



Rochdale Cricket and Sports Club

TRANSPORT STATEMENT

for Padel Club
on behalf of Rochdale Padel Club

2025/8724/TS01

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TABLE of CONTENTS

1	INTRODUCTION	1
1.1	Context.....	1
1.2	Report Structure.....	1
2	BASELINE CONDITIONS.....	2
2.1	Site Location	2
2.2	Local Highway Network	3
2.3	Highway Safety Appraisal.....	4
2.4	Accessibility Credentials.....	6
	<i>Walking Accessibility</i>	6
	<i>Cycling Accessibility</i>	8
	<i>Bus Services and Facilities</i>	9
	<i>Rail and Tram Services & Facilities</i>	11
	<i>Summary</i>	11
3	DEVELOPMENT PROPOSALS.....	12
3.2	Access Arrangements	12
3.3	Car Parking	12
	<i>Disabled Parking</i>	13
3.4	Cycle Parking	13
3.5	Deliveries & Servicing	13
3.6	Emergency Access and Refuse Storage & Collection	14
4	TRIP GENERATION AND IMPACT	15
4.2	Proposed Trip Generation	15
	<i>First Principles Approach</i>	15
4.3	Mode Share	16
4.4	Development Impact	16
5	SUMMARY & CONCLUSIONS.....	17

Appendices

Appendix A	Proposed Site Layout Plan
Appendix B	Transport for Manchester Cycling Infrastructure Map

Drawings

8724-RSC-RGPXX-XXDR-T-001	Swept Path Analysis – Private Car (Inbound)
8724-RSC-RGPXX-XXDR-T-002	Swept Path Analysis – Private Car (Outbound)
8724-RSC-RGPXX-XXDR-T-004	Swept Path Analysis – Emergency Vehicle (Fire Tender)

List of Figures

Figure 1	Site Location	2
Figure 2	Map of Local Road Network.....	3
Figure 3	Map of Personal Injury Accident (PIA) Data from 2019-2023.....	5
Figure 4	Personal Injury Accident Data Summary	6

Figure 5	Map of areas reachable by walking from Rochdale Cricket and Sports Club	6
Figure 6	Map of areas reachable by cycling from Rochdale Cricket and Sports Club	8
Figure 7	Bus Stop Locations	9
Figure 8	Bus Timetable Summary	10
Figure 9	Distance and Travel time to Rochdale Railway Station	11
Figure 10	Rail Services available from Rochdale Railway Station	11
Figure 11	Anticipated parking occupation for other sports uses.....	13
Figure 12	Proposed Padel Court 'First Principles' Total Person Trip Generation.....	15

1 INTRODUCTION

1.1 Context

- 1.1.1 RGP has been commissioned by Rochdale Padel Club Ltd (the 'Client') to prepare a Transport Statement in relation to the proposed padel court development at Bridgefold Rd, Rochdale OL11 5BX. The site is situated within the administrative boundary of Rochdale Borough Council, which operates as a Unitary Authority.
- 1.1.2 Rochdale Cricket Club is located to the west of Rochdale town centre, within the Redbrook area of Greater Manchester. The site is located off Bridgefold Road and is situated in a predominantly residential setting with good connectivity to the surrounding urban area. It benefits from convenient access to the local highway network, including the A58 and A627(M), and is well-served by nearby public transport routes. The club occupies a well-established recreational site that is easily accessible and appropriately located for its continued sporting and community use.
- 1.1.3 The proposed development at Rochdale Cricket and Sports Club comprises the introduction of a Padel Club, providing 6 padel courts along with associated changing rooms and ancillary facilities. The site is currently in use for outdoor sports and will continue to be used for outdoor sports following the development.
- 1.1.4 The associated site layout plans are included in **Appendix A** of this report.

1.2 Report Structure

- 1.2.1 This Transport Statement is prepared to provide an overview of the highways and transport implications of the proposals and comprises the following sections:
- **Section 2: Baseline Conditions** – this section details the site in its current form, to include the local highway network and a review of the local collision history. Details in the relative accessibility of the site, with regard to active and sustainable travel modes, are further detailed.
 - **Section 3: Development Proposals, Access Layout and Servicing** – this section details the development proposals and details the means of access to and from the site, its internal layout and the refuse and servicing arrangement to be adopted.
 - **Section 4: Trip Generation** – this section details the existing and proposed trip generation, with consideration of the net impact
 - **Section 5: Summary and Conclusions** – this section summarises the TS and offers a concise set of conclusions.

2 BASELINE CONDITIONS

2.1 Site Location

- 2.1.1 The site is located to the west of Rochdale town centre, within the Redbrook area of Greater Manchester. The site lies off Bridgefold Road and is situated in a predominantly residential setting with good connectivity to the surrounding urban area. It benefits from convenient access to the local highway network, including the A58 and A627(M), and is well-served by nearby public transport routes. The club occupies a well-established recreational site that is easily accessible and appropriately located for its continued sporting and community use. Figure 1 illustrates the location and extents of the site.

