



Northney Marina, Hayling Island

Transport Statement Addendum

Client: MDL Marinas

i-Transport Ref: ITB19759-002 R

Date: 24 July 2024

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Quality Management

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SECTION 1 Introduction

1.1 Background

1.1.1 i-Transport LLP has been appointed by MDL Marinas to provide highways and transport advice in relation to the provision of a gym at Northney Marina, Hayling Island. A planning application has been submitted (application reference: APP/24/00303) and comments have been provided on the proposals by the local highway authority. The comments request:

- Additional surveys at an existing gym at Plymouth Marina;
- Parking surveys of the existing car parking at Northney Marina and a parking accumulation exercise; and
- Clarification on the cycle parking provision.

1.1.2 A meeting was held with the local highway authority on 25 June 2024 to confirm the scope of the additional work required. The remainder of this Transport Statement Addendum is structured as follows:

- **Section Two** – Transport Impacts – summarises the results of the additional surveys and provides further evidence to demonstrate that the proposal will not have a material impact in transport terms;
- **Section Three** – Parking – includes the results of the parking surveys and provides a parking accumulation exercise. Further information on cycle parking is also provided; and
- **Section Four** – Summary and Conclusion

SECTION 2 Transport Impacts

2.1 MDL Fitness, Plymouth

2.1.1 As set out in the Transport Statement submitted with the planning application, MDL Marinas have a similar facility to the proposed gym at Northney Marina at their existing Marina in Plymouth. The Plymouth gym is however slightly larger, with 33 pieces of machinery plus weights and exercise zones, compared to the 12 pieces of equipment as part of the proposed gym. Notwithstanding the gym being larger, it is comparable with a similar offer.

2.1.2 A questionnaire survey has now been conducted at the Plymouth gym across three days (two weekdays and a Saturday). and the results of the survey are summarised in **Table 2.1**. The survey output is provided at **Appendix A**. **Table 2.1** also provides an estimation of the traffic generation factored based on the number of pieces of equipment.

Table 2.1: Plymouth Gym – Traffic Survey Results

	Morning Peak (08:00-09:00)	Evening Peak (17:00-18:00)	Gym's Busiest Hour	Daily (06:00-23:00)
	<i>Weekday</i>			
Survey Results (06.03.24)	5	10	9	88
Survey Results (04.07.24)	1	5	6	54
Average Weekday Survey Results	3	8	8	71
Estimated Traffic Generation (Factored for 12 machines)	1	3	3	26
	<i>Weekend</i>			
Survey Results (06.07.24)	2	2	9	42
Estimated Traffic Generation (Factored for 12 machines)	1	1	3	15

2.1.3 The survey results show that the existing MDL Marina facility in Plymouth generates between five to ten vehicle movements during the busiest hours of the day during the week and circa 71 vehicle movements on average across a typical weekday. Additionally, the results also show that approximately 68% of these journeys during the week were part of commute (i.e. people

stopping at the gym on their way to and from work). At the weekend, the existing MDL Marina facility in Plymouth generates nine vehicle movements during the busiest hour of the day (09:00-10:00) and circa 42 vehicle movements across a typical weekend.

2.2 Updated Trip Generation

2.2.1 Taking account that the proposals at Northney Marina are smaller than the facility in Plymouth and the addition survey data collected, the proposed development is anticipated to generate:

- Circa three-five vehicle movements during the morning peak and five-ten vehicle movements during the evening peak. Some of these vehicle movements will already be on the local road network and will be passing by or take a small diversion; and
- Circa one-two vehicle movements during the morning peak and evening peak at the weekend and circa nine vehicle movements during the busiest hour (09:00-10:00).

2.2.2 This level of additional traffic generation during the week and at the weekend will not have a material impact on the operation of the local highway network.

