Proposed Padel Tennis Facility
Paston Road,
Sharston Industrial Estate,
Wythenshawe

Transport Statement

July 2026

Client: Urban Padel Limited

Ref: RHC-26-065-TS

Roberts Highway Consultants Limited
Company Number: 13958498

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Revision History

Revision	Comments	Written By
- July 2026	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS

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1.0 INTRODUCTION

1.1 Roberts Highway Consultants Limited has been appointed by Urban Padel Limited (hereinafter referred to as 'the Client'), to provide transport planning support in relation to a planning application for a proposed Padel Tennis facility at Paston Road, Sharston Industrial Estate, Wythenshawe.

1.2 The proposals will seek to change the use of an existing industrial unit to accommodate four Padel Tennis courts (double courts). The building will also provide ancillary changing rooms, reception and seating area for visitors, with parking for up to 30 vehicles situated outside the front of the building.

1.3 The broad extent of the site is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Plan



Image Source: Google Maps

1.4 The site is located within the unitary authority of Manchester City Council, who act as both the Local Planning Authority and the Local Highway Authority for the area. This report will be submitted to the Council for consultation.

Methodology and Scoping

1.5 This Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF), and seeks to demonstrate:

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- safe and suitable access to the site can be achieved for all users.
- 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.

1.6 In addition to the above, this report has been prepared with reference to the following national policy/guidance documents:

- National Planning Policy Framework (amended February 2025).
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.
- Design Manual for Roads and Bridges.
- Manual for Streets (MfS) / Manual for Streets 2 (MfS2).
- Manchester's Residential Quality Guide.
- Manchester City Council Core Strategy Development Plan (2012).

Report Structure

1.7 This Transport Statement will review all existing and proposed highway elements, providing appropriate conclusions to assess the impact of the proposed development upon the local highway network. The structure of this report is as follows:

- A review of the existing site, alongside the local highway network, collision records and accessibility are covered within **Chapter 2.0**.
- The development proposals, which include details in relation to the operation of the site, the proposed site access and vehicle/cycle parking arrangements are included within **Chapter 3.0**.
- Analysis of the projected vehicle movements associated with the proposed development and their impact upon the highway network, when compared to the existing land use, will be outlined within **Chapter 4.0**.
- A summary of all findings, in addition to the conclusions is presented within **Chapter 5.0**.

Disclaimer

1.8 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to

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approvals for the proposed development. Third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.

1.9 Roberts Highway Consultants Limited accepts no responsibility or liability for:

a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.

b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING CONDITIONS

Existing Site

2.1 The development site is located within the Sharston Industrial Estate between Wythenshawe, an area of Manchester, and Northenden, a suburb of Manchester. The site is approximately 9km south of Manchester city centre and 22km east of the town of Warrington.

2.2 The site, which is almost rectangular in shape, consists of a refurbished industrial unit and hardstanding. The building, constructed of brick and cladding, has four loading doors between four and five metres in height. Hardstanding of concrete construction leads up to the loading doors.

2.3 The immediate boundary to the north of the site is a car park for nearby industrial units. At the time of writing to the east of the site is Holcim, a ready-mix concrete supplier that has several silos and conveyor belts within its open-air site. Established trees provide the boundary to the south, beyond which is a railway line.

2.4 To the west of the site is Altrad Generation, a company supplying scaffolding, groundworks, fencing solutions, pedestrian barriers and road work barriers. There is a small office building within the premise, but the site is predominantly an open-air storage yard.

2.5 There is a single point of vehicle access to the site at its north-western corner. Access, directly off Paston Road, is through a pair of security single swing metal gates, as shown within Image 1. The road into the site, past the building frontage, lies beyond the adopted highway.

Image 1: Existing Access



Source: Google Streetview. Dated May 2025

Local Highway Network

2.6 Paston Road is a single-carriageway road that extends north from the proposed site access. The carriageway measures approximately nine metres in width and is subject to a 30mph speed limit, as

confirmed by the presence of street lighting.

2.7 Along Paston Road there are parking restrictions in the form of double yellow lines on the eastern side of the carriageway where there is no waiting at any time. On-street parking is noted on the western side of the carriageway.

2.8 There are lit footways approximately three metres wide on both sides of the carriageway that are interrupted by several accesses into business premises and their associated car parks.

2.9 At its northern end, Paston Road forms a T-junction with Bradnor Road, approximately 180 metres north of the site. To assist pedestrians crossing Paston Road there are dropped kerbs on the footways on both sides of the carriageway.

2.10 Bradnor Road is also a single-carriageway, no-through road. To the north of the site, it extends in a south-east to north-west direction and terminates as a no-through route to the north-west. The carriageway is approximately nine metres wide and is subject to a speed limit of 30mph as confirmed by the presence of street lighting.

2.11 From the junction with Paston Road, in a north-westerly direction, there are no parking restrictions on Bradnor Road and vehicles park on both sides of the carriageway. However, there are parking restrictions in a south-easterly direction from the junction with Paston Road. These take the form of single yellow lines, initially on the southern side of the carriageway where there is no waiting Mon-Fri, 7am-6pm. The restrictions then apply to both sides of the carriageway before changing to no waiting Mon-Fri, 8am-6pm towards the south-eastern end of Bradnor Road.

2.12 There are lit footways approximately three metres wide on both sides of the carriageway.

2.13 At its south-eastern end, Bradnor Road forms a T-junction with the B5168 Sharston Road. To assist pedestrians crossing Bradnor Road there are dropped kerbs and tactile paving on the footways on both sides of the carriageway.

2.14 Sharston Road (B5168) runs in a north-east to south direction to the east of the site. The carriageway is approximately nine metres wide and is subject to a speed limit of 30mph as confirmed by the presence of street lighting. This is further reinforced by the presence of police traffic enforcement camera signs.

2.15 Parking restrictions in the form of single yellow lines are in situ along Sharston Road where there is no waiting Mon-Fri, 8am-6pm.

2.16 Along Sharston Road, there are lit footways on both sides of the carriageway that vary in width from three to five metres.

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2.17 At its northern end, Sharston Road forms a T-junction with the B5166 Longley Lane. To assist pedestrians crossing Sharston Road there are dropped kerbs and tactile paving on the footways on both sides of the carriageway.

2.18 To the south, Sharston Road provides a link, at the Sharston Interchange, to the A560 Altrincham Road and Junction 2 of the M56 North Cheshire Motorway.

Road Collision Data

2.19 Paragraph 4.7 within 'Guidance on Transport Assessment' stated that *"for the study area, establish the current personal injury accident records for the most recent three-year period, or five years if this is considered to be more appropriate."*

2.20 Paragraph 015 within 'Travel plans, transport assessments and statements in decision-taking' reiterates this and advises that *"an analysis of the injury records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area."*

2.21 Whilst the local network is not considered to be a 'high accident area,' to provide a robust assessment, the most recent five-year period has been considered.

2.22 Personal Injury Collision (PIC) data has been reviewed from Crashmap.co.uk for collisions recorded by local police forces using the STATS19 form during latest five-year period available (01/01/2020 to 31/12/2024).

2.23 A review of the data outlines how there have been no recorded vehicle collisions along Paston Road or Bradnor Road, with no collisions occurring at or within 200 metres of the Sharston Road/Bradnor Road junction.

2.24 Subsequently, there are no pre-existing highway safety issues along the immediate highway network that would be exacerbated by the proposed development, and no further assessment is required.

Sustainable Transport Opportunities

2.25 When considering the overall sustainability of a site, with regards to highways, it is important it can be demonstrated to be accessible for all potential visitors without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.

2.26 Within the local context of the site, this can be assessed against the proximity to local services and amenities, which visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

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Greater Manchester Accessibility Level

2.27 Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

2.28 The proposed development site is in an area with a GMAL rating of four, where a rating of one indicates a very low level of accessibility and eight indicates a very high level of accessibility. The site is therefore considered to have moderate access to public transport (bus and tram) with these services providing an alternative to private car use.

Accessibility on Foot

2.29 Developers, alongside councils, are responsible for creating a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and help to create more active streets and a more vibrant neighbourhood.

