

Sent by email via Lesley Wells, Senior Planning Officer

Tuesday 18th August 2026

Dear Zara,

Hayling Yacht Company, Mill Rythe Lane, Hayling Island, PO11 0QQ– Highways Response Note

Applications: APP/26/00391 – 3 No. partially covered padel courts; APP/26/00367 - MOT Testing Facility

EAS has been appointed to review Hampshire County Council's latest Highways correspondence regarding the joint application at Hayling Yacht Company, Mill Rythe Lane, Hayling Island, PO11 0QQ.

A location plan is contained at **Appendix A**, while a copy of Hampshire County Council's email correspondence is contained at **Appendix B**.

Hampshire County Council (HCC) has confirmed that it is willing to consider both applications through a single transport response, provided that the two proposed developments are clearly distinguished, their respective trip generation and parking demands are considered separately, and an overall cumulative assessment of the Top Yard is provided.

Lawful Use and Whole-Site Clarification

The recorded lawful-use description of the Top Yard, which encompasses both planning applications, is:

"Mixed storage with associated portacabin office and lighting to be used with and accessed through Hayling Yacht Company."

The lawful baseline is therefore a mixed storage use across the Top Yard, together with associated ancillary activities.

From 2013, the Top Yard was occupied by Kindertons Accident Management and used principally for the storage and movement of accident-damaged and replacement vehicles. The arrival, collection and transportation of vehicles formed part of that storage operation.

The applicant has advised that when Kindertons served notice in May 2025, the entirety of the Top Yard formed part of its operational compound. Activities included vehicle storage, transporter access, collection and delivery of vehicles, loading and unloading, internal circulation and vehicle turning. Kindertons subsequently vacated the site in November 2025.

For the purposes of the revised transport assessment, however, the baseline is not dependent upon the operational characteristics of Kindertons. In accordance with HCC's request, the principal assessment has



instead been undertaken against the established lawful mixed-storage use using an appropriate TRICS comparator.

Proposed Use of the Whole 'Top Yard'

The amended whole-site plan accounts for the entire 3,817sqm Top Yard, as summarised in Table 1. A copy of the amended whole-site plan is contained at **Appendix C**.

Table 1 – Overview of Top Yard areas

Plot Ref	Proposed Use	Area (sqm)
33	Three partially covered padel courts	1,361sqm
34	MOT operational area, including 150sqm building	397sqm
32	Retained self-storage	1,128sqm
36	Shared access road	347sqm
35	Overflow parking and vehicle-turning area	584sqm
	Total Top Yard Area	3,817sqm

The padel, MOT and retained self-storage areas total 2,886sqm. The remaining 931sqm comprises the shared access road and overflow parking/vehicle-turning area. These areas facilitate the proposed activities but do not independently generate vehicle trips.

The two applications, together with the retained self-storage use, therefore account for all trip-generating elements of the Top Yard and enable the cumulative transport position to be assessed.

Existing Trip Generation

HCC requested that the existing baseline be derived from TRICS based upon the lawful/permitted land use rather than relying on the operation of the former occupier.

Accordingly, the TRICS database has been interrogated to identify a suitable comparator for the lawful mixed-storage use. There is no TRICS category that precisely replicates the open vehicle-storage and mixed-storage characteristics of the Top Yard. The closest available comparator was therefore considered to be Employment – Warehousing (Commercial) (02/F). The below filters were selected to generate trip numbers:

- Employment – Warehousing (Commercial) (02/F);
- Located in England outside of Greater London;
- Up to 10,000 sqm;
- Surveys carried out on a weekday in the last 5 years.

Two surveys were found to meet these criteria, from which estimated trip rates per 100sqm are drawn, as summarised in Table 2. The complete TRICS output and site-selection criteria are contained at **Appendix D**.

Table 2 – Estimated existing trip rate per 100sqm

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.323	0.222	0.545	0.161	0.323	0.484	3.202	3.207	6.409



As the whole 3,817 sqm Top Yard forms the lawful mixed-storage site, the above rate has been applied across the full area. This results in the trip generation summarised in Table 3.

Table 3 – Estimated trip numbers for the existing 3,817sqm Top Yard site (allow for rounding)

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	12 (12.3)	8 (8.5)	21 (20.8)	6 (6.1)	12 (12.3)	18 (18.5)	122 (122.2)	122 (122.4)	245 (244.6)

The lawful existing use is therefore forecast to generate approximately 245 vehicle movements during a typical weekday, including approximately 21 movements during the AM network peak and 18 movements during the PM network peak.

For comparison, the first-principles assessment contained within the originally submitted Transport Statement estimated approximately 120 weekday movements associated with the former Kindertons operation. This remains useful as site-specific contextual evidence but is not relied upon as the principal baseline within this response.

Proposed Padel Court Trip Generation

HCC's correspondence confirmed that the trip generation previously identified by the Highway Authority represented a robust worst-case scenario and that a lower forecast could be considered where supported by suitable evidence.

There is currently no dedicated padel land-use category within TRICS. Accordingly, Leisure – Tennis Clubs (07/G) has been used as the closest available comparator. The assessment considered representative tennis-club survey sites outside Greater London, with materially larger or otherwise unrepresentative sites excluded where appropriate. The full TRICS output is contained at **Appendix E**.

The below filters were used to obtain representative trip rates:

- Leisure – Tennis Clubs (07/G);
- Located in England or Ireland outside of Greater London;
- Tennis Clubs with up to 8 courts and no other associated uses;
- Surveys carried out on a weekday in the last 5 years.
- Manual surveys

Six surveys were found to meet these criteria, from which estimated trip rates per court are drawn, as summarised in Table 4 below.

Table 4 – Estimated trip numbers per tennis court

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.686	0.257	0.943	2.086	1.543	3.629	12.868	12.949	25.817

Table 5 below scales these figures up to reflect the proposed 3 padel courts.

Table 5 – Estimated trip numbers for the proposed 3 padel courts (allow for rounding)

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	2 (2.1)	1 (0.8)	3 (2.8)	6 (6.3)	5 (4.6)	11 (10.9)	39 (38.6)	39 (38.8)	77 (77.5)

It can be seen from Table 5 that the proposed 3 padel courts are estimated to generate 77 vehicle movements across the course of a typical weekday. The padel courts are forecast to generate 3 vehicle movements during the AM peak hour and 11 vehicle movements during the PM peak hour.

In addition to the TRICS assessment, the applicant has provided a first-principles trip generation model. The average utilisation assumption within this model is informed by the applicant's own experience of owning and operating sports and leisure facilities. The booking duration and vehicle occupancy inputs are further corroborated by third-party evidence, including national travel survey data, comparable UK padel planning precedents and LTA sources, as set out below and at **Appendix F**.

In respect of booking duration, the evidence demonstrates that 90-minute sessions are a common and typical booking duration for padel, rather than continuous 60-minute court turnover throughout the operating day. The evidence includes examples from existing padel planning applications, operational facilities and LTA-associated booking platforms where 90-minute bookings are routinely identified or offered. It does not suggest that every padel booking will last precisely 90 minutes; rather, it demonstrates that a 90-minute average represents a reasonable basis for estimating typical day-to-day court turnover.

A 50% average utilisation assumption has also been adopted based upon the applicant's operational experience of operating sports and leisure facilities. This should not be interpreted as meaning that the courts would never operate above 50% utilisation. The courts are proposed to be available for approximately 14 hours between 08:00 and 22:00, and 50% represents an average across the whole operating day. With three courts available, this is equivalent to an average of approximately 1.5 courts being occupied, allowing busier evening and weekend periods to be balanced against quieter morning, daytime and off-peak periods.

An average occupancy of 1.5 persons per vehicle has been applied within the first-principles assessment. This is considered conservative when compared with Department for Transport National Travel Survey evidence, which identifies average car/van occupancy of approximately 1.66 persons per vehicle for leisure journeys.

Furthermore, padel is ordinarily played as doubles, requiring four players to coordinate a court booking. The social and pre-arranged nature of the activity means that a degree of shared travel is a reasonable expectation.

Therefore, applying:

- three courts;
- four players per occupied court;
- 90-minute average booking duration;
- 14 operating hours;
- 50% average utilisation; and
- average vehicle occupancy of 1.5 persons per vehicle,

Results in approximately 75 two-way vehicle movements per day.

This is closely aligned with the independent TRICS assessment and provides confidence that the operational assumptions do not materially underestimate the likely level of vehicle activity.

To provide an additional robust sensitivity test, the first-principles calculation has also been undertaken assuming continuous 60-minute bookings rather than the 90-minute average. This produces approximately 112 daily two-way vehicle movements.

While materially higher than the operator's expected level of activity, this remains substantially below the 336 daily movements identified within HCC's earlier worst-case scenario. The combination of the independent TRICS assessment, the operator evidence and the 60-minute booking sensitivity therefore provides a robust range within which the likely trip generation of the proposed padel facility can be considered.

Proposed MOT Testing Facility

HCC requested that the proposed MOT facility be assessed using an appropriate TRICS land-use category based upon the total floor area of the proposed development. The proposed facility comprises a single Class 4/Class 7 MOT testing lane within a building of approximately 150sqm and is expected to employ approximately three members of staff.

Noting this, the applicant previously advised that a maximum of approximately 12 MOT tests could be undertaken during a full operating day. Assuming one arrival and one departure for each test vehicle, together with one arrival and departure for each of the three staff, this would produce:

$$12 \text{ MOTs} \times 2 \text{ movements} + 3 \text{ staff} \times 2 \text{ movements} = 30 \text{ daily vehicle movements}$$

In accordance with HCC's request, however, the primary assessment has been undertaken using TRICS. The Vehicle Services – Vehicle Repair Garage (Slow Fit) (15/A) category is considered the most representative comparator for the proposed single-lane MOT testing operation.