SECTION 3 Parking Provision

3.1 Car Parking Accumulation

3.1.1 A parking accumulation exercise has been undertaken using the travel survey data (**Appendix A**) from MDL Marina's other fitness site in Plymouth. The arrivals and departures between 07:00 and 20:00 are summarised in **Table 3.1** below for the weekday and weekend. The weekday data is an average of the parking accumulation for both weekday survey days.

Table 3.1: Parking Accumulation

Time	Weekday Accumulation	Weekend Accumulation
0700-0800	1	2
0800-0900	3	0
0900-1000	5	9
1000-1100	2	0
1100-1200	2	0
1200-1300	2	0
1300-1400	3	1
1400-1500	4	1
1500-1600	4	0
1600-1700	3	0
1700-1800	5	2
1800-1900	7	1
1900-2000	2	1
2000-2100	1	1
2100-2200	1	0

3.1.2 The parking accumulation exercise shows:

- A maximum demand of around five-seven spaces for the MDL Marina's site in Plymouth during the week. This occurs between 09:00-10:00 and 17:00-19:00. It should however be noted that the Plymouth gym is larger (approximately three times) with 33 pieces machines compared to the proposed gym with 12 pieces of equipment. Based on this, it is estimated that the maximum parking demand for the proposed gym would be around three spaces during the week; and
- A maximum demand of around nine spaces for the MDL Marina's site in Plymouth at the weekend between 09:00 – 10:00. Taking into account that the proposed gym is

smaller, it is estimated that the maximum parking demand for the proposed gym would be around three-four spaces at the weekend.

3.2 Car Parking Surveys

3.2.1 The existing car park on site has spaces for 150 cars and there is a further visitor car park to the west with 55 car parking spaces. Car park surveys were conducted on 11.07.24 and 13.07.24 and the results are included in **Appendix B** and summarised in **Table 3.2**. The parking surveys were undertaken on Thursday 11 July at 09:30 and on Saturday 13 July 2024 at 10:00. This coincides with the time when the demand for the gym is higher.

3.2.2 At the time of the surveys there were some spaces which were unavailable due to some survey work being undertaken. As shown in the survey results, there was significant spare car parking at Northney Marina so these spaces being unavailable did not impact the results of the survey (i.e. it was not a case that people couldn't park). During discussions with HCC at a meeting on 25 June 2024, it was noted that during the winter some of the car parking is used for the storage of boats. As confirmed at the meeting, at this time the demand for the car park at the Marina is very limited because of the seasonal nature of the Marina. The marina currently manages the amount of the car park which is used for boat storage over the winter to ensure that there is always sufficient car parking and will continue to do this following the delivery of the gym.