2.30 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highways Engineers (IHT), suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable, and should be used for planning and evaluation purposes. **Table 1** replicates those distances on the IHT guidance.

Table 1: **IHT Suggested Walking Distances**

Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

2.31 Manual for Streets (MfS) continues the theme of the acceptability of the 2km distance in paragraph 4.4.1. which states:

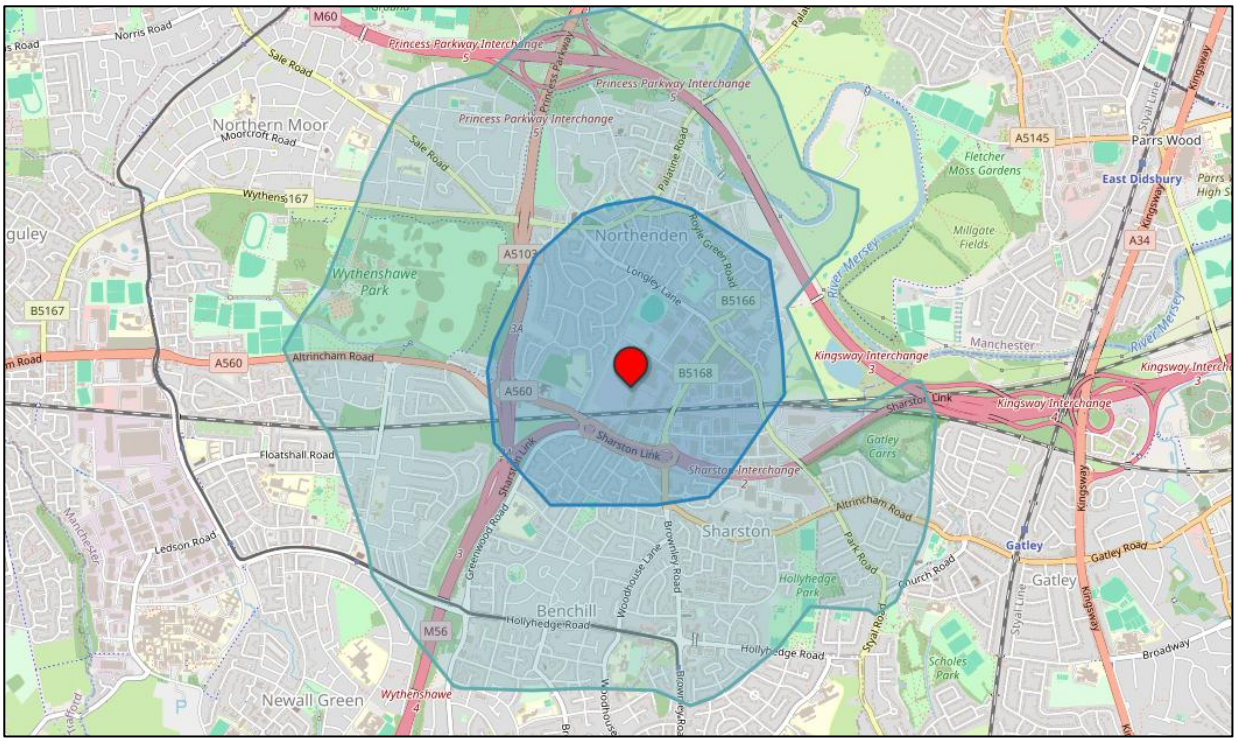
> *"walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."*

2.32 For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the 'suggested' distances highlighted in the above table are used. To understand

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how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an isochrone map indicating a 2km distance has been produced and presented in **Plan 2**.

Plan 2: 2km Walking Map Shown in 1km Isochrones



© Openrouteservice.org

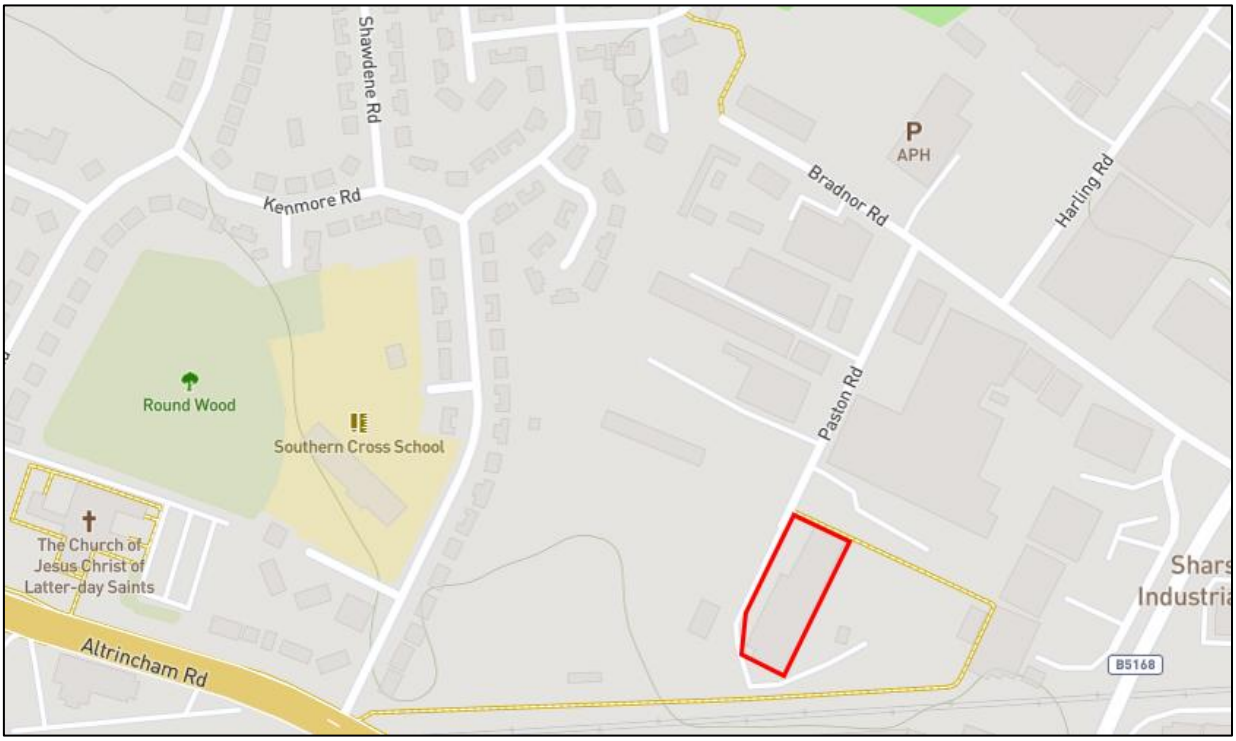
2.33 **Plan 2** illustrates that the site is located within an industrial urban area of Wythenshawe. Large residential areas are located within 1km walking distance of the site, with bus and tram services operating within 2km walking distance of the site.

2.34 Adjacent to the site, street lit footways are located along both sides of Paston Road and Bradnor Road. Dropped kerbs at local junctions, some of which benefit from tactile paving, are present to help facilitate pedestrian movement.

2.35 Footways are also located along both sides of Sharston Road, allowing for pedestrian transport south of the site over the Mid-Cheshire railway line.

2.36 Footpaths are located adjacent to the site which shorten walking distances to the west and northwest (highlighted yellow). A lit footpath bypasses the northern boundary of the site and connects to Altrincham Road to the west, as shown within **Plan 3**.

Plan 3: Footpaths Close to Site



Source: WhataWalk.com

2.37 An additional lit footpath connects Bradnor Road to Penarth Road to the northwest of the site. This specific footway significantly shortens pedestrian access to the site from residential areas towards Northenden.