The below filters were used to obtain representative trip rates:

- Vehicle Services – Vehicle Repair Garage (Slow Fit) (15/A);
- Located in England or Ireland outside of Greater London;
- Up to 1,878sqm;
- Manual surveys



It should be noted that due to lack of surveys in this category, surveys completed in the last 23 years were included. Seven surveys were found to meet these criteria, from which estimated trip rates per 100sqm are drawn, as summarised in Table 6 below. The full TRICS datasheet is included at **Appendix G**.

Table 6 – Estimated trip numbers per 100sqm of MOT Testing Facility (Slow Fit)

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	1.107	0.791	1.898	0.701	1.032	1.733	11.800	11.618	23.418

Table 7 below scales these figures up to reflect the proposed 150sqm MOT Testing Facility.

Table 7 – Estimated trip numbers for the proposed MOT Testing Facility (allow for rounding)

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	2 (1.7)	1 (1.2)	3 (2.8)	1 (1.1)	2 (1.5)	3 (2.6)	18 (17.7)	17 (17.4)	35 (35.1)

It can be seen from Table 7 that the proposed 150sqm MOT Testing Facility is estimated to generate 35 vehicle movements across the course of a typical weekday. The facility is forecast to generate 3 vehicle movements during the AM peak hour and 3 vehicle movements during the PM peak hour. The TRICS forecast is approximately 17% higher than the applicant's first-principles estimate of 30 daily movements and therefore provides a suitably robust primary assessment.

Retained External Self-Storage

The amended whole-site plan confirms that approximately 1,128 sqm within the southern part of the Top Yard will remain in storage use. To ensure that the whole Top Yard is accounted for within the cumulative assessment, TRICS Warehousing – Self Storage (02/E) data has been applied to this area.

The full TRICS output is contained at **Appendix H**.

Table 8 – Estimated trip numbers per 100sqm of self-storage warehousing

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.134	0.089	0.223	0.067	0.223	0.290	1.727	1.660	3.387

Table 9 – Estimated trip numbers for the retained 1,128sqm of self-storage use (allow for rounding)

Trip rates:	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	2 (1.512)	1 (1.004)	3 (2.515)	1 (0.756)	3 (2.515)	3 (3.271)	19 (19.481)	19 (18.724)	38 (38.205)



It can be seen from Table 9 that the retained part of the site used for self-storage is estimated to generate 38 vehicle movements across the course of a typical weekday. The use is forecast to generate 3 vehicle movements during the AM peak hour and 3 vehicle movements during the PM peak hour. As the TRICS parameter is based on gross floor area at conventional self-storage facilities, applying the rate to the entire 1,128sqm external storage area is considered conservative.

Principal TRICS Assessment: Net Trip Generation

Using the TRICS data, Table 10 below compares the existing and proposed vehicle trip rates for each use and outlines the overall net vehicle trip generation as a result of the proposals.

Table 10 – Net Vehicle Trip Generation (allow for rounding)

Use Class	AM Peak Hour (8:00 – 09:00)			PM Peak Hour (17:00 – 18:00)			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Top Yard	12.3	8.5	20.8	6.1	12.3	18.5	122.2	122.4	244.6
Padel Courts	2.1	0.8	2.8	6.3	4.6	10.9	38.6	38.8	77.5
Mot Facility	1.7	1.2	2.8	1.1	1.5	2.6	17.7	17.4	35.1
Self-Storage	1.5	1.0	2.5	0.8	2.5	3.3	19.5	18.7	38.2
Proposed Use Total	5.2	3.0	8.2	8.1	8.7	16.8	75.8	75.0	150.8
Net Change	-7.1	-5.5	-12.6	+1.9	-3.6	-1.7	-46.4	-47.4	-93.8

The principal TRICS assessment therefore demonstrates that the cumulative proposals are forecast to result in approximately 94 fewer vehicle movements over the assessment day, equivalent to a reduction of around 38%; approximately 13 fewer movements during the AM network peak, equivalent to a reduction of around 61%; and approximately 2 fewer movements during the PM network peak, representing no material change in PM peak traffic.

Accordingly, the revised TRICS assessment does not identify any material intensification of vehicle activity when the whole Top Yard is considered against its lawful baseline.

Car parking and circulation

The Padel proposal includes 10 parking spaces. The closest relevant standard in the Havant Borough Council Parking SPD 2016 is the tennis-court standard of three spaces per court. This produces a requirement of nine spaces for three courts. The proposed provision therefore exceeds the adopted analogue for padel use.

The 397sqm MOT operational area includes the 150sqm building together with dedicated external hardstanding for vehicle holding, parking for the approximately three staff and circulation. The facility contains one testing lane and is limited to a maximum of 12 tests during a full operating day, avoiding intensive concurrent parking demand.

The Havant Borough Council Parking SPD 2016 sets no parking standard for external storage use. The retained external self-storage use has a low parking demand: customers access the storage area directly and do not generate a parking requirement comparable to an occupied commercial building.



The amended whole-site plan also identifies a 347m² shared access road, a 584m² overflow parking and vehicle-turning area, internal circulation, forward-gear access and egress, cycle parking and refuse/recycling provision, allowing every use to park, wait and manoeuvre safely.

Revised Construction Environmental Management Plan

The revised Construction Environmental Management Plan submitted to Havant Borough Council on 8 July 2026 addresses wheel cleaning, site-manager contact details, complaints procedures, construction hours and the prohibition of waste burning.

The following additional highway measures are also proposed:

- all construction and delivery vehicles will use the prescribed route via Langstone Bridge and the A3023 to Mill Rythe Lane. The approved route will be issued to drivers in advance;
- deliveries will be pre-booked and coordinated by the Site Manager and, wherever practicable, will take place outside the busiest highway periods;
- a trained high-visibility banksman will supervise HGV and other large-vehicle movements at the site entrance. Pedestrians and cyclists will retain priority, and vehicle movements will be held while they pass; and
- construction vehicles will enter and leave the site in forward gear using the internal turning area. Construction vehicles will not reverse to or from, wait or queue on Mill Rythe Lane.

Personal Injury Collision Data

The original Transport Statement included a preliminary collision review using CrashMap. At HCC's request, this has now been superseded by personal injury collision data obtained directly from Hampshire Constabulary for the five-year period from 1 February 2021 to 31 January 2026. The search covered the A3023 Havant Road corridor and its junction with Mill Rythe Lane, as shown on the Constabulary search plan. The official report and plan are contained at **Appendix I**.

Three collisions were recorded: two slight and one serious, involving eight casualties (seven slight and one serious). There were no fatal collisions and no collisions involving pedestrians, cyclists or motorcyclists.

No collision was recorded on Mill Rythe Lane itself. One slight collision occurred on the A3023 approximately 155 metres north-west of the junction, while two collisions occurred on the A3023 at its junction with Mill Rythe Lane.

The first slight collision involved a parked-vehicle door being opened into the path of an overtaking vehicle. The serious collision involved a vehicle veering into the opposing carriageway; the recorded contributory factors were illness or disability and loss of control, with fatigue identified as possible. The remaining slight collision was a rear-end shunt after vehicles slowed or stopped in response to an unidentified vehicle turning right and briefly crossing the centre line.

Notwithstanding the above, only three personal injury collisions were recorded within the study area over the five-year period. Although two occurred at the A3023/Mill Rythe Lane junction, they arose from materially different circumstances and do not demonstrate a recurring collision type or common causation pattern. The



records indicate isolated driver actions and incident-specific circumstances, rather than any inherent deficiency in the layout or operation of the highway. Taken together with the forecast reduction in daily and AM-peak vehicle movements and no material change during the PM peak, the evidence does not identify an existing highway-safety problem that the proposals would create or materially worsen.

Summary

This Highways Response Note has been prepared to address the additional information requested by Hampshire County Council in relation to planning applications APP/26/00391 and APP/26/00367.

The revised assessment considers the lawful mixed-storage use of the whole 3,817sqm Top Yard as the existing baseline and uses TRICS-derived trip generation, as requested by HCC. This indicates approximately 245 vehicle movements over the assessment day, including 21 movements during the AM peak and 18 movements during the PM peak.

The proposed padel courts, MOT testing facility and retained self-storage use have each been assessed separately. The principal cumulative TRICS assessment forecasts approximately 151 vehicle movements over the assessment day, comprising approximately 8 movements during the AM peak and 17 movements during the PM peak. This represents a reduction of approximately 94 daily movements and 13 AM-peak movements compared with the lawful baseline, with no material change during the PM peak.

The padel and MOT facility assessment is further supported by operator evidence and a separate first-principles assessment. These assessments corroborate the overall conclusion that the proposals would not result in an intensification of traffic compared with the lawful existing use.

The proposed parking and circulation arrangements provide dedicated parking for the padel and MOT uses, together with additional overflow parking and turning space within the Top Yard. The revised CEMP also includes specific measures relating to construction routing, delivery management, pedestrian priority and vehicle manoeuvring.

The official five-year personal injury collision record identifies three incidents with no recurring collision type or common causation pattern, and no evidence that the proposals would create or materially worsen a highway-safety problem.

Overall, the revised evidence directly addresses the matters raised by Hampshire County Council and demonstrates that the proposals would not result in a material adverse impact on the operation of the local highway network. There are no outstanding transport or highway matters that would justify an objection to either of the two planning applications related to the Top Yard site.



