

Pure Padel Clubs
Dutton Street
Manchester City Centre
Transport Statement
240327/SK22414/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22414	TS	00	Draft for Comment	L Speers	LGS	21/03/2024
SK22414	TS	01	Submission	L Speers	LGS	27/03/2024

1 Introduction

- 1.1 SK has been appointed by Pure Padel Clubs Limited to prepare a Transport Statement (TS) for a planning application for the temporary use of a warehouse unit off Dutton Street and Robert Street in Manchester city centre as a padel court facility (six courts). The proposed layout is attached as Appendix A.
- 1.2 The TS has been prepared in line with standard appraisal methods and the following policy and assessment guidance.
- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Manchester City Council (2012), Local Development Framework: Core Strategy Development Plan Document
 - Manchester City Council (2018), Great Ducie Street SRF
 - Manchester City Council (2021), City Centre Transport Strategy to 2040
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - TRICS (2023), TRICS Good Practice Guidance 2024

2 Baseline Context

Site Location

- 2.1 The location of the site is shown on Figure 2.1.
- 2.2 The site sits on the northern edge of the city centre, to the northeast of the Boddingtons redevelopment site and within the Great Ducie Street Strategic Regeneration Framework (SRF) area.

Baseline Site Use

- 2.3 The site is currently occupied by a warehouse unit with a total building floor area of 1,810sqm. A site car park is provided at the front of the site with 14 marked parking spaces. Vehicle accesses is provided from Robert Street and Dutton Street.



Figure 2.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Highway Network

- 2.4 Dutton Street on the southwestern edge of the site is a 6.2m wide road, with 2.0m-2.6m footways on both sides of the carriageway. It routes north-south past the site providing a connection, via Southall Street to the north, to the A56 (Great Ducie Street) and to the A6042 (New Bridge Street/Trinity Way) to the south of the site. At its southern end (south of the junction with Shaw Street), Dutton Street is one-way northbound.
- 2.5 Dutton Street meets Robert Street and Park Street at a priority junction at the southern corner of the proposal site.
- 2.6 Robert Street routes south-north on the site's eastern boundary providing a connection between Dutton Street and Carnarvon Street. In the vicinity of the site, Robert Street has a 5.5m wide carriageway and 1.8m-2.2m wide footways on both sides.
- 2.7 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.
- 2.8 Travelling northwest from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes. A signalised crossing is also provided to the south at the junction with New Bridge Street.
- 2.9 All of the roads in the vicinity of the site are subject to a 30mph speed limit.
- 2.10 The Council has advised that temporary traffic management measures are scheduled to be introduced on Dutton Street as part of the Boddingtons development construction (118831/FO/2018). These temporary works include the closure of Dutton Street between Julia Street and Robert Street, and one-way northbound closure between Shaw Street and Park Street. The temporary traffic management arrangements will be in place between 29 March 2024 and 31 December 2025.

Traffic Regulation Orders

- 2.11 TRO are in place in the vicinity of the site in the form of double yellow line controls and time limited parking bays. The parking bays are subject to two-hour controls with no return within one hour between 8am and 6pm (Monday to Friday) and 8am and 12.30pm (Saturday).
- 2.12 There are loading kerb blips on the Dutton Street frontage in the vicinity of the existing car park entrance. Loading is not restricted on the Robert Street frontage.
- 2.13 Committed modifications are proposed to the TRO as part of the Boddingtons development site (118831/FO/2018). These works include providing three loading bays, four car club bays and two disabled bays on Dutton Street.

Road Safety Patterns

- 2.14 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.¹ The TfGM database states that the current data available is for five years to 31st December 2023.
- 2.15 The database shows that there have been no collisions at the site access junctions, the Dutton Street/Robert Street junction or on the Dutton Street and Robert Street site frontages during the period assessed.

3 Sustainable Connectivity

Active Travel Routes

- 3.1 The existing footway widths fronting the site are 2.6m (Dutton Street) and 2.2m (Robert Street) and footways are present on both sides of these streets. The footways continue at these widths to Caernarvon Street to the east, Juliet Street/Cheviot Street to the north and Trinity Way to the south.
- 3.2 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.
- 3.3 Travelling northwest from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes. A signalised crossing is also provided to the south at the junction with New Bridge Street and to the north after the junction with Southall Street.
- 3.4 Figure 3.1 shows the cycle network serving the site from the [TfGM website](#).² The local streets in the vicinity of the site are lightly trafficked and provide access to the wider cycle network. A cycle route is provided on Great Ducie Street, to the west of the site, and that the routes to the south of the site in the city centre are all subject to 20mph speed limits. Access can also be gained to the traffic free route on the River Irwell.
- 3.5 Figure 3.2 shows an extract from the [Mapping GM website](#) of Bee Network proposals in the area.³ This shows that a new route will be provided from the Cheetham Hill Road junction with Lord Street west to New Islington.
- 3.6 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

¹ <https://www.gmtu.gov.uk/gmaccidents/>

² <https://tfgm.pindarcreative.co.uk>

³ <https://mappinggm.org.uk/bee-network/>

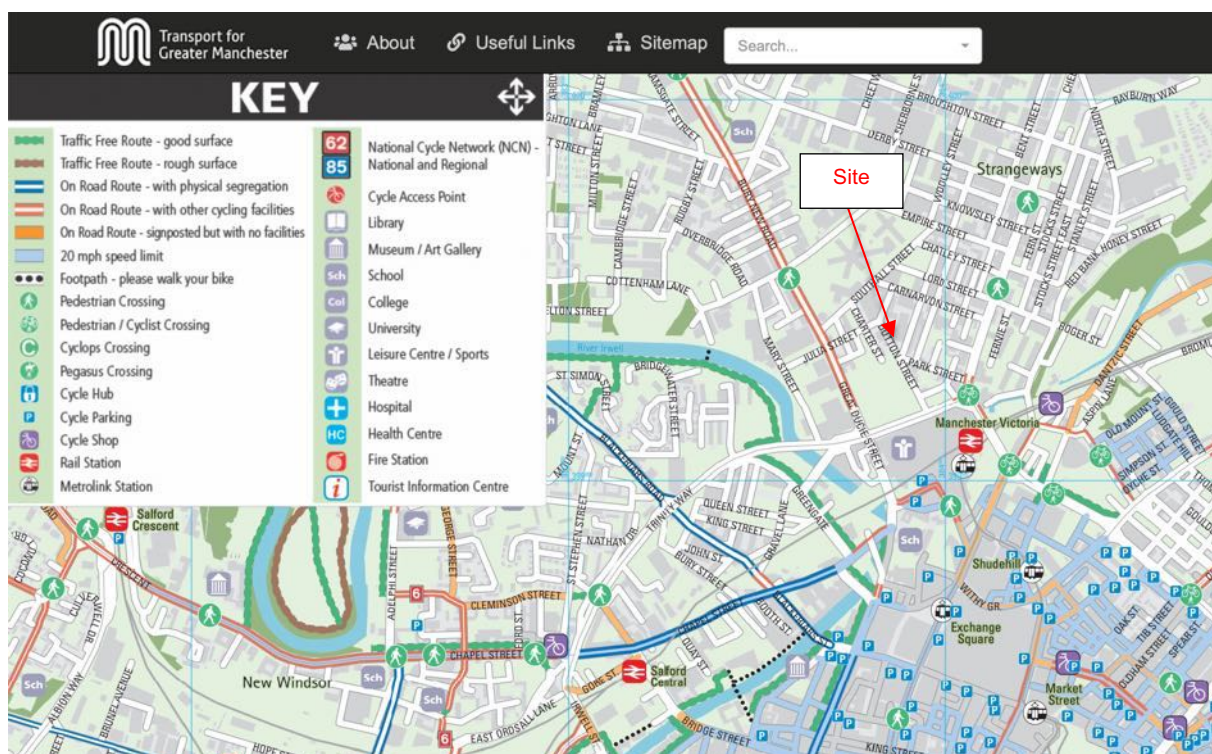


Figure 3.1: Cycle Network
[source: Transport for Greater Manchester]