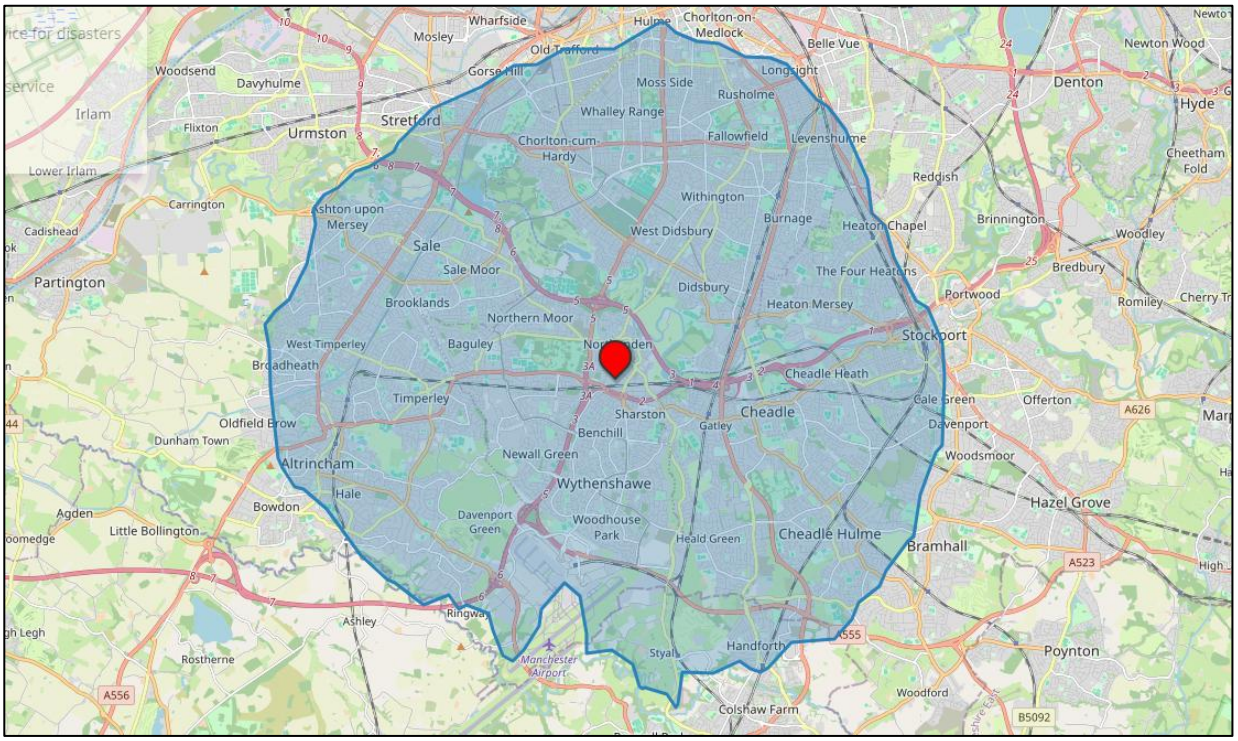
Accessibility by Cycle

2.38 Like walking, cycling can play an important role in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may be otherwise unable to reach. CIHT's Planning for Cycling (2014) states that:

> *"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips.*

2.39 **Plan 4** illustrates an 8km cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle. These areas represent an approximate extent to which visitors may cycle.

Plan 4: 8km Cycling Map Isochrone



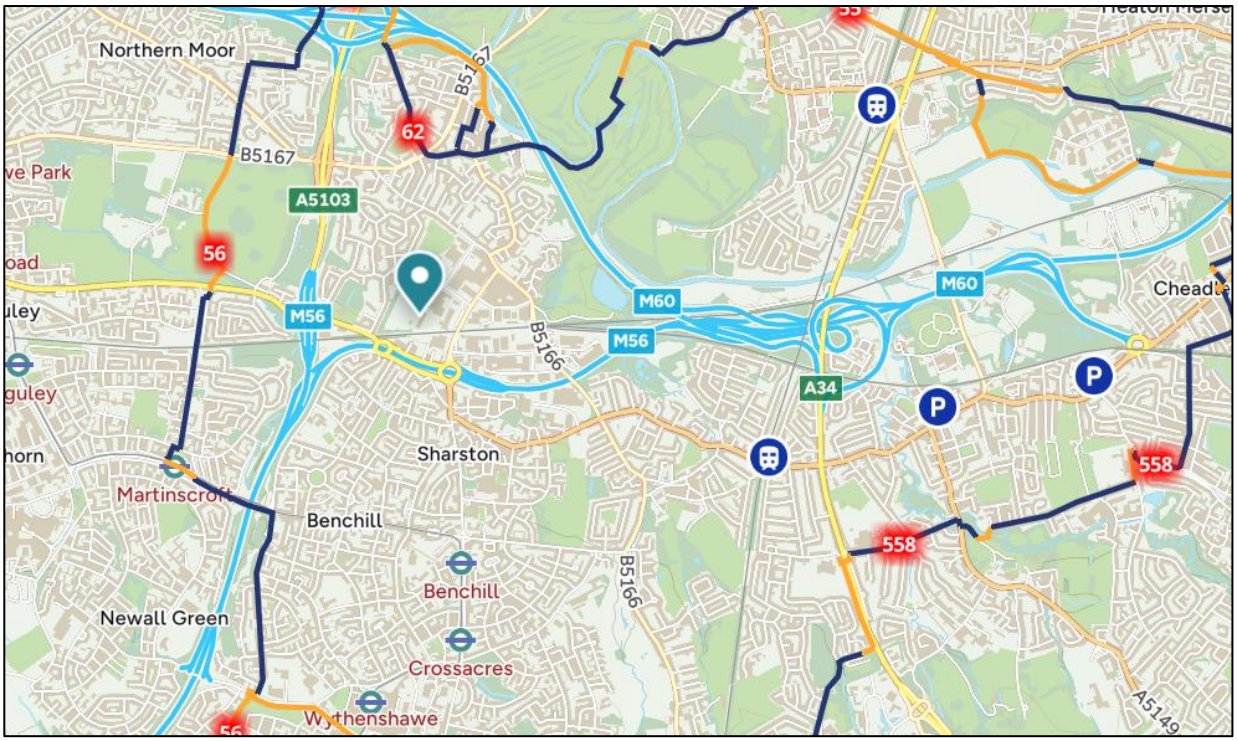
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2.40 **Plan 4** highlights that large residential areas within Manchester are located within 8km of the site, including Moss Side. Additionally, Stockport, Altrincham and Timperley which comprise large residential areas are all accessible within 8km cycling distance of the site.

2.41 A review of Sustrans.org.uk indicates that National Cycle Routes 56 and 62 are located within proximity of the site, to the west and north respectively. Both routes serve large residential areas south of Manchester City centre.

2.42 National Cycle Route 56 bypasses the site to the west and adjoins with National Cycle Route 85 adjacent to Wythenshawe. National Cycle Route 62 takes in Northenden to the north of the site and connects with additional National Cycle Routes that take in Manchester City centre. **Plan 5** outlines these routes within proximity to the site.