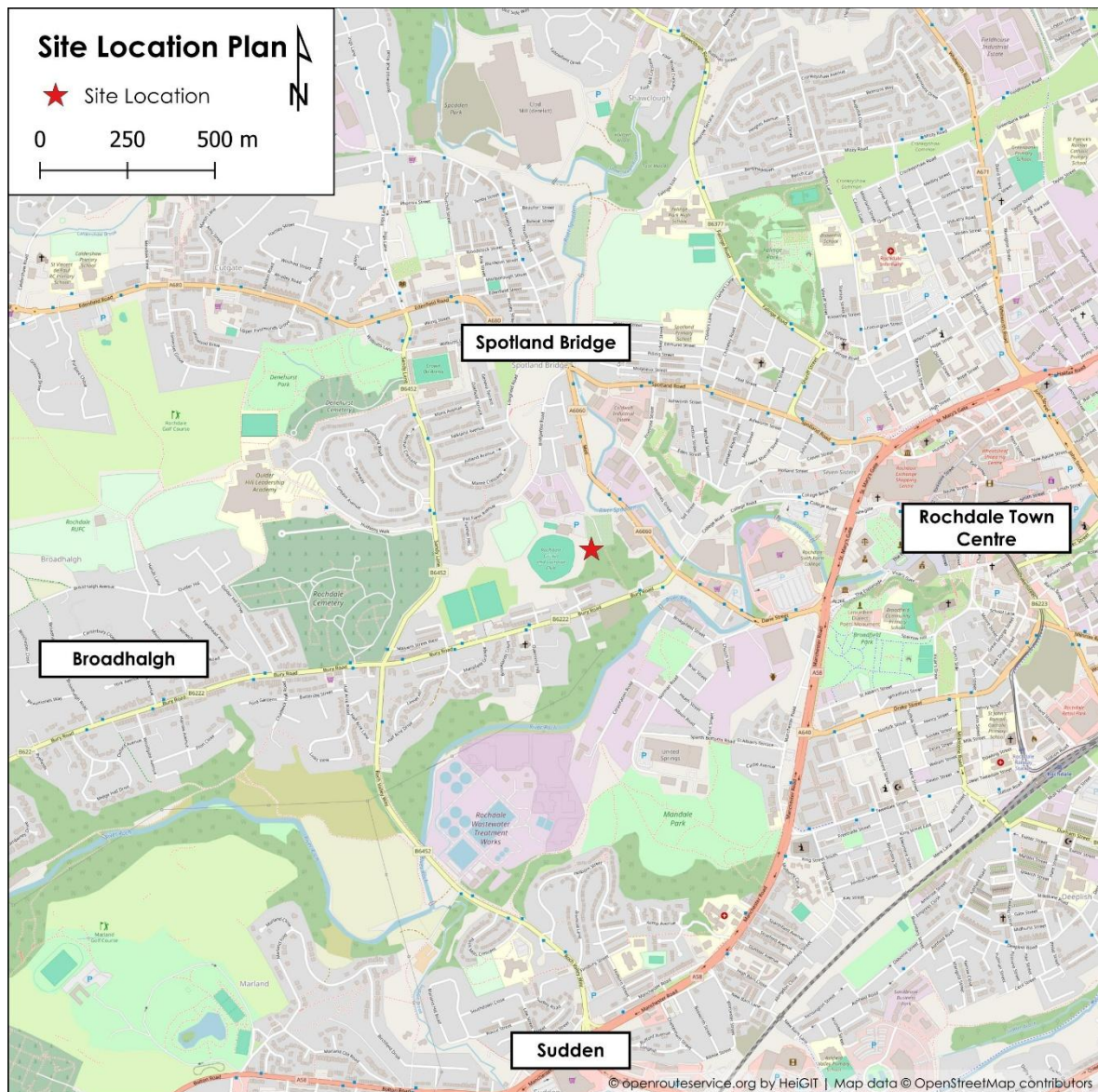


Figure 1 Site Location

2.2 Local Highway Network

2.2.1 The local road network around the site is shown in **Figure 2**.

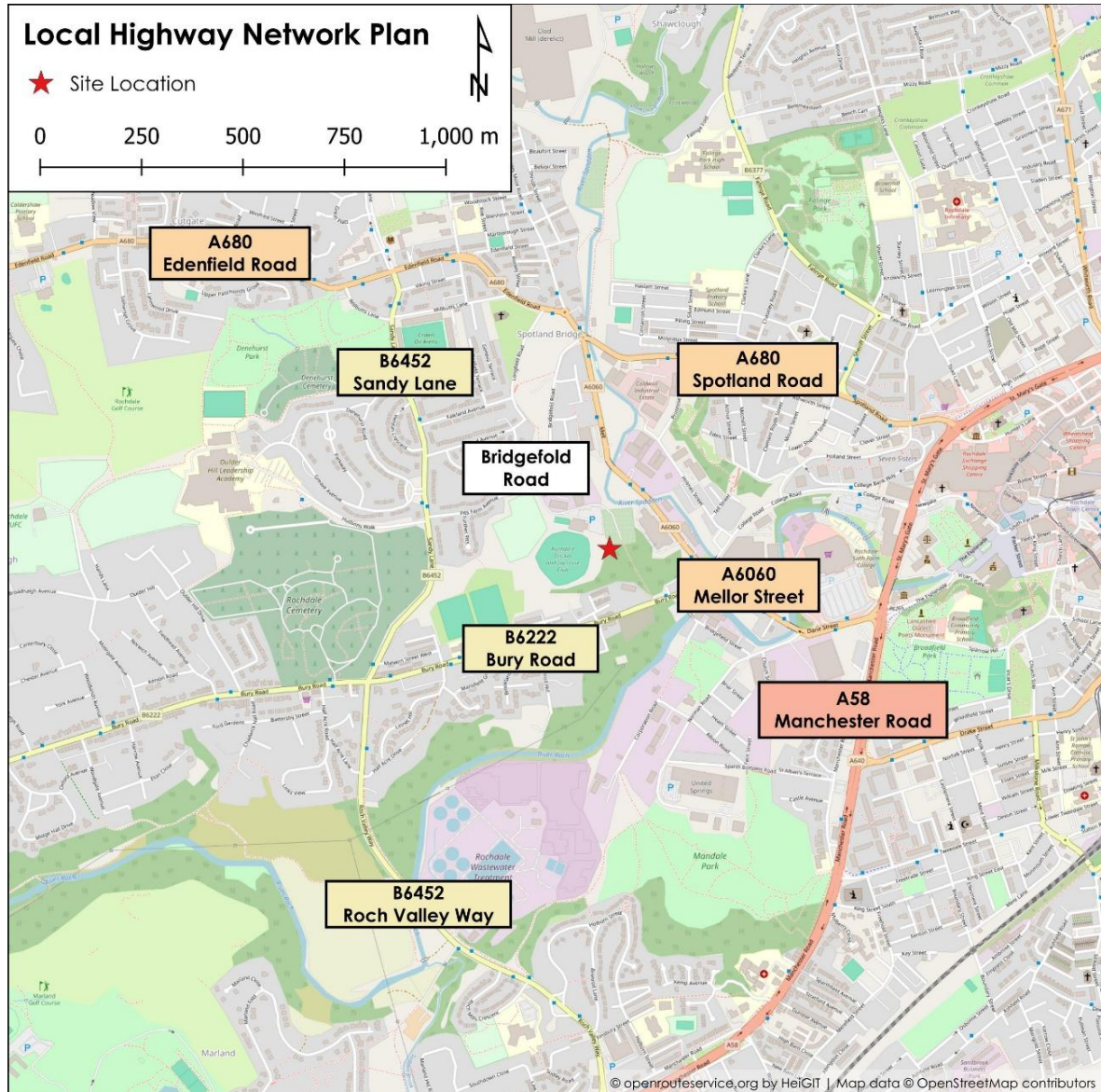


Figure 2 Map of Local Road Network

2.2.2 The development site is well connected to the surrounding highway network, with access to several classified roads providing strategic and local connectivity. The immediate and wider network comprises a mix of A-roads, B-roads, and local distributor routes. Key routes in proximity to the site are summarised below,

A680 Endfield Road / Spotland Road

2.2.3 The A680 is a key arterial route running in a northwest-southeast direction. It connects the site to Rochdale town centre and to northern areas including Edenfield. It is a two-lane single carriageway with a general speed limit of 30mph within the urban area. The road benefits from continuous footway provision on both sides and is street-lit. There is limited dedicated cycle infrastructure, although cyclists share the carriageway with vehicular traffic.