Yours sincerely,



Callum Turner

Senior Transport Engineer/Planner for and on behalf of EAS Transport Planning

Enc.:

Appendix A – Location Plan

Appendix B – Highways Consultee Response

Appendix C – Site Plan Overview

Appendix D – Existing Use TRICS Data

Appendix E – Tennis Court TRICS Data

Appendix F – Applicant Padel Evidence

Appendix G – MOT Garage TRICS Data

Appendix H – Self-Storage TRICS Data

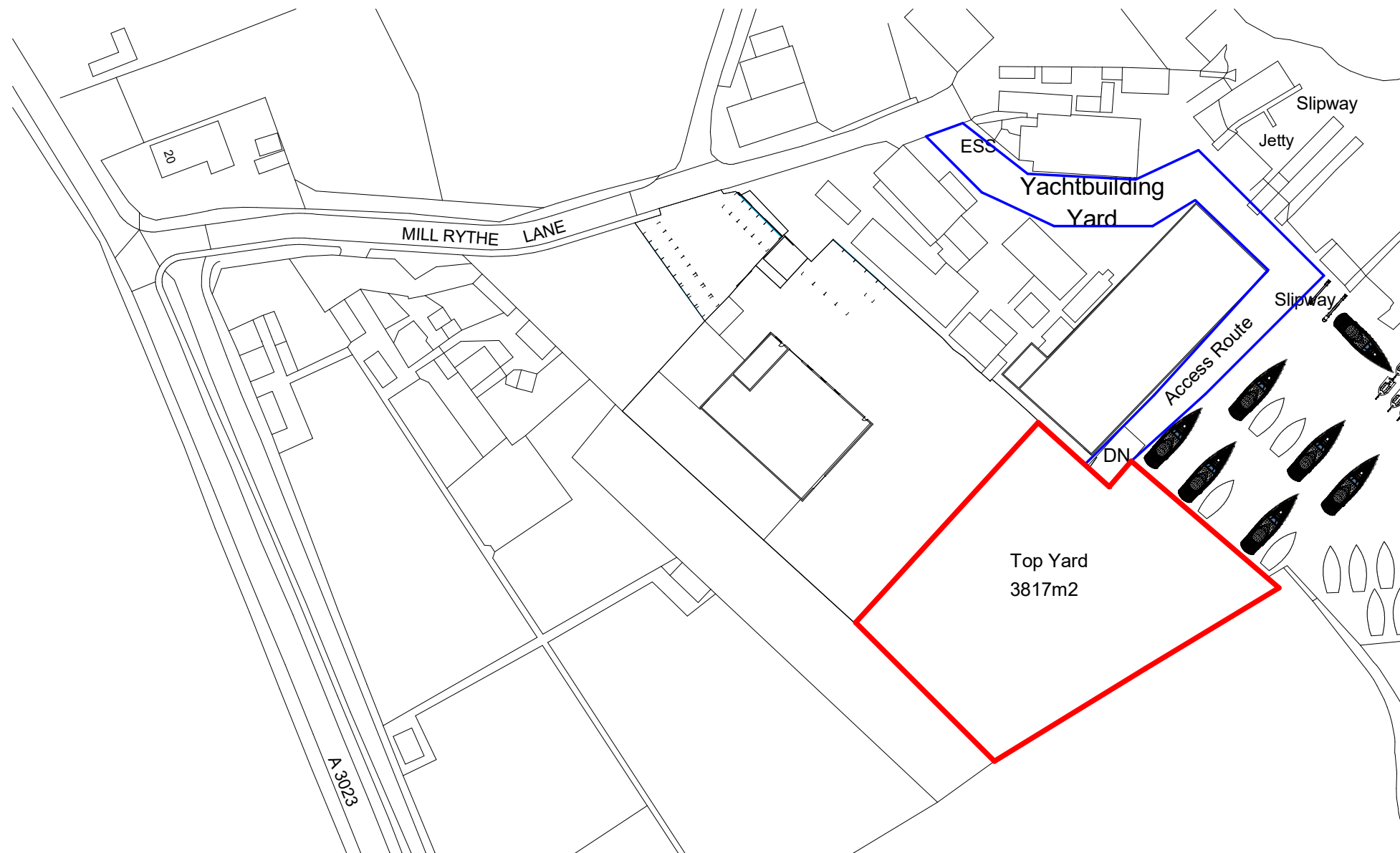
Appendix I – Personal Injury Collision Data





Appendix A – Site Location Plan





1

Location Plan

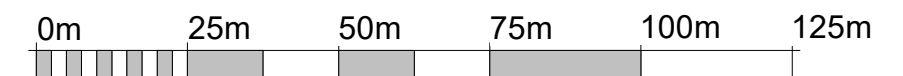
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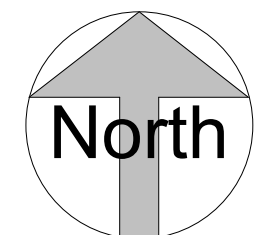
Top yard



Access route from public highway to top yard



VISUAL SCALE 1:1250 @ A3



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**Mill Rythe Lane Padel
Proposed V4**

Hayling Padel Ltd

Location Plans

Project number	Project Number	A101
Date	23.6.13	
Drawn by	Author	
Paper size	Checker	Scale
		1 : 1250



Appendix B – Highways Consultee Response



Callum Turner

From: Rogers, Zara <Zara.Rogers@hants.gov.uk>
Sent: 23 July 2026 15:39
To: Callum Turner
Cc: Willcox, Tom
Subject: RE: APP/26/00391 & APP/26/00367 - Hayling Yacht Company, Mill Rythe Lane, Hayling Island

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Callum,

Thank you for your email.

In terms of submitting the two applications under one Transport Statement, we would accept this, subject to the document clearly distinguishing between the two developments and setting out the trip generation and parking demand for each proposal separately. Following discussion with the Case Officer, we would also accept an overall conclusion which considers the site as a whole, comparing the total existing trip generation with the total proposed trip generation arising from both applications combined.

Existing use

The existing trips should be based on the existing lawful/permitted land use and derived from the TRICS database. Whilst I note your proposal to assess the existing trips across the site as a whole and assess the proposed padel court and MOT uses separately, the baseline assessment should be based on a robust TRICS-derived assessment of the existing lawful use.

I note the comments regarding the former Kindertons operation. However, from a highways perspective, the assessment should be based on the existing permitted land use rather than the previous occupier's operation where this differs.

MOT Centre

The trip generation associated with the proposed MOT centre should be based on the total floor area of the proposed use and derived from an appropriate TRICS land use category to provide a robust assessment.

Padel Courts

The trip figures referenced within our previous response were intended to represent a robust worst-case scenario. Should the applicant consider a lower level of trip generation to be appropriate, this should be supported by suitable evidence and clearly justified within the revised Transport Statement.

Parking

We note that there is already a degree of overspill parking occurring on the site access road. It is therefore important that sufficient parking is provided to accommodate the proposed developments and to ensure that they do not result in additional overspill parking on the surrounding highway network.

Personal Injury Collision Data

Collision data can be requested using the following email address:
collision.records@hampshire.pnn.police.uk

Kind Regards

Zara

Zara Rogers

Senior Transport Planner – Highways Development Planning

Hampshire County Council

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Winchester, Hampshire, SO23 8UJ



Hampshire
County Council

Hampshire County Council operates a pre-application highway advice service for developers.

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application.

Please follow this link for further information

[Pre-application advice | Hampshire County Council \(hants.gov.uk\)](#)

From: Callum Turner <Callum.Turner@eastp.co.uk>

Sent: 22 July 2026 08:17

To: thomas.willcox@hants.gov.uk

Cc: Lesley.Wells@havant.gov.uk; HavantDC <havantdc@hants.gov.uk>; Ian Murray <ianmurrayijma@outlook.com>

Subject: APP/26/00391 & APP/26/00367 - Hayling Yacht Company, Mill Rythe Lane, Hayling Island

EXTERNAL EMAIL - This email was sent by a person outside the organisation. Do not open any links or attachments if you were not expecting them. If in doubt, contact the IT Service Desk.

Good morning, Thomas,

I hope this email finds you well.

Thank you for your consultation responses dated 14th July 2026 in relation to planning applications APP/26/00367 and APP/26/00391 at Hayling Yacht Company, Mill Rythe Lane.

We are currently reviewing the comments and would be grateful for clarification on several matters before preparing the additional transport information. This will help to ensure that the revised submission directly addresses the Highway Authority's requirements and avoids unnecessary duplication between the two applications.

For context, the site was previously occupied by Kindertons and operated as a vehicle accident management business. This operation ceased in November 2025, and the application site is currently vacant.

Scope of Submitted Transport Statement

A single Transport Statement was prepared because the two applications relate to different parts of the same wider site, use the same access and surrounding highway network, and are being considered concurrently. We therefore considered that the preparation of a single document covering both proposals is the most appropriate approach.

To clarify, application APP/26/00391 relates solely to the three padel courts, while application APP/26/00367 relates to the proposed MOT testing centre. The reference within the Transport Statement to two proposed land uses was intended to explain the combined scope of the assessment and did not mean that both uses formed part of the padel court application.

Noting this, would the Highway Authority accept one revised Transport Statement submitted under both application references, provided that the document clearly distinguishes between the development proposed under each application, assesses the trip generation and parking demand of each use separately, provides separate conclusions for each application and considers the cumulative position should both developments be permitted? We consider this to be the clearest and most robust approach, particularly because both proposals share a common existing-use baseline trip generation.

Existing Use Trip Generation

The former Kindertons operation occupied and functioned across the site as a single business. There is therefore no reliable way of determining precisely what proportion of its historic vehicle movements was associated with each of the two proposed development areas. It would be possible to apportion the former trips by floor area or site area. However, this would be an arbitrary exercise and would be unlikely to reflect how the former business operated.

We therefore feel that it is acceptable to propose the trip generation associated with the former Kindertons operation across the site as a whole, assess the gross trip generation of the padel court and MOT proposals separately, and compare the combined development trip generation against the former site-wide use, which was outlined in the submitted Transport Statement.

With the above in mind, if it is still deemed that two entirely separate Transport Statements remain necessary, we would be grateful if you could confirm how the Highway Authority expects the former site-wide trips to be apportioned between the two application areas.