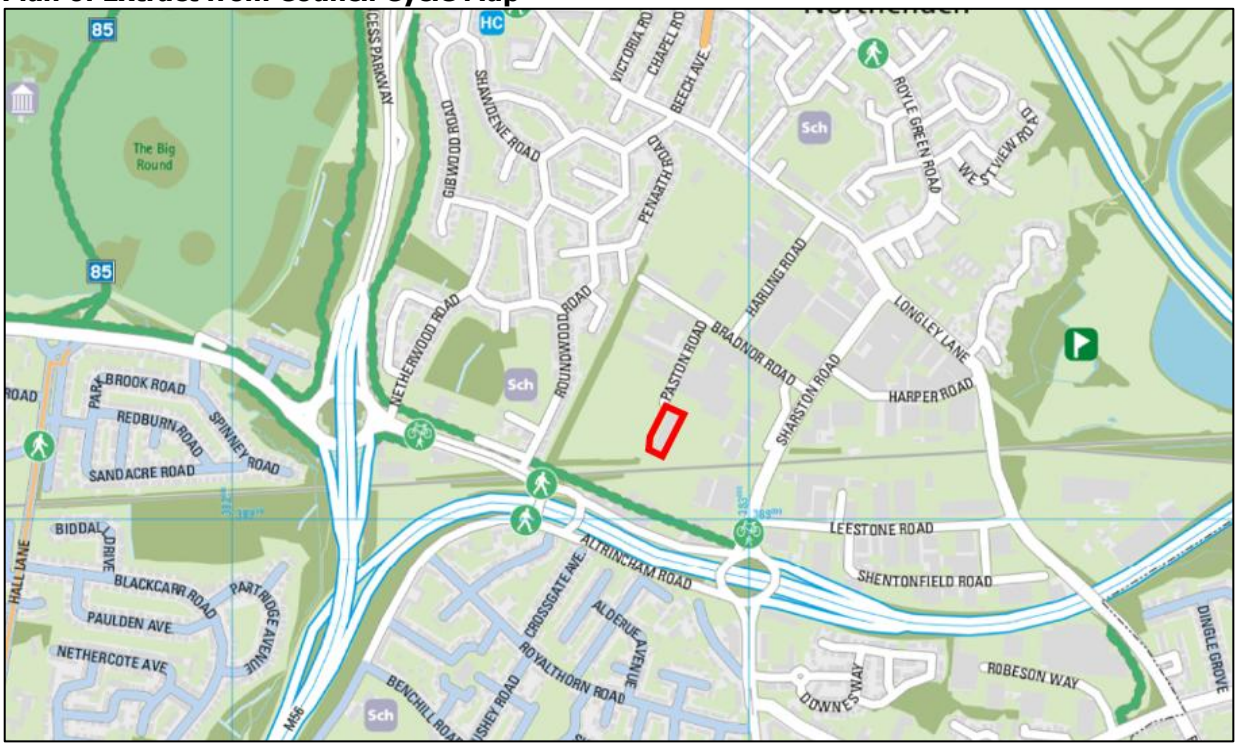
Plan 5: National Cycle Network Route Map



© Sustrans.org / Map Layer: OS Maps

2.43 **Plan 6** outlines an extract from Manchester City Council's cycling map, showing the area around the site. It is worth noting that high-quality cycle routes may extend the distance cyclists are willing to travel.

Plan 6: Extract from Council Cycle Map



Source: TFGM

2.44 **Plan 6** shows that traffic free cycling routes with a 'good surface' (dotted dark green) are located south and west of the site. These cycle routes allow for off-road transport from residential areas towards the site.

2.45 An on-road cycle route is located southwest of the site (highlighted brown). This route forms part of National Cycle Route 56. This route connects Martinscroft Tram Stop with Regional Cycle Route 85, which is a 10-mile path connecting Manchester city centre to Wythenshawe.

2.46 In addition to the National Cycle Network and City Council cycle route map, cyclists could choose to cycle on the surrounding roads. LTN 1-20 advises in paragraph 4.4.1 that cyclists can ride on the carriageway in residential areas with multiple side roads and accesses where:

> *"The need to provide protected space for cycling on highways generally depends on the speed and volume of motor traffic. For example, in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds."*

2.47 A review of surrounding roads suggests that cycling would be a suitable form of travel for visitors, with cyclists utilising both Sharston Road and Longley Lane, carriageways of suitable width (circa. 7.5 metres) and low vehicle speed limits (30mph).

Accessibility by Bus

2.48 The closest bus stops to the site, known as Harper Road, are situated along both sides of Sharston Road, approximately 650 metres northeast of the site. Both stops comprise of a flag-and-pole with a seated shelter. In addition, bus timetable information is present within the shelters and both feature bus stop clearways to assist with identification.

2.49 Additional bus services are available from Leestone Road bus stop. Leestone Road bus stop is situated approximately 850 metres south of the site along Sharston Road.

2.50 A summary of the bus services which operate within close proximity to the site can be found within **Table 2**, with a diagram showing the locations of the bus stops in context to the site attached within **Appendix B**.

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Table 2: Summary of Bus Services Close to Site

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
43	Mon-Fri	00:07-23:37	60 minutes	Manchester-Manchester Airport	Bee Network
	Sat	00:08-23:40			
	Sun	00:02-23:32			
103	Mon-Fri	03:18-00:31			
	Sat	03:17-00:32			
	Sun	03:28-23:38			
370	Mon-Fri	06:07-23:25	90 minutes	Stockport-Altrincham	
	Sat	07:07-23:25			
	Sun	09:31-22:29	60 minutes		
371	Mon-Fri	07:13-18:44	90 minutes		
	Sat	08:58-17:59	60 minutes		
714	Mon-Fri	07:00	Single Service	Benchill- Barlow RC High School-	
716	Mon-Fri	07:38	Single Service	Wythenshawe- Barlow RC High School	
796	Mon-Fri	07:56	Single Service	Moss Side-Sale Grammer School	

Timetable data taken from 'traveline.info' accessed 03/07/2026

2.51 The bus timetable information demonstrates that visitors will be able to use the bus services along Sharston Road to gain access to and from the site from local villages, towns and educational facilities. Several bus services also call at Oxford Road railway station.

Accessibility by Rail

2.52 The nearest railway station to the site is Gatley railway station, located approximately 2.7km walking distance from the site.

2.53 The station benefits from several facilities, which include ticket machines, information services, ramps for accessible access and customer help points. There is cycling storage available at the station.

2.54 **Table 3** provides details on rail services to the major destinations from Gatley railway station.

Table 3: Summary of Main Services Operating from Gatley Railway Station

Destination/s	Frequency	First Train	Last Train
Manchester Piccadilly	3 Services Hourly	05:34	23:52
Liverpool Lime Street	Hourly	05:38	23:13
Wilmslow	Hourly	05:38	22:49

Timetable data taken from ''nationailrail' accessed 03/07/2026

2.55 Direct travel from Gatley Railway Station to Manchester Picadilly takes approximately 15 minutes. Direct travel to Liverpool Lime Street takes approximately 1 hour and 15 minutes, with travel to Wilmslow taking approximately 25 minutes.

2.56 Notable local stations which services call at enroute to their destination include East Disbury and Deansgate which both possess large residential areas and onward transport connections visitors to the

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site may wish to utilise.

Accessibility by Tram (Bee Network)

2.57 The nearest train station to the site is Benchill Railway Station. The stop is located approximately 2km walking distance south of the site.

2.58 Benchill tram stop is situated along the Manchester Airport-Victoria tram line, with a summary of the services operating at the stop provided within **Table 4**.

Table 4: **Summary of Main Services Operating Directly from Benchill Tram Stop**

Destination	Operating Day/s	First Service	Last Service
Manchester Airport	Mon-Fri	05:26	00:56
	Sat		
	Sun	06:26	23:41
Victoria	Mon-Thurs	06:00	23:30
	Fri-Sat		00:15
	Sun	07:10	23:27

2.59 Trams operate every 15 minutes throughout Manchester Monday to Sunday.

Existing Conditions Summary

2.60 A review of the PIC data has shown that there are no preexisting road safety concerns within proximity of the site which would be exacerbated by the proposed development.

2.61 The proposed development is situated within close proximity to residential areas and public transport opportunities, which would promote travel to the site, removing the reliance on car journeys. The site is therefore considered to be within a sustainable location.

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3.0 PROPOSED DEVELOPMENT

3.1 This chapter of the Transport Statement considers the proposed development in terms of scale, the site access arrangements and servicing arrangements.

Proposed Development

3.2 The application seeks a change of use of the existing industrial premises (c. 1,740m^2) to a leisure facility consisting of a total of four indoor courts (Double Padel Courts), alongside support ancillary facilities, including changing facilities, vending machines, a reception and seating area.

3.3 The facility will be open 06:00-22:00, seven days per week and will accommodate two members of staff on-site at any one time. All courts will be pre-booked via the Playtomic website, with no non prebooked visitors permitted. Court bookings would be a minimum of one hour.

Vehicle and Pedestrian Access

3.4 Vehicle access to the site will continue to be taken via Paston Road, utilising the existing access arrangements as shown within Image 1 (Chapter 2, Page 6).

3.5 This access is regularly used by larger vehicles, in addition to historically being used by vehicles associated with the building when occupied and therefore, it is considered that the use of the existing access arrangements to serve the site would not give rise to a road safety concern.