A6060 Mellor Street

- 2.2.4 Mellor Street provides a strategic link between the A680 and A58. It is a single carriageway route with a 30mph speed limit. Footways are provided on both sides, and the route is lit throughout. The road serves both residential and light commercial properties, and although no segregated cycle lanes are marked, the road width can generally accommodate on-road cycling. Mellor Street benefits from dedicated cycle lanes on either side of the carriageway.

A58 Manchester Road

- 2.2.5 Manchester Road (A58) is a principal route facilitating access between Rochdale and the wider Greater Manchester conurbation. It is a primary route and forms part of the local strategic road network. The speed limit is typically 30mph through built-up areas, with footways, street lighting, and pedestrian crossing points provided along its length. There is some provision for cyclists, though mainly informal via shared carriageways.

B6222 Bury Road

- 2.2.6 This B-classified road provides a direct route south-west from the site towards Bury. It is a single carriageway road with a 30mph limit. There is footway provision on both sides for most of its length and adequate street lighting. Cycling infrastructure is limited, but the road is used informally by cyclists.

B6452 Sandy Lane / Roch Valley Way

- 2.2.7 Sandy Lane to the north and Roch Valley Way to the south form part of a looped distributor route around Rochdale. Both sections are single carriageway and carry a 30mph speed limit. Footways and lighting are provided, supporting safe pedestrian access. There is currently no dedicated cycle infrastructure.

Bridgefold Road

- 2.2.8 Bridgefold Road is a local road providing direct access to the development site. It connects into the wider road network via Mellor Street. It is lightly trafficked, with street lighting and pedestrian footways present. The speed limit is 30mph, suitable for local access traffic.

2.3 Highway Safety Appraisal

- 2.3.1 A highway safety appraisal has been undertaken to assess the highway safety record within the vicinity of the site for the most recent five-year period, 2019 to 2023, inclusive.
- 2.3.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary, a road collision can include the following:
- A collision which commenced on the highway, but which involved casualties off the highway.

- A collision involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus or coach are injured, whether or not a pedestrian is involved.
- A collision with a pedal cycle or horse rider, where they injure themselves or another road user.

2.3.3 **Figure 3** illustrates the Appraisal of the local highway network and **Figure 4** gives a summary of the collision records.

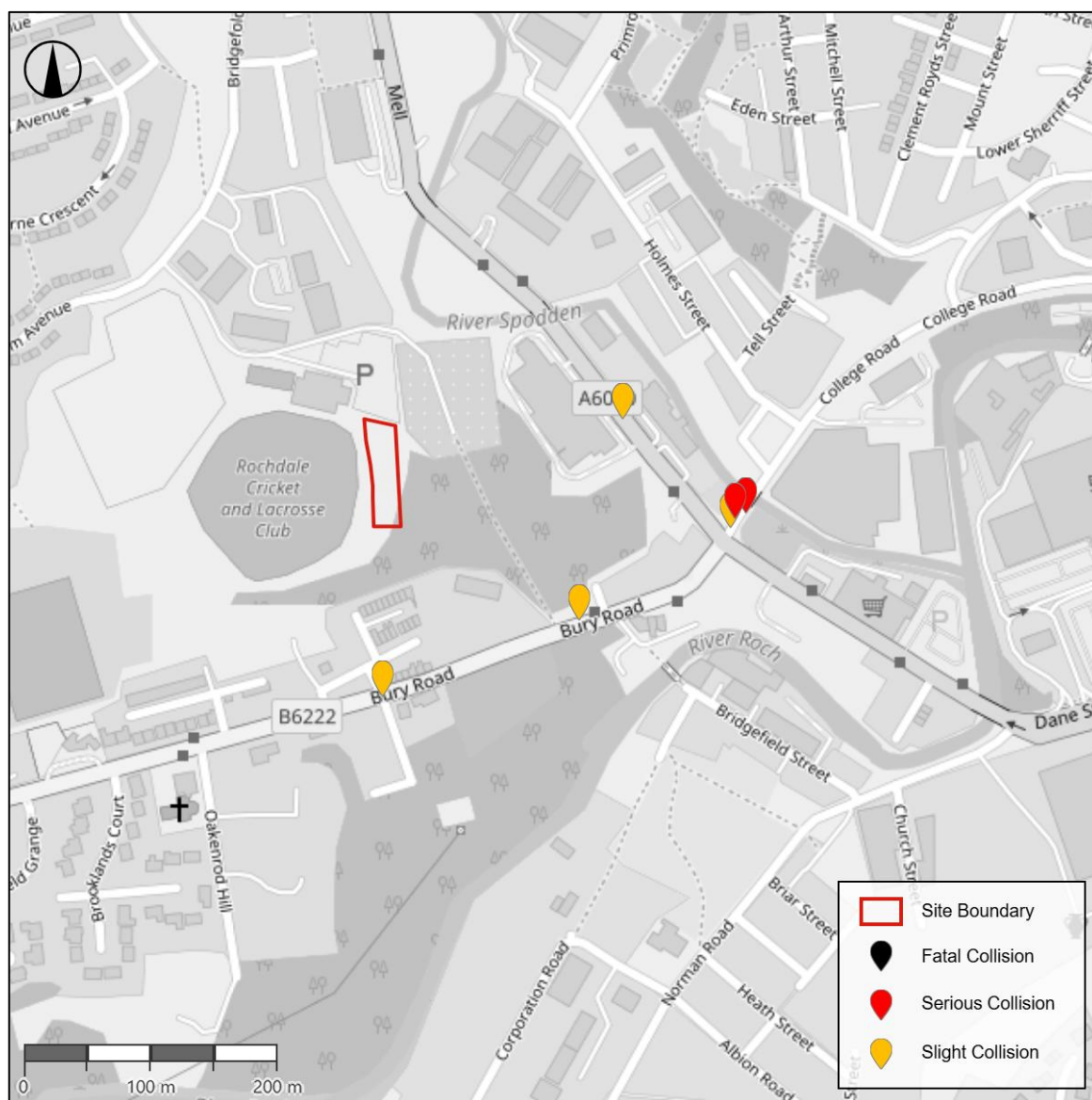


Figure 3 Map of Personal Injury Accident (PIA) Data from 2019-2023

Study Area	Accident Severity		
	Slight	Serious	Fatal
Total	4	2	0

Figure 4 Personal Injury Accident Data Summary

Source: Department for Transport Road Traffic Statistics (2019 - 2023)

- 2.3.4 The data shows there were 4 slight collisions, 2 serious collisions, 0 fatal collisions for the assessed period (2019 to 2023 inclusive). It is therefore demonstrated collisions are sporadic and it is not considered this would be exacerbated by the proposals.

