

**BRIDGEFIELD STREET, RADCLIFFE, M26 2SF –
PROPOSED CHANGE OF USE TO PADEL COURTS**

TRANSPORT STATEMENT





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DOCUMENT CONTROL

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BRIDGEFIELD STREET, RADCLIFFE, M26 2SF - PROPOSED CHANGE OF USE TO PADEL COURTS

TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement (TS) has been produced to support a planning application for the temporary change of use from industrial use to Padel Courts in an existing building located at 7 Bridgefield Road, Radcliffe, Bury M26 2SF (the Site).
- 1.2 The purpose of this TS is to assess the transport and accessibility implications of the proposed development and to demonstrate that the site can be safely and sustainably accessed without giving rise to unacceptable impacts on the local highway network.
- 1.3 The report considers the site's location, existing transport conditions, accessibility by a range of transport modes, and the anticipated trip generation associated with the proposed temporary use. The assessment has been undertaken in line with relevant national and local planning and transport policy, with particular regard to promoting sustainable travel and ensuring highway safety.
- 1.4 The application proposes the creation of 2 double padel courts and 2 single padel courts within the existing building with associated cycle parking and waste storage.
- 1.5 The Transport Statement has been updated following comments received from the Planning Authority. The comments included changes to reflect changes in local policies and parking provision. The comments received are contained in **Appendix A**.

2.0 Site Location and Description

- 2.1 The proposed site is located at 7 Bridgefield Road, Radcliffe, Bury, M26 2SF, forming part of a small industrial and commercial cluster. The surrounding area is predominantly residential, with local amenities within walking distance. The site benefits from good pedestrian and cycle access, with connections to the local road network and nearby public transport services, making it accessible by a range of transport modes. An existing site layout is located in **Appendix B**.
- 2.2 The site location is shown in the Figure below.

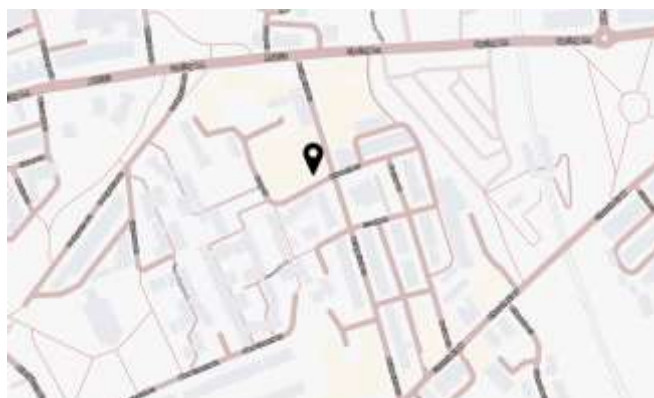


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Existing Highway Layout

3.2 The proposed site is located at 7 Bridgefield Road, Radcliffe, Bury on the west side of Bridgefield Street. The proposed site is a vacant industrial unit.

3.3 The site is bounded to the north by industrial and commercial units, with Spring Lane beyond. To the east, it is bounded by Bridgefield Street, with further industrial units and Radcliffe tram station and park-and-ride car park beyond. The car park at the Metrolink station is for Metrolink users only. To the south, it is bounded by Haworth Street, with residential dwellings and local amenities beyond. To the west, the site is bounded by Grey Street, a residential car park, and additional dwellings.

3.4 Bridgefield Street

3.5 Bridgefield Street serves as the main access to the site, running north to south between Spring Lane (A6053) and Church Street West. At the northern end, between the site and Spring Lane, Bridgefield Street is fronted by industrial and commercial units. To the south of the site, between the site and Church Street West, it is fronted by residential dwellings and local amenities.

3.6 The street has a range of parking restrictions, including double yellow lines, single yellow lines, limited waiting bays, loading bays, and a residential permit parking zone. There is a small section of unrestricted parking in the vicinity of the site frontage, accommodating approximately three vehicles, and a further section to the north for two vehicles. There is also a section of unrestricted parking on the westerly side of Bridgefield Street, located to the south of the site, which could accommodate approximately six vehicles to park on-street. On the opposite side of the road there is a section of limited waiting which permits waiting for up to 2 hours between the hours of 8am-6pm Monday to Saturday.

3.7 Bridgefield Street is a 20 mph road with footways on both sides of the carriageway and streetlighting along its length.

3.8 Grey Street and Haworth Street

- 3.9 Grey Street and Haworth Street form the west and south boundaries of the site. Grey Street is a no-through road beyond the site boundary, providing access to the residential car park to the west and the industrial and commercial units to the north and west. Haworth Street, along the southern boundary of the site, provides access to the adjacent residential dwellings and amenities. Both streets are 20 mph roads with streetlighting. Grey Street has limited footway provision, while Haworth Street has a narrow footway on the northern side and bollards along the southern edge.
- 3.10 Grey Street has double yellow lines and prohibits parking at any time, Haworth Street along the southern boundary has restricted parking in the form of a single yellow line. Haworth Street, on the easterly section from Bridgefield Street, has a short section of limited waiting on the southerly side of the road. This limited waiting permits waiting for a period of up to 2 hours between the hours of 8am-6pm Monday to Saturday. This section of limited waiting is positioned within the Controlled Parking Zone in the area.
- 3.11 Barlow Street has a section of limited located on the westerly side of the road, between Howarth Street and Crook Street. On the opposite of the road is parking controlled by permits. The limited waiting in Barlow Street permits waiting for a period of up to 2 hours between the hours of 8am-6pm Monday to Saturday. This section of limited waiting is positioned within the Controlled Parking Zone in the area.
- 3.12 Crook Street has sections of limited waiting located on each side of the road between Bridgefield Street and Barlow Street. This limited waiting allows a vehicle to wait for up to 2 hours between 8am-6pm Monday to Saturday.
- 3.13 The Table below provides a summary of the on-street car parking spaces located near to the site.

Table 1 - On-Street Car Parking Spaces near the Site

Street	Parking Restriction	Parking Capacity	Distance from Site
Bridgefield Street West Side	Unrestricted	6	80m
Bridgefield Street East Side	Waiting limited for 2 hours between 8am-6pm; no return for 1 hour	6	80m
Crook Street North Side	Waiting limited for 2 hours between 8am-6pm; no return for 1 hour	5	120m
Crook Street South Side	Resident Parkng or Waiting limited for 2 hours between 8am-6pm; no return for 1 hour	3	120m
Haworth Street South Side	Resident Parkng or Waiting limited for 2 hours between 8am-6pm; no return for 1 hour	3	90m
Barlow Street West Side	Resident Parkng or Waiting limited for 2 hours between 8am-6pm; no return for 1 hour	6	120m
Total		29	

3.14 The car parking spaces shown in the Table have no restrictions on them after 6pm, which coincides with the busy period at the padel courts. If there was any concern about limited capacity in the streets near the site, particularly those identified as limited waiting then the hours of the restrictions would have been extended for longer.

3.15 Off-Street Car Parks

3.16 There are off-street car parks located north of Church Street West and south of the change of use site, a distance of approximately 350 metres away, which would take around 4 minutes to walk. The car parks are located at Quarry street and Thomas Street. Both of these car parks appear to be for use by the public as the signs to not seem to limit their use to residents / businesses, etc (see the slide below). The Figure below shows the location of these car parks.



Figure 2 - Location of Car Parks



Photo 1 - Car Park Signs Located at Thomas Street and Quarry Street

3.17 Road Safety Record

- 3.18 A review of the historical road traffic accident record has been undertaken over the most recently available five-year period. The accident study area is identified in the Figure below and includes Bridgefield Street and the routes leading to the bus and tram stops and the route to National Cycle Route No 6.
- 3.19 The CrashMap database (www.crashmap.co.uk) was used to assess the road safety record within this area. The analysis identified the following recorded injury accidents:
- Darbyshire Street on 9/8/2021 - slight injury accident involving 1 car and 1 child pedestrian casualty.
 - Spring Lane approximately 30 metres east of Bridgefield Street on 18/11/22 - slight injury accident involving 2 vehicles and 1 casualty.
 - Spring Lane Entrance of Metrolink Park and Ride car park on 13/09/2023 - serious injury accident involving 1 car, 1 cyclist and 1 cycle casualty.
 - Bridgefield Street approximately 25 metres from junction with Church Street West on 5/5/23 - slight injury accident involving 1 car and 1 pedestrian casualty.
 - Church Street West in the vicinity of the tram rail bridge on 17/03/2022 - slight injury accident involving 2 vehicles and 1 casualty.

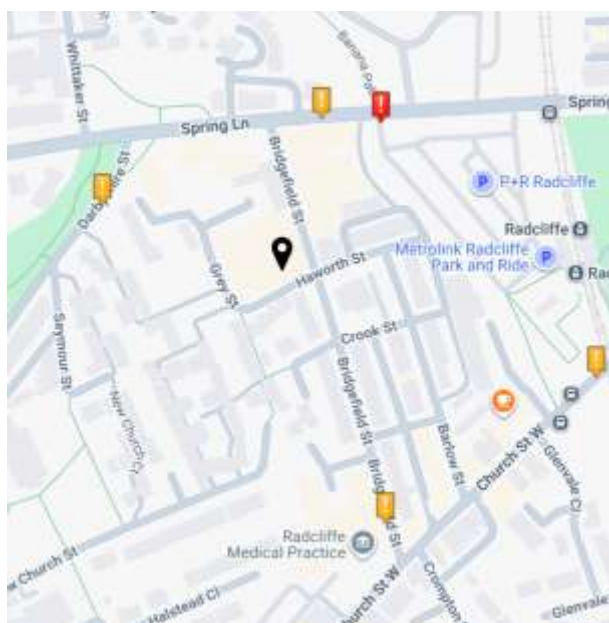


Figure 3 - Road Safety Record (www.crashmap.co.uk)

- 3.20 Whilst it is regrettable when there are injury accidents in the road network, the recent accident history suggests that the proposed development should not result in any worsening of the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.

4.0 Policy and Guidance

- 4.1 The Local Policy section has been amended as Policies HT4, HT6 and HT6/2 have all been replaced by PfE Policies (JP- C8, JP – C1, JP-C5 and JP-C6 are the relevant policies). Policies HT4, HT6 and HT6/2 have been removed from the Transport Statement. The relevant PfE Policies are all now referenced in this Transport Statement. The UDP Policy HT2/4 (car parking) has now been included in this Transport Statement update.