3.6 Access to the site for pedestrians will be via the existing footway along the eastern side of Paston Road. Pedestrians would then utilise the gate adjacent to the security fencing to access the facility, with this gate left open during hours of operation. Safe and suitable access to the site can therefore be achieved in line with Paragraph 115(b) of the NPPF.

Vehicle Parking

3.7 Car parking standards in new developments play a crucial role in ensuring effective traffic management, addressing parking demand, and promoting sustainable transportation options. They aim to strike a balance between providing adequate parking spaces for residents, visitors, and businesses while considering factors such as land availability, environmental impact, and promoting alternative modes of transportation.

3.8 Parking standards adopted by Manchester City Council can be found within Appendix B of their Core Strategy Development Plan document.

3.9 The Council adopt maximum parking standards for vehicles, with the exception of disabled spaces and motorcycle parking, which are minimum standards.

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3.10 Maximum car parking standards set an upper limit on the number of parking spaces that can be provided for new developments. Unlike minimum parking standards, which require a certain number of spaces to be provided, maximum standards aim to limit car dependency and encourage the use of more sustainable transport options such as walking, cycling, and public transit.

3.11 The Council split their parking into two different areas, 'District Centres' and 'Areas not within the City Centre or District Centres'. The site is considered to fall within the latter therefore, for a leisure development, no more than one space per 22m^2 would be acceptable. Subsequently, a maximum of 83 parking spaces would be permitted for this development.

3.12 The proposed development will provide a total of 30 parking spaces, including three accessible parking bays and four spaces equipped with electric vehicle charging facilities.

3.13 The development comprises four Padel courts, which will accommodate a limited number of users at any one time. Each court can accommodate four players, resulting in a maximum of 16 players on site at any one time. Together with up to two members of staff, this would give a theoretical maximum occupancy at the site of 18 people. In the unlikely scenario that every site user travelled independently by car, a maximum of 18 parking spaces would be occupied. The remaining 12 spaces provide flexibility during court changeover periods, ensuring adequate parking capacity for arriving and departing users without causing congestion within the site. Furthermore, the proposed parking provision remains within the Council's maximum parking standards for this type of development.

3.14 The Foresight Government Office for Science *'review of the UK passenger road transport network'* (2019) document outlines that the average car occupancy for shopping and leisure trips is 1.6 to 1.7 persons per vehicle, with it concluded that people are more likely to share trips for leisure purposes. This is further supplemented by the National Travel Survey, Department for Transport statistics where in 2024, average car occupancy for leisure trips was 1.7 persons per vehicle. Therefore, it can be said with some certainty that many users attending the site would car share.

3.15 If assuming 1.6 persons per vehicle and again assuming the unlikely scenario that all site users travel by car, the 18 site users would likely demand 12 parking spaces (when rounded). Subsequently, the levels of parking proposed onsite are more than suitable to accommodate users without an overspill of parking upon the public highway, providing an allowance for changeover periods.

Cycle Parking/Storage

3.16 Further review of Manchester City Council's parking standards has been undertaken to determine the number of parking spaces required at the site. For cycle parking, the council adopt minimum parking standards.

3.17 For leisure developments, a minimum of one cycle parking space per 140m^2 is required, equating to 13 cycle parking spaces.

3.18 The proposals will seek to provide 16 cycle parking spaces at the southern end of the proposed car park, with these spaces likely being Sheffield Cycle Stands. The proposed number of cycle parking spaces therefore adheres to the minimum standards set by the Council.

Servicing

3.19 Servicing will be carried out adjacent to the existing building via private waste contractor, with a bin store located at the southern corner of the proposed parking area (see **Appendix A**).

3.20 Sufficient room is available to the south of this area for a refuse vehicle to turn and exit the site within a forward gear, with the driveway towards the adjacent ready-mix site measuring approximately 25 metres in width.

Proposed Development Summary

3.21 A review of the PIC data has shown that there are no preexisting road safety concerns within proximity of the site which would be exacerbated by the change in use of the site.

3.22 The proposed development is located in close proximity to established residential areas and accessible public transport services, which would encourage travel to and from the site by sustainable modes and reduce reliance on private car use. The site is therefore considered to represent a sustainable location, particularly in light of the fact that planning permission has previously been granted by the council for its existing employment use.

3.23 Furthermore, it has been demonstrated that the site provides suitable connections with existing pedestrian facilities, demonstrating compliance with paragraph 115(b) of the NPPF in that safe and suitable access can be achieved for all users.

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4.0 VEHICLE IMPACT

4.1 This section of the report sets out the likely vehicle movements associated with the development of four Padel courts, to quantify their impact upon the immediate highway network during both the five-day working week, and during the weekend.

4.2 Consideration has also been given to the vehicle trips associated with the existing land use to identify the net change in traffic movements on the highway network arising from the proposed development.

Trip Generation (Weekday)

4.3 To ascertain the number of vehicle movements likely to be generated from the proposed Padel courts, an analysis of the Trip Rate Information Computer System (TRICS), a computer program which assists in estimating trip rates to and from sites, has been undertaken. TRICS is a nationally recognised database of traffic surveys covering a multitude of different development types.

4.4 The land use '07-Leisure, Category G-Tennis Club' was chosen as this closely resembles the development proposals (in the absence of specific Padel facilities within the database).

4.5 Sites located within Greater London were discounted from the assessment, along with all sites not situated in 'Edge of Town Centre' or 'Suburban' locations. Any surveys which were undertaken during the Covid-19 pandemic lockdown restrictions were also removed.

4.6 The TRICS assessment identified three surveys from three separate sites which could be applied to the proposed development to obtain potential vehicle movements for a development with four courts.

4.7 A summary of the weekday vehicle trip rates and flows can be found within **Table 5**, with the full TRICS data available in **Appendix C**.

Table 5: Weekday Padel Vehicle Trip Rates and Trip Generation

	Trip Rates (per court)			Trip Generation (four courts)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.333	0.286	0.619	1	1	2
PM Peak (17:00-18:00)	1.476	1.333	2.809	6	5	11
Daily (07:00-22:00)	11.450	10.667	22.117	46	43	88

Rounding has occurred

4.8 As outlined within the above table, four Padel courts would likely result in a pair of two-way vehicle movements during the generic weekday AM peak hour, and 11 two-way vehicle movements during the generic PM peak hour. Over an average weekday, the Padel courts could generate 88 two-way movements across a 15-hour period, equating to an average of approximately six vehicle movements per hour.

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Trip Generation (Weekend)

4.9 To ascertain the number of vehicle movements likely to be generated by the Padel courts over a weekend period, further analysis of the TRICS database has been conducted.

4.10 Using the same parameters used for the weekday surveys, the TRICS database outlined only two surveys which would be replicable to the development proposals which were not conducted during the Covid-19 pandemic restrictions.

4.11 A summary of the weekend vehicle trip rates and flows can be found within **Table 6**, with the full TRICS data available in **Appendix D**.

Table 6: Weekend Padel Vehicle Trip Rates and Trip Generation

	Trip Rates (per court)			Trip Generation (four courts)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Peak Hour (09:00-10:00)	3.625	1.625	5.250	15	7	21
Daily (07:00-18:00)	10.250	10.250	20.500	41	41	82

Rounding has occurred

4.12 As outlined above, the anticipated peak hour of the Padel courts over a weekend would be 09:00-10:00, in which 21 two-way vehicle movements would be observed. During a Saturday/Sunday, the courts are projected to generate an average of eight two-way vehicle movements per hour.

4.13 Upon applying this to the weekend operational hours proposed, the site could generate 82 two-way vehicle movements on a Saturday and Sunday between the hours of 07:00-18:00. It is appreciated further vehicle movements would be expected beyond 18:00 given the proposed closing time of the facility (23:00) however, this period is typically one of the quietest periods for network vehicle traffic at weekends.

Existing Use

4.14 The existing site currently comprises of an existing B2 industrial unit, with a Gross Floor Area of 1,740m^2. Subsequently, consideration needs to be given to vehicle trips associated with this land use to project the net impacts upon the highway as a result of the proposed development.