2.4 Accessibility Credentials

- 2.4.1 The accessibility credentials summarise the opportunities for travel by active and sustainable modes for arrivals at and departures from the site.

Walking Accessibility

- 2.4.2 **Figure 5** shows the extent of accessibility from the site by pedestrians.

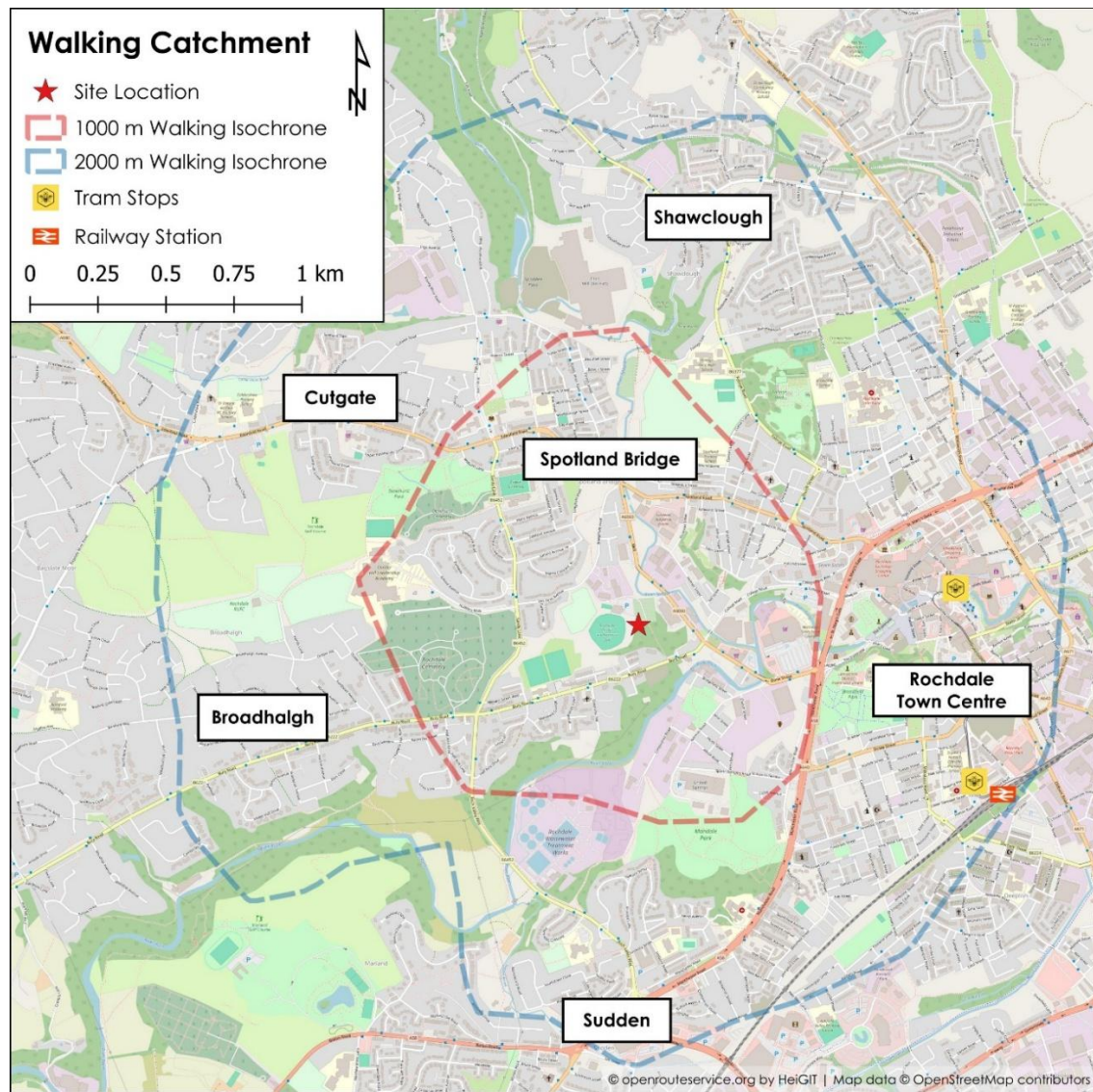


Figure 5 Map of areas reachable by walking from Rochdale Cricket and Sports Club

- 2.4.3 The site is located within a highly accessible urban area, benefiting from strong pedestrian connectivity to surrounding residential communities, public transport infrastructure, and local services.
- 2.4.4 A 1,000m and 2,000m walking isochrone has been plotted around the site (equating to approximately 12 and 25 minutes walking time respectively). This reveals that a wide area of Rochdale is accessible on foot from the development, supporting opportunities for sustainable travel. Several local amenities, open spaces, and schools also fall within this radius. Footways are present on surrounding roads, and there is good street lighting and natural surveillance throughout.
- 2.4.5 Within 1,000m the immediate catchment includes the communities of Spotland Bridge, Broadhalgh, and parts of Cutgate. These areas consist of medium to high-density residential development, supporting a strong potential for trips to and from the site by walking. Within 2,000m, the wider catchment includes Rochdale Town Centre, Sudden, Shawclough, and the remainder of Cutgate. This area includes extensive residential neighbourhoods, retail and commercial premises, and employment areas. The town centre offers a full range of amenities and transport links. The 2km distance supports active travel for both local residents and site users.
- 2.4.6 The site is well connected on foot to a range of public transport nodes. Multiple bus routes operate within walking distance of the site, with stops accessible within both the 1,000m and 2,000m catchments. Key corridors such as Mellor Street, Bury Road, and Manchester Road host frequent services connecting the site to the wider Rochdale area and Greater Manchester.
- 2.4.7 Rochdale Railway Station lies just within the 2,000m walking isochrone (approximately 20–25 minutes on foot). It provides regular services to Manchester, Leeds, and other regional destinations, forming part of the Northern Rail network. The Metrolink Rochdale Town Centre stop is located within the 2km catchment, offering direct light rail services to Manchester and beyond, further enhancing public transport accessibility for future site users.

Cycling Accessibility

2.4.8 **Figure 6** illustrates the reachable areas accessible by cycling from the proposed development.