The response for APP/26/00367 also refers to assessing the former use through TRICS. Given the specialist nature of the former vehicle accident management operation, it does not correspond directly with a single TRICS land-use category. Please could you confirm which TRICS category the Highway Authority considers to be representative?

Padel Court Trip Generation

We would also be grateful for clarification regarding the Highway Authority's estimate of 24 vehicle trips during the AM and PM peak hours and 336 daily trips.

The figure of 336 appears to have been calculated on the basis of three courts, 14 one-hour sessions per court, four players per court and one arrival and one departure per player. This produces 336 person movements. It would only equate to 336 vehicle movements if every court were occupied continuously for 14 hours, every session involved four players, every player travelled alone by car and no journeys were shared or undertaken by walking, cycling or another mode.

In our view, this represents an absolute theoretical maximum rather than a representative forecast of likely vehicle activity. It also does not account for the distinction between person trips and vehicle trips. This amount also assumes all court sessions are only 1hr in duration, whereas in reality a significant amount of courts will be 1.5hrs as that is a better period to play over (1hr is a bit short). This will materially reduce the theoretical maximum.

The assessment within the Transport Statement was intended to provide a realistic estimate of likely vehicle movements based on the anticipated operation of the courts.

Parking provision

The padel court application provides 10 car parking spaces and eight cycle parking spaces. The Highway Authority's response acknowledges that compliance with the adopted parking standards is principally a matter for Havant Borough Council but nevertheless suggests that additional parking should be provided.

Please could you clarify whether the Highway Authority has identified a specific highway safety or operational concern arising from potential overspill parking, and the level of parking provision it considers necessary?

In relation to APP/26/00367, please could you also clarify what information is required concerning the parking demand of the existing boatyard? In particular, it would be helpful to understand whether the Highway Authority requires a site-wide parking schedule, an occupancy survey of the existing boatyard, confirmation that no existing boatyard parking would be displaced, or an assessment of potential shared parking between the uses.

Personal injury collision data

We note that the Highway Authority does not accept collision information obtained through CrashMap and has requested that the latest available five-year personal injury collision records be obtained from Hampshire Constabulary.

Please could you confirm the appropriate process or point of contact for obtaining this information? We have been unable to identify whether the data should be requested directly from Hampshire Constabulary or through a specific Hampshire County Council collision-data service. It would therefore be helpful if you could provide the relevant contact details, webpage or application process.

Unless advised otherwise, we propose to use the same study area as that considered within the submitted Transport Statement. Please could you also confirm whether this extent is acceptable?

Once we have received clarification on the above matters, we will prepare the revised transport information accordingly.

Kind Regards,

Callum Turner
Senior Transport Planner

t: 01920871777



TRANSPORT PLANNING | HIGHWAY DESIGN | FLOOD RISK | DRAINAGE | ENERGY | SUSTAINABILITY | AIR QUALITY

Hertfordshire: 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN

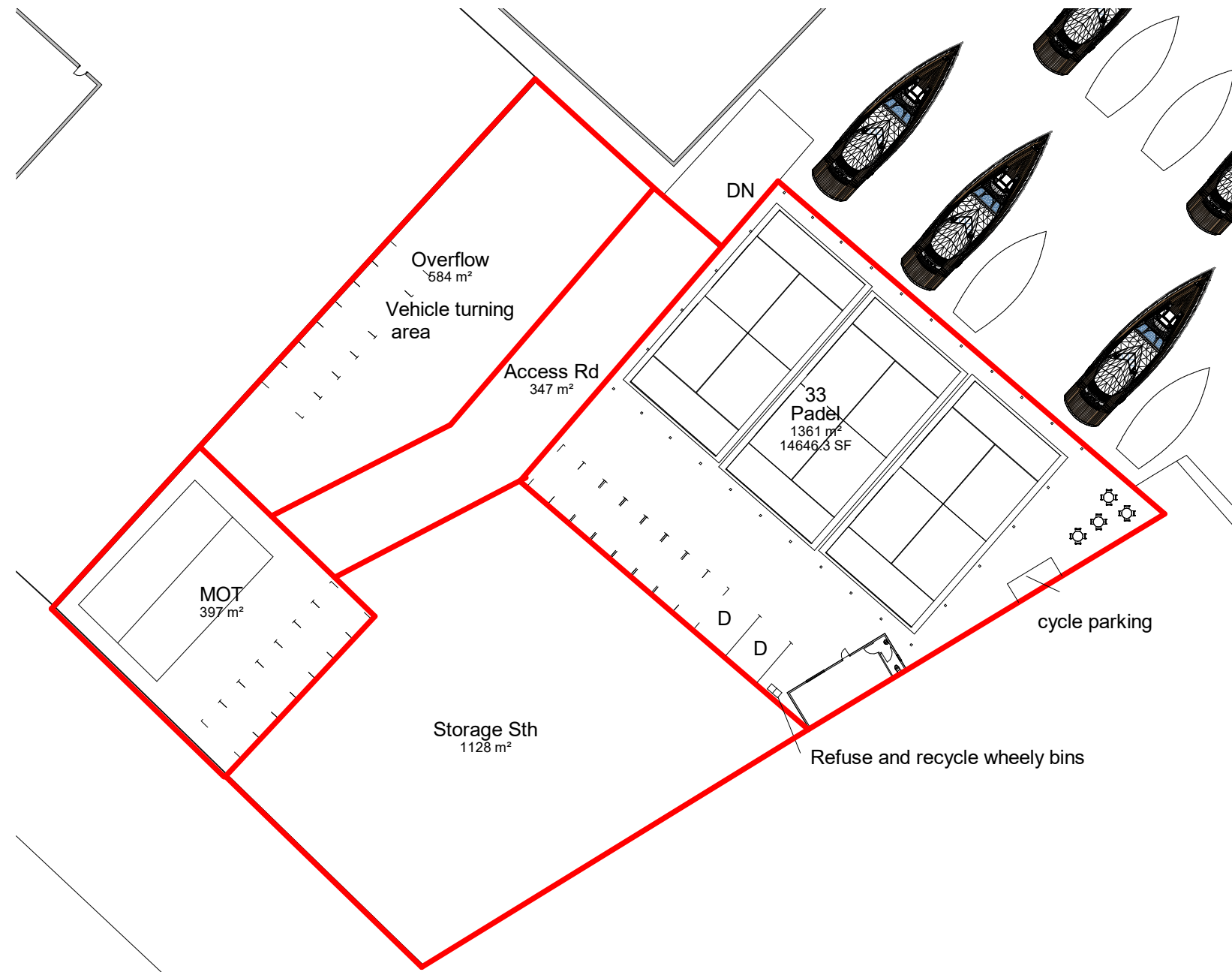
London: 17f Clerkenwell Road, Farringdon, London, EC1M 5RD

EAS, EAS Consulting Engineers and The SuDS Design Centre are trading names of EAS Transport Planning Ltd registered 5751442

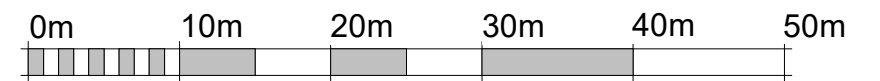


Appendix C – Site Plan Overview





1 Main Site Plan
1 : 500



VISUAL SCALE 1:500 @ A3

**IJ Murray
Associates Ltd**

www.ijma.co.uk



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PO11 9HR
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These drawings are for planning and building regulation purposes only and are not for construction. All dimensions should be checked on site before work commences

These drawings are the property of IJ Murray Associates Ltd and should not be reproduced or used in any way without the permission of a Director of IJ Murray Associates Ltd

**Mill Rythe Lane Padel
Proposed V4**
Hayling Padel Ltd

Main Site Areas

Project number	Project Number	A115
Date	23.6.13	
Drawn by	Author	
Paper size	Checker	Scale
		1 : 500



Appendix D – Existing Use TRICS Data



Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

09	NORTH		
	CU	CUMBERLAND	1 day
10	WALES		
	PE	PEMBROKESHIRE	1 day

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

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

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:	GFA
Actual Range:	950 to 8673 (units:sqm)
Range Selected by User:	190 to 10000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	10/09/01 to 24/06/25

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:	
Monday	1 days
Wednesday	1 days

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

Selected survey types:	
Manual count	2
Direction ATC Count	0

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 undertaken using machines

Selected Locations:	
Edge of Town	1 days
Neighbourhood Centre	1 days

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:	
Industrial Zone	1 days
Village	1 days

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 Vehicle Counts:	
Servicing vehicles Unknown	2 days

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Secondary Filtering Selection:

Use Class:

B8 2 surveys

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:

243 - 7387

Population within 1 mile:

1,001 to 5,000 2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000 2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 2 surveys

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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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 2 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

1	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007.00 sqm Survey date: Wednesday 19/06/2024			
			Survey Type: Manual
2	PE-02-F-01	WAREHOUSING & DISTRIBUTION	PEMBROKESHIRE
A4115 NEAR NARBERTH TEMPLETON Neighbourhood Centre Village Gross floor area: 950.00 sqm Survey date: Monday 20/11/2023			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DC-02-F-02	09-05-2025	na
DL-02-F-01	03-12-2009	na
EX-02-F-01	18-05-2018	na
HD-02-F-01	27-09-2018	na
NY-02-F-01	19-06-2023	na
WH-02-F-01	24-06-2025	na
WO-02-F-02	10-09-2002	na

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.303	0.182	0.485
06:00-07:00	2	2478	0.202	0.282	0.484
07:00-08:00	2	2478	0.343	0.242	0.585
08:00-09:00	2	2478	0.323	0.222	0.545
09:00-10:00	2	2478	0.242	0.141	0.383
10:00-11:00	2	2478	0.161	0.262	0.423
11:00-12:00	2	2478	0.101	0.121	0.222
12:00-13:00	2	2478	0.202	0.121	0.323
13:00-14:00	2	2478	0.121	0.161	0.282
14:00-15:00	2	2478	0.403	0.323	0.726
15:00-16:00	2	2478	0.242	0.242	0.484
16:00-17:00	2	2478	0.262	0.424	0.686
17:00-18:00	2	2478	0.161	0.323	0.484
18:00-19:00	2	2478	0.061	0.061	0.122
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.202	3.207	6.409

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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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	20/11/2023 - 19/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.363	0.222	0.585
06:00-07:00	2	2478	0.262	0.363	0.625
07:00-08:00	2	2478	0.424	0.303	0.727
08:00-09:00	2	2478	0.383	0.242	0.625
09:00-10:00	2	2478	0.323	0.202	0.525
10:00-11:00	2	2478	0.182	0.303	0.485
11:00-12:00	2	2478	0.182	0.182	0.364
12:00-13:00	2	2478	0.242	0.182	0.424
13:00-14:00	2	2478	0.161	0.222	0.383
14:00-15:00	2	2478	0.525	0.403	0.928
15:00-16:00	2	2478	0.323	0.303	0.626
16:00-17:00	2	2478	0.323	0.545	0.868
17:00-18:00	2	2478	0.202	0.383	0.585
18:00-19:00	2	2478	0.061	0.061	0.122
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.031	4.016	8.047

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.