4.2 National Policy

4.3 National Planning Policy Framework (NPPF) (2024)

- 4.4 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

- 4.5 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

- 4.6 **Paragraph 112.** If setting local parking standards for residential and non-residential development, policies should take into account:
- (a) the accessibility of the development;
 - (b) the type, mix and use of development;
 - (c) the availability of and opportunities for public transport;
 - (d) local car ownership levels; and
 - (e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

- 4.7 **Paragraph 113.** Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with [chapter 11](#) of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

4.8 Considering development proposals

- 4.9 **Paragraph 115.** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - (b) safe and suitable access to the site can be achieved for all users;
 - (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48](#); and
 - (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 4.10 **Paragraph 116.** Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 4.11 **Paragraph 117.** Within this context, applications for development should:
- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.12 [Travel plans, transport assessments and statements in decision-taking \(DfT March 2014\)](#)
- 4.13 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.
- 4.14 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.
- 4.15 [Local Policy](#)

- 4.16 Bury UDP
- 4.17 HT2/4 - Car Parking and New Development
- 4.18 The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.
- 4.19 Bury Emerging Local Plan
- 4.20 Policy LP-TR1: Sustainable transport
- 4.21 Supports reducing the need for travel and encouraging modal shift towards sustainable transport.
- 4.22 Policy LP-TR2: Walking, wheeling and cycling
- 4.23 Seeks to encourage an increase in walking, wheeling and cycling and ensure the development proposals incorporates measures to encourage walking, wheeling and cycling.
- 4.24 Policy LP-TR5: Highways
- 4.25 This policy requires suitable access to be considered for vehicles, walking and public transport
- 4.26 Policy LP-TR6: Parking provision and drop-off facilities
- 4.27 This policy requires development to make adequate provision for parking and servicing.
- 4.28 Parking Standards SPD
- 4.29 The Parking Standards SPD sets out the parking standards for development with consideration of sites located in high accessibility areas and those located elsewhere. The Parking SPD was updated in June 2025 and the proposed school has taken this updated SPD into consideration in the development of the revised proposals.
- 4.30 Places for Everyone
- 4.31 PfE Policy JP-C1: An Integrated Network (Summary)
- 4.32 The Policy seeks to ensure that new development is well connected, accessible and sustainable, contributing to an integrated transport and digital network across Greater Manchester.
- 4.33 Policy JP-C5: Streets for All
- 4.34 This Policy requires streets to be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.
- 4.35 Policy JP-C6: Walking and Cycling

- 4.36 The Policy will support a range of measures to deliver a higher proportion of walking and cycling including safe, direct and attractive routes.
- 4.37 [Policy JP-C8 – Transport Requirements of New Development](#)
- 4.38 This Policy requires new development to be located and designed to reduce reliance on the private car and to prioritise walking, cycling and public transport, helping deliver attractive, healthy and sustainable places.
- 4.39 Key requirements include:
- Sustainable travel first: Development must encourage active and public transport and be well integrated with existing and planned transport networks.
 - Managing transport impacts: Proposals must not cause unacceptable impacts on highway safety or network capacity and, where necessary, must include mitigation measures.
 - Transport Assessments and Travel Plans: Larger or higher-impact developments must be supported by Transport Assessments/Statements and Travel Plans to demonstrate how impacts are assessed and addressed
 - Appropriate parking provision: Parking levels should support sustainable travel choices and reflect location, accessibility, and development type, informed by local parking standards SPDs.
 - Environmental protection: Where traffic increases could affect sensitive sites, particularly Holcroft Moss SAC, developments must assess and mitigate air quality impacts in line with criterion 17 of the policy.
- 4.40 [TfGM Transport Strategy 2040](#)
- Developing A Comprehensive Walking and Cycling Network
- Policy 23: We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the ‘Bee Network’), wayfinding and cycle parking, and supporting ‘Streets for All’ design guidance to ensure consistently high quality standards across the network.
- Connected Neighbourhoods
- The TfGM Transport Strategy 2040 recognises the importance of active lifestyles to improve health outcomes which includes day-to-day activities such as walking and cycling.
- 4.41 [Manual for Streets](#)
- 4.42 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.
- 4.43 [Design Manual for Roads and Bridges](#)

- 4.44 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.

5.0 Site Accessibility

- 5.1 Accessibility analysis has been undertaken using the GM mapping tool [GM Open Data Infrastructure Map | MappingGM](#). The analysis shows that a Points of Interest (PIOs) is located adjacent to the site off Haworth Street and shows a GMAL level of 5. No qualitative descriptors of levels are defined by TfGM.

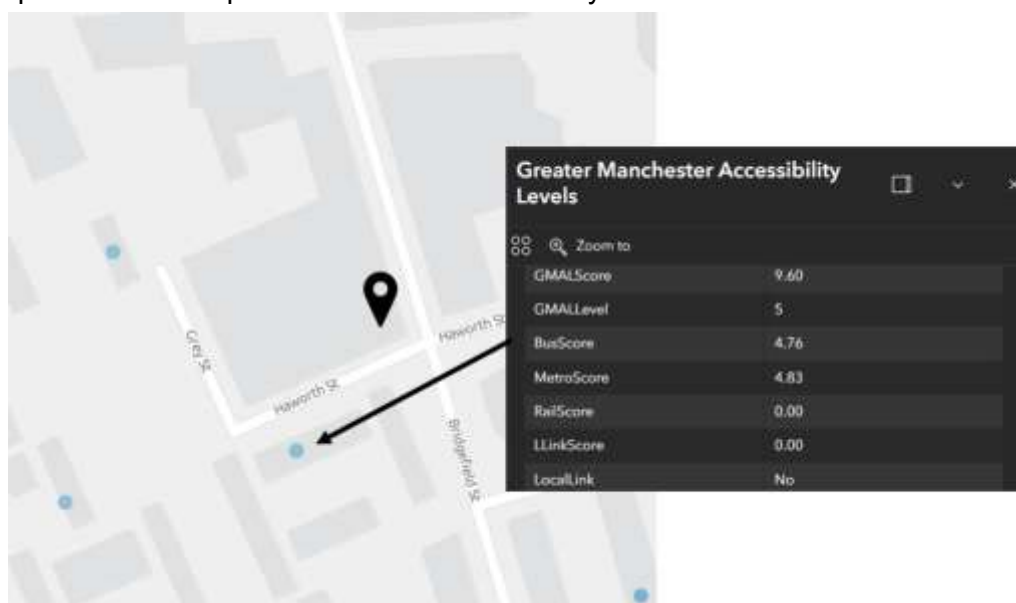


Figure 4 - Site Accessibility (GM Mapping Tool)

5.2 Public Transport

5.3 Bus Access

- 5.4 The site is served by public transport. Bus services and tram services can be accessed within a short walk of the site.
- 5.5 Bus services 524 and 513 operates along Church Street West. The bus stops are located a walk of approximately 350 metres southeast of the site, a walk of around 5 minutes and are located on either side of the road.
- 5.6 A wider range of additional bus services can be accessed from Radcliffe bus station located a walk of approximately 600 metres southwest of the site, a walk of around 9 minutes.
- 5.7 Bus service 524 runs between Bury and Bolton and service 513 runs between Bury and Farnworth. The Figure below shows the timetables for bus services 524 and 513

Bury — Radcliffe — Little Lever — Bolton

524

Mondays to Fridays

Bury Interchange	0445	0515	0545	0605	0625	0640	0655	0709	0724	0736	0748	0758	0810	0822	0834	0846	0858	0912	0924
Radcliffe, Bus Station	0500	0530	0602	0622	0643	0658	0713	0728	0743	0755	0809	0819	0832	0844	0855	0907	0918	0930	0942
Little Lever, Coronation Square	0509	0539	0612	0632	0654	0709	0724	0739	0754	0806	0820	0831	0844	0856	0906	0918	0929	0940	0952
Bolton Interchange	0521	0551	0627	0647	0709	0724	0739	0758	0813	0825	0840	0851	0904	0916	0922	0934	0945	0955	1007

Bury Interchange	0936	and	1112	1124	and	1324	1356	1348	1400	1412	1424	1436	1448	1500	1512	1524	1536		
Radcliffe, Bus Station	0954	every	1130	1143	every	1343	1355	1407	1419	1431	1443	1456	1508	1522	1534	1546	1558		
Little Lever, Coronation Square	1004	12 mins	1140	1153	12 mins	1353	1405	1417	1429	1441	1453	1505	1518	1534	1546	1558	1610		
Bolton Interchange	1029	until	1155	1208	until	1408	1421	1435	1447	1459	1511	1523	1536	1551	1603	1615	1627		

Bury Interchange	1548	and	1700	1752	1724	1736	1748	1800	1812	1824	1836	1848	1900	1930	and	0000			
Radcliffe, Bus Station	1610	every	1722	1732	1742	1753	1805	1817	1829	1841	1853	1905	1916	1946	every	0016			
Little Lever, Coronation Square	1622	12 mins	1734	1743	1753	1804	1816	1828	1840	1852	1904	1915	1925	1955	30 mins	0025			
Bolton Interchange	1639	until	1751	1759	1809	1819	1831	1843	1855	1907	1918	1927	1937	2007	until	0037			

Saturdays

Bury Interchange	0530	0600	0630	0700	0730	0800	0815	0830	0845	0900	0912	and	1748	1800	1815	1830	1845	1900	
Radcliffe, Bus Station	0545	0615	0645	0716	0746	0816	0831	0846	0901	0916	0930	every	1806	1816	1831	1846	1901	1915	
Little Lever, Coronation Square	0555	0625	0656	0727	0757	0827	0842	0857	0912	0927	0941	12 mins	1817	1826	1841	1856	1911	1925	
Bolton Interchange	0607	0637	0709	0740	0810	0840	0855	0911	0926	0941	0955	until	1831	1838	1853	1908	1923	1937	

Bury Interchange	1930	and	0000																
Radcliffe, Bus Station	1945	every	0015																
Little Lever, Coronation Square	1955	30 mins	0025																
Bolton Interchange	2007	until	0037																

Sundays and public holidays (except Christmas and New Year period)

Bury Interchange	0730	0800	0830	0900	0930	and	1630	1650	1710	1730	1750	1810	1830	1900	and	0000			
Radcliffe, Bus Station	0744	0814	0844	0914	0944	every	1644	1704	1724	1744	1804	1824	1844	1914	every	0014			
Little Lever, Coronation Square	0754	0824	0854	0924	0954	20 mins	1654	1714	1734	1754	1814	1834	1854	1924	30 mins	0024			
Bolton Interchange	0806	0836	0906	0936	1006	until	1708	1726	1746	1806	1826	1846	1906	1936	until	0036			

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

A – All bus 524 journeys are run using easy access buses. See inside front cover of this leaflet for details.

Summer times: between mid July and early September, some timetables will be different. Check beenetWORK.com for details

Bolton — Little Lever — Radcliffe — Bury**524****Mondays to Fridays**

Bolton Interchange	0500	0530	0600	0619	0633	0645	0657	0709	0721	0732	0743	0800	0816	0830	0842	0854	0905	0915	0925
Little Lever, Coronation Square	0512	0542	0612	0633	0647	0659	0713	0725	0737	0750	0801	0818	0834	0848	0900	0911	0922	0931	0941
Radcliffe, Bus Station	0522	0552	0622	0643	0657	0710	0724	0748	0800	0812	0823	0836	0851	0903	0915	0924	0935	0943	0953
Bury Interchange	0535	0605	0635	0656	0710	0724	0739	0804	0816	0829	0840	0853	0907	0919	0931	0940	0951	0959	1009
Bolton Interchange	0937	and		1325	1337	1349	1401	1413	1425	1436	1446	1456	1508	1520	1532	1544	and		1708
Little Lever, Coronation Square	0953	every		1341	1354	1406	1418	1430	1442	1454	1505	1516	1528	1540	1552	1605	every		1729
Radcliffe, Bus Station	1005	12 mins		1353	1406	1418	1430	1442	1454	1507	1519	1534	1546	1558	1610	1619	12 mins		1743
Bury Interchange	1021	until		1409	1422	1434	1446	1456	1510	1523	1535	1554	1606	1618	1630	1639	until		1803
Bolton Interchange	1720	1732	1744	1756	1811	1826	1841	1855	1915	1943	and		2345						
Little Lever, Coronation Square	1740	1751	1800	1812	1827	1841	1856	1910	1929	1959	every		2359						
Radcliffe, Bus Station	1752	1802	1811	1823	1838	1852	1907	1921	1939	2009	30 mins		0009						
Bury Interchange	1808	1818	1827	1839	1854	1906	1921	1934	1952	2020	until		0020						

Saturdays

Bolton Interchange	0545	0615	0645	0715	and		0900	0912	0924	and		1712	1724	1736	1748	1800	1815	1845	1915
Little Lever, Coronation Square	0559	0629	0659	0731	every		0916	0928	0940	every		1728	1738	1750	1802	1814	1829	1859	1929
Radcliffe, Bus Station	0609	0639	0709	0741	15 mins		0926	0938	0952	12 mins		1740	1749	1801	1813	1825	1840	1910	1939
Bury Interchange	0622	0652	0722	0755	until		0940	0952	1007	until		1755	1804	1814	1826	1838	1853	1923	1950
Bolton Interchange	1945	and		2345															
Little Lever, Coronation Square	1959	every		2359															
Radcliffe, Bus Station	2009	30 mins		0009															
Bury Interchange	2020	until		0020															

