



Northney Marina, Hayling Island

Transport Statement

Client: MDL Marinas

i-Transport Ref: ITB19759-003 R

Date: 14 November 2024

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Quality Management

Report No.	Comments	Date	Author	Authorised
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SECTION 1 Introduction

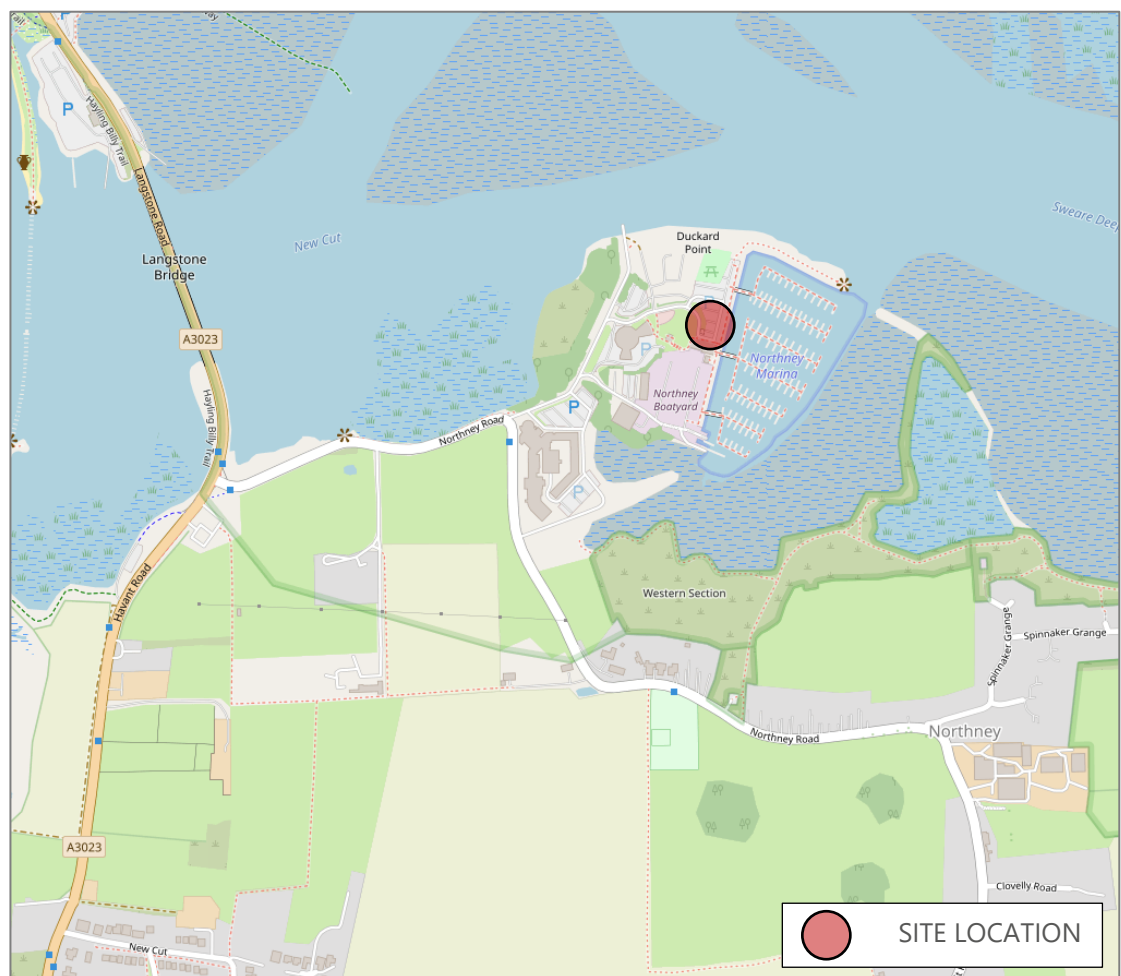
1.1 Background

- 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. The application is for:

“Variation of Condition 5 of APP/23/00469 to allow use of Unit 3 as a gym to serve only the marina users”.

- 1.1.2 Northney Marina is located at the northern end of Hayling Island. Within the marina there are a number of uses including a boatyard, rowing club, retail units and restaurants and cafes. Immediately to the south-west of the site is the Langstone Quay’s Resort Hotel. The Hotel has a restaurant, spa and gym. The site location is shown in **Image 1.1**.

Image 1.1: Site Location Plan



- 1.1.3 Havant Borough Council (HBC) is the local planning authority for the site and Hampshire County Council (HCC) is the local highway authority.

1.2 Planning Background

- 1.2.1 Planning permission (application reference: APP/23/00469) has already been granted to extend the existing office building at the marina and to provide three separate units with a floor area of circa 175sq.m. There is a condition (Condition 5) on this planning permission that restricts the use of the units for uses associated with the marina. The current proposal seeks to vary this condition to enable one of the units to be used as a gym to serve only the marina users.
- 1.2.2 A planning application (HBC Ref: APP/24/00303) was submitted in April 2024 supported by a Transport Statement (ITB19759-001a) to vary Condition 5 to enable one of the units to be used as a gym to serve marina users and wider members of the public. HCC provided consultation comments dated 28 May 2024 seeking further clarification and additional data on trip generation and parking. These were provided in a Transport Statement Addendum (ITB19759-002). Following this, HCC provided their response dated 16 August 2024 confirming no objection to the proposed development.
- 1.2.3 Whilst there were no highways or transport related issues in relation to the previous proposal, the local planning authority consider the use of the gym should be restricted to marina users.
- 1.2.4 Given this, the proposal has been revised and will now only be available to marina users. This Transport Statement supports the revised proposal and includes information on matters previously included in the Transport Statement and Transport Statement Addendum which were accepted by HCC.

1.3 Scope of Transport Statement

- 1.3.1 This Transport Statement provides details of the proposed development, the existing transport conditions in the vicinity of the site and the transport impacts of the proposed development. This is proportion to the scale of development proposed and the guidance within the National Planning Practice Guidance which sets out:

“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (ie in the case of developments with anticipated limited transport impacts).”