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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	20/11/2023 - 19/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.000	0.000	0.000
06:00-07:00	2	2478	0.000	0.000	0.000
07:00-08:00	2	2478	0.000	0.000	0.000
08:00-09:00	2	2478	0.000	0.000	0.000
09:00-10:00	2	2478	0.000	0.000	0.000
10:00-11:00	2	2478	0.000	0.000	0.000
11:00-12:00	2	2478	0.000	0.000	0.000
12:00-13:00	2	2478	0.000	0.000	0.000
13:00-14:00	2	2478	0.000	0.000	0.000
14:00-15:00	2	2478	0.000	0.000	0.000
15:00-16:00	2	2478	0.000	0.000	0.000
16:00-17:00	2	2478	0.000	0.000	0.000
17:00-18:00	2	2478	0.000	0.000	0.000
18:00-19:00	2	2478	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.000	0.000	0.000
06:00-07:00	2	2478	0.000	0.000	0.000
07:00-08:00	2	2478	0.000	0.061	0.061
08:00-09:00	2	2478	0.040	0.000	0.040
09:00-10:00	2	2478	0.000	0.000	0.000
10:00-11:00	2	2478	0.000	0.000	0.000
11:00-12:00	2	2478	0.000	0.000	0.000
12:00-13:00	2	2478	0.020	0.000	0.020
13:00-14:00	2	2478	0.000	0.000	0.000
14:00-15:00	2	2478	0.000	0.040	0.040
15:00-16:00	2	2478	0.020	0.020	0.040
16:00-17:00	2	2478	0.040	0.000	0.040
17:00-18:00	2	2478	0.000	0.000	0.000
18:00-19:00	2	2478	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.120	0.121	0.241

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.

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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	19/06/2024 - 19/06/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.081	0.101	0.182
06:00-07:00	2	2478	0.101	0.242	0.343
07:00-08:00	2	2478	0.020	0.081	0.101
08:00-09:00	2	2478	0.121	0.061	0.182
09:00-10:00	2	2478	0.202	0.121	0.323
10:00-11:00	2	2478	0.020	0.121	0.141
11:00-12:00	2	2478	0.061	0.040	0.101
12:00-13:00	2	2478	0.101	0.061	0.162
13:00-14:00	2	2478	0.061	0.101	0.162
14:00-15:00	2	2478	0.222	0.141	0.363
15:00-16:00	2	2478	0.182	0.141	0.323
16:00-17:00	2	2478	0.101	0.202	0.303
17:00-18:00	2	2478	0.101	0.061	0.162
18:00-19:00	2	2478	0.061	0.020	0.081
19:00-20:00	1	4007	0.025	0.000	0.025
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.460	1.494	2.954

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.

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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	20/11/2023 - 19/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.182	0.040	0.222
06:00-07:00	2	2478	0.081	0.020	0.101
07:00-08:00	2	2478	0.262	0.040	0.302
08:00-09:00	2	2478	0.121	0.101	0.222
09:00-10:00	2	2478	0.020	0.000	0.020
10:00-11:00	2	2478	0.061	0.020	0.081
11:00-12:00	2	2478	0.040	0.061	0.101
12:00-13:00	2	2478	0.061	0.040	0.101
13:00-14:00	2	2478	0.040	0.040	0.080
14:00-15:00	2	2478	0.081	0.081	0.162
15:00-16:00	2	2478	0.020	0.061	0.081
16:00-17:00	2	2478	0.101	0.202	0.303
17:00-18:00	2	2478	0.020	0.262	0.282
18:00-19:00	2	2478	0.000	0.040	0.040
19:00-20:00	1	4007	0.025	0.050	0.075
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.115	1.083	2.198

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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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	20/11/2023 - 19/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.040	0.040	0.080
06:00-07:00	2	2478	0.020	0.020	0.040
07:00-08:00	2	2478	0.061	0.061	0.122
08:00-09:00	2	2478	0.040	0.061	0.101
09:00-10:00	2	2478	0.020	0.020	0.040
10:00-11:00	2	2478	0.081	0.121	0.202
11:00-12:00	2	2478	0.000	0.020	0.020
12:00-13:00	2	2478	0.020	0.020	0.040
13:00-14:00	2	2478	0.020	0.020	0.040
14:00-15:00	2	2478	0.101	0.061	0.162
15:00-16:00	2	2478	0.020	0.020	0.040
16:00-17:00	2	2478	0.020	0.020	0.040
17:00-18:00	2	2478	0.040	0.000	0.040
18:00-19:00	2	2478	0.000	0.000	0.000
19:00-20:00	1	4007	0.025	0.025	0.050
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.508	0.509	1.017

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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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	20/11/2023 - 19/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.363	0.222	0.585
06:00-07:00	2	2478	0.262	0.363	0.625
07:00-08:00	2	2478	0.424	0.303	0.727
08:00-09:00	2	2478	0.383	0.242	0.625
09:00-10:00	2	2478	0.323	0.202	0.525
10:00-11:00	2	2478	0.182	0.303	0.485
11:00-12:00	2	2478	0.141	0.161	0.302
12:00-13:00	2	2478	0.242	0.161	0.403
13:00-14:00	2	2478	0.161	0.222	0.383
14:00-15:00	2	2478	0.525	0.403	0.928
15:00-16:00	2	2478	0.323	0.303	0.626
16:00-17:00	2	2478	0.303	0.525	0.828
17:00-18:00	2	2478	0.202	0.383	0.585
18:00-19:00	2	2478	0.061	0.061	0.122
19:00-20:00	1	4007	0.075	0.075	0.150
20:00-21:00	1	4007	0.000	0.025	0.025
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.970	3.954	7.924

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.

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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	20/11/2023 - 19/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.000	0.000	0.000
06:00-07:00	2	2478	0.000	0.000	0.000
07:00-08:00	2	2478	0.000	0.000	0.000
08:00-09:00	2	2478	0.000	0.000	0.000
09:00-10:00	2	2478	0.000	0.000	0.000
10:00-11:00	2	2478	0.000	0.000	0.000
11:00-12:00	2	2478	0.040	0.020	0.060
12:00-13:00	2	2478	0.000	0.020	0.020
13:00-14:00	2	2478	0.000	0.000	0.000
14:00-15:00	2	2478	0.000	0.000	0.000
15:00-16:00	2	2478	0.000	0.000	0.000
16:00-17:00	2	2478	0.020	0.020	0.040
17:00-18:00	2	2478	0.000	0.000	0.000
18:00-19:00	2	2478	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.060	0.060	0.120

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.

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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	19/06/2024 - 19/06/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	2478	0.000	0.000	0.000
06:00-07:00	2	2478	0.000	0.000	0.000
07:00-08:00	2	2478	0.000	0.000	0.000
08:00-09:00	2	2478	0.000	0.000	0.000
09:00-10:00	2	2478	0.000	0.000	0.000
10:00-11:00	2	2478	0.000	0.000	0.000
11:00-12:00	2	2478	0.000	0.000	0.000
12:00-13:00	2	2478	0.000	0.000	0.000
13:00-14:00	2	2478	0.000	0.000	0.000
14:00-15:00	2	2478	0.000	0.000	0.000
15:00-16:00	2	2478	0.000	0.000	0.000
16:00-17:00	2	2478	0.000	0.000	0.000
17:00-18:00	2	2478	0.000	0.000	0.000
18:00-19:00	2	2478	0.000	0.000	0.000
19:00-20:00	1	4007	0.000	0.000	0.000
20:00-21:00	1	4007	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 47768cc3-4fe0-4c44-b7a8-1c9104153ea1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.



Appendix E – Tennis Court TRICS Data





Audit Code: 4913ffd4-3dd0-4d26-b370-71440eab7cb2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: G - TENNIS CLUBS
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

05	EAST MIDLANDS	
	LE	LEICESTERSHIRE 1 day
	NT	NOTTINGHAMSHIRE 1 day
08	NORTH WEST	
	LC	LANCASHIRE 1 day
12	CONNAUGHT	
	MA	MAYO 1 day
13	MUNSTER	
	CL	CLARE 1 day
	TI	TIPPERARY 1 day

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

Audit Code: 4913ffd4-3dd0-4d26-b370-71440eab7cb2

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:	COURTS
Actual Range:	4 to 16 (units:COURTS)
Range Selected by User:	4 to 16 (units:COURTS)
Parking Spaces Range:	0 - 79

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/15 to 12/10/22

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:	
Wednesday	3 days
Thursday	1 days
Friday	1 days
Saturday	1 days

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

Selected survey types:	
Manual count	6
Direction ATC Count	0

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 undertaken using machines

Selected Locations:	
Edge of Town Centre	3 days
Suburban Area	1 days
Edge of Town	1 days
Neighbourhood Centre	1 days

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:	
No Sub Category	2 days
Residential Zone	4 days

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 Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days

Audit Code: 4913ffd4-3dd0-4d26-b370-71440eab7cb2

Secondary Filtering Selection:

Use Class:

F2(c)	5 surveys
N/A	1 surveys

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:

150 - 3500

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys

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	1 surveys
1.1 to 1.5	5 surveys

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.