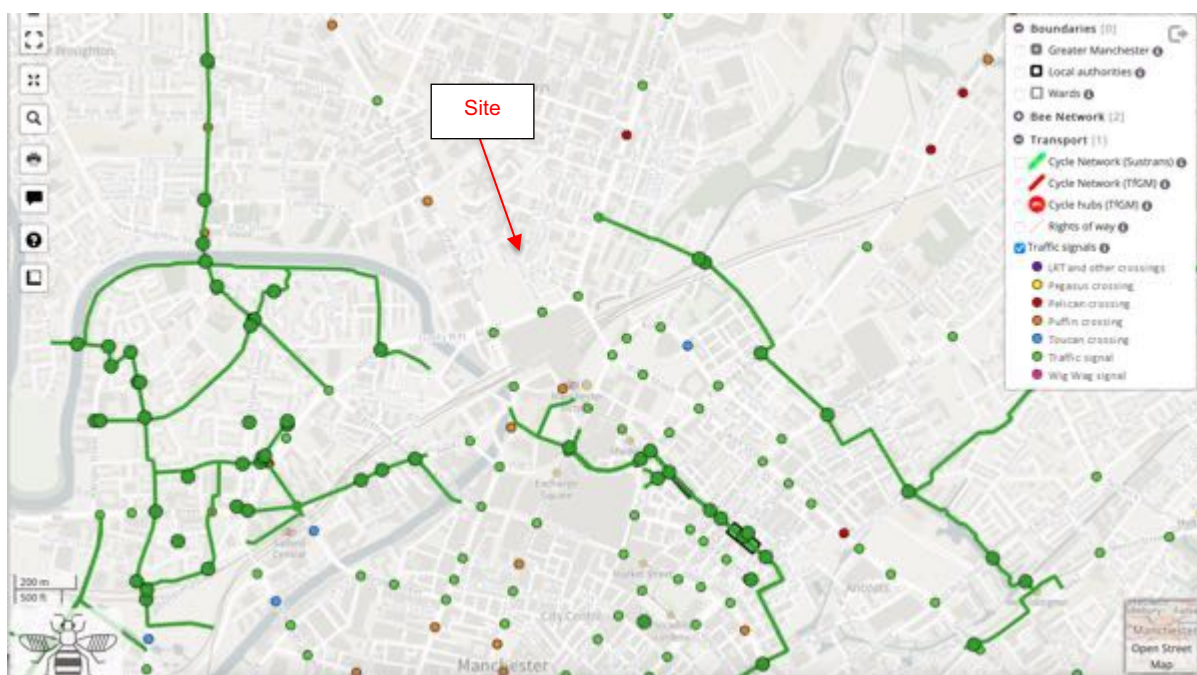


Figure 3.2: Bee Network Proposals
[source: Mapping GM]

Public Transport Routes

- 3.7 Figure 3.3 shows [TfGM's public transport network map](#) for the local area.⁴
- 3.8 The site is located 300m (less than a four-minute walk) from the bus stops on Cheetham Hill Road and 350m (just over a four-minute walk) from the bus stops on Great Ducie Street.

⁴ <https://tfgm.com/maps>

- 3.9 On Cheetham Hill Road, the northbound bus stop has a shelter, flagpole, timetable information and raised bus boarder. The southbound bus stop is of recent construction and has a flagpole, timetable information and raised bus boarder. Controlled crossings are in place to allow access to southbound bus services. On Great Ducie Street, the bus stops have a shelter, flagpole, timetable information and raised bus boarder. An uncontrolled crossing is in place to allow access to northbound bus services.



Figure 3.3: Public Transport Network
[source: Transport for Greater Manchester]

- 3.10 Table 3.1 provides a summary of the bus services using these stops taken from [TfGM timetables](https://tfgm.com/public-transport/bus) at the time of preparing the report.⁵

⁵ <https://tfgm.com/public-transport/bus>

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
41	Middleton – Bowker – City Centre – Sale	3	3	1	3	2
135	Manchester – Moston – Middleton	6	7	6	6	6
59	Manchester – Oldham	5	5	2	6	3
X41	Manchester - Accrington	-	1	1	1	1
X43	Manchester – Nelson	3	3	2	3	2

Table 3.1: Bus Services
[source: Transport for Greater Manchester]

- 3.11 The nearest tram stops and train station to the site are located at Manchester Victoria, 450m from the site (just over a four-minute walk). [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁶ [Mainline train services](#) at Victoria station offer coverage of Greater Manchester and beyond.⁷
- 3.12 The above confirms that the site is well served by existing public transport services.

4 Temporary Development Proposal

- 4.1 The proposed layout is attached as Appendix A.
- 4.2 The planning application seeks temporary consent for the use of the warehouse as a padel court facility. Six padel courts and ancillary space, such as office space, reception area, a café and changing areas, will be provided in the building.
- 4.3 A full game of padel typically takes 90 minutes and involves four people. The applicant has advised that courts are booked for a mixture of 60-minute, 90-minute and 120-minute slots.
- 4.4 The facility will be open between 6am and 10pm.
- 4.5 The site will employ a total of eight people with two staff on site at any one time.
- 4.6 Due to the temporary closure on Dutton Street as part of the Boddingtons construction, vehicle access to the proposal site will not be possible from the existing Dutton Street site access junction between March 2024 and December 2025. Therefore, it is proposed to access the temporary padel development via the existing site access junction on Robert Street and temporarily close off the Dutton Street junction. During the temporary closure, site vehicles will be required to access/egress the site using Robert Street and Park Street.
- 4.7 The existing access on Robert Street is of a suitable form to serve the temporary use proposed.
- 4.8 Pedestrian access will be provided to the north of the Robert Street vehicle access point.
- 4.9 The car park will be modified as result of the temporary closure of the Dutton Street access junction and to allow the introduction of a disabled parking space. Following the modifications 14 spaces will be available.
- 4.10 The Council does not maintain any parking standards for the city centre, but in the absence of this reference has been made to cycle parking standards for leisure uses outside the city centre (one space per 140sqm). Based on this, a cycle parking is provided with nine stands.

⁶ <https://tfgm.com/public-transport/tram>

⁷ <https://tfgm.com/public-transport/train>

- 4.11 A Travel Plan will be adopted at the site and an interim version has been prepared for the planning application. The Travel Plan is attached as Appendix B.
- 4.12 Refuse collection will be undertaken by private contract. Refuse and deliveries for the temporary development will be concentrated kerbside on Robert Street in line with existing site arrangements and TRO on the site-side of Robert Street that allows loading.

5 Impact Assessment

Trip Generation: TRICS Method

- 5.1 The development trip generation has been forecast using the [TRICS database](#).⁸ Trip rates for padel tennis facilities are not currently available on TRICS, so trip rates for tennis clubs have been used as the next closest alternative.
- 5.2 The trip rates have been derived based on the following parameters:
- TRICS Land Use: 07 – Leisure – G – Tennis Clubs
 - Regions: Excluding Northern Ireland & Republic of Ireland
 - Date Range: Expanded to increase sample size
 - Scale Range: Default
 - Date: Weekdays
 - Locations: Suburban Area
- 5.3 As noted above, the date range has been expanded to increase the sample size. Sites in suburban areas have also been used as there is no data for town centre sites. This will inevitably have an impact on the vehicle trip rates, as more people travel by car in these areas when compared to town centre locations.
- 5.4 The TRICS output is attached as Appendix C, with a summary of the trip generation provided in Table 5.1. The trip generation has been examined for the network PM peak hour and the proposed development peak hour.

	Person Trip Rates (per court)			Vehicle Trip Rates (per court)		
	In	Out	Total	In	Out	Total
PM Peak Hour	3.923	2.103	6.026	1.564	0.949	2.513
PM Use Peak Hour	3.026	3.462	6.488	1.718	1.564	3.282
	Person Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total
PM Peak Hour	24	13	37	9	6	15
PM Use Peak Hour	18	21	39	10	9	19

Table 5.1: Trip Generation – TRICS Method

- 5.5 The assessment shows that the temporary development will generate a maximum of 39 person trips and a maximum of 19 vehicle trips during the site use peak period. This is not a significant level of trips and will not have an impact on the operation of the network, even if it occurred during network peak periods.