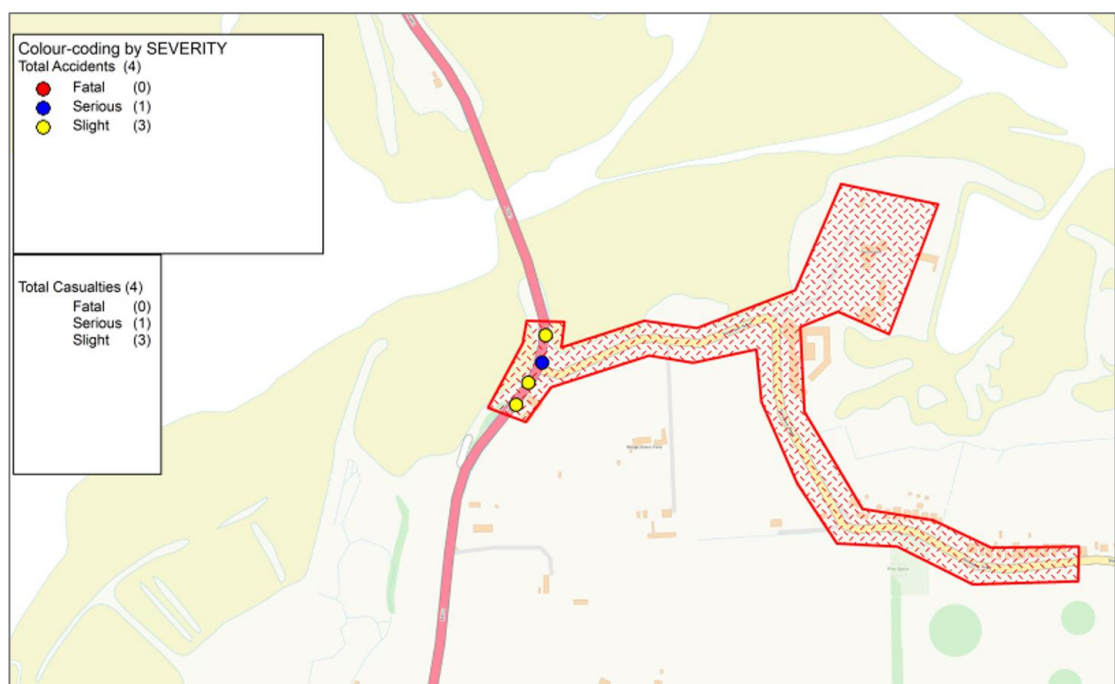
- 1.3.2 The remainder of this Transport Statement is structured as follows:
- **Section 2** – Existing Conditions and Proposed Development;
 - **Section 3** – Transport Impacts; and
 - **Section 4** – Summary and Conclusion

SECTION 2 Existing Conditions and Proposed Development

2.1 Site Location and Existing Highway Safety

- 2.1.1 Northney Marina is located at the northern end of Hayling Island. Within the marina there are a number of uses including a boatyard, rowing club, retail units and restaurants and cafes. Immediately to the south-west of the Marina is the Langstone Quay's Resort Hotel. The Hotel has a restaurant, spa and gym. The gym has a range of equipment and fitness classes are also run from the gym. The marina is accessed from a simple priority junction onto Northney Road.
- 2.1.2 The site has a provision of cycle storage for 6 cycles in the form of cycle stands to the right-hand side of the Marina building entrance.
- 2.1.3 Northney Road is a single carriageway road with a 40mph speed limit and provides access to the A3023 Langstone Road to the west (via a ghost island junction). To the south, Northney Road becomes St Peters Road providing access to Northney, North Hayling and Tye.
- 2.1.4 Personal Injury Accident (PIA) data has been obtained for Northney Road for the most recent five-year period between 01/10/2018 and 30/09/2023. Within this period there have been four accidents resulting in injury in the vicinity of Northney Road / Langstone Road junction. However, no accidents have occurred on Northney Road leading to Northney Marina. An accident plot illustrating the location of accidents in the latest five-year period is shown in **Image 2.1** and the full accidents report is provided at **Appendix A**.

Image 2.1: Personal Injury Accident Plot



2.1.5 Three of the accidents were classified as slight injury accidents and one was classified as serious injury accident. The nature of these accidents is summarised below:

- A slight injury accident occurred when a car exiting the service station turned right onto Langstone Road and collided with a car travelling south;
- A single vehicle slight injury accident occurred when a motorcycle travelling south on Langstone Road lost control at a bend;
- Another slight injury accident occurred when a car travelling north on Havant Road collided with a pedal cyclist crossing the road; and
- The serious injury accident occurred when a pedestrian stepped into the path of van travelling south on Langstone Road.

2.1.6 The nature of the accidents as detailed above does not indicate any deficiency in the design of the highway that would have contributed to these accidents. Additionally, the limited number of vehicle movements generated from the development (as discussed in the following section) would not increase the accident risk on the local highway network.