Sundays and public holidays (except Christmas and New Year period)

Bolton Interchange	0715	0745	0815	0845	0915	0945	and		1745	1815	1845	1915	1945	and		2345			
Little Lever, Coronation Square	0729	0759	0829	0859	0929	0959	every		1759	1829	1859	1929	1959	every		2359			
Radcliffe, Bus Station	0739	0809	0839	0909	0939	1009	20 mins		1809	1839	1909	1939	2009	30 mins		0009			
Bury Interchange	0752	0822	0852	0922	0952	1022	until		1822	1852	1922	1950	2020	until		0020			

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

A – All bus 524 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details**Farnworth — Whitefield — Radcliffe — Bury****513****Mondays to Fridays**

Farnworth, Bus Station	0607	0720	0828	0936		1436	1540	1651	1810	1904	2009	2215							
Kearsley, Train Station	0613	0728	0834	0942	and	1442	1548	1657	1816	1910	2015	2221							
Ringley Bridge, Hulme Road	0620	0733	0839	0947	every	1447	1555	1702	1821	1915	2020	2226							
Stand, Park Lane Shops	0631	0743	0850	0958	hour	1458	1608	1713	1832	1926	2031								
Whitefield, Stand Church	0635	0747	0854	1002	until	1502	1614	1717	1836	1930	2035								
Radcliffe, Bus Station	0644	0759	0908	1011		1511	1626	1726	1845	1939	2051								
Bury Interchange	0657	0812	0919	1024		1524	1639	1739	1858	1952	2104								

Saturdays

Farnworth, Bus Station	0836		1736	1838	2006	2206													
Kearsley, Train Station	0842	and	1742	1844	2012	2212													
Ringley Bridge, Hulme Road	0847	every	1747	1849	2017	2217													
Stand, Park Lane Shops	0858	hour	1758	1900	2028														
Whitefield, Stand Church	0902	until	1802	1904	2032														
Radcliffe, Bus Station	0811	0911	1811	1913	2041														
Bury Interchange	0824	0924	1824	1926	2054														

Sundays and public holidays (except Christmas and New Year period)

Farnworth, Bus Station	1005	1212	1412	1612	1812	2015													
Kearsley, Train Station	1011	1218	1418	1618	1818	2021													
Ringley Bridge, Hulme Road	1016	1223	1423	1623	1823	2026													
Stand, Park Lane Shops	1027	1234	1434	1634	1834														
Whitefield, Stand Church	1031	1238	1438	1638	1838														
Radcliffe, Bus Station	1040	1247	1447	1647	1847														
Bury Interchange	1053	1300	1500	1700	1900														

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

A – All bus 513 journeys are run using easy access buses. See inside front cover of this leaflet for details

Bury — Radcliffe — Whitefield — Farnworth**513****Mondays to Fridays**

Bury Interchange	0703	0802	0908	1010		1410	1514	1617	1727	1839	2010	2210							
Radcliffe, Bus Station	0716	0822	0921	1022	and	1422	1531	1639	1750	1856	2022	2222							
Whitefield, Stand Church	0819	0724	0829	0929	1030	every	1430	1539	1647	1758	1904	2030							
Stand, Park Lane Shops	0625	0730	0835	0935	1036	hour	1436	1545	1653	1804	1910	2036							
Ringley Bridge, Hulme Road	0637	0742	0847	0947	1048	until	1448	1557	1705	1816	1922	2048							
Kearsley, Train Station	0641	0746	0851	0951	1052		1452	1601	1709	1820	1926	2052							
Farnworth, Bus Station	0647	0752	0857	0957	1058		1458	1607	1715	1826	1932	2058							

Saturdays

Bury Interchange	0808	0908	1010		1510	1613	1711	1810	2010	2210									
Radcliffe, Bus Station	0820	0920	1022	and	1522	1625	1723	1822	2022	2222									
Whitefield, Stand Church	0828	0928	1030	every	1530	1633	1731	1830	2030										
Stand, Park Lane Shops	0834	0934	1036	hour	1536	1639	1737	1836	2036										
Ringley Bridge, Hulme Road	0846	0946	1048	until	1548	1651	1749	1848	2048										
Kearsley, Train Station	0850	0950	1052		1552	1655	1753	1852	2052										
Farnworth, Bus Station	0856	0956	1058		1558	1701	1759	1858	2058										

Sundays and public holidays (except Christmas and New Year period)

Bury Interchange	1016	1216	1416	1616	1816	2016													
Radcliffe, Bus Station	1028	1228	1428	1628	1828	2028													
Whitefield, Stand Church	1036	1236	1436	1636	1836														
Stand, Park Lane Shops	1042	1242	1442	1642	1842														
Ringley Bridge, Hulme Road	1054	1254	1454	1654	1854														
Kearsley, Train Station	1058	1258	1458	1658	1858														
Farnworth, Bus Station	1104	1304	1504	1704	1904														

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

A – All bus 513 journeys are run using easy access buses. See inside front cover of this leaflet for details

Figure 5 - Bus Timetables for Services 524 and 513 (Source: TfGM)

5.8 The timetables show that the nearby bus stops are served by frequent services throughout the early morning, daytime, and evening periods from Monday to Friday. Services remain frequent on Saturdays, with a slightly reduced but still regular service on Sundays. The routes include services running between Bolton and Bury and between Bolton and Farnworth, which stop in Radcliffe and provide access to the town and surrounding areas.

5.9 The Figure below shows the route of bus service 524 and 513



Figure 6 - Map of bus service routes 514 and 513 (Source: TfGM)

5.10 Tram Access

5.11 Radcliffe tram stop is the closest tram stop to the site and is a walk of approximately 350 metres, taking around 5 minutes to the east of the site. Both the Green tram line (between Bury and Altrincham) and the Yellow tram line (between Bury and Piccadilly) operate from this tram stop. Services operate approximately every 12 minutes on each line in each direction Mondays - Saturdays and every 15 minutes on Sundays from early morning until late in the evenings.

5.12 The Figure below shows the tram map including the Green and Yellow Lines.

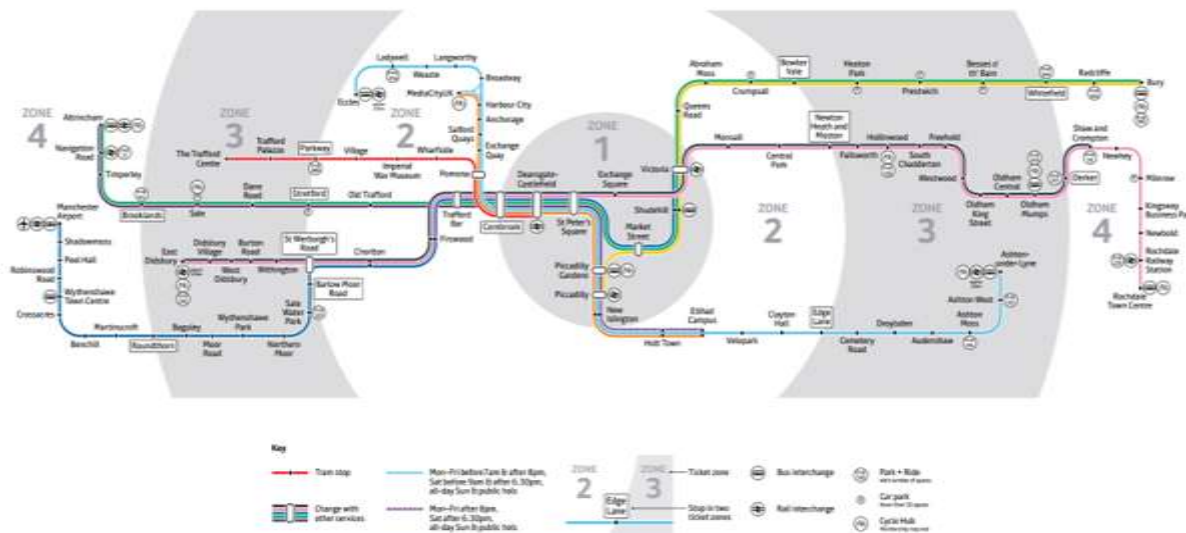


Figure 7 - Tram Map including the Green and Yellow Lines (Source TfGM)

- 5.13 The Figure below shows the bus stops and tram stop in relation to the site.

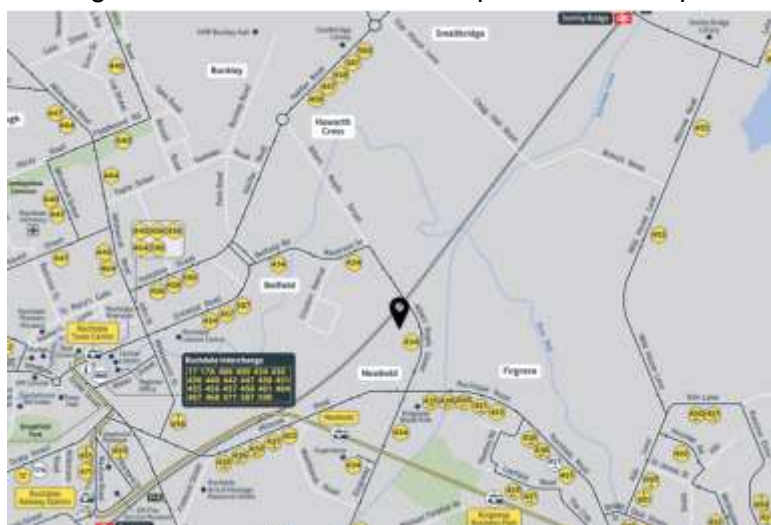


Figure 8 - Map of Bus Services, Tram stops and Rail Stations close to the site (TfGM)

- 5.14 Cycle Access

- 5.15 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated in the Figure below.

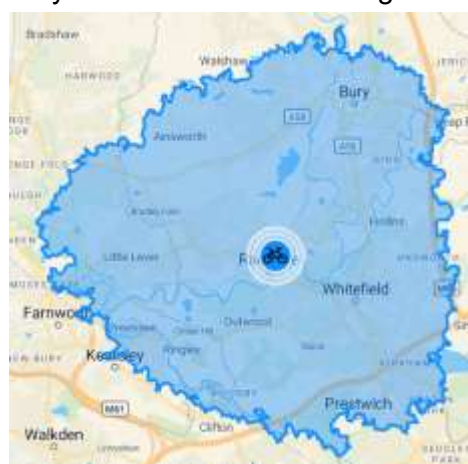


Figure 9 - Cycle Access to the Site (www.app.traveltimeplatform.com)

- 5.16 A map of the local cycling network is shown in the Figure below, illustrating cycle routes in the vicinity of the proposed development. A shared-use pedestrian and cycle path is provided along the northern side of Spring Lane near Bridgefield Street, with a toucan crossing on Spring Lane connecting to National Cycle Route 6. The surrounding area is also supported by cycle route signage showing cycle routes and destinations.



Figure 10 - Cycle Map (TfGM)

- 5.17 National Cycle Route 6 can be accessed approximately 150 metres north-west of the site via Spring Lane and Darbyshire Street, a cycle journey of around one minute. The route includes several off-road sections within Radcliffe, including paths along the canal and through Outwood Country Park, providing connections to local and wider destinations.
- 5.18 Covered, secure cycle parking is proposed for the site.

Walking Access

- 5.19 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.
- 5.20 An assessment has been made of the locations that can be accessed within a 2km walk from the site. This analysis is depicted in the Figure below.



Figure 11 - Walking Access to the Site (www.app.traveltimeplatform.com)

- 5.21 There are footways and streetlighting along Bridgefield Street and the roads surrounding the site including the roads leading to the bus stops and tram stop. There are traffic signal-controlled pedestrian crossings, bollards protecting footways, dropped crossings and low traffic speeds on the roads in residential areas.
- 5.22 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on Church Street West and are positioned within 350 metres of the proposed site as is the tram station. The walking distances to access bus and tram services are short, taking approximately 5 minutes and the site is considered to be excellently located for bus and tram services.