Table 3.2: Parking Accumulation Exercise

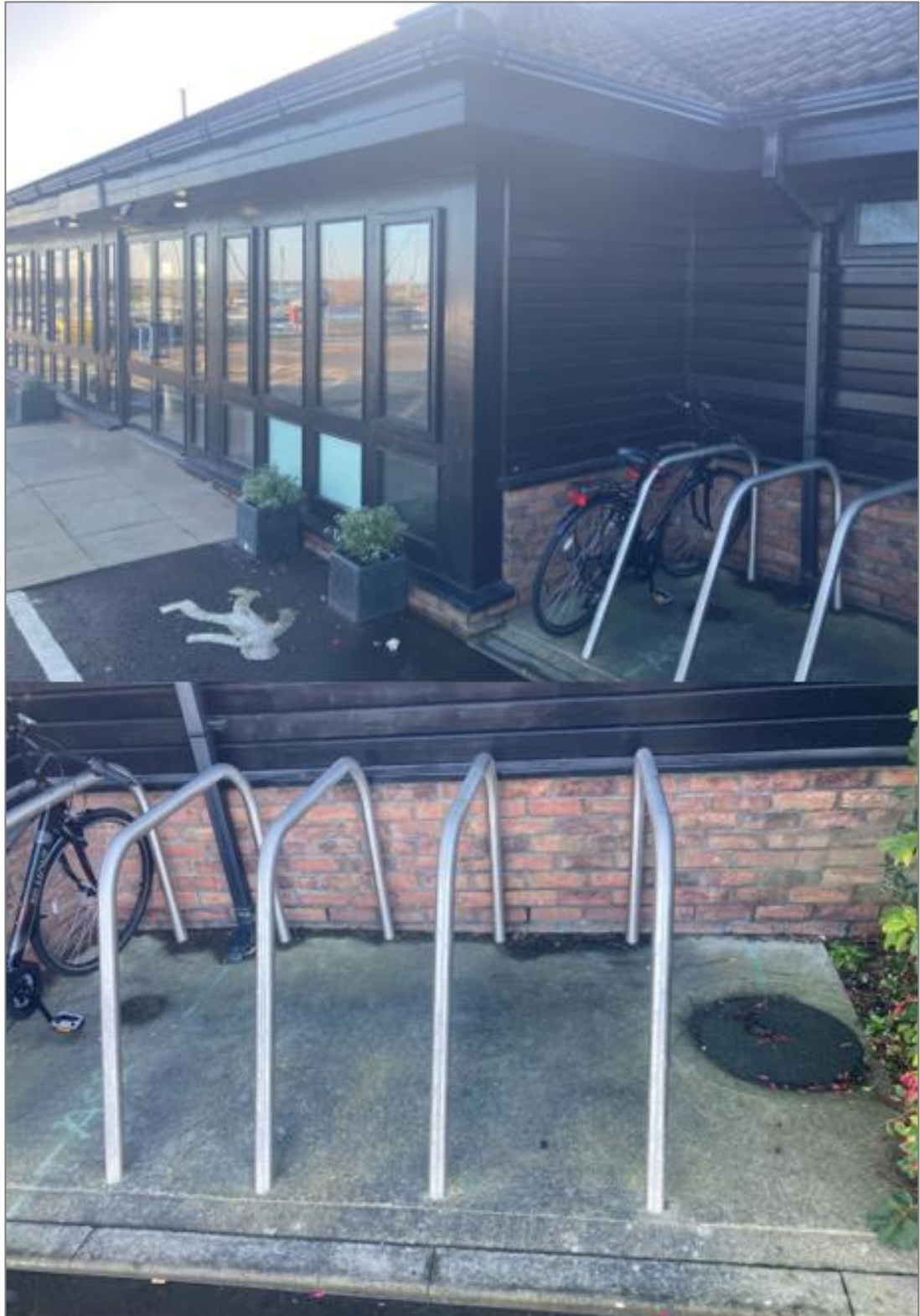
	Weekday	Weekend
Current Car Park Occupancy		
Car Park Capacity	205	205
Car Park Occupancy	61	80
% Occupied	30%	39%
Predicted Car Park Occupancy		
Car Park Capacity	205	205
Car Park Occupancy	64	84
% Occupied	31%	41%

3.2.3 As summarised in **Table 3.2**, there is significant spare capacity in the existing car park at Northney Marina following the addition of the car parking demand associated with the gym. During the week the car park is only circa 31% occupied (with 141 spare spaces) and at the weekend the car park is only circa 41% occupied (with 121 spare spaces). The level of existing car parking is therefore adequate.

3.3 Cycle Parking

- 3.3.1 The comments from the County Council request clarification in relation to the six cycle parking spaces referenced in the Transport Statement (shown in **Image 1**).

Image 1: Northney Marina Cycle Parking



3.3.2 These six¹ spaces are located immediately adjacent to the entrance to the Marina office so will be ideally located for customers or staff at the proposed gym. They provide cycle parking for the other uses in the immediate vicinity, but the operators experience is that there are currently only one – two bikes which typically use the cycle parking on a regular basis. They would therefore provide ample capacity for the proposed development. There are also other areas at Northney Marina where further cycle parking is available for other uses. For example, there is further cycle parking available near the Round House which can be used by visitors to other parts of the site. This cycle parking near the Roundhouse is shown in **Image 2**.