⁸ <https://www.trics.org.uk/login.aspx>

- 5.6 As noted earlier, suburban area trip rates have been used which will inflate vehicle trips as city centre sites generate lower levels of traffic due to being more accessible locations with enhanced opportunities for linked trips with other destinations in the area.
- 5.7 The site is brownfield land that is currently occupied by a warehouse unit, if the existing site flows were considered in the assessment, then the net impact of the development would be negligible.

Trip Generation: First Principles Method

- 5.8 To test the appropriateness of the TRICS trip generation, an alternative method has been examined based on a first principles approach. This method is based on all of the courts being booked at the same time for 60-minutes with four players per court. It is expected that the players arrive 15 to 30 minutes before their booking and leave 15 to 30 minutes after their booking.
- 5.9 Basing the assessment on a blanket 60-minute booking is considered to be robust, as the courts will be available to book for between 60 and 120 minutes. The method therefore represents that maximum possible turnover and associated frequency of movement. It can reasonably be expected that some longer bookings will occur and the assessment method will therefore result in a higher forecast level of movement than will occur in practice.
- 5.10 The site will also development staff trips, with a total of two members of staff on site at any one time.
- 5.11 Based on the above, there is a potential for the development to generate 52 person trips per hour (in and out). To allow an understanding of the mode share of trips reference has been made to the journey purpose mode share data from the [National Travel Survey](#).⁹ In line with National Travel Survey guidance, data from 2019 has been used in the review. The National Travel Survey data is attached as Appendix D, with a summary provided below.

Mode	Share
Walking	17%
Cycling	2%
Car Driver	39%
Car Passenger	34%
Motorcycle	0%
Public Transport	5%
Taxi	3%

Table 5.3: Journey Purpose Mode Share
[source: National Travel Survey]

- 5.12 The resulting trip forecast is set out in Table 5.2.

⁹ <https://www.gov.uk/government/collections/national-travel-survey-statistics>

	Person Trips		
	In	Out	Total
Maximum per Hour	26	26	52
	Vehicle Trips		
	In	Out	Total
Maximum per Hour	10	10	20

Table 5.2: Trip Generation – First Principles Method

- 5.13 Table 5.2 shows that a maximum of 19 vehicle trips will be generated by the development based on the first principles method. This level of trip generation is slightly higher but not dissimilar to that calculated using TRICS data.

Parking Assessment

- 5.14 Appendix B of the Core Strategy states that the Council does not apply its parking standards to city centre sites:

“Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case-by-case basis.”¹⁰

- 5.15 Policy T2 of the Core Strategy states that developments in the city centre should:

“... provide a level of car parking which reflects the highly accessible nature of the location.”

- 5.16 As shown in Sections 3 and 6, the site occupies a highly accessible location and the potential for sustainable access and linked trips with people already travelling, and perhaps parking, at other work or home locations is very high.
- 5.17 To allow an understanding of the level of parking demand that will be generated by the development, the trip generation methods have been used to calculate the parking accumulation. The first principles approach provides a worst-case trip generation and using this data shows a demand for 12 spaces in any one hour. This level of demand can be accommodated in the site car park.

Accessibility Assessment

- 5.18 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other amenities and services. The development will provide a complementary amenity that will predominantly be used by people already living, working, or visiting the Manchester city centre or City Centre Salford.
- 5.19 The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 5.4.¹¹

¹⁰ Manchester City Council (2012), Core Strategy

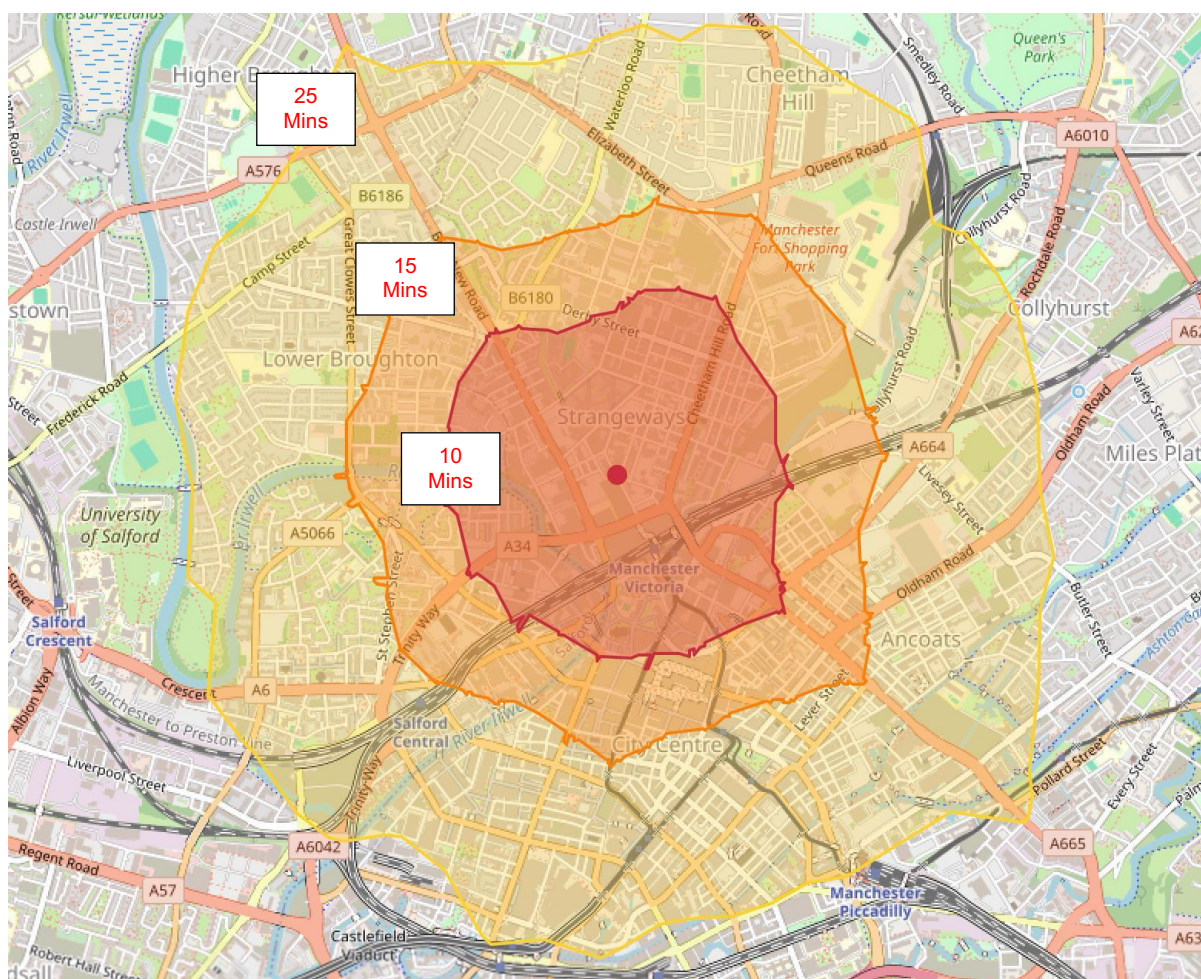
¹¹ Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

Table 5.4: CIHT Walk Distances

[source: Chartered Institution of Highways & Transportation]

5.20 Figure 5.1 shows walking isochrones from the site based on the CIHT guidance in Table 5.4.

**Figure 5.1:** Walk Isochrones

[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

- 5.21 Figure 5.1 shows that the central retail district of the city centre, and the Angel Meadows, New Cross and Strangeways areas of the city are all within a 10-minute walk of the site. The King Street, Northern Quarter, Market Street, Piccadilly Gardens and Ancoats areas of the city centre, and City Centre Salford are all within a 15-minute walk of the site. The remainder of the city centre and the University of Salford are within a 25-minute walk of the site.
- 5.22 As would be expected, and in line with the SRF, Figure 5.1 shows that is well placed for access from other amenities and services, and residential properties in Manchester city centre, City Centre Salford, and areas to the north. This means that there is a high potential for linked pedestrian trips with other destinations in these areas, and also that staff living in these areas could walk to work.