6.0 Development Proposals

- 6.1 The proposed development is for the temporary change of use from industrial unit to Padel Courts in an existing building.
- 6.2 Internal layout includes:
- 2 double courts
 - 2 single courts
 - Reception
 - Seating area
- 6.3 The figure below shows the proposed site layout. **Appendix C** contains the proposed site layout drawings.



Figure 12 - Proposed Site Layout

6.4 Operational Management

6.5 The Padel Court facility is expected to be staffed by a single person.

6.6 Padel Court sessions will need to be booked in advance. The Padel Court sessions will be staggered to manage the demand as follows :

- 50% of courts will start on the hour;
- 50% of the courts will start at 30 minutes past the hour.

6.7 Courts can be booked for 60 minutes or 90 minutes.

6.8 Site Access

6.9 Access to 7 Bridgefield Street (the change of use site) will be via the existing access and there are no changes proposed as part of the development. The access is currently used by servicing and delivery vehicles associated with the industrial use so access by car to access the Padel Court sessions should not create any issues.

6.10 The proposed development is therefore not expected to require any changes to the existing access arrangements. Given the site's location and proximity to public transport, walking, and cycling routes, trips associated with the development are anticipated to be made by a range of transport modes, with limited reliance on private car travel.

6.11 Visibility

6.12 Visibility at the Haworth Street / Bridgefield Street junction is considered to comply with visibility standards. There is no evidence in the accident record to suggest that visibility is creating any highway safety problems.

6.13 Visibility along Bridgefield Street has been examined and it is considered there are good levels of forward visibility along the road that would allow the existing on-street parking arrangements to be retained without creating any highway safety problems.

6.14 Access to the site is taken from Bridgefield Street, which connects with Spring Lane and Church Street West via established priority junctions. Analysis of the CrashMap database indicates that there have been no recorded injury accidents at these junctions over the most recent five-year period. The proposed development does not involve any alterations to the existing access arrangements and is not expected to materially affect vehicle movements or highway safety at these junctions.

6.15 Servicing and Deliveries

6.16 Servicing to 7 Bridgefield Street would currently requires access by large delivery vehicles associated with the industrial use of the site. If the Padel Courts change of use application is approved then access by these large delivery vehicles to 7

Bridgefield Street will no longer take place resulting in a reduction in heavy vehicle traffic on the local highway. Servicing to the Padel Court development should be ad hoc in nature and should be accomplished by small vans.

6.17 Parking

6.18 Bury Council sets out car parking standards in SP11 Parking Standards. SPD11 has a table which shows the parking standard for different types of development. The Table below is an extract from SPD11.

Table 2 - Parking Standard for Indoor Sport & Fitness

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4
	Financial/professional services (c) (i) (4) (ii)	1 space per 100sqm	1 space per 50sqm	1 space per 35sqm	
	Indoor Sport and Fitness (d)	Disabled parking only	1 space per 25sqm	1 space per 20sqm	

6.19 The site is located in Zone 2 in Radcliffe and would require 1 space for every 25 sq.m of floor space. SPD 11 requires mobility car parking at the rate of 6% or 3 spaces, whichever is greater, for a scheme located in Zone 2.

6.20 Based on a floor area for the building of 509sq.m, which would require 20 car parking spaces. The scheme would require a minimum of 3 accessible spaces. This would provide a total car parking requirement when assessed against Indoor Sport and Fitness parking standard of 23 spaces.

6.21 The parking standard for Indoor Sport and Fitness would not need seem to provide a direct correlation with a padel court enterprise. The proposed padel court would have two double courts and two singles courts which could only allow 12 people on court at any one time, assuming they were always occupied by 4 players each in a double court arrangement and 2 players on each single court. The padel court Applicant manages other padel court sites and these other sites allow for a gap between one game ending before another one commences. Even if this were not the case, the maximum number of people in the building at any one time would be 25 people (2 double courts with 4 players each and two singles courts with 2 players each, plus players waiting to play (8x2 plus 4x2) and 1 staff member). Given the good transport accessibility and the likelihood that players would like car share, then it would be highly unlikely there would ever be 25 cars associated with the padel court scheme on site any one time.

6.22 Car Parking within the Building / At the Building

6.23 There is no scope to accommodate car parking within the building. The proposed site plan shows 2 padel courts, a reception area and a small seating area. There is no car spaces available outside of the building, off the public highway.

6.24 Para 3.4 of SPD 11 advises :

'For smaller sites, not generating significant amounts of movement, where an applicant chooses to provide significantly more or less parking than the standard, this would need to be accompanied by supporting evidence that demonstrates the level of demand for parking generated by the development and how this can be catered for. It should be clear that flexibility under certain circumstances is not a licence for providing significantly more or significantly less parking provision than indicated within this document.'

6.25 In para 3.5 of SPD 11, it advises that :

'In cases where a proposal departs from the parking standards, either the Design and Access Statement, or the Transport Statement/Assessment shall be expected to include the following items:

- *Consideration of likely trip generation and parking accumulations for the proposed development based upon the type, mix and use of development evidenced as appropriate.*
- *How the proposed car parking levels relate to the accessibility of the development and the availability and opportunities for public transport evidenced by Greater Manchester Accessibility Level (GMAL) mapping.*
- *Details of how the parking will be managed and how that will mitigate any under or over-provision; and*
- *Surveys of parking capacity and occupancy levels on surrounding streets and parking areas (where applicable).'*

6.26 **TRICS Parking Accumulation Analysis**

6.27 Parking accumulation has been undertaken using trip rates, discussed further in Section 7, to assess the traffic movements and the demand for car parking for the proposed Padel Courts. The analysis shows the forecast maximum traffic to be 7 vehicles arriving and 6 vehicles departing between the hours of 6 and 7pm. Parking accumulation analysis indicates a maximum demand of 3 to 4 spaces. When the higher Padel Court usage is expected in the evenings, the limited parking restrictions would not apply after 6pm. Prior to this time, the parking demand is expected to be low and the Transport Statement has indicated a number of sections of limited waiting that permit parking for up to 2 hours, which would be a sufficient time to allow Padel Court players to arrive, play and then leave, if they travelled by car before 6pm. **Appendix D** contains the parking accumulation analysis.

6.28 **Census Analysis**

6.29 Census 2021 analysis has been undertaken using worksheet TS061 Travel to Work. This analysis used the super output area immediately covering and immediately adjacent to the site containing the industrial estate and the analysis showed that 29.7% of people in the area travel to work by sustainable methods and 47.9% travel to work in a car or van. Analysis has also been undertaken on car availability in the local area and this identified that 40.9% of households in the local area do not have access to a car or van compared to 22.1% across Bury as a whole. These analyses also

support the accessibility analysis contained in Section 5 which showed that the site is in a location that exhibits good levels of accessibility. These analyses would suggest that there would be a strong tendency to access the Padel Courts by non-car modes. Census Analysis is contained in **Appendix E**.

6.30 As the Padel Courts are used by groups of 2 players or 4 players on single courts and double courts respectively then there should be a strong likelihood that people travelling by car will car share.

6.31 Para 3.4 of SPD 11 suggests a number of analyses to be undertaken if parking is provided above or below the standards in SPD11. These analyses show the site to be located in a area with good levels of accessibility, the parking accumulation of the proposed Padel Courts shows a low parking demand, there are sections of limited waiting and unrestricted parking close by, access to a car or van is low in the local area and there is evidence of people travelling sustainably in the local area which should provide evidence that the proposed change of use for Padel Courts will not result in any significant detrimental impact on local parking supply or create any highway operational issues.

6.32 Industrial Use

6.33 A material consideration will be the parking provision of the existing use. The industrial unit would be required under the Council's SPD11 to provide car parking at the rate as shown in the Tabel below.

Table 3 - Parking Standard for Industrial Use

Development	Description	Number of car parking spaces in Zone 1	Number of car parking spaces in Zone 2	Number of car parking spaces in Zone 3	Number of car parking spaces in Zone 4	Disabled Parking
General Industry (B2) *	Carrying on of an industrial process other than one falling within the uses described in Class E	Disabled parking only	1 space per 100sqm	1 space per 60sqm		6% of capacity or 3 spaces whichever is greater
Storage or Distribution (B8)	Storage/Distribution Centre	1 space per 500sqm	1 space per 250sqm	1 space per 100sqm		Over 200 bays: 4% of total car parking capacity or 12 spaces whichever is greater.

6.34 The Transport Statement originally showed that 5 car parking spaces would be required for the existing B2 use but this has been amended to 10 spaces plus a requirement of a minimum 3 accessible spaces following comments received from the Council. The site does not have any off-street car parking.

7.0 Trip Generation & Traffic Generation Methodology

7.1 The TRICS database has been interrogated and trip rates obtained for the following uses :

- 02-C Industrial Unit for the existing use
- 07-G Tennis for the proposed Padel Courts

7.2 **Appendix F** contains the outputs from the TRICS database.

7.3 Traffic Generation

7.4 Traffic generation analysis has been undertaken using the trip rates derived from the TRICS database. The traffic generation for the existing use and proposed use are shown in the tables below. The net traffic generation is also set out in a Table below.

Table 4 - Traffic Generation Existing Use

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
509	0.532	0.122	0.654	0.057	0.503	0.560	3	1	3	0	3	3
Total Traffic Generation							3	1	3	0	3	3

7.5 The traffic generation for the Padel Courts is shown in the Table below.

Table 5 - Traffic Generation Padel Courts

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
4	0.304	0.217	0.521	1.391	1.000	2.391	1	1	2	6	4	10
Total Traffic Generation							1	1	2	6	4	10

7.6 The net traffic generation is shown in the Table below.

Table 6 - Net Traffic Generation

	Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Land Use	IN	OUT	TOTAL	IN	OUT	TOTAL
Industrial Units	3	1	3	0	3	3
Padel Courts	1	1	2	6	4	10
Net Total	-1	0	-1	5	1	7

8.0 Summary and Conclusions

8.1 This Transport Statement has been prepared to support a planning application for a change of use from existing light industrial use to proposed Padel Courts at the existing building located at 7 Bridgefield Road, Radcliffe, Bury M26 2SF (the Site).

8.2 The Transport Statement has undertaken a review of the road safety record and acknowledged that there are a few injury accidents in the area but the road safety record should not be a material concern for the proposed development.

- 8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed development and it has been concluded that the traffic generation can be accommodated within the highway network capacity. The net traffic generation shows that traffic levels would be considerably less than 30 two-way trips and should therefore not require any junction modelling.
- 8.4 The scheme does not provide any car parking but there is existing on-street car parking available and publicly available off-street car parking available nearby. The Transport Statement has undertaken analysis to show that the change of use scheme for Padel Courts should not have any adverse local highway impacts. It should be noted that the industrial does not have any existing off-street car parking. The existing building is located in an accessible location by sustainable transport and this Transport Statement has shown there is a strong propensity for sustainable travel in the area.
- 8.5 The Transport Statement demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, therefore there should be no reason to oppose the change of Use application to Padel Courts on highway grounds.