Image 2: The Round House Cycle Parking



¹ Because of the spaces between the stands, the five Sheffield stands have only been counted as six spaces with one bike assumed to use each stand, apart from the stand on the end which can accommodate two cycles.

SECTION 4 Summary and Conclusion

4.1.1 i-Transport LLP has been appointed by MDL Marinas to provide highways and transport advice in relation to the provision of a gym at Northney Marina. A planning application has been submitted and comments have been provided on the proposals by the local highway authority. The comments requested:

- Additional surveys at an existing gym at Plymouth Marina;
- Parking surveys of the existing car parking at Northney Marina and a parking accumulation exercise; and
- Clarification on the cycle parking provision.

4.1.2 This additional information has been collected and summarised in this Transport Statement Addendum which has demonstrated that:

- The proposal will not have a material (let alone 'severe') impact on the operation of the local highway network surrounding the site; and
- An appropriate level of car parking is already available and cycle parking is proposed to meet the Council's standards.

4.1.3 There are therefore no highway or transport reasons for preventing the development from coming forward.

APPENDIX A. MDL Fitness Plymouth – Survey

Survey Date: Saturday 06.07.24

User	Details		Time of		Mode of travel to Gym (tick)					Linked trip (on way to or from somewhere, tick)	
#	First Name	Surname Initial	Arrival	Departure	Car	Cycle	Public transport	Walk	other	Yes	No
1	carla	t	7	8	yes					work	
2	jake	s	7	8	yes					work	
3	courtney	l	7	8				yes			no
4	chris	b	7	830				yes			no
5	alfie	p	730	9		yes					no
6	pat	w	8	9				yes			no
7	neal	w	8	9.00				yes			no
8	ellie	p	9	10	yes						no
9	myles	p	9	10	yes						no
10	alex	j	9.15	1015	yes						no
11	sarah	l	930	1015	yes						no
12	ange	h	930	1015				yes			no
13	nicola	g	930	1015				yes			no
14	shaun	g	930	1015				yes			no
15	jason	c	930	1015	yes					work	
16	ciaran	r	930	1015	yes						no
17	laura	a	930	1015	yes						no
18	amy	d	930	1015	yes						no
19	clair	p	930	1015	yes						no
20	bella	s	945	1015				yes			no
21	ryan	s	10	1030				yes			no
22	graham	t	10	1045				yes			no
23	kathy	w	11	11	yes					work	
24	liam	m	12	13				yes			no

[illegible]

[illegible]

User	Details		Time of		Mode of travel to Gym (tick)					Linked trip (on way to or from somewhere, tick)	
#	First Name	Surname Initial	Arrival	Departure	Car	Cycle	Public transport	Walk	other	Yes	No
1	Andre	L	7	7.51	yes					yes heading to work after	
2	Mark	B	7.2	8	yes					yes heading to work after	
3	Amy	W	7.15	8.15				yes			yes
4	Mia	S	8.3	10.23	yes						yes
5	unknown		8	9							
6	unknown		8	9							
7	unknown		8.25	9.30							
8	derek		9	10	yes						yes
9	hannah		9	10				yes		yes heading to work after	
10	lucy		9	10				yes			yes
11	unknown		9.45	10.45							
12	unknown		9.45	10.45							
13	deborah		9.15	10.30							
14	unknown		9.15	10.15							
15	unknown		9.3	10							
16	Graham	T	10.3	11.30				Yes			yes
17	unknown		10.15	11.30	yes						yes
18	unknown		10.15	11.30	yes						yes
19	Graham		11.5	13.50	yes						yse
20	unknown		11.3	12.12	yes					yes heading to work after	
21	unknown		12.44	13.58				yes		yes heading to work after	
22	unknown		13	13.45							
23	unknown		13.3	14,25						yes heading to work after	