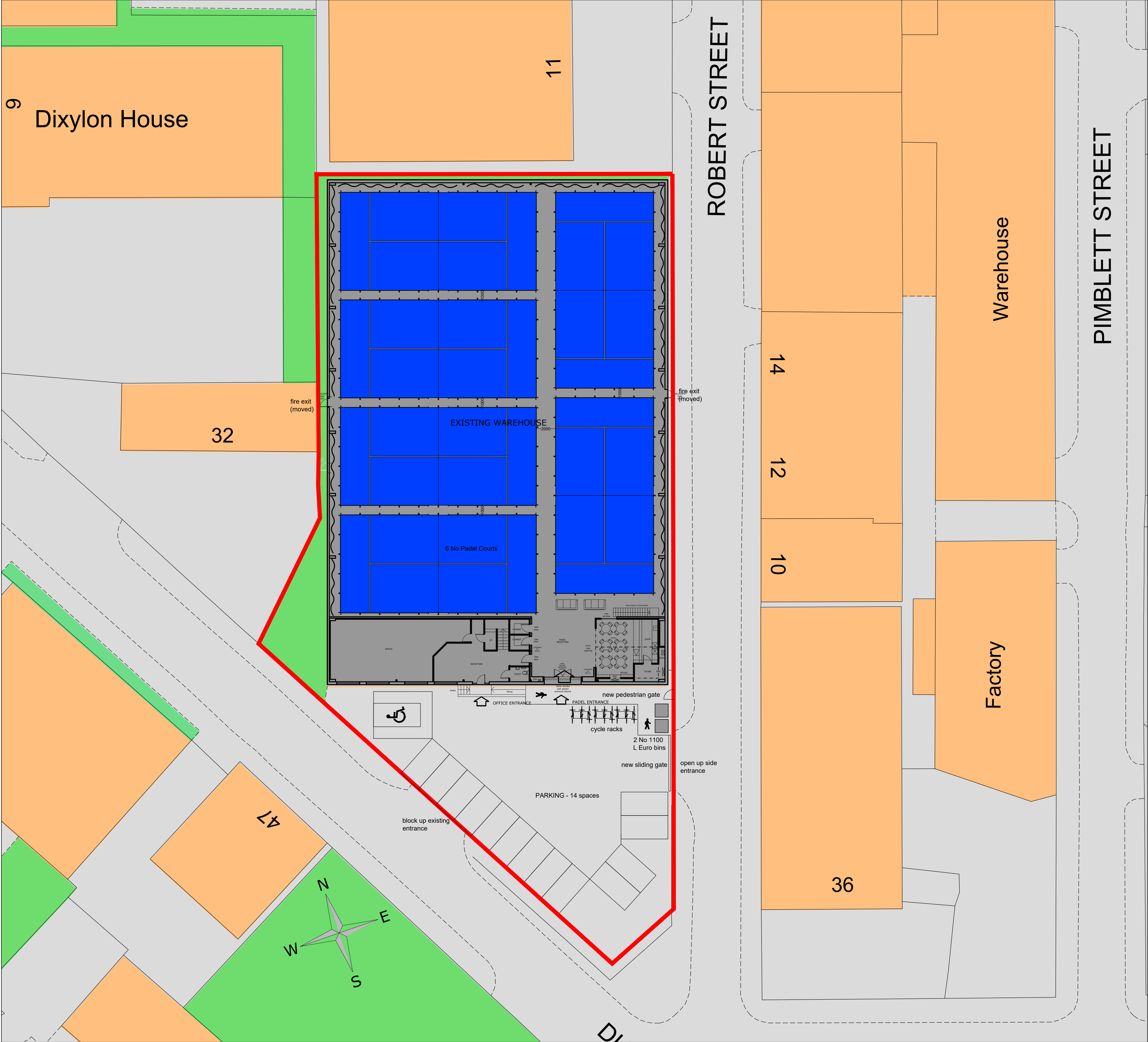
- 5.23 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.¹² This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 5.24 The database shows that the site has a GMAL of 8 (score: 38.94), which is the highest level of accessibility in Greater Manchester.
- 5.25 The assessment confirms that the proposal site has an exceptional level of access by public transport. The site is well located to enable both staff and players to access by public transport.
- 5.26 Measures are proposed with the temporary development to promote and support sustainable trip making, including a Travel Plan and cycle parking.

6 Conclusions

- 6.1 SK has been appointed to prepare a TS that examines the impact of a temporary planning permission for the use of an existing warehouse as a padel court facility (six courts). The site is located off Dutton Street in Manchester city centre.
- 6.2 The TS has been prepared in line with standard appraisal methods and in line with prevailing policy and assessment guidance.
- 6.3 An accessibility assessment has been undertaken that the site occupies a sustainable location with opportunities to access by active and public transport modes. The site is shown to be served by frequent bus services and a GMAL of 8.
- 6.4 A multimodal development trip generation exercise has been undertaken using data from the TRICS database. This has then been calibrated against a first principles trip generation method. The assessment shows that the temporary proposal will not be associated with a significant level of trips and that parking demand generated by the development can be accommodated in the site car park.
- 6.5 Modifications are proposed to the site access and parking area. Cycle parking will be provided and a Travel Plan will be adopted at the site.

¹² <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

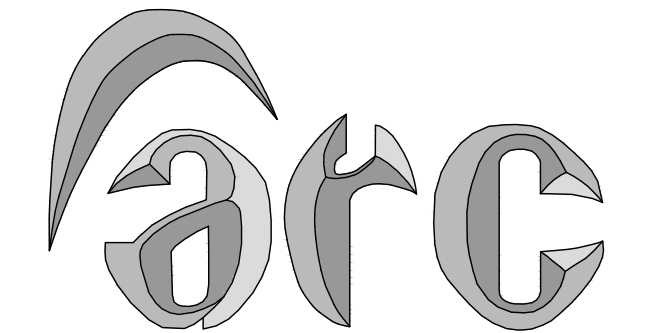
Appendix A



24 DUTTON STREET, MANCHESTER

PROPOSED SITE PLAN

1:200 at A1 DWG No: PL-03E

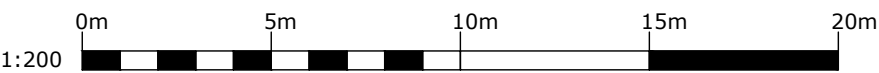


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Appendix B

Pure Padel Club
Dutton Street
Manchester City Centre
Travel Plan
240327/SK22414/TP01(-01)

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SK22414	TP01	01	Submission	L Speers	LGS	27/03/2024

1 Introduction

- 1.1 This Travel Plan has been prepared by SK on Pure Padel Clubs Limited. It supports a planning application for the temporary use of a warehouse off Dutton Street in Manchester city centre as a padel court facility (six courts).
- 1.2 The report should be read in conjunction with the wider planning submission.
- 1.3 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications.

2 Travel Plan Process

Process

- 2.1 The Travel Plan has been prepared in line with the following guidance:
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Manchester City Council (2012), Core Strategy
 - Manchester City Council (2021), City Centre Transport Strategy to 2040
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- 2.2 NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan...”¹
- 2.3 The TS shows that the temporary development will not generate a significant number of trips. The use type proposed is a complementary city centre land use that will largely be used by people already living, working, or visiting the city centre.
- 2.4 The level of intervention proposed through the Travel Plan reflects the good accessibility level of the site, low scale of impact, and temporary use of the site as a padel court facility.

Benefits

- 2.5 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.6 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.7 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.8 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

¹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

- 2.9 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.10 The objectives of the Travel Plan are to:

- Objective 1:** To increase development trips by active/sustainable modes of travel.
Objective 2: To reduce the number of single occupancy car trips.

3 Site Location

Site Context

- 3.1 The location of the site is shown on Figure 3.1.
- 3.2 The site sits on the northern edge of the city centre, to the north of the Boddingtons redevelopment site and within the Great Ducie Street Strategic Regeneration Framework (SRF) area. It benefits from a good level of accessibility being within easy reach of city centre destinations and has a Greater Manchester Accessibility Level of 8 (the highest level).
- 3.3 The site is currently occupied by a warehouse unit with a total building floor area of 1,810sqm. A site car park is provided at the front of the site with 14 marked parking spaces. Vehicle accesses is provided from Robert Street and Dutton Street.