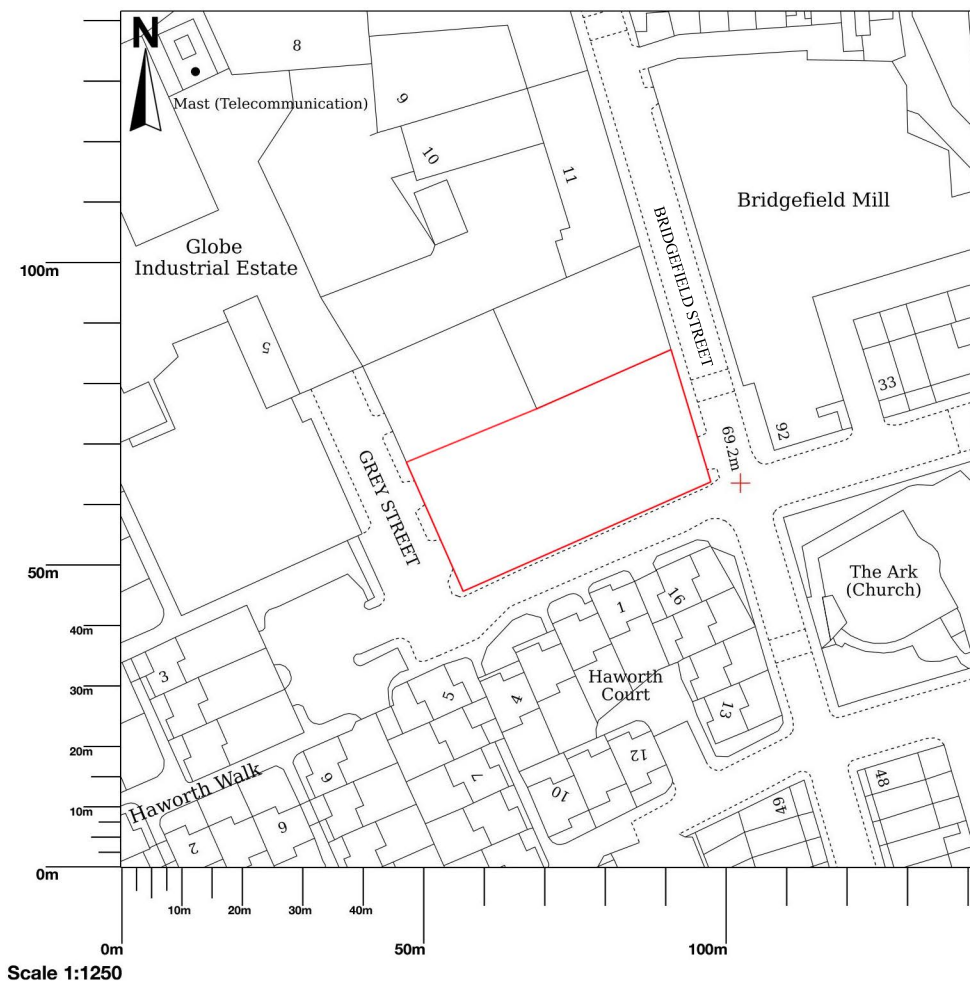
Appendix A

Application 72767 - Unit 1, Bridgefield Street

Comments from the Council

- Transport Statement needs to be updated.
 - References HT4, HT6 and HT6/2 which have all been replaced by PfE Policies (JP- C8, JP – C1, JP-C5 and JP-C6 are the relevant policies).
 - UDP Policy HT2/4 (car parking) also needs to be referenced.
 - Transport Statement needs to be clear in relation to the parking requirements set out by SPD 11. It references the parking standards for the proposed use but no calculation has been included to state how many parking spaces SPD 11 requires (40 plus disabled parking).
 - The justification for lack of parking needs to be expanded upon. Is there any capacity to park internally, what and where are the existing on street parking areas and where are these in proximity to the site?
 - What is the existing on street parking capacity particularly at proposed peak use hours which would appear to conflict with the need for on street residential parking?
 - Where is the public off street car parking referenced in paragraph 7.4? Tram station car parking is a park and ride for the metro not a public car park. Car park to south of site is a residential car park.
 - Paragraph 6.30 has the wrong calculation for the existing parking needs it states the existing B2 use in Zone 2 requires 5 spaces – this is incorrect. $995 \text{ sqm} / 100 = 10$ spaces plus there is a requirement for disabled parking.

Appendix B

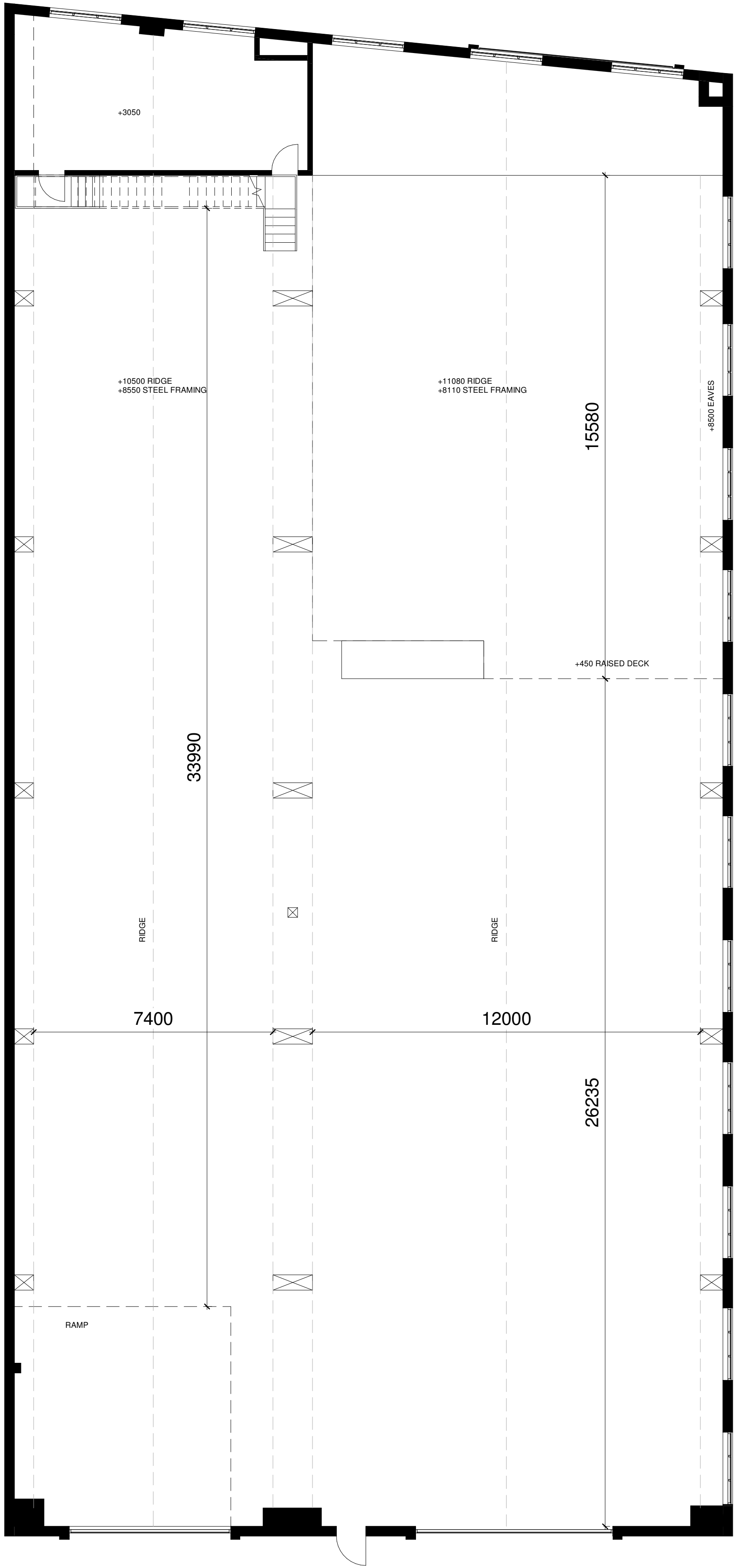


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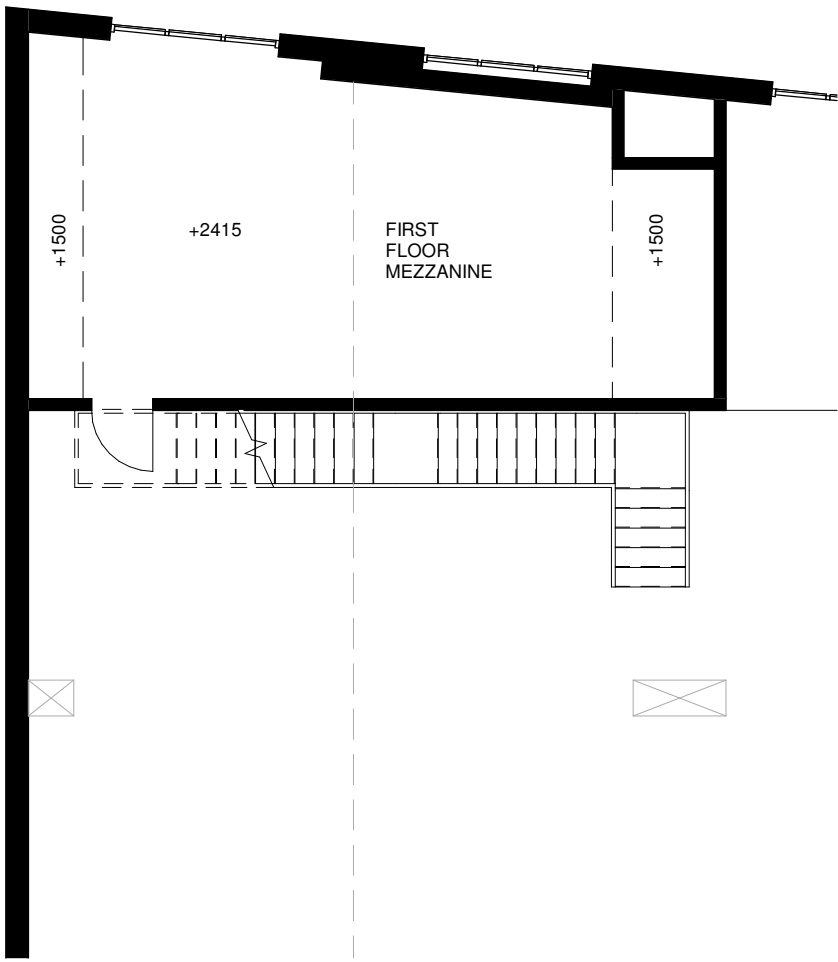
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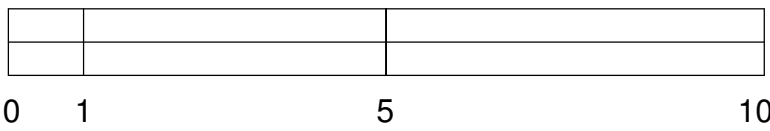
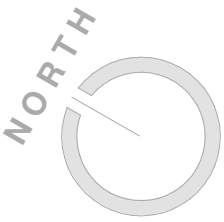
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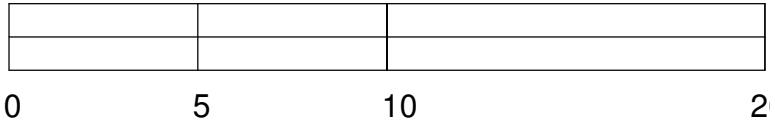
First Floor Mezzanine
1 : 100



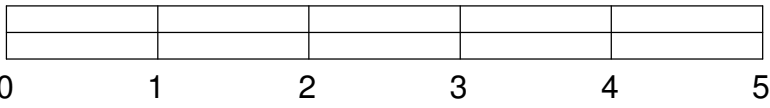
Site Plan
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SCALE BAR 1:200