Audit Code: 4913ffd4-3dd0-4d26-b370-71440eab7cb2

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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 6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 4913ffd4-3dd0-4d26-b370-71440eab7cb2

1 NEW STREET KILLALOE Edge of Town Centre Residential Zone Number of courts: 4.00 COURTS Survey date: Wednesday 12/10/2022	CL-07-G-01	TENNIS CLUB	CLARE	Survey Type: Manual
2 COUNTY ROAD ORMSKIRK Edge of Town Centre Residential Zone Number of courts: 5.00 COURTS Survey date: Friday 22/04/2022	LC-07-G-02	TENNIS CLUB	LANCASHIRE	Survey Type: Manual
3 LEICESTER ROAD LEICESTER OADBY Neighbourhood Centre Residential Zone Number of courts: 8.00 COURTS Survey date: Wednesday 22/06/2022	LE-07-G-01	TENNIS CLUB	LEICESTERSHIRE	Survey Type: Manual
4 LANNAGH ROAD CASTLEBAR Edge of Town No Sub Category Number of courts: 6.00 COURTS Survey date: Wednesday 15/09/2021	MA-07-G-01	TENNIS CLUB	MAYO	Survey Type: Manual
5 CHURCH WALK NEAR NOTTINGHAM EASTWOOD Edge of Town Centre Residential Zone Number of courts: 4.00 COURTS Survey date: Saturday 18/06/2022	NT-07-G-01	TENNIS CLUB	NOTTINGHAMSHIRE	Survey Type: Manual
6 LIMERICK ROAD NENAGH Suburban Area No Sub Category Number of courts: 8.00 COURTS Survey date: Thursday 17/06/2021	TI-07-G-01	TENNIS CLUB	TIPPERARY	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-07-G-02	27-06-2021	-

Audit Code: 4913ffd4-3dd0-4d26-b370-71440eab7cb2

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

Total Vehicles

Calculation factor: 1 COURTS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. COURTS	Arrivals	Departures	Totals
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	1	8	0.125	0.000	0.125
07:00-08:00	3	6	0.316	0.211	0.527
08:00-09:00	6	6	0.686	0.257	0.943
09:00-10:00	6	6	0.971	0.314	1.285
10:00-11:00	6	6	0.714	0.543	1.257
11:00-12:00	6	6	0.571	1.200	1.771
12:00-13:00	6	6	0.514	0.571	1.085
13:00-14:00	6	6	0.486	0.571	1.057
14:00-15:00	6	6	0.543	0.371	0.914
15:00-16:00	6	6	1.086	0.743	1.829
16:00-17:00	6	6	1.257	1.229	2.486
17:00-18:00	6	6	2.086	1.543	3.629
18:00-19:00	6	6	1.457	2.000	3.457
19:00-20:00	6	6	0.657	0.857	1.514
20:00-21:00	5	6	0.903	0.903	1.806
21:00-22:00	5	6	0.419	1.290	1.709
22:00-23:00	4	6	0.077	0.346	0.423
23:00-00:00					
Total Rates:			12.868	12.949	25.817

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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Audit Code: 4913ffd4-3dd0-4d26-b370-71440eab7cb2

Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
Survey date date range:	17/06/2021 - 12/10/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	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.



Appendix F – Applicant Padel Evidence



APPENDIX F

Evidence supporting padel booking duration and vehicle occupancy assumptions

APP/26/00391 | Three covered padel courts | Hayling Yacht Company, Mill Rythe Lane

This appendix supports the first-principles padel trip-generation model. It explains why a 90-minute average booking duration and an average vehicle occupancy of 1.5 people are reasonable and conservative assumptions.

F1. Evidence supporting car sharing and vehicle occupancy

Evidence source	Evidence	Application to Hayling Padel
Department for Transport - National Travel Survey 2024	Average car/van occupancy for leisure journeys, including entertainment and sport, was 1.66 people per vehicle. The leisure lone-driver rate was 56.4%, meaning about 43.6% of driver stages involved at least one passenger.	Strongest national statistical benchmark. It indicates that 1.5 people per vehicle is conservative for a leisure or sport trip.
Passmores Academy, Harlow - Padel Transport Statement	States that padel users typically travel in pairs or groups and adopts a minimum occupancy of 1.5 people per vehicle.	Direct UK padel-specific quantitative precedent supporting the 1.5 assumption.
Southwark Council - Dulwich Sports Club, 24/AP/1532	The applicant reduced predicted vehicle trips by 10% for car sharing, based on family and joint membership. Planning officers considered the overall assessment robust.	Official acceptance that a car-sharing allowance can form part of a robust assessment, although the percentage was site-specific.
An Bord Pleanala / Fingal County Council - PL-500828-DF-26	Parking demand for four indoor padel courts was calculated using 1.5 people per vehicle. The planning inspector considered the resulting provision sufficient.	Official planning-inspector acceptance of 1.5 people per vehicle, although the decision is Irish rather than English.
LTA - Padel guide for tennis players	The LTA describes padel as doubles-only and a very social sport. Four identified players must coordinate each normal court booking.	Strong qualitative explanation for shared travel, but not a numerical occupancy survey.
Gosforth Park Way, Longbenton - Transport Assessment	The Travel Plan states that leisure destinations tend to generate a higher proportion of car-share trips than workplaces and commits to promoting car sharing.	Supporting padel-planning evidence and a suitable management-plan measure.
National Planning Policy Framework - Annex 2	The NPPF definition of sustainable transport modes expressly includes car sharing.	Policy support for encouraging car sharing; it does not prescribe a numerical rate.

Conclusion: the assumed 1.5 people per vehicle is below the national leisure-trip average and is consistent with padel-specific planning precedents.

F2. Evidence supporting 90-minute padel bookings

Evidence source	Evidence	Application to Hayling Padel
Southwark Council - Dulwich Sports Club, 24/AP/1532	The officer report records that 90-minute padel sessions are common. The applicant nevertheless used continuous 60-minute sessions as a worst-case sensitivity.	Strong official recognition that 90-minute sessions are common, while supporting a separate 60-minute worst case.
LTA case study - The Triangle, Burgess Hill	The LTA case study records adult non-member padel pricing for a 90-minute booking and reports high court utilisation.	Governing-body evidence of an established UK leisure facility operating a 90-minute booking product.
Moseley Cricket Club - Padel Transport Statement	States that a full padel game typically takes 90 minutes, with bookings offered for 60, 90 or 120 minutes.	Direct UK planning evidence of the typical full-game duration.
Jubilee Gardens, Thornton-Cleveleys - Transport Statement	States that a full game typically takes 90 minutes and involves four players, with 60, 90 and 120-minute options.	Particularly comparable three-court planning evidence.
Gosforth Park Way, Longbenton - Transport Assessment	Identifies 90 minutes as the typical full-game duration, with a mix of 60, 90 and 120-minute bookings.	Further UK padel-planning precedent.
Passmores Academy, Harlow - Padel Transport Statement	States that a typical padel session is 60 or 90 minutes. The assessment used 60 minutes as a robust worst-case sensitivity.	Supports 90 minutes as a normal duration while recognising that shorter sessions can occur.
Rocket Padel - Box League rules	Operator rules prescribe 90-minute matches, including consecutive 90-minute evening booking periods.	Operational evidence from a dedicated UK padel operator.
LTA ClubSpark venue - Lacey Green	Advertises 60, 90 and 120-minute padel bookings through the LTA ClubSpark system.	Shows that a 90-minute product is embedded in a UK booking platform, although it is not the only available duration.

Conclusion: the evidence consistently identifies 90 minutes as a common or typical padel booking duration. The assessment separately tests 60-minute bookings as a conservative sensitivity.

F3. Application to the Hayling Padel trip-generation model

The evidence above is applied only to the independent first-principles model. No reduction has been made to the separate TRICS forecast for car sharing or longer bookings, because TRICS already records observed vehicle movements.

Model input	Basis	Assumption
Number of courts	Proposed development	3
Players per occupied court	Padel is played as doubles	4
Operating day	Proposed opening period 08:00-22:00	14 hours
Average utilisation	Operator forecast	50%
Average booking duration	Evidence in Table F2	90 minutes
Average vehicle occupancy	Evidence in Table F1	1.5 people per vehicle

Result and sensitivity

Assessment	Calculation	Daily two-way movements
90-minute operator model	3 courts x (14 hours / 1.5 hours) x 4 players x 50% = 56 player visits; 56 / 1.5 occupants x 2 movements	74.7 (approximately 75)
Independent TRICS cross-check	Three-court Tennis Clubs assessment, Cambridge excluded	74.2 (approximately 74)
60-minute sensitivity	3 courts x 14 hours x 4 players x 50% = 84 visits; 84 / 1.5 occupants x 2 movements	112

The independent methods therefore corroborate one another: TRICS forecasts approximately 74 daily movements and the evidence-based first-principles model forecasts approximately 75. Even the 60-minute sensitivity remains well below HCC's separate theoretical maximum of 336 daily movements.

Evidence qualification: the sources do not establish that every padel booking lasts 90 minutes or that every vehicle carries 1.5 people. They establish that 90-minute sessions are common and frequently described as the typical full-game duration, and that 1.5 people per vehicle is a conservative assumption when compared with national leisure-trip occupancy and padel-specific planning evidence.