Figure 3.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Highway Network

- 3.4 Dutton Street on the southwestern edge of the site is a 6.2m wide road, with 2.0m-2.6m footways on both sides of the carriageway. It routes north-south past the site providing a connection, via Southall Street to the north, to the A56 (Great Ducie Street) and to the A6042 (New Bridge Street/Trinity Way) to the south of the site. At its southern end (south of the junction with Shaw Street), Dutton Street is one-way northbound.

- 3.5 Dutton Street meets Robert Street and Park Street at a priority junction at the southern corner of the proposal site.
- 3.6 Robert Street routes south-north on the site's eastern boundary providing a connection between Dutton Street and Carnarvon Street. In the vicinity of the site, Robert Street has a 5.5m wide carriageway and 1.8m-2.2m wide footways on both sides.
- 3.7 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.
- 3.8 Travelling northwest from the site provides access to the Great Ducie Street bus route corridor. A pedestrian crossing is in place to the north of the Julia Street junction allowing access to northbound bus routes. A signalised crossing is also provided to the south at the junction with New Bridge Street.
- 3.9 All of the roads in the vicinity of the site are subject to a 30mph speed limit.
- 3.10 The Council has advised that temporary traffic management measures are scheduled to be introduced on Dutton Street as part of the Boddingtons development construction (118831/FO/2018). These temporary works include the closure of Dutton Street between Julia Street and Robert Street, and one-way northbound closure between Shaw Street and Park Street. The temporary traffic management arrangements will be in place between 29 March 2024 and 31 December 2025.

Traffic Regulation Orders

- 3.11 TRO are in place in the vicinity of the site in the form of double yellow line controls and time limited parking bays. The parking bays are subject to two-hour controls with no return within one hour between 8am and 6pm (Monday to Friday) and 8am and 12.30pm (Saturday).
- 3.12 There are loading kerb blips on the Dutton Street frontage in the vicinity of the existing car park entrance. Loading is not restricted on the Robert Street frontage.
- 3.13 Committed modifications are proposed to the TRO on Dutton Street as part of the Boddingtons development site (118831/FO/2018). These works include providing three loading bays, four car club bays and two disabled bays.

4 Accessibility Audit

Active Travel Routes

- 4.1 The existing footway widths fronting the site are 2.6m (Dutton Street) and 2.2m (Robert Street) and footways are present on both sides of these streets. The footways continue at these widths to Caernarvon Street to the east, Juliet Street/Cheviot Street to the north and Trinity Way to the south.
- 4.2 To the south of the site access can be gained to the city centre. A signalised crossing (toucan) is provided at the Cheetham Hill Road/New Bridge Street junction providing access to the city centre, Victoria station, and southbound bus stops on Cheetham Hill Road.
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- 4.4 Figure 4.1 shows the cycle network serving the site from the [TfGM website](https://tfgm.pindarcreative.co.uk).² The local streets in the vicinity of the site are lightly trafficked and provide access to the wider cycle network. A cycle route is provided on Great Ducie Street, to the west of the site, and that the routes to the south of

² <https://tfgm.pindarcreative.co.uk>

the site in the city centre are all subject to 20mph speed limits. Access can also be gained to the traffic free route on the River Irwell.

- 4.5 Figure 4.2 shows an extract from the [Mapping GM website](https://mappinggm.org.uk/bee-network/) of Bee Network proposals in the area.³ This shows that a new route will be provided from the Cheetham Hill Road junction with Lord Street west to New Islington.
- 4.6 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

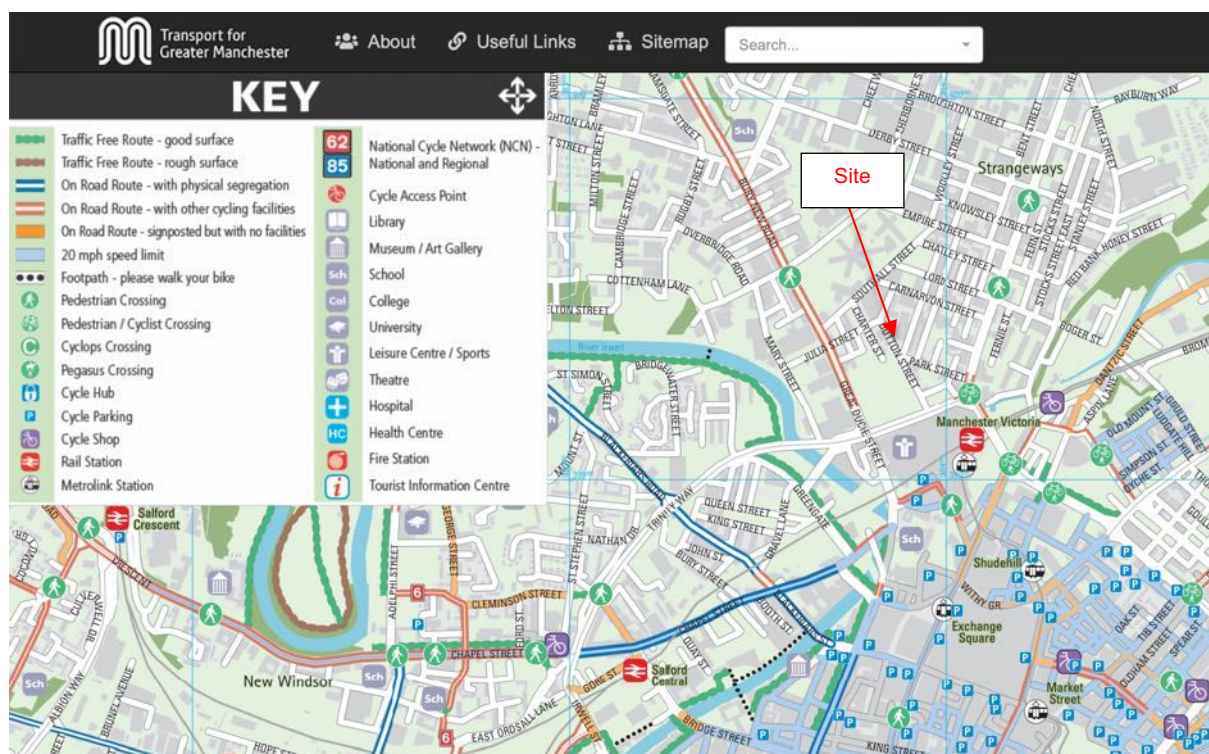


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

³ <https://mappinggm.org.uk/bee-network/>

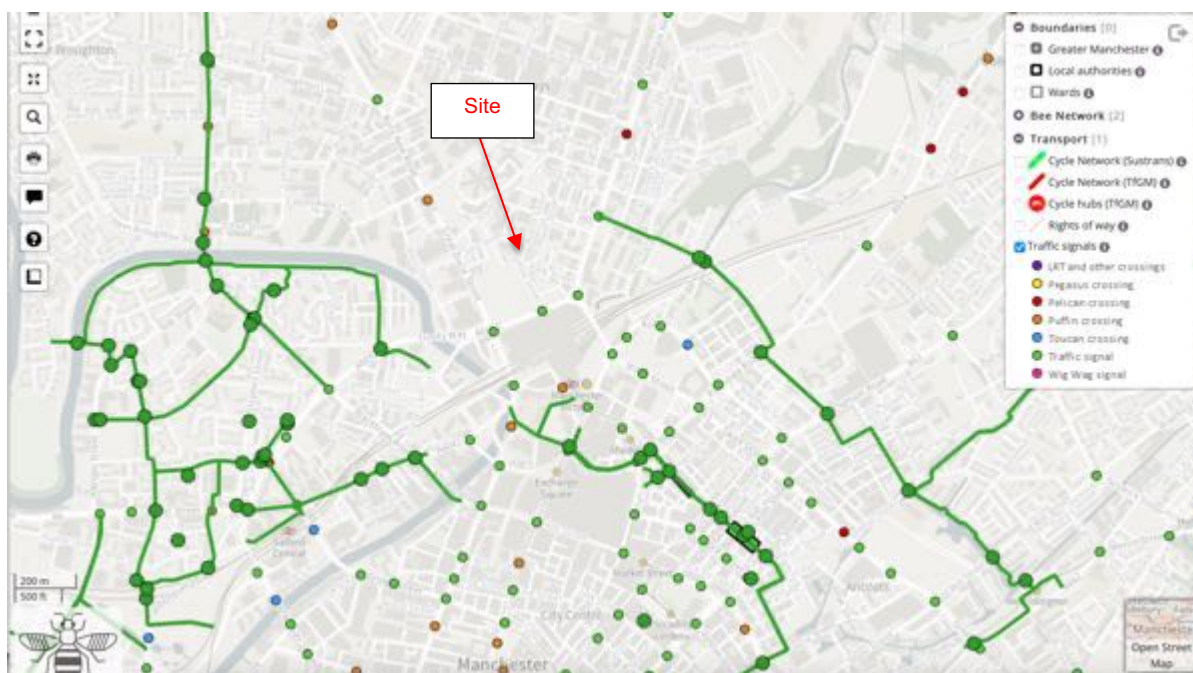


Figure 4.2: Bee Network Proposals
[source: Mapping GM]

