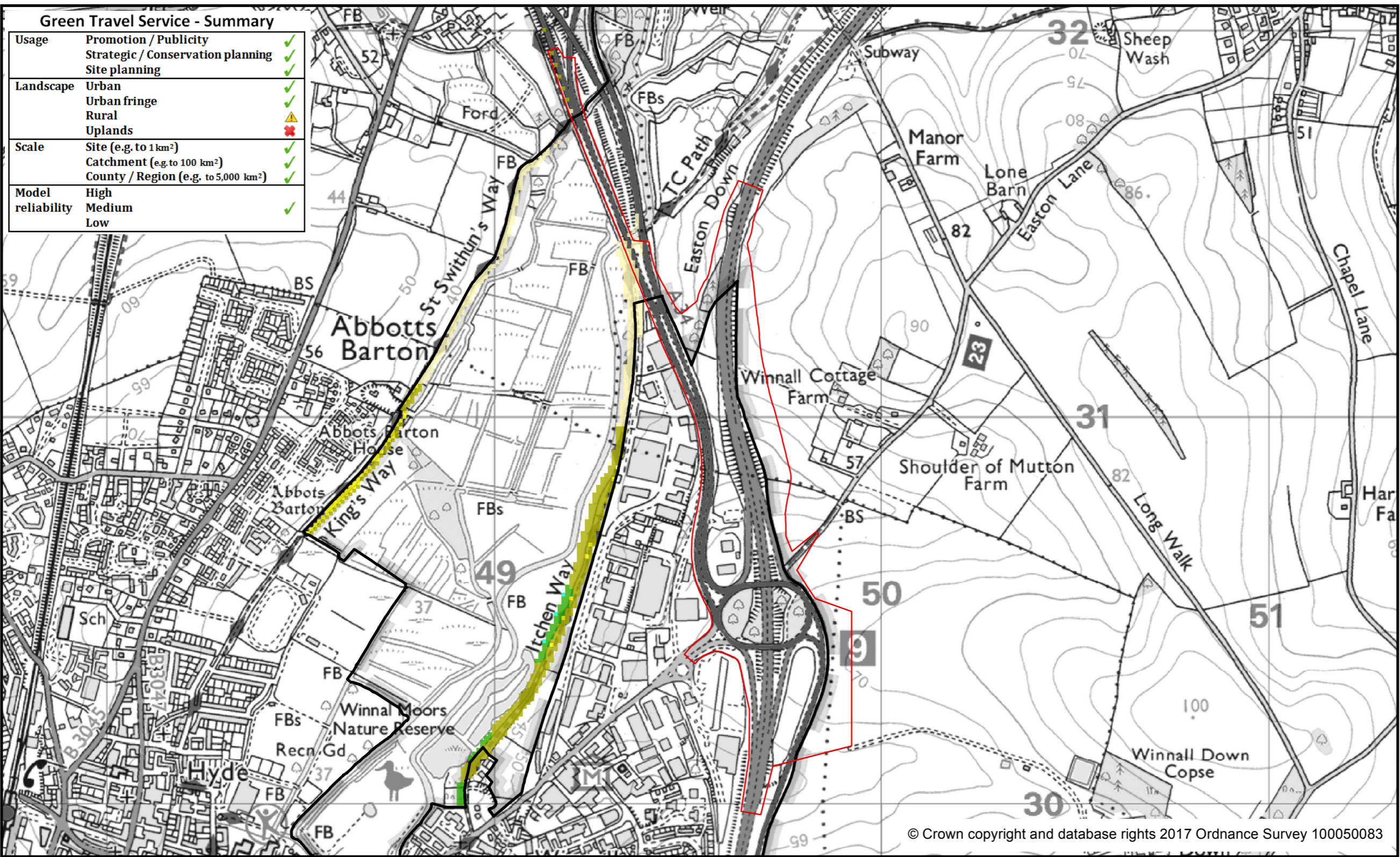


**Green Travel Service - Summary**

Usage	Promotion / Publicity	✓
	Strategic / Conservation planning	✓
	Site planning	✓
Landscape	Urban	✓
	Urban fringe	✓
	Rural	✓
	Uplands	✗
Scale	Site (e.g. to 1km <sup>2</sup> )	✓
	Catchment (e.g. to 100 km <sup>2</sup> )	✓
	County / Region (e.g. to 5,000 km <sup>2</sup> )	✓
Model reliability	High	✓
	Medium	✓
	Low	✓



**Green Travel Management Zones**

- Red line boundary
  - SDNPA boundary
- Suggested Management**
- A1. Protect
  - A2. Protect / Maintain
  - A3. Maintain
  - A4. Improve
  - A5. Maintain / Improve
  - A6. Maintain / Assess
  - A7. Assess
  - A8. Change habitat type: Highest Demand
  - A9. Change habitat type: High Demand
  - B1. Create: Highest Demand
  - B2. Create: High Demand

The coloured graphic below the map illustrates how the capacity and demand maps are used to create this classification.

EcoServ-GIS models executed by Sussex Biodiversity Record Centre (hosted by Sussex Wildlife Trust).



**Green Travel routes are linear travel networks with a high cover of green infrastructure where people may benefit from a safer, calmer or more aesthetically pleasing travel route.**

**METHODS:** Capacity and Demand quintiles are overlaid to estimate the management interventions that could maintain or increase the benefits delivered to people. Not all categories are always present.

**LIMITATIONS:** EcoServ-GIS relies on indicators to predict levels of capacity and demand. Results are relative to the study area and cannot be compared to other areas. Local knowledge must be used to interpret what the values mean in absolute terms.