4.15 To ascertain the number of vehicle movements likely to be generated from the existing site, further analysis of the TRICS database has been undertaken, this time using the land use '02-Employment, Category C-Industrial Unit' for sites of similar size to the existing use.

4.16 Sites located within Greater London, Ireland, Scotland and Wales were again discounted from the assessment, along with all sites not situated in 'Suburban' locations. Any surveys which were undertaken during the Covid-19 pandemic lockdown restrictions were also removed.

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4.17 The TRICS assessment identified three survey sites which would be replicable to the existing site. A summary of the vehicle trip rates and flows can be found within **Table 7**, with the full TRICS data available in **Appendix E**.

Table 7: Existing Site Vehicle Trip Rates and Trip Generation

	Trip Rates (per 100m^2)			Trip Generation (1,740m^2)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.581	0.051	0.632	10	1	11
PM Peak (17:00-18:00)	0.051	0.615	0.666	1	11	12
Daily (07:00-19:00)	2.410	2.495	4.905	42	43	85

4.18 **Table 7** outlines that the existing land use at the site would generate approximately 11 two-way vehicle movements during the generic weekday AM peak hour and 12 two-way vehicle movements during the generic weekday PM peak hour. Over an average weekday, the existing use could generate 85 two-way vehicle movements, which would include for HGV traffic.

4.19 When comparing the anticipated vehicle flows associated with the proposed development against those projected as part of the existing land use, during a typical weekday (Mon to Fri) the proposed development would likely result in a reduction of nine two-way vehicle movements during the AM peak hour (08:00-09:00) and a reduction of a single vehicle movement during the PM peak hour (17:00-18:00).

4.20 During the weekend, the site would generate a peak of 21 two-way vehicle movements during the busiest hour. However, it is not considered that these movements would give rise to a severe impact upon the highway network when compared to wider weekday traffic flows generated by adjacent businesses, which would be closed during weekends.

4.21 On this basis, the proposed development would not give rise to a 'severe' impact on the operation of the local highway network, in accordance with the test set out in Paragraph 116 of the National Planning Policy Framework.

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5.0 SUMMARY AND CONCLUSIONS

Summary

5.1 This Transport Statement has been produced to provide information in support of a proposed Padel Tennis facility at Paston Road, Sharston Industrial Estate, Wythenshawe.

5.2 A review of available collision data supplied by Crashmap.co.uk highlights that there are no road safety concerns within the study area.

5.3 The site is located, in terms of access, to local amenities and facilities by foot, cycle or public transport, allowing staff and visitors to have choices over their travel modes, removing the reliance on car journeys.

5.4 Site access will be provided via the existing vehicular access from Paston Road, which has an established history of safely accommodating both general and larger vehicles, while pedestrian access will be via the existing eastern footway and entrance gate during operating hours.

5.5 It has been demonstrated within this report that sufficient off-street parking provision is available within the confines of the site to cater for anticipated demand and to not exceed the Council's maximum parking standards. More than sufficient cycle parking will also be provided within the site for those choosing to cycle.

5.6 The traffic generated by the proposed development has been reviewed against traffic flows likely to be generated by the lawful land use. This demonstrates that the site would likely result in fewer vehicle movements during the generic weekday AM and PM peak hours and therefore, cannot be considered 'severe' in line with Paragraph 116 of the NPPF.

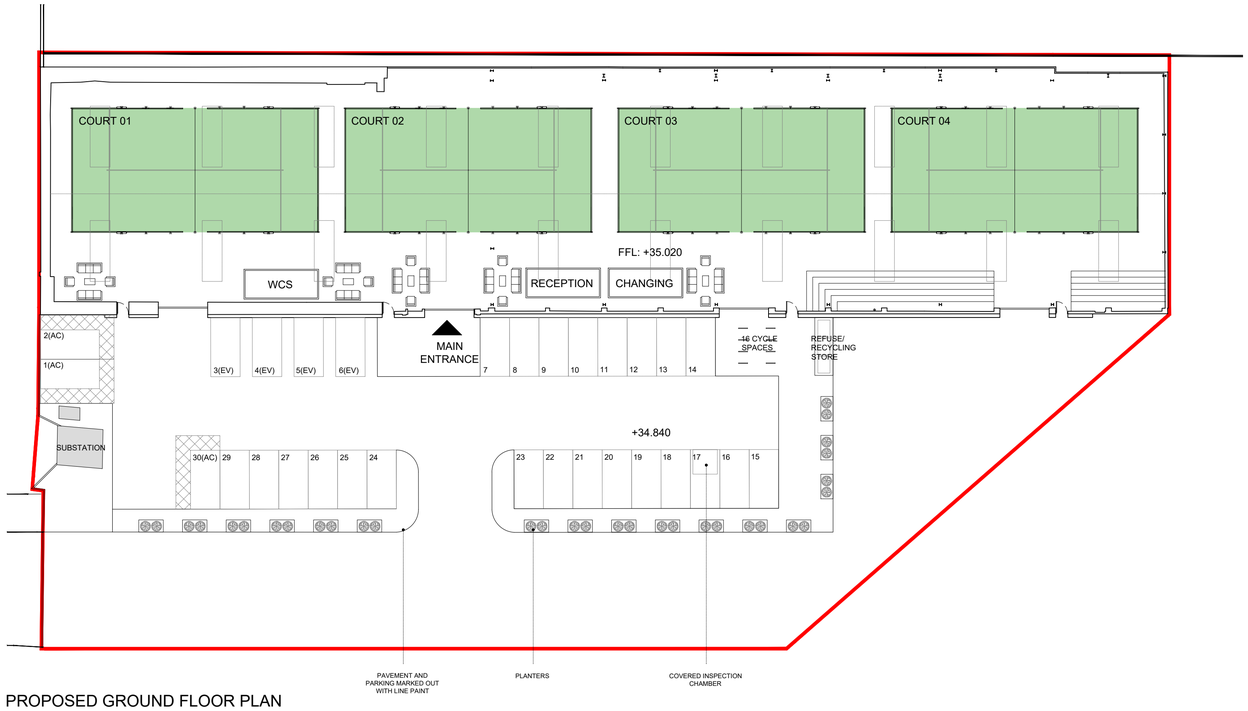
Conclusions

5.7 Based on the information presented within this report, it is regarded that the proposed development would not be expected to have a severe impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with Paragraph 116 of the NPPF which states that: *"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"*.

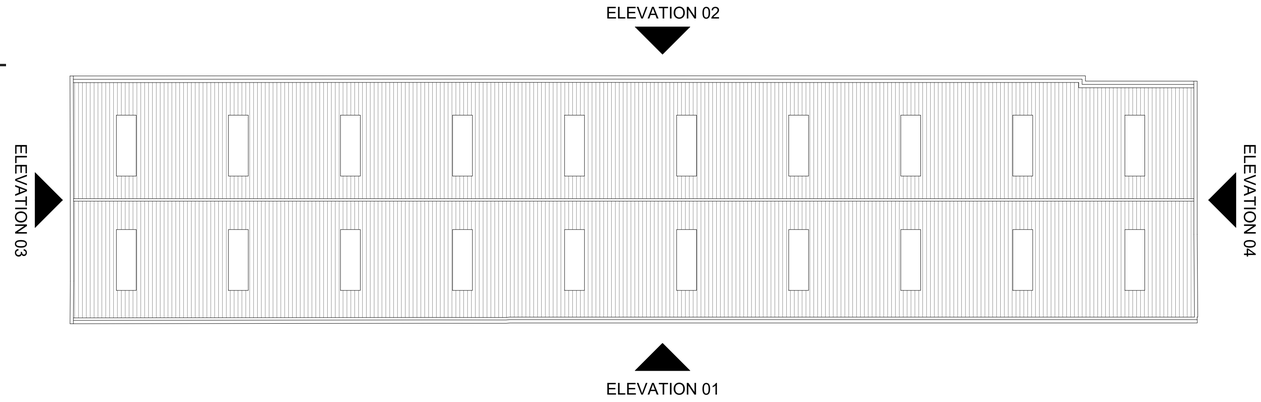
5.8 Accordingly, there are no valid transport grounds on which to refuse the application.