Public Transport Routes

- 4.7 Figure 4.3 shows [TfGM's public transport network map](https://tfgm.com/maps) for the local area.⁴
- 4.8 The site is located 300m (less than a four-minute walk) from the bus stops on Cheetham Hill Road and 350m (just over a four-minute walk) from the bus stops on Great Ducie Street.
- 4.9 On Cheetham Hill Road, the northbound bus stop has a shelter, flagpole, timetable information and raised bus boarder. The southbound bus stop is of recent construction and has a flagpole, timetable information and raised bus boarder. Controlled crossings are in place to allow access to southbound bus services. On Great Ducie Street, the bus stops have a shelter, flagpole, timetable information and raised bus boarder. An uncontrolled crossing is in place to allow access to northbound bus services.

⁴ <https://tfgm.com/maps>



Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

- 4.10 Table 4.1 provides a summary of the bus services using these stops taken from [TfGM timetables](#) at the time of preparing the report.⁵

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
41	Middleton – Bowker – City Centre – Sale	3	3	1	3	2
135	Manchester – Moston – Middleton	6	7	6	6	6
59	Manchester – Oldham	5	5	2	6	3
X41	Manchester - Accrington	-	1	1	1	1
X43	Manchester – Nelson	3	3	2	3	2

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

- 4.11 The nearest tram stops and train station to the site are located at Manchester Victoria, 450m from the site (just over a four-minute walk). [Metrolink tram services](#) connect the site to other areas of

⁵ <https://tfgm.com/public-transport/bus>

the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁶ [Mainline train services](#) at Victoria station offer coverage of Greater Manchester and beyond.⁷

- 4.12 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁸ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.13 The database shows that the site has a GMAL of 8 (score: 38.94), which is the highest level of accessibility in Greater Manchester.
- 4.14 The assessment confirms that the proposal site has an exceptional level of access by public transport.

5 Management & Communication Measures

Management Strategy

- 5.1 The following measures will be used to manage the Travel Plan.

Initiative	Description
Travel Plan Co-ordinator	A Travel Plan Co-ordinator will be appointed from the site staff to operate the Travel Plan.

Table 5.1: Management Initiatives

- 5.2 Ultimate responsibility for the Travel Plan will sit with the management team, who will maintain an overseeing role in the adoption, implementation, and progress of the Plan.
- 5.3 DfT guidance states that at all times a named individual needs to be responsible for leading the delivery of the Travel Plan.⁹ Prior to occupation of the site, a Travel Plan Co-ordinator from the site staff will be identified to take on this role.
- 5.4 The primary leadership for implementing the Travel Plan will be the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will work in partnership with the management team and will be responsible for the day-to-day running of the Travel Plan and for implementing the measures proposed.
- 5.5 In summary, the Travel Plan Co-ordinator's main responsibilities will include:
 - Providing a point of contact for site users, staff, and the Council
 - Engaging with site users/staff on travel related matters
 - Implementing the Travel Plan measures
 - Managing and co-ordinating the Travel Plan
 - Updating Travel Plan materials, including website travel page and staff travel packs

Communications Strategy

- 5.6 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that staff/site users are aware of the travel options available to them.
- 5.7 Table 5.2 shows the measures that will be used in the communications strategy.

⁶ <https://tfgm.com/public-transport/tram>

⁷ <https://tfgm.com/public-transport/train>

⁸ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

⁹ Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

Initiative	Description
Website	A dedicated travel page will be provided on the website.
Staff Travel Packs	A simple travel pack will be provided to all new staff starting at the site.

Table 5.2: Communications Initiatives

- 5.8 The site website will provide resources to assist site users/staff to make informed travel choices to the site, such as:
1. Links to [TfGM journey planning software](#)¹⁰
 2. Links to [Google Play](#)¹¹ and [Apple Store](#)¹² Bee Network app
 3. Links to [TfGM travel alerts and updates software](#)¹³
 4. Links to [TfGM walking and cycling route maps](#)¹⁴
 5. Links to [TfGM ticketing information](#)¹⁵
 6. Links to [TfGM active travel tips](#)¹⁶
- 5.9 The Travel Plan Co-ordinator will be responsible for ensuring that the webpage is maintained and kept up to date.
- 5.10 A simple travel pack will be prepared by the Travel Plan Co-ordinator for issue to all new staff. The travel pack will provide similar information to the website, as listed above.

6 Strategy Measures

Journey Planning Software

- 6.1 Site users/staff will be encouraged to familiarise themselves with the following journey planning resources via the Communications Strategy:
- [TfGM journey planning software](#)¹⁷
 - [Public transport maps](#)¹⁸
 - [Active Travel route software](#)¹⁹
 - [Walking and cycling route maps](#)²⁰
 - Links to [Google Play](#)²¹ and [Apple Store](#)²² Bee Network app

Active Travel Measures

- 6.2 Table 6.1 shows the measures that will be used to encourage site users/staff to travel more actively.

¹⁰ <https://tfgm.com/plan-a-journey>

¹¹ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹² <https://apps.apple.com/gb/app/bee-network/id1669705230>

¹³ <https://tfgm.com/travel-updates>

¹⁴ <https://tfgm.pindarcreative.co.uk>

¹⁵ <https://tfgm.com/tickets-and-passes/find-a-ticket>

¹⁶ <https://beeactive.tfgm.com>

¹⁷ <https://tfgm.com/plan-a-journey>

¹⁸ <https://tfgm.com/maps>

¹⁹ <https://beeactive.tfgm.com>

²⁰ <https://tfgm.pindarcreative.co.uk>

²¹ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

²² <https://apps.apple.com/gb/app/bee-network/id1669705230>

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users/staff using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new cycle parking.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes.
Cycle Repair Kit	The Travel Plan Co-ordinator will provide cycle repair kits that can be used by site users/staff at the site.

Table 6.1: Active Travel Initiatives

6.3 Active travel provides the following benefits:

- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend people get at least 20 minutes of physical activity every day.
- **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equal cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
- **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

6.4 Section 4 shows that the site is well located for access on foot or by cycle using existing infrastructure. The Travel Plan Co-ordinator will provide information to site users/staff existing pedestrian and cycle routes using the journey planning software set out earlier via the website, and staff travel packs.

6.5 As part of the development, cycle parking for use by staff and site users.

6.6 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing site users/staff with resources provided by [TfGM](https://beeactive.tfgm.com)²³, [GMWalking](https://gmwalking.co.uk)²⁴, [Sustrans](https://www.sustrans.org.uk/)²⁵ and [Cycling UK](https://www.cyclinguk.org/)²⁶.

6.7 TfGM provides [cycle training sessions](https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/)²⁷ for adults and family groups. This scheme will be promoted to site users/staff.

6.8 The Travel Plan Co-ordinator will purchase cycle repair kits that can be held at the reception for use by site users/staff on site.

6.9 To maintain interest and momentum in active travel, the Travel Plan Co-ordinator will promote tools that can be used by site users/staff to set themselves personal walking challenges, such as the [NHS Active 10](https://www.nhs.uk/better-health/get-active/)²⁸ app and [TfGM's 10 for 10 Challenge](https://beeactive.tfgm.com/10-for-10/)²⁹.