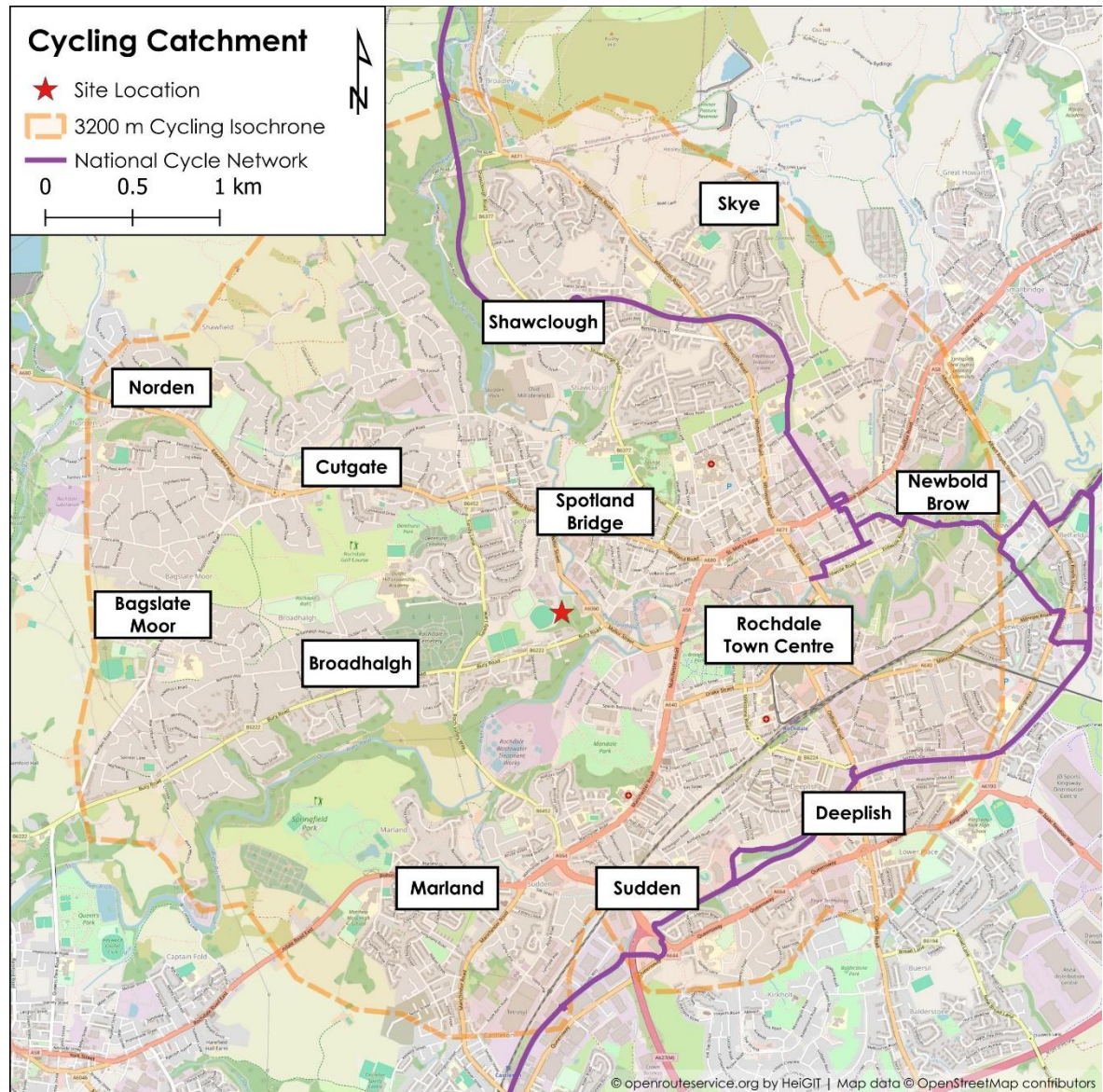


Figure 6 Map of areas reachable by cycling from Rochdale Cricket and Sports Club

2.4.9 The site is well connected to a range of residential areas that serves as key origin points for users of the existing Rochdale Sports Club and the proposed Rochdale Padel Club. The site is within cycling distance of the NCN route 92 and route 66 to the east of the site. Rochdale Railway Station is also accessible by bicycle providing users of the site from further afield a continuous journey to the site via active travel choices.

2.4.10 In close proximity to the site, a dedicated cycle lane is located on either side of Mellor Street, providing a cycle connection from the mini roundabout of Bridgefold Road, A680, Spotland Road and Mellor Street to the junction to the south where Mellor Street meets the B6222 and College Road. The junction benefits from cycle wait boxes. A plan illustrating the local cycle infrastructure is provided in **Appendix B**, this has been taken from the Transport for Greater Manchester - The Greater Manchester online cycle map.