2.2 Existing Approved Proposal

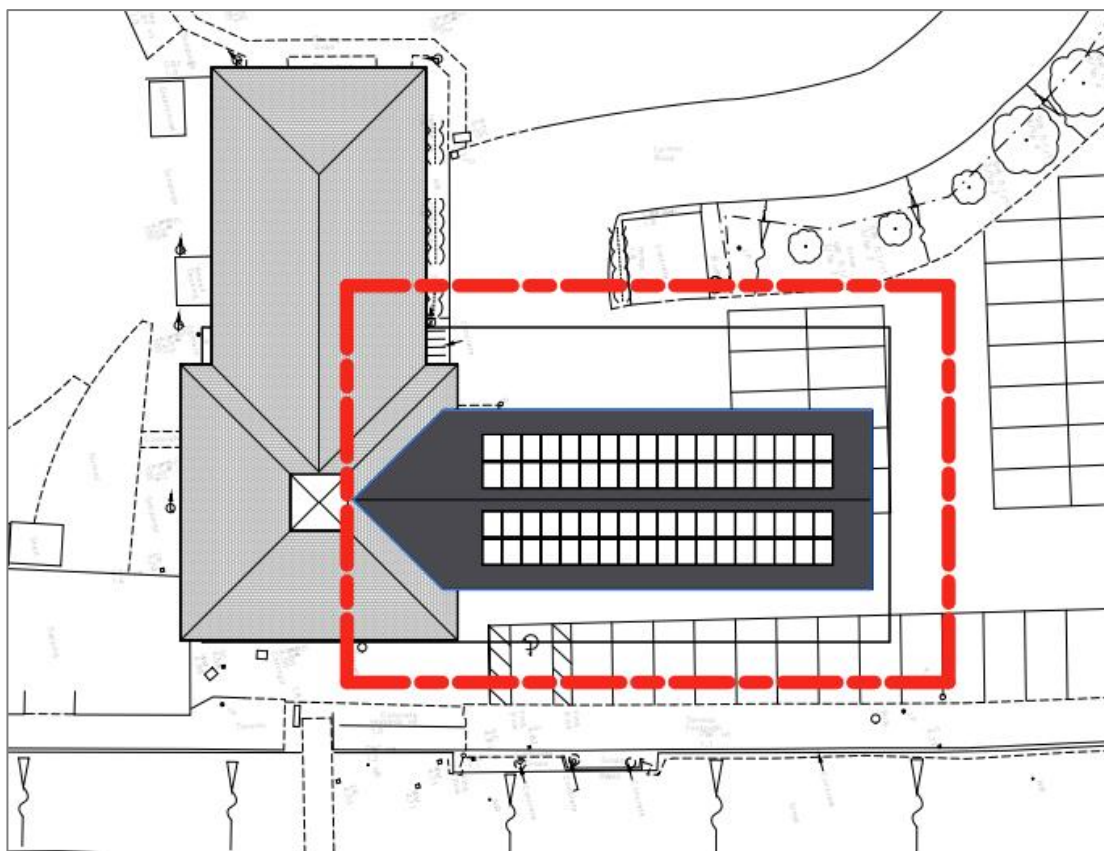
2.2.1 The site benefits from planning permission (application reference: APP/23/00469) to extend an existing building at the marina to provide three new units with a combined floor area of circa 175sq.m. A plan showing the permitted extension to provide the three new units is included as **Image 2.2.**

2.2.2 The new units are located within the existing car park, and as part of the permitted development the car park will be reconfigured to retain the current level of car parking (150 spaces). A copy of the permitted car park reconfiguration is included in **Appendix B.**

2.2.3 No additional car parking was proposed as part of the planning application for the extension to the existing building to provide the new units, because there is considerable spare capacity within the existing car park and the permitted units had a modest car parking demand. Observations during a site visit on 20 March 2024 showed there being ample spare car parking capacity with only around 30-35 cars parked, and the remaining either being empty or used to store boats.

2.2.4 Access for pedestrians was provided along the eastern and western elevations of the proposed building (with doors provided into each of the individual units and a walkway through the building at the southern end).