SCALE BAR 1:50



Project:
Bridgefield Street,
Radcliffe

Drawing Title:
Existing Floor Plans

Scale: As indicated@A1 Status: Concept

Drawing Number: 25-107-00-001 Revision: R1

Rev: Description: Issue Date:
R1 Initial Issue 06.01.26

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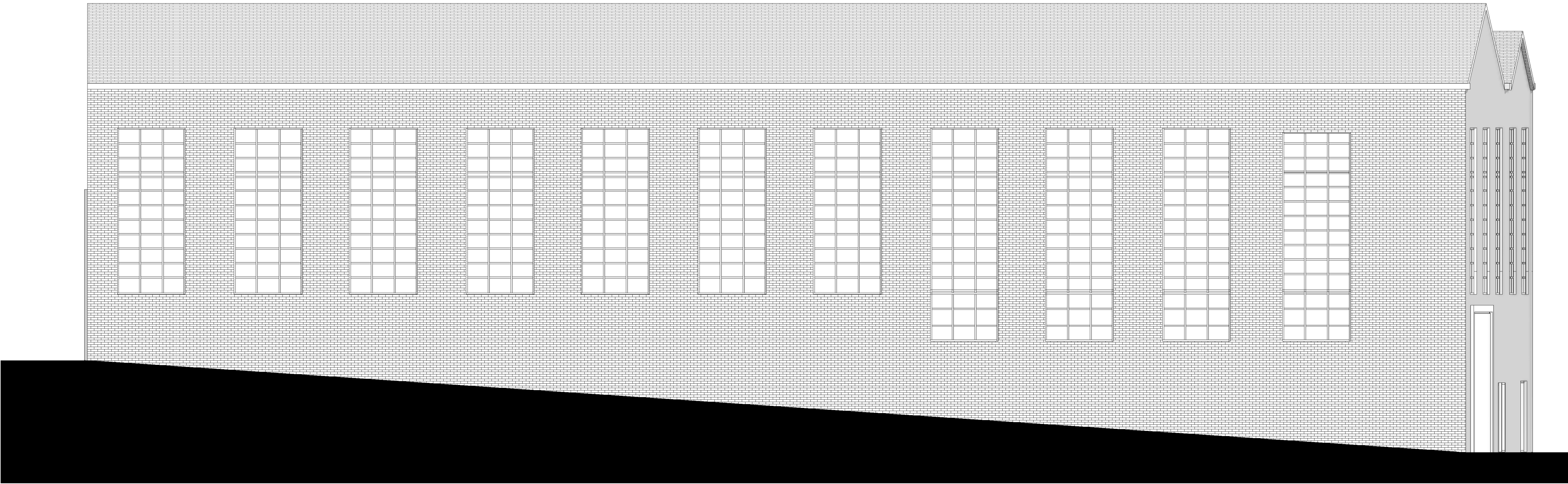
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West Elevation
1 : 100



South Elevation
1 : 100



East Elevation
1 : 100



North Elevation
1 : 100



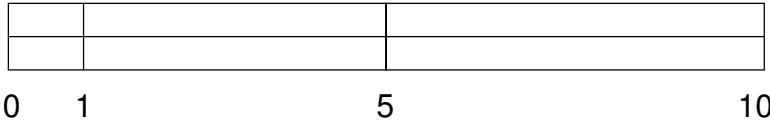
Project:
Bridgefield Street,
Radcliffe

Drawing Title:
Existing Elevations

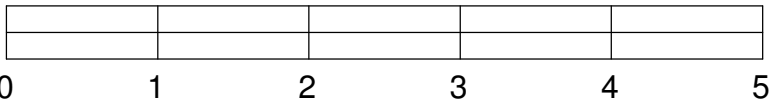
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Drawing Number: 25-107-00-002 Revision: R1

Rev:	Description:	Issue Date:
R1	Initial Issue	UA 06.01.26



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SCALE BAR 1:50

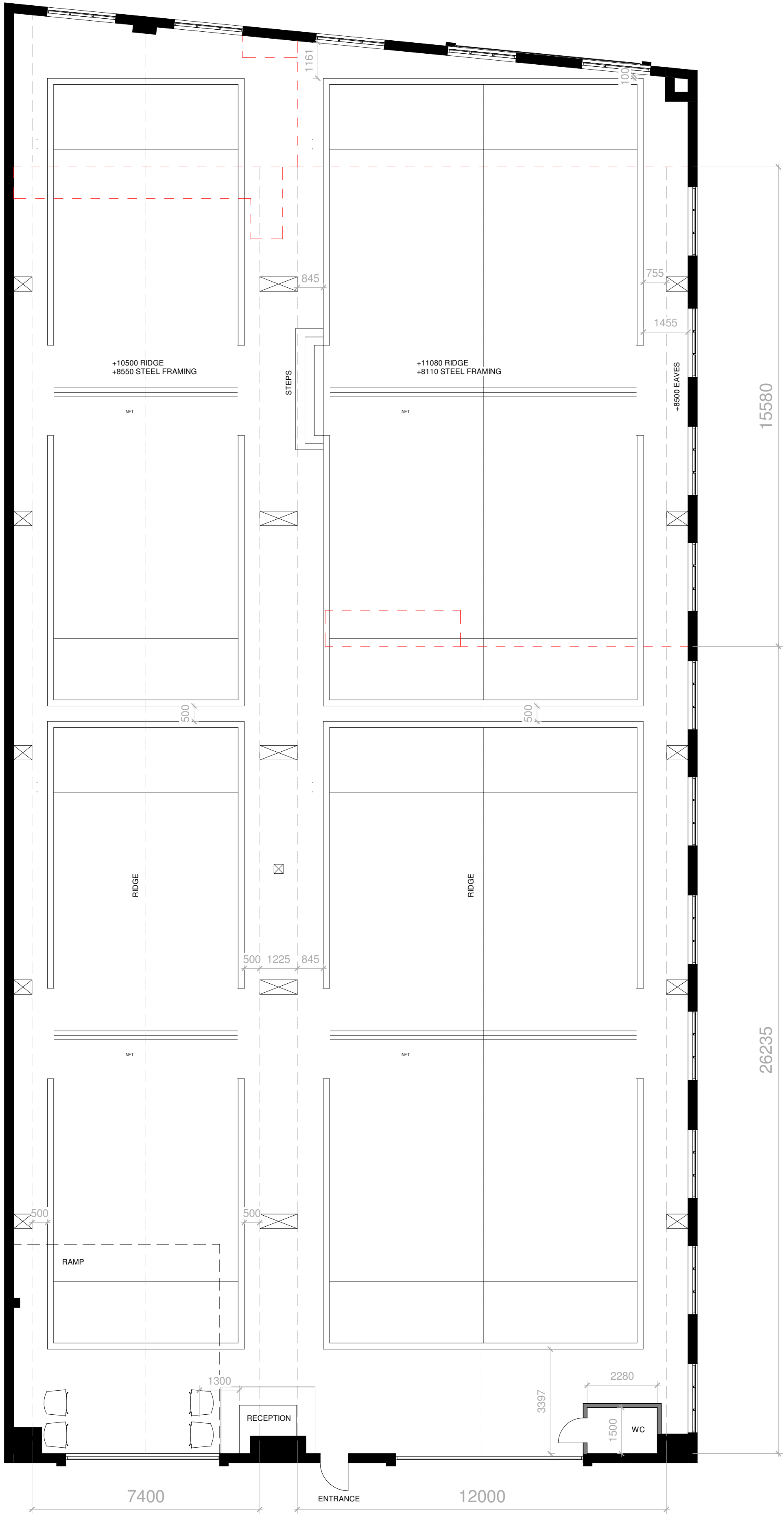
Appendix C

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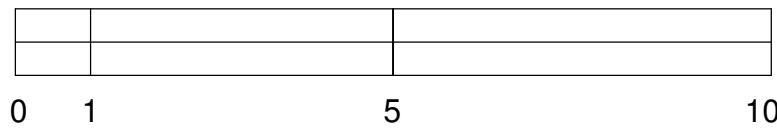
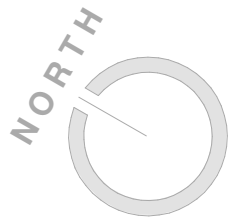
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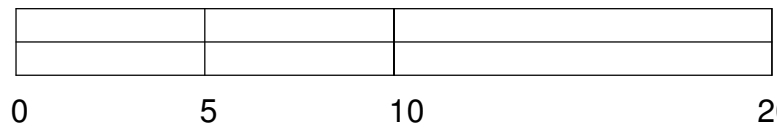
Ground Floor Plan
1 : 100



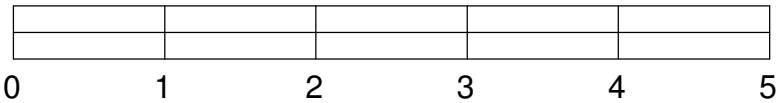
Site Plan
1 : 500



SCALE BAR 1:100



SCALE BAR 1:200



SCALE BAR 1:500



NORTHEDGE

Project:
Bridgefield Street,
Radcliffe

Drawing Title:
Proposed Floor Plans

Scale: As indicated@A1 Status: Concept

Drawing Number: 25-107-20-001 Revision: R2

Rev:	Description:	Issue Date:
R1	Initial Issue	06.01.26
R2	Updated	07.01.26

T:0161 327 1986

design@northedgearchitecture.co.uk
www.northedgearchitecture.co.uk

The contractor must verify all dimensions on site before commencing any work. If this drawing exceeds the quantities taken in any way Northedge Architecture are to be informed before the work is initiated.

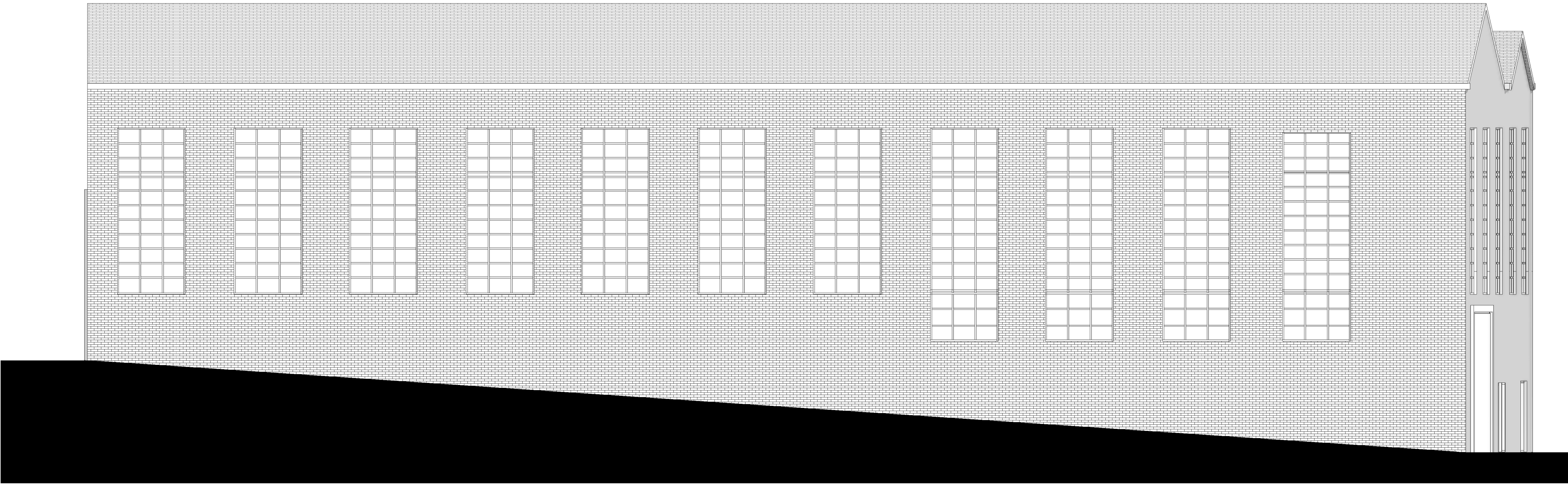
Planning department can scale from drawings.

Contractors not to scale from drawings and dimensions to be checked on site prior to construction.

Drawings are based on Ordnance Survey - design and drawing content is subject to detailed Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. This drawing is not to be re-produced without express permission of the architect. This drawing and all associated designs indicated remain the copyright of the architect. Northedge Architecture Copyright.