Bus Services and Facilities

2.4.11 The closest bus stops to the development site are shown in **Figure 7**.

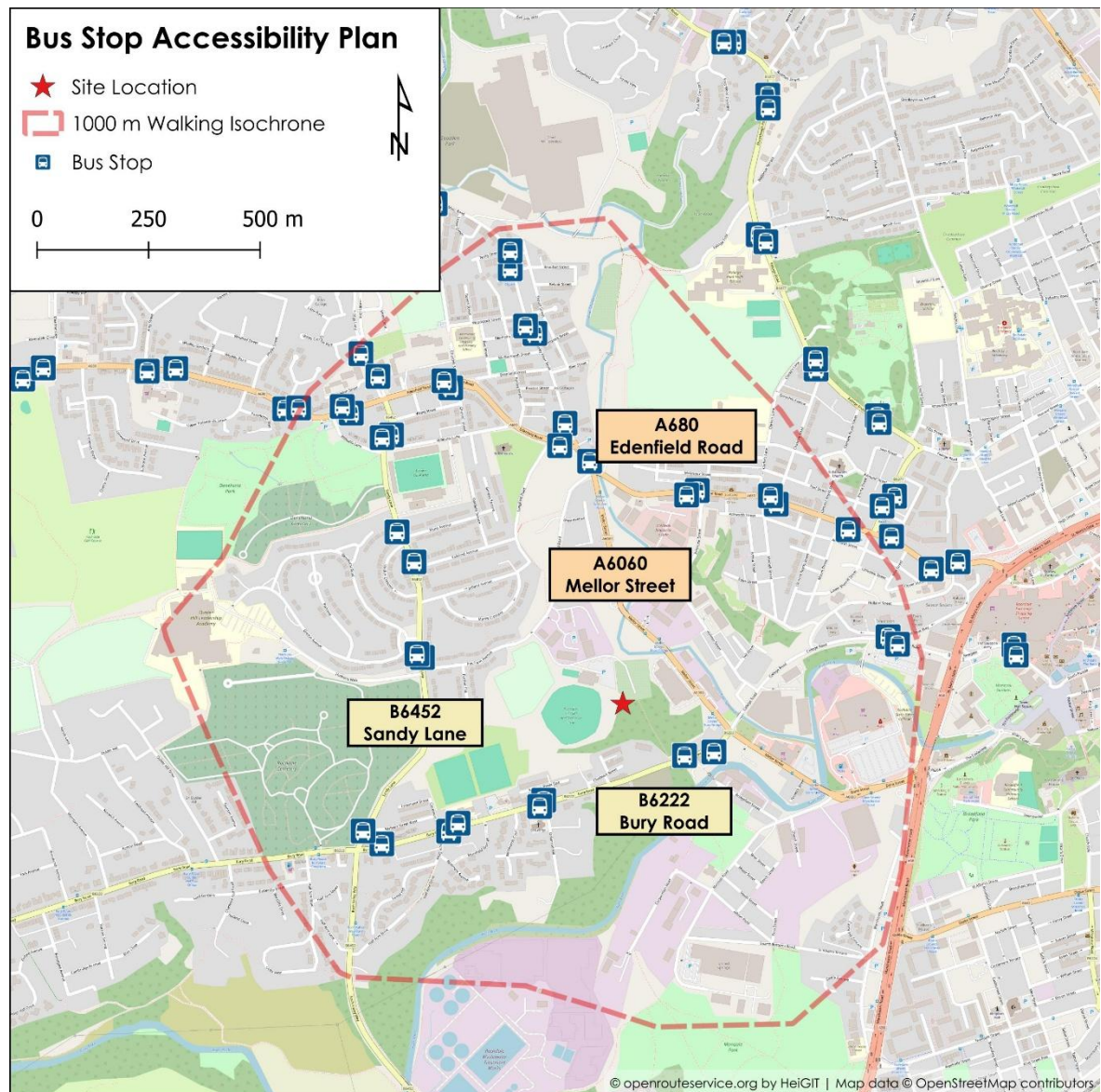


Figure 7 Bus Stop Locations

2.4.12 The local bus services are summarised in **Figure 8**.

Bus Stop	Distance	Bus No	Route	Weekday		Weekend	
				Peak Frequency	Hours of Operation	Peak Frequency	Hours of Operation
Mellor Street	402m	17	Norden - Shudehill	3 per day	06:15 - 06:54	No service	No service
		442	Norden - Rochdale	1 per hour	07:46 - 23:01	Sat: 1 per hour Sun: 1 per hour	Sat: 1 per hour Sun: 1 per hour
		468	Bagslate - Rochdale	1 per day	06:18 - 18:44	No service	No service
Mellor Street	402m	468	Bury - Rochdale	2 per hour	06:53 - 00:13	Sat: 1 per hour Sun: 1 per hour	Sat: 1 per hour Sun: 1 per hour
		17	Shudehill - Norden	4 per day	18:18 - 19:13	No service	No service
		442	Rochdale - Norden	1 per hour	07:02 - 22:28	Sat: 1 per hour Sun: 1 per hour	Sat: 1 per hour Sun: 1 per hour
		468	Rochdale - Bury	2 per hour	05:30 - 22:42	Sat: 1 per hour Sun: 1 per hour	Sat: 1 per hour Sun: 1 per hour
		17	Norden - Shudehill	3 per day	06:14 - 06:53	No service	No service
		442	Norden - Rochdale	1 per hour	07:45 - 23:00	Sat: 1 per hour Sun: 1 per hour	Sat: 1 per hour Sun: 1 per hour
Greave Avenue	430m	468	Rochdale - Bury	2 per hour	05:34 - 22:46	Sat: 1 per hour Sun: 1 per hour	Sat: 1 per hour Sun: 1 per hour
Oakenrod Hill	665m	17	Norden - Shudehill	3 per day	06:14 - 06:53	Sat: 1 per hour Sun: 1 per hour	No service
		442	Norden - Rochdale	1 per hour	07:45 - 23:00	No service	Sat: 1 per hour Sun: 1 per hour
		468	Bury - Rochdale	2 per hour	06:52 - 00:12	No service	Sat: 1 per hour Sun: 1 per hour
		468	Bagslate - Rochdale	1 per day	06:17 - 18:43	Sat: 1 per hour Sun: 1 per hour	No service
Oakenrod Hill	665m	17	Shudehill - Norden	4 per day	18:20 - 19:15	Sat: 1 per hour Sun: 1 per hour	No service
		442	Rochdale - Norden	1 per hour	07:03 - 22:29	No service	Sat: 1 per hour Sun: 1 per hour
		468	Rochdale - Bury	2 per hour	05:31 - 22:43	Sat: 1 per hour Sun: 1 per hour	Sat: 1 per hour Sun: 1 per hour

Figure 8 Bus Timetable Summary

- 2.4.13 The site is very well connected to a number of bus stops located within walking distance, the nearest bus stop is the Mellor Street Bus Stop located approximately 402m from the site. This stop provides a number of services providing services into Rochdale and the surrounding residential areas. The other bus stops located within walking distance of the site, all provide a range of bus services to Rochdale Town Centre and to the surrounding residential areas.

Rail and Tram Services & Facilities

- 2.4.14 The closest rail stations to the site are listed in the **Figure 9** along with their distance and travel time by walking, cycling and car from the site illustrated in **Figure 10**.

National Rail Station	Distance	Walking Time	Cycling Time
Rochdale Railway Station	2km	28 minutes	8 minutes

Figure 9 Distance and Travel time to Rochdale Railway Station

National Rail Station	Origin	Typical Frequency	Typical Journey Time
Manchester Victoria	Rochdale	6 / hour	14 mins
Leeds	Rochdale	3 / hour	55 mins
Salford Crescent	Rochdale	4 / hour	24 mins
Bradford Interchange	Rochdale	2 / hour	42 mins
Todmorden	Rochdale	4 / hour	9 mins
Salford Central	Rochdale	4 / hour	19 mins
Hebden Bridge	Rochdale	3 / hour	15 mins
Littleborough	Rochdale	2 / hour	4 mins
Bolton	Rochdale	2 / hour	41 mins
Smithy Bridge	Rochdale	2 / hour	3 mins

Figure 10 Rail Services available from Rochdale Railway Station

- 2.4.15 The site and proposed Padel Club is well connected to rail services available from Rochdale Railways Station, as illustrated in **Figure 10**. Rochdale Railways Station is located 2.5km from the site, which is accessible on foot within 30 minutes and by bicycle within 11 minutes. Services from Rochdale Railways Station include services to Manchester, Salford, Leeds, Bradford and other local railways stations.
- 2.4.16 Rochdale also benefits from a network of trams stops that route through the town, the nearest tram stop to the site is located approximately 1.7km to the east, which is approximately a 23 minute walk or an 8 minute cycle. The Rochdale Town Centre tram stop is served by the Pink Line which is one of the Manchester Metrolink lines. It is also known as the Oldham and Rochdale Line (ORL). The tram stop is the northern terminus of the line with services running through Rochdale, Oldham and into Manchester City Centre.