24	unknown		13.45	14.22						yes heading to work after	
25	unknown		13.45	14.28						yes heading to work after	
26	andrew	M	14.22	16	yes						yes
27	dylan	M	14.24	16	yes						yes
28	unknown		14.25	15	yes						yes
29	unknown		14.25	15	yes						yes
30	Alfie	P	1515	16.45	yes					yes came from work	
31	Iron man		1430	15.3	yes					yes came from work	
32	unknown		1500	16							
33	unknown		1530	16.45							
34	amy	D	16	16.3	yes					yes came from work	
35	unknown		1630		yes						yes
36	unknown		1630		yes						yes
37	anna	W	1730	19.3					yes		yes
38	quen		1730	19.3					yes		yes
39	freddy		1730	18.3	yes					yes came from work	
40	ellie	P	1730	1830	yes					yes came from work	
41	amelia	K	1730	18.3					yes		yes
42	chris		1730	18.3	yes					yes came from work	
43	ian	J	1830	19.3	yes						yes
44	courtney		1830	19.3	yes					yes came from work	
45	chris	B	1830	20	yes					yes came from work	
46	ian		1830	19.30	yes						yes

[illegible]

Survey Date: Thursday 04.07.24

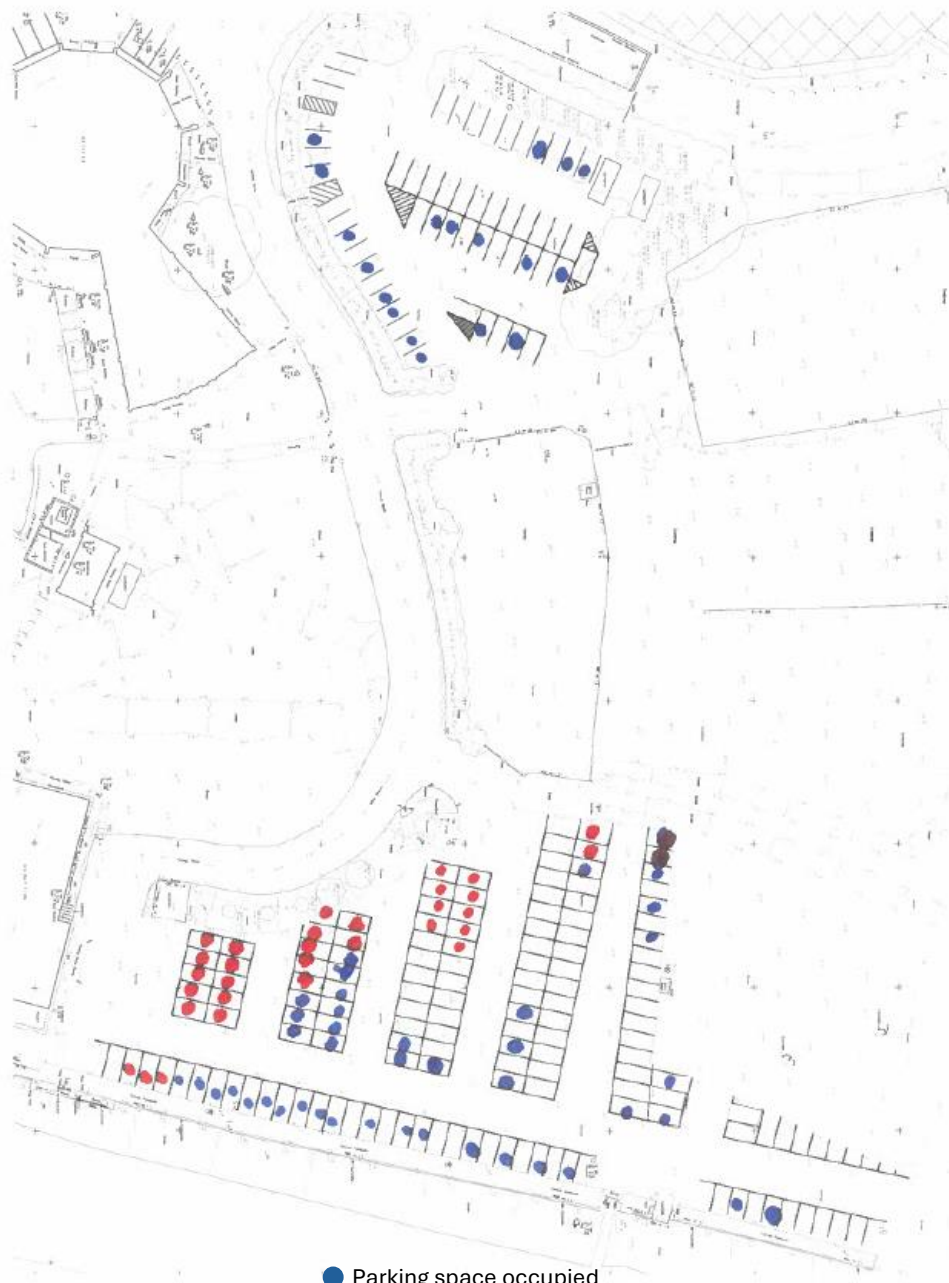
User	Details		Time of		Mode of travel to Gym (tick)					Linked trip (on way to or from somewhere, tick)	
#	First Name	Surname Initial	Arrival	Departure	Car	Cycle	Public transport	Walk	other	Yes	No
1	Heather		8	9	yes					work	
2	Hannah	R	8.3	10				yes		work	
3	Unknown name		9	10				yes		work	
4			9	10	yes					work	
5			9	10	yes					work	
6			9	10	yes					work	
7	Victor		10am	11am				yes		uni	
8	Bella	s	10am	11:00 AM				yes			no
9	Pat	W	1030am	11am				yes			no
10	Graham	j	1030	12				yes			no
11	Graham	T	1045	12				yes			no
12	Anne	G	1045	11	yes						no
13	Unknown name		11	12.00	yes					work	
14	Alfie	P	1130	1230	yes						no
15	Gray	y	12	1	yes						no
16	Brad	a	12	1.00	yes					work	
17	Neal	W	12	3.00				yes			no
18	ellie	p	1	3.00						work	
19	clair	p	1	3.00						work	
20	Shaun	b	130	3.00				yes			No
21	liam	m	130	3.00				yes			No