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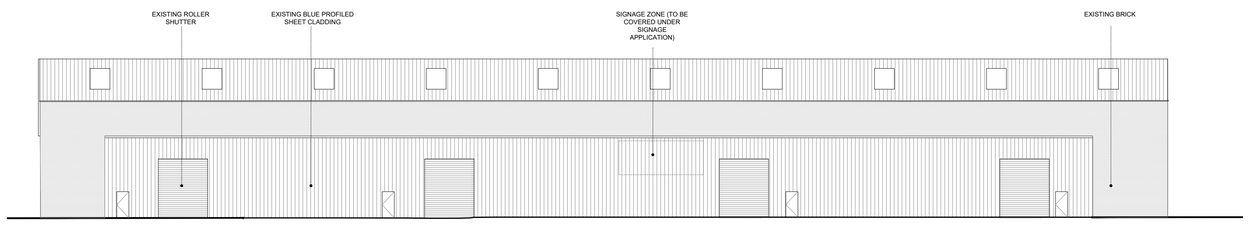
Appendix A: -



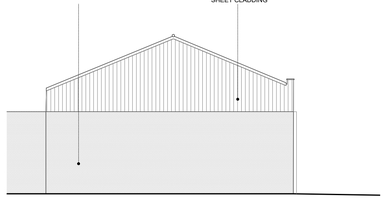
PROPOSED GROUND FLOOR PLAN



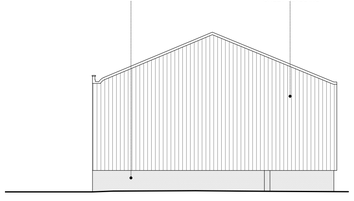
PROPOSED ROOF PLAN - NO CHANGE



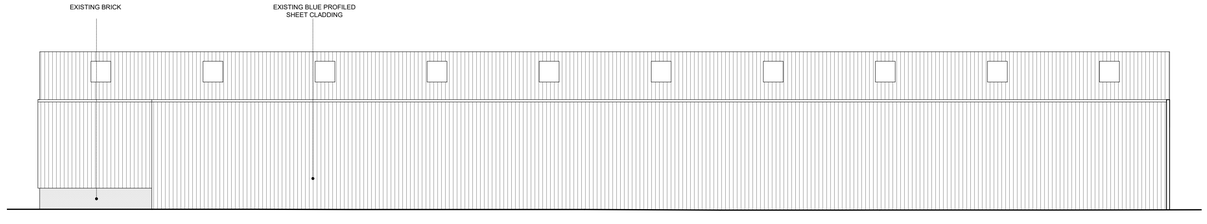
1 - PROPOSED WEST ELEVATION - NO CHANGE



3 - PROPOSED NORTH ELEVATION - NO CHANGE



4 - PROPOSED SOUTH ELEVATION - NO CHANGE



2 - PROPOSED EAST ELEVATION - NO CHANGE

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NOTE:
Information subject to topographical survey, design development and consultant input

0m 5m 10m 15m

FFL: +XX.XXX Finished floor level
+XX.XXX Existing Level
Site boundary

North:

Project:
Paston Road, Sharston Ind Estate, Wythenshawe

Drawing Title:
Proposed Plans and Elevations

Origin Date:
June 2026

Drawing No:
0015-FP-XX-00-DR-A-0201

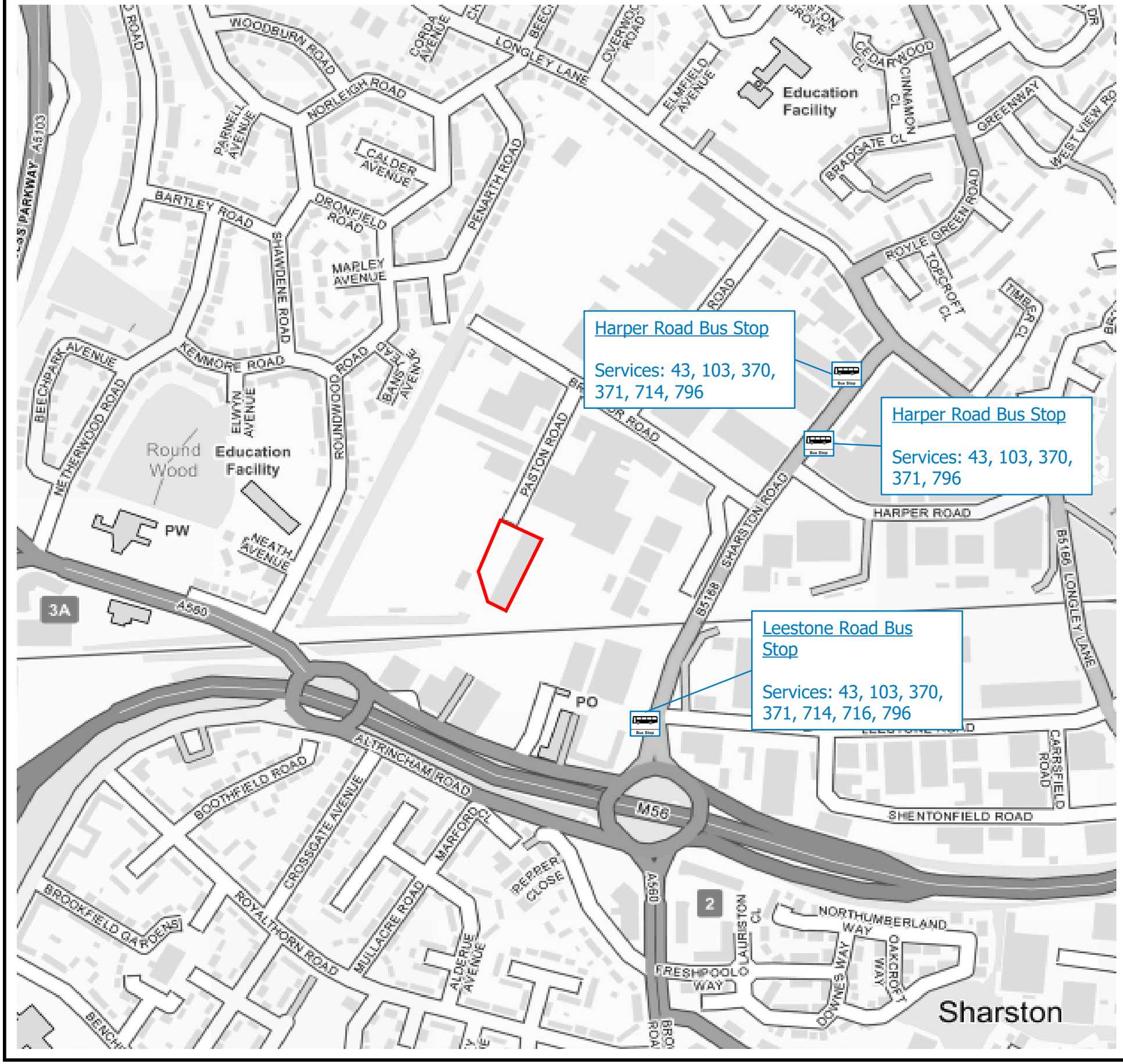
Status:
Planning

Scale:
1:250 @ A1/ 1:500 @ A3

Rev:
-

Forgotten Place
Architecture
Masterplanning
Interior design
Contact:
smorris@forgottenplace.co.uk
07773 422056

Appendix B: -



Scale:

Not To Scale.

N

Notes:

1. Do Not Scale From This Figure.
2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.

Site Location

Bus Stop

Client:

Urban Padel Limited

Project:

Paston Road
Sharston Industrial Estate
Wythenshawe

Diagram Title:

Accessibility To Public Transport

Drawn & Checked By:	Date:
AR	03/07/2026

T: +44 (0) 7935229255
enquiries@robertshighwayconsultants.co.uk
www.robertshighwayconsultants.co.uk

Roberts Highway Consultants

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Appendix C: -

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: G - TENNIS CLUBS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
08	**NORTH WEST**		
	LC	LANCASHIRE	1 day
13	**MUNSTER**		
	CL	CLARE	1 day

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

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Primary Filtering Selection:

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

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

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 11/10/22

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
Wednesday	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 undertaking using machines

Selected Locations:

Edge of Town Centre	2 days
Suburban Area (PPS6 Out of Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	1 days

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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:

600 - 2278

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 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:

5,001 to 25,000	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

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.