West Elevation
1 : 100



South Elevation
1 : 100



East Elevation
1 : 100



North Elevation
1 : 100



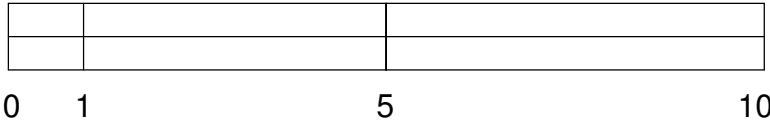
Project:
Bridgefield Street,
Radcliffe

Drawing Title:
Proposed Elevations

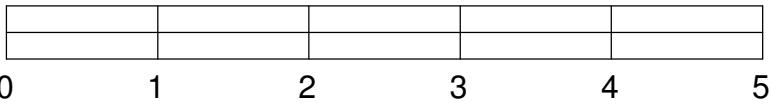
Scale: 1 : 100@A1 Status: Concept

Drawing Number: 25-107-20-002 Revision: R1

Rev: Description: Issue Date:
R1 Initial Issue UA 16.01.26



SCALE BAR 1:100



SCALE BAR 1:50

T:0161 327 1986

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Appendix D

Bridgefield Street Radcliffe
Proposed Change of Use to Padel Courts
Padel Court Parking Accumulation Using Trip Rates

Time	IN	OUT	TOTAL	Accumulation
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	0
08:00-09:00	1	1	2	0
09:00-10:00	3	0	3	3
10:00-11:00	2	2	4	0
11:00-12:00	2	3	5	-1
12:00-13:00	1	2	2	-1
13:00-14:00	1	1	2	0
14:00-15:00	2	1	2	1
15:00-16:00	4	2	6	2
16:00-17:00	6	3	9	2
17:00-18:00	6	4	10	2
18:00-19:00	7	6	13	1
19:00-20:00	4	4	8	0
20:00-21:00	1	5	6	-3
21:00-22:00	0	4	4	-4
	40	37	78	

Appendix E

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 19 January 2026]

population All households
units Households
date 2021

Number of cars or vans	msoa2021:E02001034 : Bury 016		lacu2023:Bury	
	number	%	number	%
Total: All households	4,089	100.0	80,695	100.0
No cars or vans in household	1,674	40.9	17,829	22.1
1 car or van in household	1,667	40.8	35,125	43.5
2 cars or vans in household	609	14.9	21,845	27.1
3 or more cars or vans in house	139	3.4	5,896	7.3

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 19 January 2026]

population

All usual residents aged 16 years and over in employment the week before the census

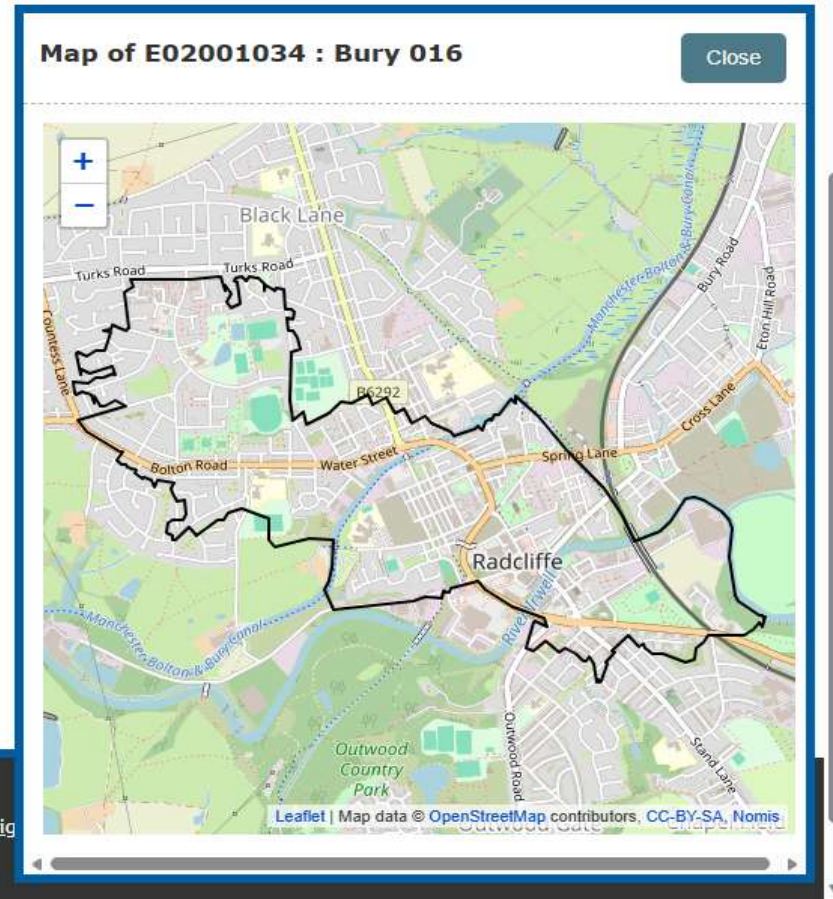
units

Persons

date

2021

Method of travel to workplace	msoa2021:E02001034 : Bury 016		lacu2023:Bury		Sustainable Travel	
	number	%	number	%	msoa2021:E02001034 : Bury 016	lacu2023:Bury
Total: All usual residents aged 1	3,505	100.0	88,483	100.0	29.7	19.2
Work mainly at or from home	734	20.9	26,579	30.0		
Underground, metro, light rail, t	187	5.3	2,163	2.4	5.3	2.4
Train	18	0.5	250	0.3	0.5	0.3
Bus, minibus or coach	202	5.8	2,864	3.2	5.8	3.2
Taxi	61	1.7	1,156	1.3	1.7	1.3
Motorcycle, scooter or moped	16	0.5	236	0.3	0.5	0.3
Driving a car or van	1,678	47.9	43,946	49.7		
Passenger in a car or van	186	5.3	3,575	4.0	5.3	4.0
Bicycle	58	1.7	928	1.0	1.7	1.0
On foot	311	8.9	5,907	6.7	8.9	6.7
Other method of travel to work	54	1.5	879	1.0		



Appendix F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	RE	READING	1 day
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	DY	DERBY	1 day
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 day
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
	FU	WESTMORLAND & FURNESS	1 day
	TW	TYNE & WEAR	1 day
11	SCOTLAND		
	FI	FIFE	1 day
	SR	STIRLING	1 day
13	MUNSTER		
	CR	CORK	1 day
17	ULSTER (NORTHERN IRELAND)		
	AR	ARMAGH	1 day

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

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	150 to 46100 (units:sqm)
Range Selected by User:	150 to 3500 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/08 to 08/11/23

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:

Friday	2 days
Monday	3 days
Thursday	11 days
Tuesday	4 days
Wednesday	3 days

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

Selected survey types:

Manual count	23
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	14 days
Suburban Area	9 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	2 days
Industrial Zone	20 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 Unknown	23 days
----------------------------	---------

Secondary Filtering Selection:

Use Class:

Not Known

23 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:

0 - 4459

Population within 1 mile:

1,001 to 5,000	4 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	3 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	3 surveys
500,001 or More	1 surveys
75,001 to 100,000	5 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	6 surveys
1.1 to 1.5	15 surveys
1.6 to 2.0	1 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.



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 23 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 23 surveys

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.

COVID-19 Restrictions:

No

1 SILVERWOOD ROAD LURGAN SILVERWOOD INDUSTRIAL AREA Edge of Town Industrial Zone Site area: 2.5999999046325684 hect Survey date: Thursday 12/11/2009	AR-02-C-02	EMTEK	ARMAGH	Survey Type: Unknown
2 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Site area: 0.18199999630451202 hect Survey date: Thursday 20/06/2019	BP-02-C-01	POWDER COATINGS	BLACKPOOL	Survey Type: Unknown
3 NOVERS HILL BRISTOL BEDMINSTER Suburban Area Industrial Zone Site area: 0.23999999463558197 hect Survey date:	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY	Survey Type: Unknown
4 SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Site area: 0.3499999940395355 hect Survey date: Tuesday 22/09/2015	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY	Survey Type: Unknown
5 CORK WALLINGSTOWN IND.EST. Suburban Area Industrial Zone Site area: 0.3199999928474426 hect Survey date: Thursday 13/12/2012	CR-02-C-01	FABRICATIONS	CORK	Survey Type: Unknown
6 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 0.17000000178813934 hect Survey date: Friday 15/10/2021	CU-02-C-01	STEEL FABRICATION	CUMBERLAND	Survey Type: Unknown
7 STONEGRAVELS LANE CHESTERFIELD Suburban Area Industrial Zone Site area: 0.30000001192092896 hect Survey date: Wednesday 04/10/2023	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE	Survey Type: Unknown
8 PONTEFRACT STREET DERBY	DY-02-C-01	ENGINEERED PRODUCTS	DERBY	



Suburban Area Industrial Zone Site area: 0.20999999344348907 hect Survey date: Thursday 25/06/2015 Survey Type: Unknown			
9 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Site area: 0.49000000953674316 hect Survey date: Thursday 20/04/2023 Survey Type: Unknown	FI-02-C-02	GLASS SPECIALISTS	FIFE
10 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Site area: 0.7900000214576721 hect Survey date: Tuesday 10/06/2014 Survey Type: Unknown	FU-02-C-01	DOMINO'S PIZZA	WESTMORLAND & FURNESS
11 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Site area: 1.1200000047683716 hect Survey date: Thursday 16/06/2016 Survey Type: Unknown	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
12 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Site area: 0.6299999952316284 hect Survey date: Tuesday 22/10/2013 Survey Type: Unknown	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
13 GOLDEN HILL LANE LEYLAND Suburban Area Industrial Zone Site area: 0.0689999982714653 hect Survey date: Tuesday 06/11/2018 Survey Type: Unknown	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
14 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Site area: 0.13050000369548798 hect Survey date: Thursday 21/04/2022 Survey Type: Unknown	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
15 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Site area: 0.052000001072883606 hect Survey date: Thursday 07/11/2019 Survey Type: Unknown	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK

16 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Site area: 0.25999999046325684 hect Survey date: Thursday 29/09/2022	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH	Survey Type: Unknown
17 COMMERCIAL ROAD READING Edge of Town Industrial Zone Site area: 0.12999999523162842 hect Survey date: Thursday 22/11/2012	RE-02-C-01	SHEET METAL FABRICATION	READING	Survey Type: Unknown
18 ANSON ROAD IPSWICH MARTLESHAM HEATH Edge of Town Industrial Zone Site area: 0.15000000596046448 hect Survey date: Friday 12/07/2013	SF-02-C-01	JOINERY	SUFFOLK	Survey Type: Unknown
19 ROBINS DRIVE BRIDGWATER Suburban Area No Sub Category Site area: 0.4000000059604645 hect Survey date: Wednesday 14/09/2022	SM-02-C-01	WET BLASTING EQUIPMENT	SOMERSET	Survey Type: Unknown
20 BORROWMEADOW ROAD STIRLING Edge of Town Industrial Zone Site area: 0.3799999952316284 hect Survey date:	SR-02-C-01	SPECIALIST MODEL MAKING	STIRLING	Survey Type: Unknown
21 SHAFTESBURY AVENUE JARROW TYNE POINT IND. ESTATE Suburban Area Industrial Zone Site area: 0.18000000715255737 hect Survey date: Thursday 15/11/2012	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR	Survey Type: Unknown
22 SYDNEY ROAD BIRMINGHAM SMALL HEATH Suburban Area Commercial Zone Site area: 0.10000000149011612 hect Survey date: Wednesday 17/06/2009	WM-02-C-02	ARDONPRINT	WEST MIDLANDS	Survey Type: Unknown
23 ICKNIELD STREET	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS	

BIRMINGHAM
HOCKLEY
Suburban Area
Industrial Zone
Site area: 0.029999999329447746 hect
Survey date:

Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-02-C-01	28-04-2015	not selected
DE-02-C-01	12-11-2009	not selected
DL-02-C-01	26-09-2019	not selected
HD-02-C-02	05-12-2012	not selected

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1825	0.082	0.000	0.082
06:00-07:00	4	1810	0.373	0.041	0.414
07:00-08:00	22	1417	0.436	0.061	0.497
08:00-09:00	22	1417	0.532	0.122	0.654
09:00-10:00	23	1367	0.302	0.194	0.496
10:00-11:00	23	1367	0.254	0.245	0.499
11:00-12:00	23	1367	0.213	0.204	0.417
12:00-13:00	23	1367	0.219	0.254	0.473
13:00-14:00	23	1367	0.305	0.296	0.601
14:00-15:00	23	1367	0.226	0.229	0.455
15:00-16:00	23	1367	0.188	0.289	0.477
16:00-17:00	23	1367	0.115	0.433	0.548
17:00-18:00	23	1367	0.057	0.503	0.560
18:00-19:00	21	1413	0.051	0.162	0.213
19:00-20:00	3	1302	0.154	0.179	0.333
20:00-21:00	2	1825	0.082	0.110	0.192
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.589	3.322	6.911

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	150 - 3500 (units: sqm)
Survey date date range:	17/06/2009 - 04/10/2023
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1825	0.000	0.000	0.000
06:00-07:00	4	1810	0.014	0.000	0.014
07:00-08:00	22	1417	0.035	0.000	0.035
08:00-09:00	22	1417	0.019	0.003	0.022
09:00-10:00	23	1367	0.003	0.000	0.003
10:00-11:00	23	1367	0.000	0.000	0.000
11:00-12:00	23	1367	0.000	0.000	0.000
12:00-13:00	23	1367	0.000	0.003	0.003
13:00-14:00	23	1367	0.010	0.010	0.020
14:00-15:00	23	1367	0.000	0.016	0.016
15:00-16:00	23	1367	0.000	0.003	0.003
16:00-17:00	23	1367	0.000	0.022	0.022
17:00-18:00	23	1367	0.003	0.016	0.019
18:00-19:00	21	1413	0.000	0.003	0.003
19:00-20:00	3	1302	0.000	0.000	0.000
20:00-21:00	2	1825	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.084	0.076	0.160

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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Parameter Summary:

Trip rate parameter range selected:	150 - 3500 (units: sqm)
Survey date date range:	19/10/2009 - 04/10/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1825	0.000	0.000	0.000
06:00-07:00	4	1810	0.000	0.000	0.000
07:00-08:00	22	1417	0.000	0.000	0.000
08:00-09:00	22	1417	0.000	0.000	0.000
09:00-10:00	23	1367	0.000	0.000	0.000
10:00-11:00	23	1367	0.000	0.000	0.000
11:00-12:00	23	1367	0.000	0.000	0.000
12:00-13:00	23	1367	0.000	0.000	0.000
13:00-14:00	23	1367	0.000	0.000	0.000
14:00-15:00	23	1367	0.000	0.000	0.000
15:00-16:00	23	1367	0.000	0.000	0.000
16:00-17:00	23	1367	0.000	0.000	0.000
17:00-18:00	23	1367	0.000	0.000	0.000
18:00-19:00	21	1413	0.000	0.000	0.000
19:00-20:00	3	1302	0.000	0.000	0.000
20:00-21:00	2	1825	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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Parameter Summary:

Trip rate parameter range selected:	150 - 3500 (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:	19
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1825	0.000	0.000	0.000
06:00-07:00	4	1810	0.055	0.014	0.069
07:00-08:00	22	1417	0.013	0.013	0.026
08:00-09:00	22	1417	0.035	0.016	0.051
09:00-10:00	23	1367	0.029	0.035	0.064
10:00-11:00	23	1367	0.041	0.048	0.089
11:00-12:00	23	1367	0.041	0.038	0.079
12:00-13:00	23	1367	0.032	0.035	0.067
13:00-14:00	23	1367	0.019	0.019	0.038
14:00-15:00	23	1367	0.019	0.019	0.038
15:00-16:00	23	1367	0.019	0.022	0.041
16:00-17:00	23	1367	0.022	0.016	0.038
17:00-18:00	23	1367	0.010	0.006	0.016
18:00-19:00	21	1413	0.003	0.003	0.006
19:00-20:00	3	1302	0.000	0.154	0.154
20:00-21:00	2	1825	0.000	0.082	0.082
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.338	0.520	0.858

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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Parameter Summary:

Trip rate parameter range selected:	150 - 3500 (units: sqm)
Survey date date range:	17/06/2009 - 04/10/2023
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Taxis

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	1825	0.000	0.000	0.000
06:00-07:00	4	1810	0.000	0.000	0.000
07:00-08:00	22	1417	0.000	0.000	0.000
08:00-09:00	22	1417	0.000	0.000	0.000
09:00-10:00	23	1367	0.003	0.003	0.006
10:00-11:00	23	1367	0.003	0.003	0.006
11:00-12:00	23	1367	0.006	0.006	0.012
12:00-13:00	23	1367	0.000	0.000	0.000
13:00-14:00	23	1367	0.000	0.000	0.000
14:00-15:00	23	1367	0.010	0.010	0.020
15:00-16:00	23	1367	0.003	0.003	0.006
16:00-17:00	23	1367	0.000	0.000	0.000
17:00-18:00	23	1367	0.000	0.000	0.000
18:00-19:00	21	1413	0.003	0.003	0.006
19:00-20:00	3	1302	0.000	0.000	0.000
20:00-21:00	2	1825	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.028	0.056

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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Parameter Summary:

Trip rate parameter range selected:	150 - 3500 (units: sqm)
Survey date date range:	16/06/2016 - 14/09/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:			
02	SOUTH EAST		
	SC	SURREY	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
08	NORTH WEST		
	LC	LANCASHIRE	1 day

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

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	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:	04/12/07 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:

Friday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
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	1 days
Suburban Area	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:

Residential Zone	3 days
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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	3 days
----------------------------	--------

Secondary Filtering Selection:

Use Class:

F2(c)	2 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 - 3973

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 surveys
75,001 to 100,000	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	3 surveys
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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.

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 3 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 3 surveys

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.

COVID-19 Restrictions:

No

1	LC-07-G-02	TENNIS CLUB	LANCASHIRE
COUNTY ROAD ORMSKIRK Edge of Town Centre Residential Zone Site area: 0.367000013589859 hect Survey date: Friday 22/04/2022			
			Survey Type: Unknown
2	SC-07-G-01	TENNIS CLUB	SURREY
HILLIER ROAD GUILDFORD Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 08/07/2008			
			Survey Type: Unknown
3	WK-07-G-01	TENNIS & SQUASH CLUB	WARWICKSHIRE
GUY'S CLIFFE AVENUE LEAMINGTON SPA MILVERTON Suburban Area Residential Zone Site area: 2.5399999618530273 hect Survey date: Thursday 25/10/2012			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
MA-07-G-01	15-09-2021	not selected
SU-07-G-01	16-09-2009	not selected
TI-07-G-01	17-06-2021	not selected

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					
07:00-08:00	3	8	0.087	0.000	0.087
08:00-09:00	3	8	0.304	0.217	0.521
09:00-10:00	3	8	0.826	0.043	0.869
10:00-11:00	3	8	0.522	0.522	1.044
11:00-12:00	3	8	0.478	0.739	1.217
12:00-13:00	3	8	0.217	0.391	0.608
13:00-14:00	3	8	0.304	0.261	0.565
14:00-15:00	3	8	0.435	0.130	0.565
15:00-16:00	3	8	0.957	0.435	1.392
16:00-17:00	3	8	1.391	0.870	2.261
17:00-18:00	3	8	1.391	1.000	2.391
18:00-19:00	3	8	1.783	1.522	3.305
19:00-20:00	3	8	1.043	1.043	2.086
20:00-21:00	3	8	0.348	1.217	1.565
21:00-22:00	3	8	0.000	0.913	0.913
22:00-23:00					
23:00-00:00					
Total Rates:			10.086	9.303	19.389

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Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
Survey date date range:	08/07/2008 - 22/04/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Cyclists

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					
07:00-08:00	3	8	0.000	0.000	0.000
08:00-09:00	3	8	0.000	0.000	0.000
09:00-10:00	3	8	0.087	0.043	0.130
10:00-11:00	3	8	0.043	0.043	0.086
11:00-12:00	3	8	0.174	0.174	0.348
12:00-13:00	3	8	0.000	0.000	0.000
13:00-14:00	3	8	0.000	0.043	0.043
14:00-15:00	3	8	0.000	0.000	0.000
15:00-16:00	3	8	0.130	0.000	0.130
16:00-17:00	3	8	0.130	0.000	0.130
17:00-18:00	3	8	0.087	0.087	0.174
18:00-19:00	3	8	0.043	0.087	0.130
19:00-20:00	3	8	0.130	0.043	0.173
20:00-21:00	3	8	0.087	0.087	0.174
21:00-22:00	3	8	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.911	0.607	1.518

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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Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
Survey date date range:	08/07/2008 - 22/04/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

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

PSVs

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					
07:00-08:00	3	8	0.000	0.000	0.000
08:00-09:00	3	8	0.000	0.000	0.000
09:00-10:00	3	8	0.000	0.000	0.000
10:00-11:00	3	8	0.000	0.000	0.000
11:00-12:00	3	8	0.000	0.000	0.000
12:00-13:00	3	8	0.000	0.000	0.000
13:00-14:00	3	8	0.000	0.000	0.000
14:00-15:00	3	8	0.000	0.000	0.000
15:00-16:00	3	8	0.000	0.000	0.000
16:00-17:00	3	8	0.000	0.000	0.000
17:00-18:00	3	8	0.000	0.000	0.000
18:00-19:00	3	8	0.000	0.000	0.000
19:00-20:00	3	8	0.000	0.000	0.000
20:00-21:00	3	8	0.000	0.000	0.000
21:00-22:00	3	8	0.000	0.000	0.000
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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Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
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:	3
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.

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

OGVs

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					
07:00-08:00	3	8	0.000	0.000	0.000
08:00-09:00	3	8	0.000	0.000	0.000
09:00-10:00	3	8	0.000	0.000	0.000
10:00-11:00	3	8	0.000	0.000	0.000
11:00-12:00	3	8	0.000	0.000	0.000
12:00-13:00	3	8	0.000	0.000	0.000
13:00-14:00	3	8	0.000	0.000	0.000
14:00-15:00	3	8	0.000	0.000	0.000
15:00-16:00	3	8	0.000	0.000	0.000
16:00-17:00	3	8	0.000	0.000	0.000
17:00-18:00	3	8	0.000	0.000	0.000
18:00-19:00	3	8	0.000	0.000	0.000
19:00-20:00	3	8	0.000	0.000	0.000
20:00-21:00	3	8	0.000	0.000	0.000
21:00-22:00	3	8	0.000	0.000	0.000
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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Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
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:	3
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.

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

Taxis

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					
07:00-08:00	3	8	0.000	0.000	0.000
08:00-09:00	3	8	0.000	0.000	0.000
09:00-10:00	3	8	0.000	0.000	0.000
10:00-11:00	3	8	0.000	0.000	0.000
11:00-12:00	3	8	0.000	0.000	0.000
12:00-13:00	3	8	0.000	0.000	0.000
13:00-14:00	3	8	0.000	0.000	0.000
14:00-15:00	3	8	0.000	0.000	0.000
15:00-16:00	3	8	0.000	0.000	0.000
16:00-17:00	3	8	0.000	0.000	0.000
17:00-18:00	3	8	0.043	0.043	0.086
18:00-19:00	3	8	0.000	0.000	0.000
19:00-20:00	3	8	0.000	0.000	0.000
20:00-21:00	3	8	0.000	0.000	0.000
21:00-22:00	3	8	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.043	0.043	0.086

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: COURTS)
Survey date date range:	22/04/2022 - 22/04/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.