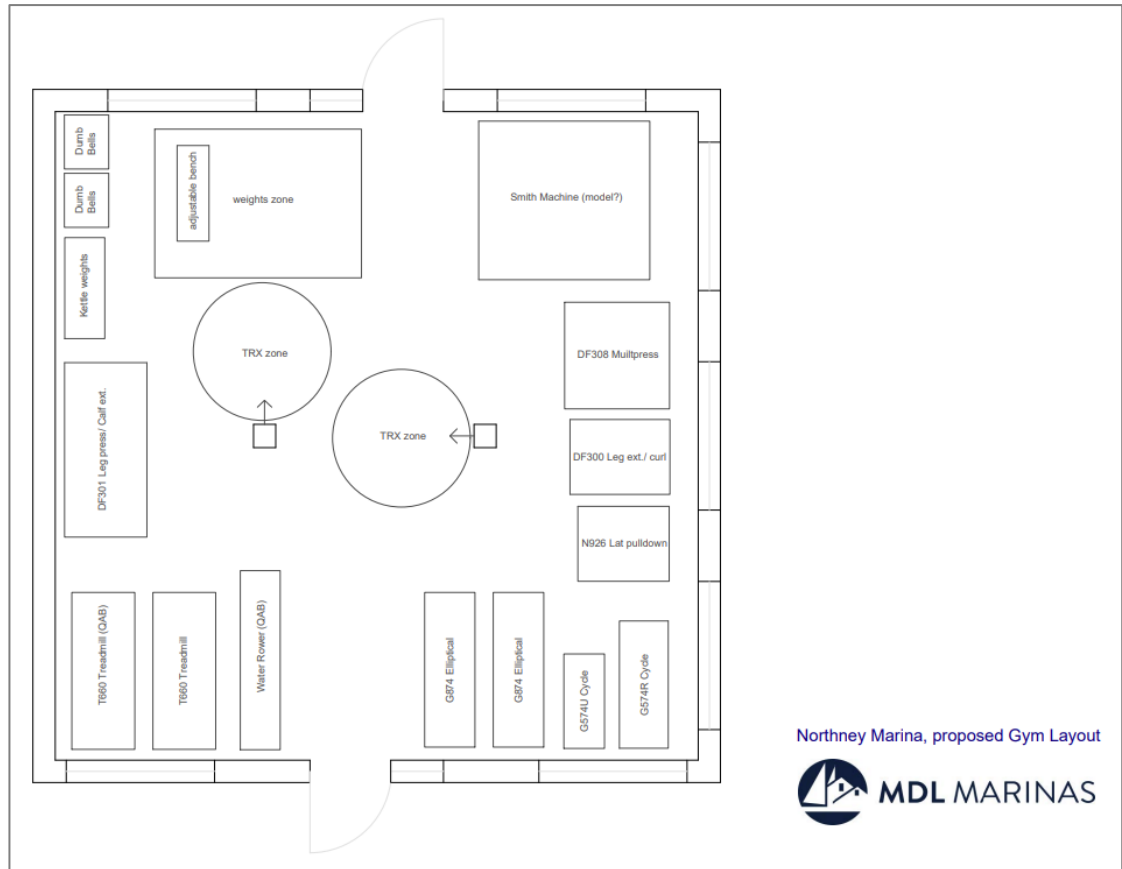
Image 2.2: Existing Approved Proposal



2.3 Proposed Development

- 2.3.1** The proposed development is for a gym with a floorspace of circa 75sq.m to serve users of the marina. The gym is proposed within one of the three approved new units (the largest of the three). The gym will have 12 machines plus weights and exercise zones and the equipment layout is shown in **Image 2.3**. The gym will be membership based and open 24 hours, seven days a week. Classes will be run six days a week and there will be one full time fitness instructor and one personal trainer operating from the site. This is in addition to the staff who are currently on site working at the marina who will perform some ad-hoc duties.
- 2.3.2** Users of the gym will be able to park within the 150-space car park at the marina (which will be reconfigured as part of the current permission) or within the visitor car park at Northney Marina which is located to the west (and which has a further circa 55 parking spaces). An assessment of the impact of the proposals on parking supply is provided in Section 3 of the Transport Statement. The access arrangement to the building remains unchanged from the current permission, with users of the gym able to access the building from a door on the eastern and western elevation.

Image 2.3: Proposed Gym Layout



SECTION 3 Transport Impacts

3.1 Trip Generation

TRICS

- 3.1.1 Trip rates have been obtained from the TRICS database for a gym. These are summarised in **Table 3.1**. The data is based on four gyms / fitness clubs with a floor area between 404sq.m and 1,600sq.m. These are the smallest gyms within TRICS, but these are considerably larger than the proposed gym. The TRICS data is included in full in **Appendix C**.

Table 3.1: Gym Trip Rates and Traffic Generation

	Morning Peak (08:00-09:00)	Evening Peak (17:00-18:00)	Daily (06:00-23:00)
Trip Rates	1.038	2.841	24.609
Traffic Generation	1	2	18

- 3.1.2 As summarised in **Table 3.1**, based on the data within TRICS, the proposed development will generate one – two vehicle movements during the busiest hours of the day and circa 18 vehicle movements across a day.

MDL Fitness, Plymouth

- 3.1.3 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.
- 3.1.4 A questionnaire survey was conducted at the Plymouth gym and the results of the survey are summarised in **Table 3.2**. The survey output is provided at **Appendix D**. **Table 3.2** also provides an estimation of the traffic generation factored based on the number of pieces of equipment.

Table 3.2: 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

	Morning Peak (08:00-09:00)	Evening Peak (17:00-18:00)	Gym's Busiest Hour	Daily (06:00-23:00)
Average Weekday Survey Results	3	8	8	71
Estimated Traffic Generation (Factored for 12 machines)	1	3	3	26
	Weekend			
Survey Results (06.07.24)	2	2	9	42
Estimated Traffic Generation (Factored for 12 machines)	1	1	3	15

3.1.5 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.

3.1.6 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).

3.1.7 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. Taking account of the fact that the gym will only be available to marina users, this is a robust assessment and not all these trips will be new (i.e. some trips will be people at the marina for other purposes).

3.2 Car Parking Demand

Car Parking Accumulation

3.2.1 A car parking accumulation exercise has been undertaken using the travel survey data (**Appendix D**) from MDL Marina's other fitness site in Plymouth. The two-way flows between 07:00 and 20:00 are summarised in **Table 3.3** below for the weekday and weekend. The weekday data is an average of the parking accumulation for both weekday survey days.

Table 3.3: 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

3.2.2 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.

Car Parking Surveys

- 3.2.3 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 E** and summarised in **Table 3.4**. 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.
- 3.2.4 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 3.4: Parking Accumulation Exercise

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

- 3.2.5 As summarised in **Table 3.4**, 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 There are six¹ cycle parking spaces located immediately adjacent to the entrance to the Marina office (**Image 3.1**) 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.

Image 3.1: Northney Marina 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.

- 3.3.2 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 3.2.**

Image 3.2: The Round House Cycle Parking



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, Hayling Island. The application is for:

“Variation of Condition 5 of APP/23/00469 to allow use of Unit 3 as a gym to serve only the marina users”.

4.1.2 Northney Marina is located at the northern end of Hayling Island. Within the marina there are a number of uses including a boatyard, rowing club, retail units and restaurants and cafes. Immediately to the south-west of the site is the Langstone Quay’s Resort Hotel. The Hotel has a restaurant, spa and gym. Fitness classes are also operated from the hotel gym.

4.1.3 Planning permission (application reference: APP/23/00469) has already been granted to extend the existing office building at the marina and to provide three separate units with a floor area of circa 175sq.m. There is a condition (Condition 5) on this planning permission that restricts the use of the units for uses associated with the marina. This planning application seeks to vary this condition to enable one of the units (the larger of the three units with a floor area of 75sq.m) to be used as a gym to serve only the marina users.

4.1.4 This Transport Statement has demonstrated that:

- The site benefits from safe access. No amendments are proposed to the highway network and the access arrangements to the building are as approved under the earlier planning permission for three new units on the site;
- 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 and cycle parking is already available.

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

APPENDIX A. Personal Injury Accident Data

APPENDIX B. Approved Car Park Layout

APPENDIX C. TRICS Data

APPENDIX D. MDL Fitness Plymouth – Survey

APPENDIX E. Car Parking Survey Results





NORTH HAYLING

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SCALE	1 : 8900
DATE	15/02/2024
DRAWING No.	
DRAWN BY	

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
NORTH HAYLING")

Selected Polygon:MS NORTH HAYLING

44190334846 19/09/2019 Time 1328 Vehicles 2 Casualties 1 Slight
E:472056 N: 104005 First Road: A 3023 Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (CAR) PULLS OUT OF SERVICE STATION TO TURN RIGHT ONTO A3023 LANGSTONE ROAD ACROSS
THE PATH OF VEH 1 (CAR) TRAVELLING SW ALONG A3023 LANGSTONE ROAD AND COLLIDES.