22	jessica	w	2	3		yes						No
23	launren	s	2	3	yes							No
24	Helen	r	3	4	yes						work	
25	kyle	r	3	4	yes						work	
26	haley	s	4	5	yes						work	
27	mark	sc	4	5	yes						work	
28	jake	s	4	5	yes						work	
29	carla	t	4	5	yes						work	
30	paul	h	5		yes							No
31	Valentin	b	5			yes					work	
32	brad	y	530					yes			uni	
33	Helen	a	6	7	yes						work	
34	jason	c	6	7	yes						work	
35	rosie	j	6	7				yes			work	
36	Bella	sc	6	7.15				yes				No
37	angella	h	6	7				yes				No
38	ian	j	6	7.3				yes				No
39	kathy	w	6	7.3	yes							No
40	megan	t	6	7	yes						work	
41	fredrique	k	6	7				yes			work	
42	anna	w	6	7				yes			work	
43	courtney	l	6	8				yes			work	
44	dylan	t	7	8	yes							No
45	andrew	m	7	8	yes							No

[illegible]

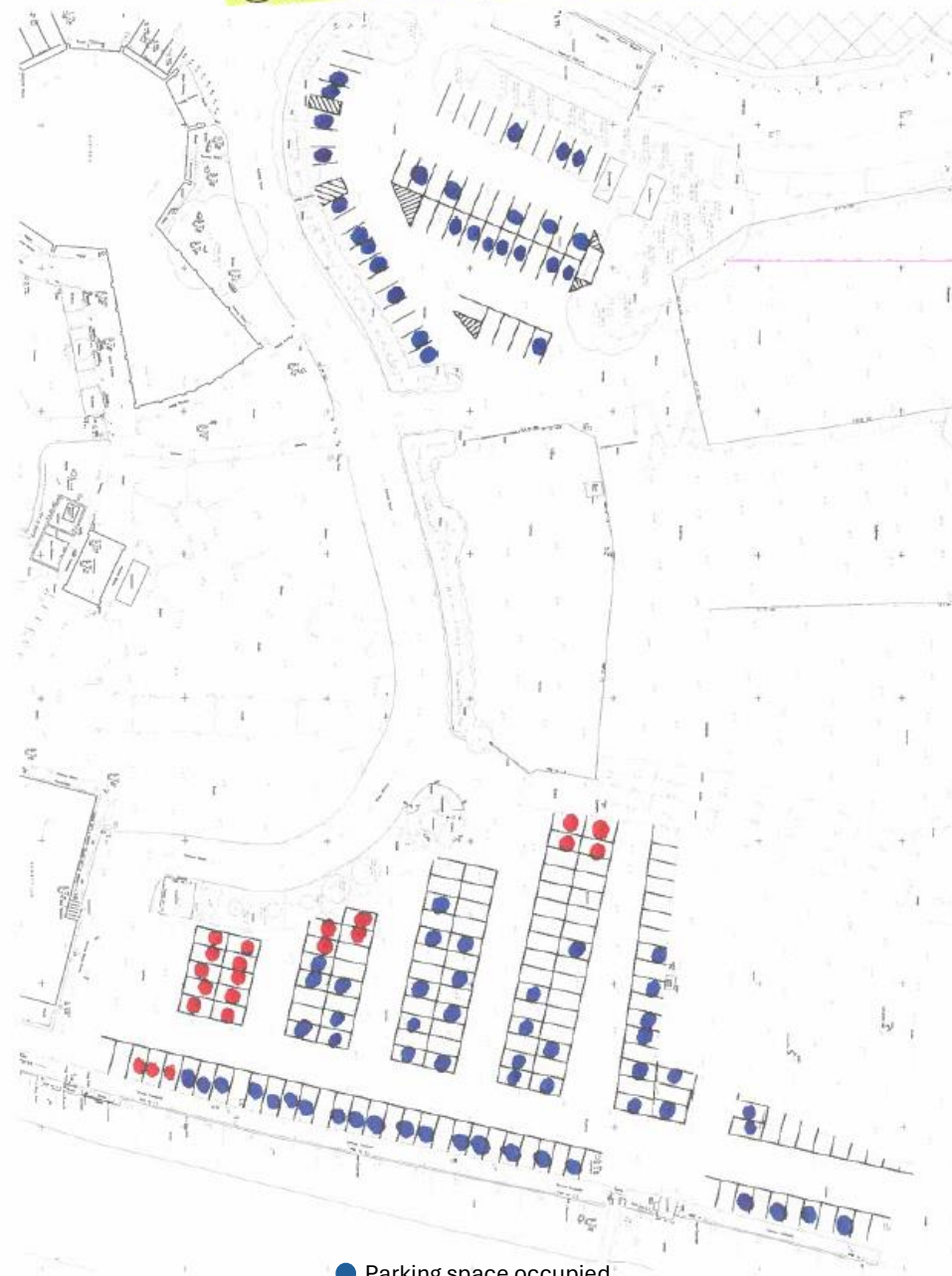
APPENDIX B. Car Parking Survey Results

THURSDAY 7:30 am



- Parking space occupied
- Parking space unavailable

SATURDAY 10 am



- Parking space occupied
- Parking space unavailable