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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

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1 **CL-07-G-01** **TENNIS CLUB** **CLARE**
NEW STREET
KILLALOE
Edge of Town Centre
Residential Zone
Site area: 0.29 hect
Survey date: Wednesday 12/10/2022 Survey Type: Manual

2 **LC-07-G-02** **TENNIS CLUB** **LANCASHIRE**
COUNTY ROAD
ORMSKIRK
Edge of Town Centre
Residential Zone
Site area: 0.367 hect
Survey date: Friday 22/04/2022 Survey Type: Manual

3 **WK-07-G-01** **TENNIS & SQUASH CLUB** **WARWICKSHIRE**
GUY'S CLIFFE AVENUE
LEAMINGTON SPA
MILVERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 2.54 hect
Survey date: Thursday 25/10/2012 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
TI-07-G-01	17-06-2021	Covid

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

Total Vehicles

Calculation factor: 1 COURTS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 COURTS COURTS		
	Inbound	Outbound	Total
08:00-09:00	0.333	0.286	0.619
17:00-18:00	1.476	1.333	2.809

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	2	8	0.118	0.000	0.118
08:00-09:00	3	7	0.333	0.286	0.619
09:00-10:00	3	7	0.810	0.143	0.953
10:00-11:00	3	7	0.571	0.429	1.000
11:00-12:00	3	7	0.619	0.667	1.286
12:00-13:00	3	7	0.095	0.429	0.524
13:00-14:00	3	7	0.524	0.333	0.857
14:00-15:00	3	7	0.571	0.381	0.952
15:00-16:00	3	7	1.190	0.571	1.761
16:00-17:00	3	7	1.857	1.190	3.047
17:00-18:00	3	7	1.476	1.333	2.809
18:00-19:00	3	7	1.810	2.095	3.905
19:00-20:00	3	7	1.000	0.762	1.762
20:00-21:00	3	7	0.476	0.905	1.381
21:00-22:00	3	7	0.000	1.143	1.143
22:00-23:00	1	4	0.000	0.000	0.000
23:00-00:00					
Total Rates:			11.450	10.667	22.117

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:	25/10/2012 - 12/10/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Appendix D: -

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: G - TENNIS CLUBS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	**EAST MIDLANDS**		
	LR	LEICESTER	1 day
	NT	NOTTINGHAMSHIRE	1 day

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

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Primary Filtering Selection:

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

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

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/08 to 11/10/22

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:

Saturday	2 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town Centre	1 days
Suburban Area (PPS6 Out of Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days

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Secondary Filtering Selection:

Use Class:

F2(c)	2 surveys

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

Population within 500m Range:

3500 - 7300

Population within 1 mile:

15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

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

Travel Plan:

No	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 surveys

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

COVID-19 Restrictions:

No

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1	**LR-07-G-01**	**TENNIS CLUB**	**LEICESTER**

HOMEWAY ROAD
LEICESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.39 hect
Survey date: Saturday 20/06/2009 Survey Type: Unknown

2	**NT-07-G-01**	**TENNIS CLUB**	**NOTTINGHAMSHIRE**

CHURCH WALK
NEAR NOTTINGHAM
EASTWOOD
Edge of Town Centre
Residential Zone
Site area: 0.28 hect
Survey date: Saturday 18/06/2022 Survey Type: Unknown

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

Total Vehicles

Calculation factor: 1 COURTS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 COURTS COURTS		
	Inbound	Outbound	Total
08:00-09:00	1.250	0.000	1.250
17:00-18:00	0.000	1.125	1.125
09:00-10:00	3.625	1.625	5.250

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					
08:00-09:00	**2**	**4**	**1.250**	**0.000**	**1.250**
09:00-10:00	**2**	**4**	**3.625**	**1.625**	**5.250**
10:00-11:00	**2**	**4**	**1.500**	**2.125**	**3.625**
11:00-12:00	**2**	**4**	**2.250**	**2.375**	**4.625**
12:00-13:00	**2**	**4**	**0.375**	**0.500**	**0.875**
13:00-14:00	**2**	**4**	**0.375**	**1.500**	**1.875**
14:00-15:00	**2**	**4**	**0.625**	**0.750**	**1.375**
15:00-16:00	**2**	**4**	**0.125**	**0.000**	**0.125**
16:00-17:00	**2**	**4**	**0.125**	**0.250**	**0.375**
17:00-18:00	**2**	**4**	**0.000**	**1.125**	**1.125**
18:00-19:00	**1**	**4**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**4**	**0.000**	**0.000**	**0.000**
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**10.250**	**10.250**	**20.500**

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:	20/06/2009 - 18/06/2022
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Appendix E: -

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	**SOUTH WEST**		
	SM	SOMERSET	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	950 to 2600 (units:sqm)
Range Selected by User:	750 to 3500 (units:sqm)
Parking Spaces Range:	3 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/10 to 03/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	2 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 undertaking using machines

Selected Locations:

Suburban Area	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2 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	3 days

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Secondary Filtering Selection:

Use Class:

Not Known	3 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:

265 - 2403

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 surveys
250,001 to 500,000	2 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	1 surveys
1.1 to 1.5	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.

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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 by PTAL rating category.

COVID-19 Restrictions:

No

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1 **DY-02-C-01** **ENGINEERED PRODUCTS** **DERBY**
PONTEFRACT STREET
DERBY
Suburban Area
Industrial Zone
Gross floor area: 2600.00 sqm
Survey date: Thursday 25/06/2015 Survey Type: Unknown

2 **SM-02-C-01** **WET BLASTING EQUIPMENT** **SOMERSET**
ROBINS DRIVE
BRIDGWATER
Suburban Area
No Sub Category
Gross floor area: 2300.00 sqm
Survey date: Wednesday 14/09/2022 Survey Type: Unknown

3 **TW-02-C-01** **INDUSTRIAL UNIT** **TYNE & WEAR**
SHAFTESBURY AVENUE
JARROW
TYNE POINT IND. ESTATE
Suburban Area
Industrial Zone
Gross floor area: 950.00 sqm
Survey date: Thursday 15/11/2012 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CR-02-C-01	13-12-2012	Location
HD-02-C-02	05-12-2012	Location
TV-02-C-02	04-09-2020	Covid

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	0.581	0.051	0.632
17:00-18:00	0.051	0.615	0.666

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**3**	**1950**	**0.154**	**0.034**	**0.188**
08:00-09:00	**3**	**1950**	**0.581**	**0.051**	**0.632**
09:00-10:00	**3**	**1950**	**0.222**	**0.171**	**0.393**
10:00-11:00	**3**	**1950**	**0.120**	**0.137**	**0.257**
11:00-12:00	**3**	**1950**	**0.188**	**0.154**	**0.342**
12:00-13:00	**3**	**1950**	**0.171**	**0.274**	**0.445**
13:00-14:00	**3**	**1950**	**0.342**	**0.171**	**0.513**
14:00-15:00	**3**	**1950**	**0.239**	**0.222**	**0.461**
15:00-16:00	**3**	**1950**	**0.205**	**0.222**	**0.427**
16:00-17:00	**3**	**1950**	**0.137**	**0.393**	**0.530**
17:00-18:00	**3**	**1950**	**0.051**	**0.615**	**0.666**
18:00-19:00	**3**	**1950**	**0.000**	**0.051**	**0.051**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.410**	**2.495**	**4.905**

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Parameter Summary:

Trip rate parameter range selected:	750 - 3500 (units: sqm)
Survey date date range:	15/11/2012 - 14/09/2022
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.

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Roberts Highway Consultants Limited
154 Rothley Road, Mountsorrel, Leicestershire, LE12 7JX
T: +44 (0) 7935229255
E: enquiries@robertshighwayconsultants.co.uk
W: www.robertshighwayconsultants.co.uk
Company Number: 13958498