Occurred on A3023 LANGSTONE ROAD AT JUNCTION WITH HAYLING ISLAND SERVICE STATION,
HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
NORTH HAYLING")

44210408757 11/10/2021 Time 1621 Vehicles 1 Casualties 1 Slight
E:472107 N: 104125 First Road: A 3023 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG A3023 LANGSTONE ROAD BRAKED TOO HARD FOR RIGHT HAND
BEND AND LOST CONTROL.
Occurred on A3023 LANGSTONE ROAD APPROX 40 METRES N OF NORTHNEY ROAD, HAYLING ISLAND

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS NORTH HAYLING")

44220340823 22/08/2022 Time 0732 Vehicles 1 Casualties 1 Serious
E:472101 N: 104078 First Road: A 3023 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS1 (PEDESTRIAN) STEPPED FROM NEARSIDE INTO PATH OF VEH1 (VAN) TRAV S ALONG LANGSTONE RD, CAUSING SERIOUS INJURY TO CAS1.
Occurred on A3023, LANGSTONE RD, JCT WITH NORTHNEY RD, HAYLING RD, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere W bound

Driver's nearside

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS NORTH HAYLING")

44230105245 16/03/2023 Time 1031 Vehicles 2 Casualties 1 Slight
E:472077 N: 104043 First Road: A 3023 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG A3023 HAVANT ROAD COLLIDED WITH VEH 2 (P/CYCLE) CROSSING AT THE CENTRAL ISLAND FROM THE NEARSIDE.
Occurred on A3023 HAVANT ROAD 25 METRES SOUTH WEST OF NORTHNEY ROAD, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 88 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 12 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 12 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/10/2018 and 30/09/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS NORTH HAYLING")

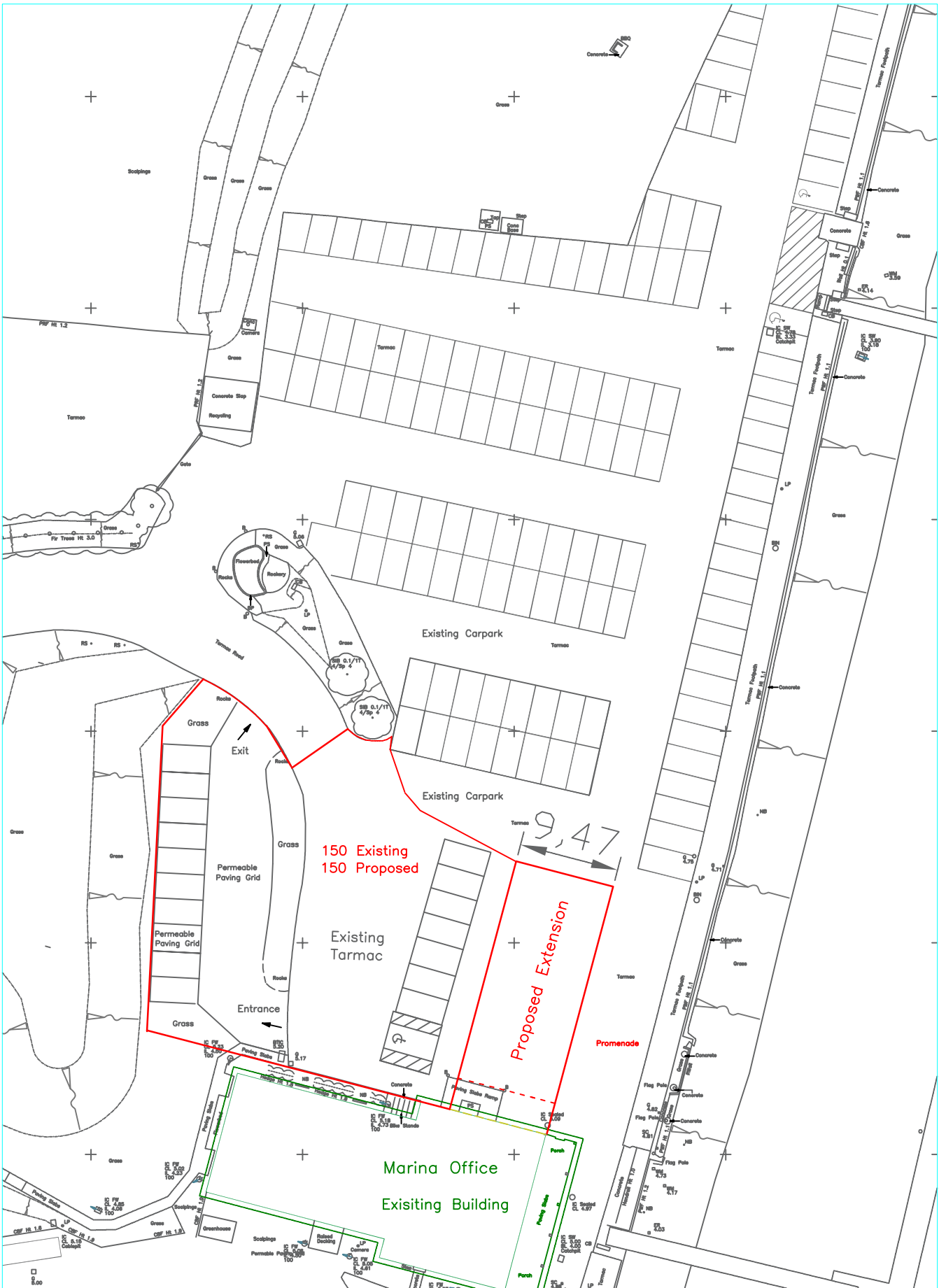
Notes:

Accidents involving:

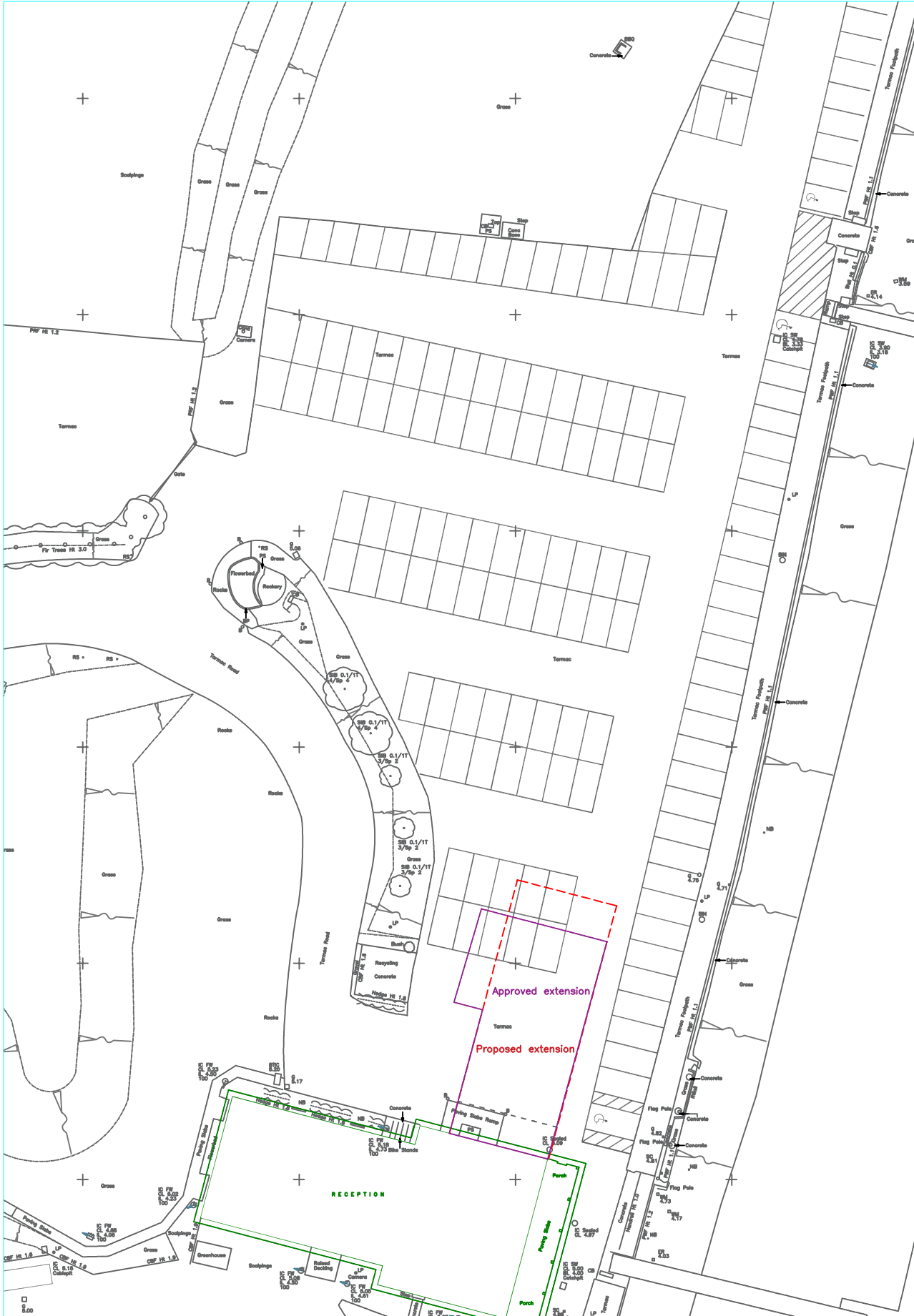
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	1	2
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	1	3	4

Casualties:

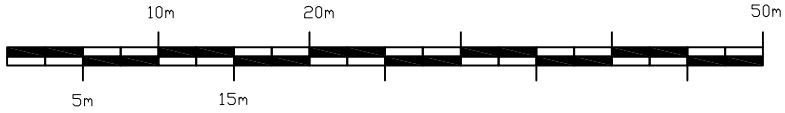
	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	1	1
Cyclist	0	0	1	1
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	1	3	4



Proposed Carpark



Existing Carpark



Project: Northney Marina – Marina Office Extension
 Title: Existing and Proposed Carpark
 Edit: JS

SCALE 1:500 PAPER SIZE A3
 PHASE Planning Application
 DATE July 2023

Key: Development Site Area
 Existing Marina Building

Marina Developments Ltd.
 The Yacht Club
 1 Channel Way
 Southampton
 Hampshire
 SO14 3QF
 Telephone: 023 8045 7155
 Fax: 023 8045 7154



Calculation Reference: AUDIT-236601-240402-0436

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering 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:

404 to 1600 (units: sqm)

Range Selected by User:

404 to 1600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/11/22

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

2 days

Thursday

1 days

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

Selected survey types:

Manual count

4 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:

Suburban Area (PPS6 Out of Centre)

2

Edge of Town

2

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, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone

1

Development Zone

1

Residential Zone

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

1 days - Selected

Servicing vehicles Excluded

3 days - Selected

Secondary Filtering selection:

Use Class:

n/a

1 days

E(d)

3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 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	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	3 days
1.1 to 1.5	1 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	4 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.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BH-07-K-01	CORAL FITNESS	BRIGHTON & HOVE
	ORCHARD ROAD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
2	NM-07-K-01	PUMP GYM	WEST NORTHAMPTONSHIRE
	GLADSTONE ROAD		
	NORTHAMPTON		
	KINGSFIELD BUS. CENTRE		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1333 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
3	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
	RIVER VIEW ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	404 sqm	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
4	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	TIMBER BEACH ROAD		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	1380 sqm	
	Survey date: THURSDAY	06/04/17	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/K - FITNESS CLUB (PRIVATE)
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	1179	0.360	4	1179	0.042	4	1179	0.402
07:00 - 08:00	4	1179	0.488	4	1179	0.233	4	1179	0.721
08:00 - 09:00	4	1179	0.678	4	1179	0.360	4	1179	1.038
09:00 - 10:00	4	1179	1.230	4	1179	0.615	4	1179	1.845
10:00 - 11:00	4	1179	0.996	4	1179	0.784	4	1179	1.780
11:00 - 12:00	4	1179	0.530	4	1179	0.636	4	1179	1.166
12:00 - 13:00	4	1179	0.742	4	1179	0.827	4	1179	1.569
13:00 - 14:00	4	1179	0.700	4	1179	0.742	4	1179	1.442
14:00 - 15:00	4	1179	0.721	4	1179	0.509	4	1179	1.230
15:00 - 16:00	4	1179	0.700	4	1179	0.975	4	1179	1.675
16:00 - 17:00	4	1179	0.933	4	1179	1.060	4	1179	1.993
17:00 - 18:00	4	1179	1.675	4	1179	1.081	4	1179	2.756
18:00 - 19:00	4	1179	1.293	4	1179	1.548	4	1179	2.841
19:00 - 20:00	4	1179	0.827	4	1179	1.357	4	1179	2.184
20:00 - 21:00	4	1179	0.318	4	1179	0.869	4	1179	1.187
21:00 - 22:00	4	1179	0.106	4	1179	0.424	4	1179	0.530
22:00 - 23:00	2	1002	0.050	2	1002	0.200	2	1002	0.250
23:00 - 24:00									
Total Rates:			12.347			12.262			24.609