Appendix G – MOT Garage TRICS Data





Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 15 - VEHICLE SERVICES
Category: A - VEHICLE REPAIR GARAGE (SLOW FIT)
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	WS	WEST SUSSEX
		1 day
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
		1 day
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI	EAST RIDING OF YORKSHIRE
		1 day
10	WALES	
	TF	TORFAEN
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
		1 day
17	ULSTER (NORTHERN IRELAND)	
	DO	DOWN
		1 day

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

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

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:	GFA
Actual Range:	248 to 1746 (units:sqm)
Range Selected by User:	150 to 1878 (units:sqm)
Parking Spaces Range:	0 - 78

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	06/06/02 to 27/11/23

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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days
Saturday	1 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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 undertaken using machines

Selected Locations:

Edge of Town	4 days
Neighbourhood Centre	1 days
Free Standing	2 days

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:

No Sub Category	1 days
Out of Town	2 days
Residential Zone	3 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	6 days

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

Secondary Filtering Selection:

Use Class:

Not Known

7 surveys

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:

50 - 4000

Population within 1 mile:

1,001 to 5,000

5 surveys

5,001 to 10,000

2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less

2 surveys

5,001 to 25,000

2 surveys

25,001 to 50,000

1 surveys

50,001 to 75,000

1 surveys

75,001 to 100,000

1 surveys

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

1 surveys

1.1 to 1.5

6 surveys

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.



Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

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 7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

1 DUBLIN ROAD KINGSCOURT Edge of Town No Sub Category Gross floor area: 416.00 sqm Survey date: Wednesday 19/12/2012	CV-15-A-01	GARAGE	CAVAN Survey Type: Unknown
2 ANN STREET PORTAFERRY Edge of Town Residential Zone Gross floor area: 248.00 sqm Survey date: Friday 18/10/2013	DO-15-A-01	GARAGE	DOWN Survey Type: Unknown
3 FLECKNEY ROAD NEAR LEICESTER KIBWORTH BEAUCHAMP Edge of Town Residential Zone Gross floor area: 333.00 sqm Survey date: Tuesday 10/05/2005	LE-15-A-01	GARAGE	LEICESTERSHIRE Survey Type: Unknown
4 STATION ROAD NEAR GOOLE CARLTON Neighbourhood Centre Village Gross floor area: 450.00 sqm Survey date: Saturday 03/06/2023	RI-15-A-01	GARAGE	EAST RIDING OF YORKSHIRE Survey Type: Unknown
5 USK ROAD NEAR PONTYPOOL Free Standing Out of Town Gross floor area: 340.00 sqm Survey date: Monday 27/11/2023	TF-15-A-01	GARAGE	TORFAEN Survey Type: Unknown
6 BIRMINGHAM ROAD NEAR BROMSGROVE MARLBROOK Edge of Town Residential Zone Gross floor area: 500.00 sqm Survey date: Thursday 06/06/2002	WO-15-A-01	AUTOCENTRE	WORCESTERSHIRE Survey Type: Unknown
7 A29 BURY ROAD NEAR PULBOROUGH WATERSFIELD Free Standing Out of Town Gross floor area: 875.00 sqm Survey date: Friday 04/12/2009	WS-15-A-01	GARAGE	WEST SUSSEX Survey Type: Unknown

DESELECTED SURVEYS

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

Site Ref	Survey Date	Reason for Deselection
EG-15-A-01	29-04-2004	central
HF-15-A-01	28-06-2019	central
LC-15-A-01	21-04-2022	central
LN-15-A-01	16-06-2004	central
LS-15-A-01	14-09-2005	central
PB-15-A-01	16-10-2012	central
TW-15-A-01	24-05-2019	central

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	5	466	0.644	0.000	0.644
08:00-09:00	7	452	1.107	0.791	1.898
09:00-10:00	7	452	1.297	0.822	2.119
10:00-11:00	7	452	1.265	1.170	2.435
11:00-12:00	7	452	1.328	1.075	2.403
12:00-13:00	7	452	0.886	1.233	2.119
13:00-14:00	6	452	1.032	1.180	2.212
14:00-15:00	6	452	1.106	1.143	2.249
15:00-16:00	6	452	1.143	0.996	2.139
16:00-17:00	6	452	0.959	1.475	2.434
17:00-18:00	6	452	0.701	1.032	1.733
18:00-19:00	6	452	0.332	0.701	1.033
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			11.800	11.618	23.418

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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Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

Parameter Summary:

Trip rate parameter range selected:	150 - 1878 (units: sqm)
Survey date date range:	06/06/2002 - 27/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	5	466	0.000	0.000	0.000
08:00-09:00	7	452	0.000	0.000	0.000
09:00-10:00	7	452	0.000	0.000	0.000
10:00-11:00	7	452	0.000	0.000	0.000
11:00-12:00	7	452	0.000	0.000	0.000
12:00-13:00	7	452	0.000	0.000	0.000
13:00-14:00	6	452	0.000	0.000	0.000
14:00-15:00	6	452	0.000	0.000	0.000
15:00-16:00	6	452	0.000	0.000	0.000
16:00-17:00	6	452	0.000	0.000	0.000
17:00-18:00	6	452	0.000	0.000	0.000
18:00-19:00	6	452	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

Parameter Summary:

Trip rate parameter range selected:	150 - 1878 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	5	466	0.000	0.000	0.000
08:00-09:00	7	452	0.000	0.000	0.000
09:00-10:00	7	452	0.000	0.000	0.000
10:00-11:00	7	452	0.000	0.000	0.000
11:00-12:00	7	452	0.000	0.000	0.000
12:00-13:00	7	452	0.000	0.000	0.000
13:00-14:00	6	452	0.000	0.000	0.000
14:00-15:00	6	452	0.000	0.000	0.000
15:00-16:00	6	452	0.000	0.000	0.000
16:00-17:00	6	452	0.000	0.000	0.000
17:00-18:00	6	452	0.000	0.000	0.000
18:00-19:00	6	452	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

Parameter Summary:

Trip rate parameter range selected:	150 - 1878 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.

Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	5	466	0.043	0.000	0.043
08:00-09:00	7	452	0.000	0.032	0.032
09:00-10:00	7	452	0.032	0.000	0.032
10:00-11:00	7	452	0.032	0.000	0.032
11:00-12:00	7	452	0.095	0.032	0.127
12:00-13:00	7	452	0.000	0.095	0.095
13:00-14:00	6	452	0.074	0.037	0.111
14:00-15:00	6	452	0.074	0.074	0.148
15:00-16:00	6	452	0.000	0.037	0.037
16:00-17:00	6	452	0.000	0.000	0.000
17:00-18:00	6	452	0.074	0.074	0.148
18:00-19:00	6	452	0.037	0.000	0.037
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.461	0.381	0.842

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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Audit Code: 58ce0f26-4e7d-4fb9-b5fa-e2861e6330e5

Parameter Summary:

Trip rate parameter range selected:	150 - 1878 (units: sqm)
Survey date date range:	10/05/2005 - 27/11/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	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.



Appendix H – Self-Storage TRICS Data



Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: E - WAREHOUSING (SELF STORAGE)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST	
	SD	SWINDON
		1 day
05	EAST MIDLANDS	
	NG	NOTTINGHAM
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
		1 day
09	NORTH	
	CU	CUMBERLAND
		1 day

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

Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

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:	GFA
Actual Range:	2561 to 4925 (units:sqm)
Range Selected by User:	2561 to 5000 (units:sqm)
Parking Spaces Range:	9 - 105

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 28/11/25

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:	
Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:	
Manual count	4
Direction ATC Count	0

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 undertaken using machines

Selected Locations:	
Suburban Area	3 days
Edge of Town	1 days

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 days
Development Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days

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 Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	3 days



Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

Secondary Filtering Selection:

Use Class:

B8 4 surveys

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:

150 - 8990

Population within 1 mile:

5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys

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	1 surveys
1.1 to 1.5	3 surveys

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.

Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

1 WALDORF WAY WAKEFIELD Suburban Area Commercial Zone Gross floor area: 2561.00 sqm Survey date: Monday 28/04/2025	AK-02-E-01	SELF STORAGE	WAKEFIELD	Survey Type: Manual
2 MILLBROOK ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Gross floor area: 3100.00 sqm Survey date: Friday 15/10/2021	CU-02-E-01	BOX CLEVER SELF STORAGE	CUMBERLAND	Survey Type: Manual
3 LENTON LANE NOTTINGHAM Suburban Area Development Zone Gross floor area: 2860.00 sqm Survey date: Thursday 17/11/2016	NG-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAM	Survey Type: Manual
4 DRAKES WAY SWINDON Suburban Area No Sub Category Gross floor area: 4925.00 sqm Survey date: Wednesday 21/09/2016	SD-02-E-01	BIG YELLOW SELF STORAGE	SWINDON	Survey Type: Manual

Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	4	3362	0.082	0.030	0.112
08:00-09:00	4	3362	0.134	0.089	0.223
09:00-10:00	4	3362	0.193	0.164	0.357
10:00-11:00	4	3362	0.149	0.112	0.261
11:00-12:00	4	3362	0.134	0.097	0.231
12:00-13:00	4	3362	0.216	0.223	0.439
13:00-14:00	4	3362	0.216	0.156	0.372
14:00-15:00	4	3362	0.164	0.201	0.365
15:00-16:00	4	3362	0.171	0.156	0.327
16:00-17:00	4	3362	0.201	0.164	0.365
17:00-18:00	4	3362	0.067	0.223	0.290
18:00-19:00	4	3362	0.000	0.045	0.045
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.727	1.660	3.387

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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Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

Parameter Summary:

Trip rate parameter range selected:	2561 - 5000 (units: sqm)
Survey date date range:	21/09/2016 - 28/04/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	4	3362	0.000	0.000	0.000
08:00-09:00	4	3362	0.000	0.000	0.000
09:00-10:00	4	3362	0.000	0.000	0.000
10:00-11:00	4	3362	0.007	0.007	0.014
11:00-12:00	4	3362	0.000	0.000	0.000
12:00-13:00	4	3362	0.000	0.000	0.000
13:00-14:00	4	3362	0.000	0.000	0.000
14:00-15:00	4	3362	0.000	0.000	0.000
15:00-16:00	4	3362	0.000	0.000	0.000
16:00-17:00	4	3362	0.000	0.000	0.000
17:00-18:00	4	3362	0.000	0.000	0.000
18:00-19:00	4	3362	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

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.