Summary

- 2.4.17 The proposals are well located for travel to be completed by active (walking and cycling) and sustainable (public transport) travel modes.

3 DEVELOPMENT PROPOSALS

- 3.1.1 The developments proposals consist of the re-development of the current area of land east of Rochdale Cricket and Sports Club, to provide 6 padel courts, clubhouse and re-design of the wider sports club car park. The site layout can be seen in full in **Appendix A** attached hereto.

3.2 Access Arrangements

- 3.2.1 The proposed padel club will be accessible via the existing access arrangements to the adjacent Rochdale Cricket and Sports Club via Bridgeford Road and the internal road access from Bridgeford Road. Access through the internal access road will be retained and there are no proposals to alter this access.

3.3 Car Parking

- 3.3.1 The development proposals include a reconfiguration of the existing car park serving Rochdale Cricket Club and the proposed Rochdale Padel Club. A total of 100 car parking spaces will be provided, including two designated disabled spaces. The current car park accommodates 83 spaces, meaning the proposals would result in a net increase of 17 parking spaces. Which include a total of 94 standard spaces and 6 blue badge disabled spaces
- 3.3.2 As illustrated on drawing **8724-RSC-RGPXX-XXDR-T-001** and **8724-RSC-RGPXX-XXDR-T-002** illustrate the re-designed car park will be able to accommodate the ingress and egress of private vehicles
- 3.3.3 It is anticipated that during peak operating hours of the padel club, typically between 6:00pm and 9:00pm, the overall car park will not be fully occupied. The site also hosts other sporting facilities, including Rochdale Squash Club (with four squash courts), Rochdale Cricket Club, and Rochdale Lacrosse Club
- 3.3.4 The usage of these facilities varies seasonally. The cricket club operates mainly during the summer, with matches held midweek from approximately 5:50pm to 8:00pm and on weekends from 10:00am to 8:00pm. Training sessions are also held in the summer on midweek evenings between 5:30pm and 8:00pm for both youth and adult teams. The lacrosse club trains midweek on Tuesdays from 6:15pm to 7:15pm and holds matches on weekends. Squash is played all year round and is available to play between 11:00 and 23:00.
- 3.3.5 **Figure 11** summarises the estimated range of car parking spaces likely to be occupied during the busiest periods of operation for each of the sports clubs.

Operation	Number of Spaces Occupied (Assumed Min)	Number of Spaces Occupied (Assumed Max)
Cricket Club	25	35
Lacrosse Club	22	30
Squash	8	8
Total	55	73

Figure 11 Anticipated parking occupation for other sports uses.

- 3.3.6 At full capacity, the combined sports facilities are expected to require a maximum of 73 parking spaces. This assumes all three clubs are operating simultaneously, with every participant arriving by private vehicle. It does not factor in sustainable travel options such as walking, cycling, public transport, or car sharing, which could significantly reduce the demand.
- 3.3.7 Moreover, it is unlikely that all 73 spaces would be in use at the same time due to natural fluctuations in arrival and departure times. Importantly, the peak period for the padel club usage (6:00pm–9:00pm) generally falls outside the busiest times for the other sports facilities, further reducing the likelihood of parking conflicts. The Padel Club will run alongside the existing sports clubs and there is to be a managed approach between all sports clubs with regards to tournaments.

Disabled Parking

- 3.3.8 The development proposals seek to provide a total of 6 disabled spaces, 2 of which are to be located adjacent to the entrance of the padel club. The wider car park will undergo an re-design to provide additional spaces. It is to be noted that the existing layout provides 9 disabled spaces, however these are not currently designed to standard. The proposals seek to re-provide 6 disabled spaces of the existing 9 and these are to be designed in accordance with Manual for Streets and the DfT's 'Inclusive Mobility' guidance document. The 6 spaces to be provided are in line with the required standards provided within the DfT's 'Inclusive Mobility' guidance document which states that 6% of the total parking capacity should be allocated to disabled motorists.

3.4 Cycle Parking

- 3.4.1 Cycle parking will be provided adjacent to the entrance of the Padel Club, approximately 4 Sheffield stands which provide a total of 8 cycle parking spaces.

3.5 Deliveries & Servicing

- 3.5.1 The existing access and proposed car park layout arrangements provide sufficient space to accommodate larger vehicles, with all deliveries and servicing to take place using the carriageway space and hardstanding within the car park.
- 3.5.2 As illustrated by the Proposed Site Layout Plan provided **Appendix A**, the proposed site layout would provide a further benefit in accommodating all necessary vehicle movements on site, with suitable space to turn around on site and leave in a forward gear.

3.5.3 The proposed Padel Club would generate a low level of delivery/servicing activity, with occasional ad-hoc deliveries being generated as outlined above.

3.5.4 It is anticipated that the vast majority of deliveries would comprise of food and beverage deliveries and delivery of any sporting equipment, which would typically be completed using a 7.5t panel van, representing the largest delivery vehicle typically requiring accessing the site. Deliveries of this nature would generally be completed with up to a maximum duration of 5 minutes and would occur outside of peak periods.

3.6 Emergency Access and Refuse Storage & Collection

3.6.1 Emergency access to the Padel Club will also be provided through the car park, **8724-RSC-RGPXX-XXDR-T-004** illustrates that a fire tender can manoeuvre through the car park to the entrance of the padel club and then exit the car park in forward gear.

3.6.2 The refuse collection associated with the Padel Club, will tie into the existing refuse collection strategy for Rochdale Sports Club. The refuse collection is undertaken by a private contractor and private refuse vehicle which will collect refuse outside of the operating hours of both the Sports Club and Padel Club. The proposed site layout has therefore been suitably designed to accommodate all expected vehicle activity within its curtilage associated with refuse collection.

4 TRIP GENERATION AND IMPACT

4.1.1 This section details the anticipated trip generation of the proposed Padel Club at Rochdale Cricket and Sports Club.

4.2 Proposed Trip Generation

4.2.1 The proposed development comprises the provision of 4-6 padel courts. In the absence of available survey data in TRICS, in relation to the trip generation of padel courts and padel centres, a 'first principles' approach has been taken to estimate the anticipated trip generation the proposed padel courts.