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

404 - 1600 (units: sqm)
 01/01/16 - 19/11/22
 4
 0
 0
 0
 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.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	1179	0.000	4	1179	0.000	4	1179	0.000
07:00 - 08:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
08:00 - 09:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
09:00 - 10:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
10:00 - 11:00	4	1179	0.042	4	1179	0.042	4	1179	0.084
11:00 - 12:00	4	1179	0.042	4	1179	0.042	4	1179	0.084
12:00 - 13:00	4	1179	0.042	4	1179	0.042	4	1179	0.084
13:00 - 14:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
14:00 - 15:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
15:00 - 16:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
16:00 - 17:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
17:00 - 18:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
18:00 - 19:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
19:00 - 20:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
20:00 - 21:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
21:00 - 22:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
22:00 - 23:00	2	1002	0.000	2	1002	0.000	2	1002	0.000
23:00 - 24:00									
Total Rates:			0.273			0.273			0.546

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	1179	0.021	4	1179	0.000	4	1179	0.021
07:00 - 08:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
08:00 - 09:00	4	1179	0.106	4	1179	0.042	4	1179	0.148
09:00 - 10:00	4	1179	0.085	4	1179	0.106	4	1179	0.191
10:00 - 11:00	4	1179	0.127	4	1179	0.085	4	1179	0.212
11:00 - 12:00	4	1179	0.106	4	1179	0.170	4	1179	0.276
12:00 - 13:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
13:00 - 14:00	4	1179	0.085	4	1179	0.085	4	1179	0.170
14:00 - 15:00	4	1179	0.064	4	1179	0.064	4	1179	0.128
15:00 - 16:00	4	1179	0.148	4	1179	0.085	4	1179	0.233
16:00 - 17:00	4	1179	0.064	4	1179	0.127	4	1179	0.191
17:00 - 18:00	4	1179	0.233	4	1179	0.170	4	1179	0.403
18:00 - 19:00	4	1179	0.127	4	1179	0.127	4	1179	0.254
19:00 - 20:00	4	1179	0.000	4	1179	0.042	4	1179	0.042
20:00 - 21:00	4	1179	0.021	4	1179	0.042	4	1179	0.063
21:00 - 22:00	4	1179	0.085	4	1179	0.064	4	1179	0.149
22:00 - 23:00	2	1002	0.000	2	1002	0.150	2	1002	0.150
23:00 - 24:00									
Total Rates:			1.293			1.380			2.673

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	1179	0.360	4	1179	0.042	4	1179	0.402
07:00 - 08:00	4	1179	0.445	4	1179	0.212	4	1179	0.657
08:00 - 09:00	4	1179	0.594	4	1179	0.339	4	1179	0.933
09:00 - 10:00	4	1179	1.187	4	1179	0.594	4	1179	1.781
10:00 - 11:00	4	1179	0.933	4	1179	0.721	4	1179	1.654
11:00 - 12:00	4	1179	0.445	4	1179	0.551	4	1179	0.996
12:00 - 13:00	4	1179	0.636	4	1179	0.700	4	1179	1.336
13:00 - 14:00	4	1179	0.657	4	1179	0.678	4	1179	1.335
14:00 - 15:00	4	1179	0.594	4	1179	0.445	4	1179	1.039
15:00 - 16:00	4	1179	0.594	4	1179	0.890	4	1179	1.484
16:00 - 17:00	4	1179	0.869	4	1179	0.975	4	1179	1.844
17:00 - 18:00	4	1179	1.526	4	1179	1.018	4	1179	2.544
18:00 - 19:00	4	1179	1.230	4	1179	1.442	4	1179	2.672
19:00 - 20:00	4	1179	0.763	4	1179	1.314	4	1179	2.077
20:00 - 21:00	4	1179	0.318	4	1179	0.742	4	1179	1.060
21:00 - 22:00	4	1179	0.106	4	1179	0.382	4	1179	0.488
22:00 - 23:00	2	1002	0.000	2	1002	0.100	2	1002	0.100
23:00 - 24:00									
Total Rates:			11.257			11.145			22.402

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	1179	0.000	4	1179	0.000	4	1179	0.000
07:00 - 08:00	4	1179	0.021	4	1179	0.000	4	1179	0.021
08:00 - 09:00	4	1179	0.042	4	1179	0.000	4	1179	0.042
09:00 - 10:00	4	1179	0.042	4	1179	0.000	4	1179	0.042
10:00 - 11:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
11:00 - 12:00	4	1179	0.021	4	1179	0.042	4	1179	0.063
12:00 - 13:00	4	1179	0.042	4	1179	0.064	4	1179	0.106
13:00 - 14:00	4	1179	0.000	4	1179	0.021	4	1179	0.021
14:00 - 15:00	4	1179	0.042	4	1179	0.021	4	1179	0.063
15:00 - 16:00	4	1179	0.085	4	1179	0.021	4	1179	0.106
16:00 - 17:00	4	1179	0.021	4	1179	0.064	4	1179	0.085
17:00 - 18:00	4	1179	0.064	4	1179	0.000	4	1179	0.064
18:00 - 19:00	4	1179	0.064	4	1179	0.064	4	1179	0.128
19:00 - 20:00	4	1179	0.042	4	1179	0.021	4	1179	0.063
20:00 - 21:00	4	1179	0.000	4	1179	0.106	4	1179	0.106
21:00 - 22:00	4	1179	0.000	4	1179	0.042	4	1179	0.042
22:00 - 23:00	2	1002	0.000	2	1002	0.050	2	1002	0.050
23:00 - 24:00									
Total Rates:			0.507			0.537			1.044