²³ <https://beeactive.tfgm.com>

²⁴ <https://gmwalking.co.uk>

²⁵ www.sustrans.org.uk/

²⁶ www.cyclinguk.org/

²⁷ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²⁸ <https://www.nhs.uk/better-health/get-active/>

²⁹ <https://beeactive.tfgm.com/10-for-10/>

Public Transport Measures

- 6.10 Table 6.2 shows the measures that will be used to encourage staff/site users to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users/staff via the communications strategy.

Table 6.2: Public Transport Initiatives

- 6.11 Section 4 shows that the site is well located for access by public transport. The Travel Plan Co-ordinator will use the information resource mechanism in the communications strategy to make sure that site users/staff are aware of the travel choices available to them.
- 6.12 The Travel Plan Co-ordinator will make sure that all site users/staff are aware of ticketing arrangements available using information from [TfGM ticketing information](#)³⁰.

Sustainable Car Use Measures

- 6.13 Annex 2 of the National Planning Policy Framework (NPPF) states that sustainable modes of travel include:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.’³¹

- 6.14 The following measures will be used to encourage sustainable car use.

Initiative	Description
Car Sharing	Staff/site users who need to drive because of personal needs will be provided with information on car sharing.

Table 6.3: Sustainable Car Use Measures

- 6.15 Leisure destinations tend to generate a higher proportion of car share trips than other destinations, such as workplaces. The Travel Plan Co-ordinator will promote car sharing to site users and staff who have no alternative to use a private car and will advertise the benefits of such travel:
- Saving money by sharing the cost of your commute with another person.
 - Shared journeys are less stressful and introduce like-minded sharers to make new friends.
 - Reduce the per person carbon emissions of your commute.
- 6.16 The Travel Plan Co-ordinator will promote [Lift Share](#) so that site users/staff can find a car sharing match.³²

³⁰ <https://tfgm.com/tickets-and-passes/find-a-ticket>

³¹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

³² <https://liftshare.com/uk>

7 Review Mechanisms

Monitoring

- 7.1 As the proposal is for a temporary use, it is proposed to monitor the Plan during the years of operation based on a Key Performance Indicator (KPI) basis. The Travel Plan Co-ordinator will monitor the following on an annual basis:

- Usage of the site car park.
- Usage of the cycle parking area.

Targets

- 7.2 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.3 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and are usually based on the results of the travel surveys, or in this instance the annual KPI review.
- 7.4 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation.
 - Prepare information for website/staff travel packs on occupation.
 - Undertake annual KPI review.
- 7.5 The Outcome Target for the Travel Plan is to undertake the KPI review. Should the KPI review indicate that the car and cycle parking areas are operating inefficiently the following measures will be considered:
- Increase cycle parking provision.
 - Increase promotion of car sharing.

8 Action Plan & Funding

Funding Commitment

- 8.1 The applicant is committed to funding the costs required to ensure the operation of the Travel Plan as set out in this report, including the costs associated with introducing the stated measures and also the costs associated with managing and communicating the Travel Plan. Funding will also be made available for the cost required for the Travel Plan Co-ordinator's time.

Action Plan

- 8.2 Table 8.1 sets out the Action Plan for the Travel Plan.

Initiative	Description	Timescale	Responsibility
Travel Plan Co-ordinator	Appoint Travel Plan Co-ordinator.	Occupation	Applicant
Website Travel Page	Provide a dedicated travel page on the website.	Occupation	Travel Plan Co-ordinator
	Make sure travel page are kept up to date.	On-going	Travel Plan Co-ordinator
Staff Travel Pack	Collate information for inclusion in travel pack.	Occupation	Travel Plan Co-ordinator
	Distribute to all new staff.	On-going	Travel Plan Co-ordinator
Active Travel Information	Distribute information on active travel routes to site users/staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review active travel routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
New Infrastructure	The development will provide cycle parking.	Occupation	Applicant
Cycle Training	Provide information on TfGM's cycle training schemes.	Occupation/On-going	Travel Plan Co-ordinator
Cycle Repair Kit	The Travel Plan Co-ordinator will purchase and provide cycle repair kits that can be used by staff/site users at the site.	Occupation	Travel Plan Co-ordinator
	Ensure that the kit is present and replaced as necessary.	On-going	Travel Plan Co-ordinator
Public Transport Information	Distribute information on public transport routes to site user/staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review public transport services and walking and cycling routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
Sustainable Car Use	Promote car sharing.	Occupation/On-going	Travel Plan Co-ordinator

Table 8.1: Action Plan

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	ER EAST RENFREWSHIRE	1 days

Primary Filtering selection:

Parameter: Number of courts
 Actual Range: 6 to 12 (units:)
 Range Selected by User: 4 to 12 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 25/10/12

Selected survey days:

Tuesday 2 days
 Thursday 2 days

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4

Selected Location Sub Categories:

Residential Zone 3
 No Sub Category 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

n/a 2 days
 Not Known 1 days
 F2(c) 1 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 3 days

Travel Plan:

Not Known 1 days
 No 3 days

PTAL Rating:

No PTAL Present 4 days

LIST OF SITES relevant to selection parameters

1	AD-07-G-01	TENNIS CENTRE	ABERDEEN CITY
	WESTBURN ROAD		
	ABERDEEN		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of courts:	12	
	Survey date: TUESDAY	10/05/05	Survey Type: MANUAL
2	ER-07-G-02	TENNIS CLUB	EAST RENFREWSHIRE
	PERCY DRIVE		
	GLASGOW		
	GIFFNOCK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	9	
	Survey date: THURSDAY	13/06/02	Survey Type: MANUAL
3	SC-07-G-01	TENNIS CLUB	SURREY
	HILLIER ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	6	
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL
4	WK-07-G-01	TENNIS & SQUASH CLUB	WARWICKSHIRE
	GUY'S CLIFFE AVENUE		
	LEAMINGTON SPA		
	MILVERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	12	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.08

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	10	0.067	3	10	0.000	3	10	0.067
08:00 - 09:00	3	10	0.333	3	10	0.133	3	10	0.466
09:00 - 10:00	4	10	0.590	4	10	0.077	4	10	0.667
10:00 - 11:00	4	10	0.308	4	10	0.359	4	10	0.667
11:00 - 12:00	4	10	0.359	4	10	0.436	4	10	0.795
12:00 - 13:00	4	10	0.154	4	10	0.385	4	10	0.539
13:00 - 14:00	4	10	0.436	4	10	0.205	4	10	0.641
14:00 - 15:00	4	10	0.308	4	10	0.231	4	10	0.539
15:00 - 16:00	4	10	0.821	4	10	0.462	4	10	1.283
16:00 - 17:00	4	10	1.564	4	10	0.949	4	10	2.513
17:00 - 18:00	4	10	1.359	4	10	0.923	4	10	2.282
18:00 - 19:00	4	10	1.718	4	10	1.564	4	10	3.282
19:00 - 20:00	4	10	0.872	4	10	1.000	4	10	1.872
20:00 - 21:00	4	10	0.487	4	10	1.077	4	10	1.564
21:00 - 22:00	4	10	0.179	4	10	0.872	4	10	1.051
22:00 - 23:00	1	9	0.333	1	9	1.444	1	9	1.777
23:00 - 24:00									
Total Rates:			9.888			10.117			20.005

Parameter summary

Trip rate parameter range selected:

Survey date date range:

Number of weekdays (Monday-Friday):

Number of Saturdays:

Number of Sundays:

Surveys automatically removed from selection:

Surveys manually removed from selection:

6 - 12 (units:)