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Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

Parameter Summary:

Trip rate parameter range selected:	2561 - 5000 (units: sqm)
Survey date date range:	17/11/2016 - 17/11/2016
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	4	3362	0.000	0.000	0.000
08:00-09:00	4	3362	0.000	0.000	0.000
09:00-10:00	4	3362	0.000	0.000	0.000
10:00-11:00	4	3362	0.015	0.000	0.015
11:00-12:00	4	3362	0.000	0.000	0.000
12:00-13:00	4	3362	0.007	0.015	0.022
13:00-14:00	4	3362	0.000	0.000	0.000
14:00-15:00	4	3362	0.000	0.000	0.000
15:00-16:00	4	3362	0.007	0.007	0.014
16:00-17:00	4	3362	0.007	0.007	0.014
17:00-18:00	4	3362	0.000	0.000	0.000
18:00-19:00	4	3362	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.036	0.029	0.065

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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Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

Parameter Summary:

Trip rate parameter range selected:	2561 - 5000 (units: sqm)
Survey date date range:	21/09/2016 - 28/04/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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					
07:00-08:00	4	3362	0.082	0.000	0.082
08:00-09:00	4	3362	0.126	0.067	0.193
09:00-10:00	4	3362	0.134	0.126	0.260
10:00-11:00	4	3362	0.097	0.052	0.149
11:00-12:00	4	3362	0.112	0.074	0.186
12:00-13:00	4	3362	0.119	0.126	0.245
13:00-14:00	4	3362	0.193	0.112	0.305
14:00-15:00	4	3362	0.104	0.126	0.230
15:00-16:00	4	3362	0.052	0.067	0.119
16:00-17:00	4	3362	0.178	0.119	0.297
17:00-18:00	4	3362	0.045	0.223	0.268
18:00-19:00	4	3362	0.000	0.059	0.059
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.242	1.151	2.393

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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Audit Code: 269c3da5-8ed4-4584-bcbc-87c716061b09

Parameter Summary:

Trip rate parameter range selected:	2561 - 5000 (units: sqm)
Survey date date range:	21/09/2016 - 28/04/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.



Appendix I – Personal Injury Collision Data





Mill Rythe Lane, Hayling Island

SCALE	1 : 14000
DATE	14/08/2026
DRAWING NO.	
DRAWN BY	



Collisions between dates: 01/02/2021 and 31/01/2026

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (AW MILL
RYTHE LANE HAYLING ISLAND BACS/SR/0826/140)

Selected Polygon:AW MILL RYTHE LANE, HAYLING ISLAND BACS/SR/0826/140

44230084256	01/03/2023	Wednesday	1644	Daylight	Fine - no high winds	Vehs: 4	Cas: 4
Slight	A 3023	Speed limit: 30		Single carriageway	Road surface Dry	E472286	N101275
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not applicable				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A3023 HAVANT ROAD, 155 METERS NW OF JUNCTION WITH MILL RYTHE LANE, HAYLING ISLAND, HAMPSHIRE

VEH2 (CAR) TRAVELLING SE ALONG HAVANT ROAD OVERTOOK VEH1 (CAR) PARKED ALONG HAVANT ROAD AS THE DRIVER OF VEH1 OPENED THE CAR DOOR COLLIDING WITH VEH2. VEH2 SWERVED TO TRY AND AVOID THE COLLISION AND COLLIDED WITH VEH3 (CAR) TRAVELLING NW ALONG HAVANT ROD. DUE TO THE IMPACT, A WHEEL FROM VEH3 BROKE AND ROLLED INTO VEH4 (CAR) TRAVELLING SE ALONG HAVANT ROAD

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Vehicle door opened or closed negligently	Not Coded	Not Coded	Not coded
Vehicle 2	Very likely	Swerved	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 53 Male

Parked

VRM: **Excluded**

Travelling Parked - Parked

Impact: Offside

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Not at, or within 20M of Jct

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Other

Casualty 1: Driver / Rider

Age: 53 Male

Slight

Seatbelt: Not applicable

Vehicle 2 : Car

Age: 32 Female

Overtaking moving vehicle on offside

VRM: **Excluded**

Travelling N - S

Impact: Nearside

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Not at, or within 20M of Jct

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: Vehicle - open door/None

Journey: Commuting to/from work

Casualty 2: Driver / Rider

Age: 32 Female

Slight

Seatbelt: Not applicable

Vehicle 3 : Car

Age: 44 Male

Going ahead other

VRM: **Excluded**

Travelling S - N

Impact: Front

Breath test: **Excluded**

Location Lane: On main carriageway

Junction location: Not at, or within 20M of Jct

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Other

Casualty 3: Driver / Rider

Age: 44 Male

Slight

Seatbelt: Not applicable

Casualty 4: Vehicle Passenger

Age: 7 Female

Slight

Seatbelt: Not applicable



INTERPRETED LISTING REPORT

Run on: 14/08/2026 15:12:37

Collisions between dates: 01/02/2021 and 31/01/2026

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (AW MILL
RYTHE LANE HAYLING ISLAND BACS/SR/0826/140)

Vehicle 4 : Car		Age: 43 Female
Held up waiting to go ahead		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

44240073513	19/02/2024	Monday	1538	Daylight	Fine - no high winds	Vehs: 2	Cas: 3
Serious	A 3023	Speed limit: 30		Single carriageway	Road surface Dry	E472363	N101139
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A3023 HAVANT ROAD AT JUNCTION WITH MILL RYTHE LANE, HAYLING ISLAND, HAMPSHIRE

VEH 1 (CAR) TRAVELLING SE ALONG A3023 HAVANT ROAD VEERED TO THE OPPOSING CARRIAGEWAY AND COLLIDED HEAD-ON WITH VEH 2 (CAR) TRAVELLING NW.

Contributory/Road Safety factors and confidence of the Officer recording the collision information *****WARNING: FACTOR DATA IS SUBJECTIVE*****

Vehicle 1	Very likely	Illness or disability, mental or physical	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Loss of control	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Fatigue	Not Coded	Not Coded	Not coded

Vehicle 1 : Car		Age: 86 Female
Going ahead other		VRM: **Excluded**
Travelling NW - SE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 86 Female	Serious
Seatbelt: Worn but not independently confirmed		

Vehicle 2 : Car		Age: 32 Female
Going ahead other		VRM: **Excluded**
Travelling SE - NW	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 2: Driver / Rider	Age: 32 Female	Slight
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Seatbelt: Worn but not independently confirmed

Casualty 3: Vehicle Passenger	Age: 9 Male	Slight
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Seatbelt: Worn but not independently confirmed

44250391277	29/08/2025	Friday	1349	Daylight	Fine - no high winds	Vehs: 3	Cas: 1
Slight	A 3023	Speed limit: 30		Single carriageway	Road surface Dry	E472368	N101127
Junction detail:	T or staggered junction				Crossing facilities:		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions:		

A3023 HAVANT ROAD, AT JUNCTION WITH MILL RYTHE LANE, HAYLING ISLAND, HAMPSHIRE



INTERPRETED LISTING REPORT

Run on: 14/08/2026 15:12:37

Collisions between dates: 01/02/2021 and 31/01/2026

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (AW MILL RYTHE LANE HAYLING ISLAND BACS/SR/0826/140)

VEH2 (VAN) TRAVELLING NW ALONG A3023 SLOWED FOR U/K VEHICLE TURNING RIGHT WHO BRIFELY CROSSED CENTRE LINE. VEH1 (CAR) FAILS TO SEE VEH2 SLOW AND COLLIDES WITH THE REAR. VEH3 (CAR) FAILS TO SEE VEH1 AND VEH2 STATIONARY AHEAD AND COLLIDED WITH THE REAR OF EH2.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Possible	Sudden braking or braking in a way unsuitable for conditions	Not Coded	Not Coded	Not coded
Vehicle 2	Possible	Sudden braking or braking in a way unsuitable for conditions	Not Coded	Not Coded	Not coded
Vehicle 3	Possible	Sudden braking or braking in a way unsuitable for conditions	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 28 Male

Going ahead		VRM: **Excluded**
Travelling S - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Personal business or leisure

Vehicle 2 : Van / Goods 3.5 tonnes mgw and under

Age: 62 Female

Starting		VRM: **Excluded**
Travelling S - N	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Personal business or leisure

Vehicle 3 : Car

Age: 65 Female

Going ahead		VRM: **Excluded**
Travelling S - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Personal business or leisure

Casualty 1: Driver / Rider

Age: 65 Female

Seatbelt: Worn but not independently confirmed	Slight Bruising
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INTERPRETED LISTING REPORT

Run on: 14/08/2026 15:12:37

Collisions between dates: 01/02/2021 and 31/01/2026

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (AW MILL RYTHE LANE HAYLING ISLAND BACS/SR/0826/140)

Notes:

Collisions involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	1	2	3
2-wheeled motor vehicles	0	0	0	0
Pedal Cycles	0	0	0	0
Horses & Other	0	0	0	0

Total Collisions	0	1	2	3
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Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	1	5	6
Vehicle Passenger	0	0	2	2
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	1	7	8