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	1179	0.000	4	1179	0.000	4	1179	0.000
07:00 - 08:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
08:00 - 09:00	4	1179	0.021	4	1179	0.000	4	1179	0.021
09:00 - 10:00	4	1179	0.000	4	1179	0.021	4	1179	0.021
10:00 - 11:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
11:00 - 12:00	4	1179	0.021	4	1179	0.000	4	1179	0.021
12:00 - 13:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
13:00 - 14:00	4	1179	0.021	4	1179	0.021	4	1179	0.042
14:00 - 15:00	4	1179	0.064	4	1179	0.021	4	1179	0.085
15:00 - 16:00	4	1179	0.021	4	1179	0.064	4	1179	0.085
16:00 - 17:00	4	1179	0.021	4	1179	0.000	4	1179	0.021
17:00 - 18:00	4	1179	0.064	4	1179	0.042	4	1179	0.106
18:00 - 19:00	4	1179	0.000	4	1179	0.042	4	1179	0.042
19:00 - 20:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
20:00 - 21:00	4	1179	0.000	4	1179	0.021	4	1179	0.021
21:00 - 22:00	4	1179	0.000	4	1179	0.000	4	1179	0.000
22:00 - 23:00	2	1002	0.050	2	1002	0.050	2	1002	0.100
23:00 - 24:00									
Total Rates:			0.304			0.303			0.607

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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]

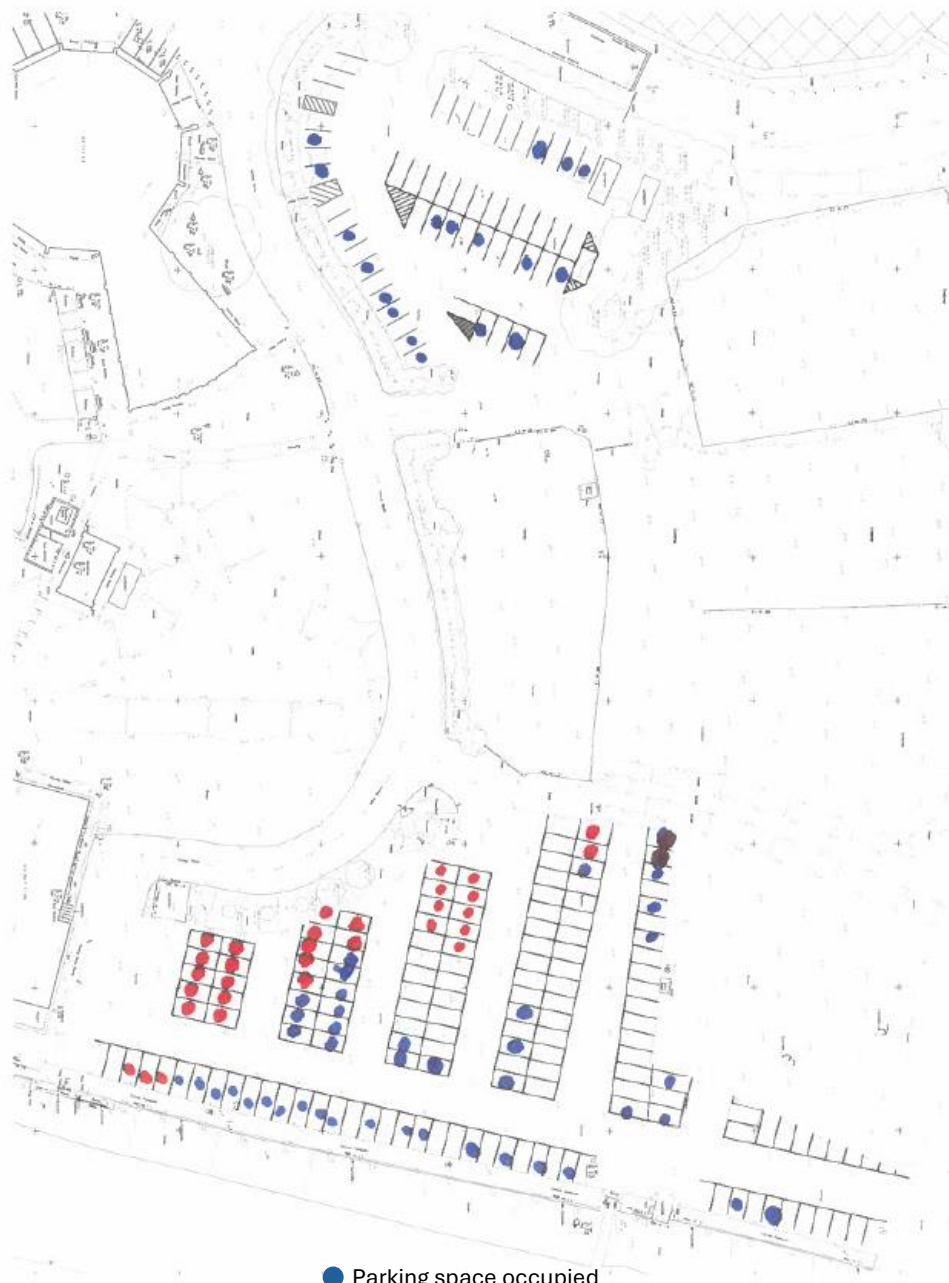
Survey Date: Saturday 06.07.24

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]

THURSDAY 7:30 am



SATURDAY 10 am