01/01/02 - 25/10/12

4

0

0

0

0

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL OGVS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	10	0.000	3	10	0.000	3	10	0.000
08:00 - 09:00	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	4	10	0.000	4	10	0.000	4	10	0.000
10:00 - 11:00	4	10	0.026	4	10	0.026	4	10	0.052
11:00 - 12:00	4	10	0.000	4	10	0.000	4	10	0.000
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.000	4	10	0.000	4	10	0.000
14:00 - 15:00	4	10	0.000	4	10	0.000	4	10	0.000
15:00 - 16:00	4	10	0.000	4	10	0.000	4	10	0.000
16:00 - 17:00	4	10	0.000	4	10	0.000	4	10	0.000
17:00 - 18:00	4	10	0.000	4	10	0.000	4	10	0.000
18:00 - 19:00	4	10	0.000	4	10	0.000	4	10	0.000
19:00 - 20:00	4	10	0.000	4	10	0.000	4	10	0.000
20:00 - 21:00	4	10	0.000	4	10	0.000	4	10	0.000
21:00 - 22:00	4	10	0.000	4	10	0.000	4	10	0.000
22:00 - 23:00	1	9	0.000	1	9	0.000	1	9	0.000
23:00 - 24:00									
Total Rates:			0.026	0.026			0.052		

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL CYCLISTS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	10	0.000	3	10	0.000	3	10	0.000
08:00 - 09:00	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	4	10	0.077	4	10	0.051	4	10	0.128
10:00 - 11:00	4	10	0.026	4	10	0.026	4	10	0.052
11:00 - 12:00	4	10	0.103	4	10	0.103	4	10	0.206
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.000	4	10	0.026	4	10	0.026
14:00 - 15:00	4	10	0.000	4	10	0.000	4	10	0.000
15:00 - 16:00	4	10	0.077	4	10	0.000	4	10	0.077
16:00 - 17:00	4	10	0.026	4	10	0.000	4	10	0.026
17:00 - 18:00	4	10	0.026	4	10	0.000	4	10	0.026
18:00 - 19:00	4	10	0.077	4	10	0.026	4	10	0.103
19:00 - 20:00	4	10	0.077	4	10	0.077	4	10	0.154
20:00 - 21:00	4	10	0.051	4	10	0.051	4	10	0.102
21:00 - 22:00	4	10	0.000	4	10	0.000	4	10	0.000
22:00 - 23:00	1	9	0.000	1	9	0.000	1	9	0.000
23:00 - 24:00									
Total Rates:			0.540	0.360			0.900		

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	10	0.067	3	10	0.000	3	10	0.067
08:00 - 09:00	3	10	0.333	3	10	0.133	3	10	0.466
09:00 - 10:00	4	10	0.744	4	10	0.077	4	10	0.821
10:00 - 11:00	4	10	0.385	4	10	0.564	4	10	0.949
11:00 - 12:00	4	10	0.462	4	10	0.590	4	10	1.052
12:00 - 13:00	4	10	0.154	4	10	0.513	4	10	0.667
13:00 - 14:00	4	10	0.718	4	10	0.256	4	10	0.974
14:00 - 15:00	4	10	0.487	4	10	0.385	4	10	0.872
15:00 - 16:00	4	10	1.462	4	10	0.821	4	10	2.283
16:00 - 17:00	4	10	3.051	4	10	1.590	4	10	4.641
17:00 - 18:00	4	10	2.359	4	10	2.103	4	10	4.462
18:00 - 19:00	4	10	2.538	4	10	3.256	4	10	5.794
19:00 - 20:00	4	10	1.487	4	10	1.846	4	10	3.333
20:00 - 21:00	4	10	0.769	4	10	1.821	4	10	2.590
21:00 - 22:00	4	10	0.359	4	10	1.436	4	10	1.795
22:00 - 23:00	1	9	0.444	1	9	2.111	1	9	2.555
23:00 - 24:00									
Total Rates:			15.819			17.502			33.321

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	10	0.000	3	10	0.000	3	10	0.000
08:00 - 09:00	3	10	0.067	3	10	0.000	3	10	0.067
09:00 - 10:00	4	10	0.256	4	10	0.026	4	10	0.282
10:00 - 11:00	4	10	0.026	4	10	0.103	4	10	0.129
11:00 - 12:00	4	10	0.000	4	10	0.205	4	10	0.205
12:00 - 13:00	4	10	0.154	4	10	0.026	4	10	0.180
13:00 - 14:00	4	10	0.205	4	10	0.051	4	10	0.256
14:00 - 15:00	4	10	0.179	4	10	0.128	4	10	0.307
15:00 - 16:00	4	10	0.462	4	10	0.256	4	10	0.718
16:00 - 17:00	4	10	0.846	4	10	0.513	4	10	1.359
17:00 - 18:00	4	10	0.385	4	10	0.487	4	10	0.872
18:00 - 19:00	4	10	0.410	4	10	0.128	4	10	0.538
19:00 - 20:00	4	10	0.333	4	10	0.128	4	10	0.461
20:00 - 21:00	4	10	0.128	4	10	0.256	4	10	0.384
21:00 - 22:00	4	10	0.154	4	10	0.205	4	10	0.359
22:00 - 23:00	1	9	0.667	1	9	0.444	1	9	1.111
23:00 - 24:00									
Total Rates:			4.272			2.956			7.228

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	10	0.000	3	10	0.000	3	10	0.000
08:00 - 09:00	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	4	10	0.000	4	10	0.000	4	10	0.000
10:00 - 11:00	4	10	0.000	4	10	0.000	4	10	0.000
11:00 - 12:00	4	10	0.000	4	10	0.000	4	10	0.000
12:00 - 13:00	4	10	0.000	4	10	0.000	4	10	0.000
13:00 - 14:00	4	10	0.000	4	10	0.000	4	10	0.000
14:00 - 15:00	4	10	0.051	4	10	0.000	4	10	0.051
15:00 - 16:00	4	10	0.000	4	10	0.000	4	10	0.000
16:00 - 17:00	4	10	0.000	4	10	0.000	4	10	0.000
17:00 - 18:00	4	10	0.000	4	10	0.000	4	10	0.000
18:00 - 19:00	4	10	0.000	4	10	0.051	4	10	0.051
19:00 - 20:00	4	10	0.000	4	10	0.000	4	10	0.000
20:00 - 21:00	4	10	0.000	4	10	0.000	4	10	0.000
21:00 - 22:00	4	10	0.000	4	10	0.000	4	10	0.000
22:00 - 23:00	1	9	0.000	1	9	0.000	1	9	0.000
23:00 - 24:00									
Total Rates:			0.051	0.051			0.102		

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.08

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	10	0.067	3	10	0.000	3	10	0.067
08:00 - 09:00	3	10	0.400	3	10	0.133	3	10	0.533
09:00 - 10:00	4	10	1.077	4	10	0.154	4	10	1.231
10:00 - 11:00	4	10	0.436	4	10	0.692	4	10	1.128
11:00 - 12:00	4	10	0.564	4	10	0.897	4	10	1.461
12:00 - 13:00	4	10	0.308	4	10	0.538	4	10	0.846
13:00 - 14:00	4	10	0.923	4	10	0.333	4	10	1.256
14:00 - 15:00	4	10	0.718	4	10	0.513	4	10	1.231
15:00 - 16:00	4	10	2.000	4	10	1.077	4	10	3.077
16:00 - 17:00	4	10	3.923	4	10	2.103	4	10	6.026
17:00 - 18:00	4	10	2.769	4	10	2.590	4	10	5.359
18:00 - 19:00	4	10	3.026	4	10	3.462	4	10	6.488
19:00 - 20:00	4	10	1.897	4	10	2.051	4	10	3.948
20:00 - 21:00	4	10	0.949	4	10	2.128	4	10	3.077
21:00 - 22:00	4	10	0.513	4	10	1.641	4	10	2.154
22:00 - 23:00	1	9	1.111	1	9	2.556	1	9	3.667
23:00 - 24:00									
Total Rates:			20.681			20.868			41.549

Appendix D

NTS0409a: Average number of trips by purpose and main mode (trips per person per year): England, 2002 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

The table in this worksheet contains numbers. These represent average trips by purpose and main mode.

Some shorthand is used in these tables, [low] denotes rounds to 0.

Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year	Main mode	Leisure [note 2]
2019	Walk [notes 3, 4]	40
2019	Pedal cycle [note 5]	5
2019	Car or van driver	93
2019	Car or van passenger	81
2019	Motorcycle	1
2019	Other private transport [note 6]	2
2019	Bus in London	4
2019	Other local bus	6
2019	Non-local bus	[low]
2019	London Underground	2
2019	Surface Rail	6
2019	Taxi or minicab	6
2019	Other public transport [note 7]	1
2019	All modes	247