First Principles Approach

4.2.2 To provide a robust, worst case assessment, a first principles trip generation assessment has been undertaken based on the following assumptions:

- Four Players on a padel court – 6 courts
- Court Bookings between 06:00-22:00 (Mon-Fri) / 07:00-22:00 (Saturday) / 08:00-21:00 (Sunday)
- 60 – 90 minute booking slots;
- 1 staff member on site per shift, 2 shifts daily; (7 hour shift)
- Tournaments hosted 1 per month – 48 participants

4.2.3 The resulting trip generation based on the first principles approach for a typical operating day is demonstrated in **Figure 12**.

User	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Players	24	24	48	24	24	48
Staff	0	0	0	0	0	0
Total	25	24	48	25	24	48

Figure 12 Proposed Padel Court 'First Principles' Total Person Trip Generation

4.2.4 The resultant person trip generation for the proposed padel courts during the AM and PM peak hours is a total of 48 two-way people trips. This is assuming a typical padel match is 60 minutes. However a competitive padel match typically runs for 90 minutes, therefore it is more than likely that the number of two-way trips in the peak hours would be considerably less than that illustrated in **Figure 12**.

4.2.5 The padel courts are also anticipated to host padel tournaments, which will be infrequent and not a daily occurrence. During tournament days it is assumed that up to 48 participants with 24 on court at any one time and then another 24 waiting to play. On top of the participants it is estimated that there would be in between 10-20 spectators and organisers. Taking the total number of people at the padel club to between 58 and 68.

4.2.6 The padel courts are anticipated to be predominately accessed via private vehicle, as a worst case scenario if assuming all players played a 1 hour match and 100% of all trips were to be made by private vehicle then there would be a total of 48 two-way vehicular trips in a typical peak hour. This would equate to 0.8 vehicle trips per minute, which is deemed as a negligible impact on the local highway network. Furthermore there is anticipated to be a proportion of trips made to the padel club that are linked to the existing uses at the Rochdale Sports Club, for example parents dropping their kids off for a training session, may use the padel courts during the same period. Moreover during peak periods there will be a level of linked trips to commuters who may pass-by the padel club to play a match on their way to the office in the morning or evening. Therefore not all trips will be new onto the

4.3 Mode Share

4.3.1 Due to the urban location of the site and the excellent accessibility of the site to active and sustainable travel modes, there is likely to be a proportion of trips made by alternative modes of travel than the private vehicle. Using the census 2021 method used to travel to work data (TS061) for Rochdale, 20% of trips to work are made via sustainable and active travel. This would therefore result in approximately 38 trips made by private vehicles and 10 trips made by active and sustainable modes.

4.4 Development Impact

4.4.1 The proposed impact of the Padel Club is not anticipated to have a severe or detrimental impact on the local highway network with approximately 38 private vehicular trips to occur during a PM peak hour. This is assuming that padel matches last for 60 minutes and not the typical 90 minutes.

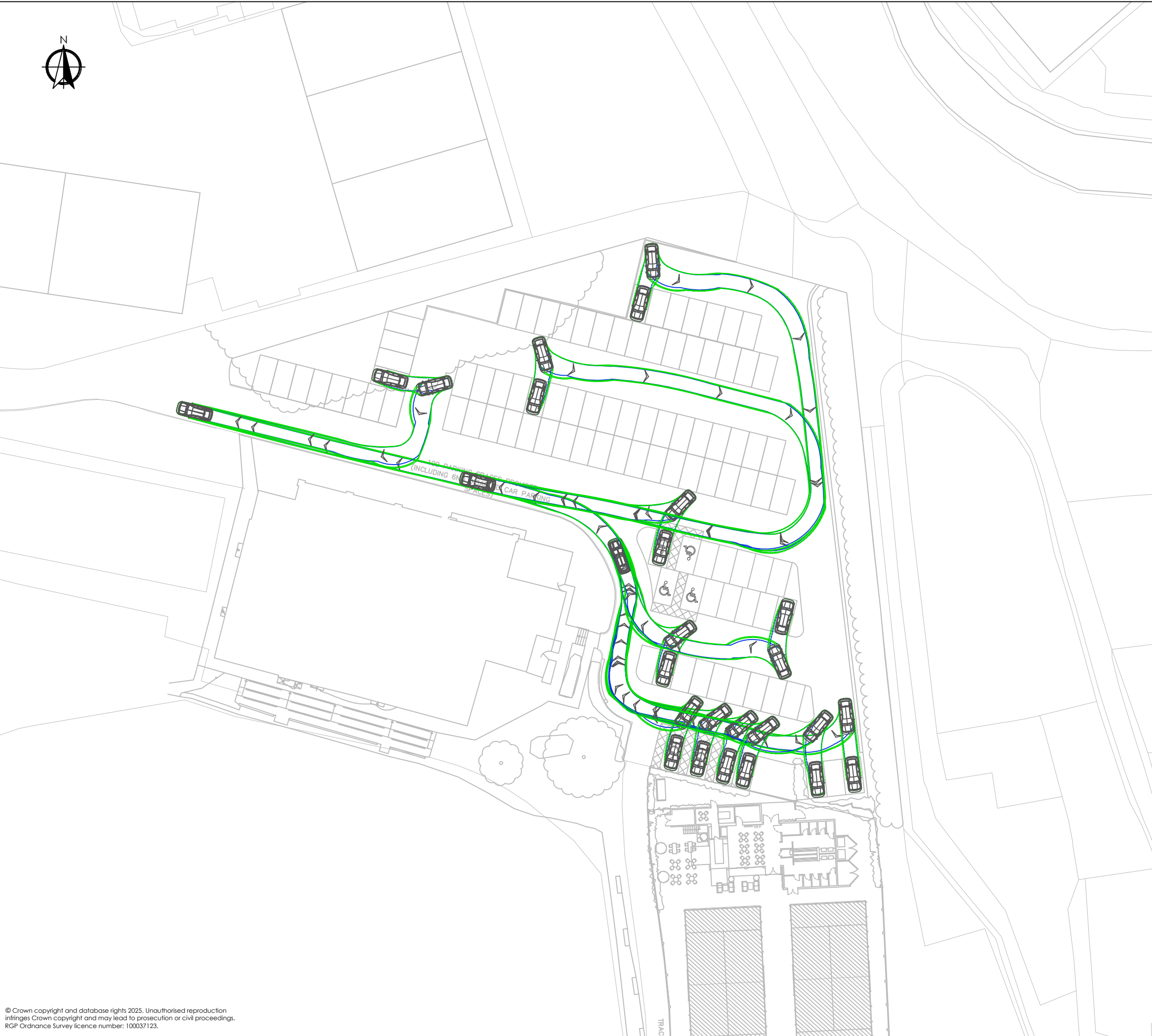
4.4.2 It is anticipated that during the operation of the padel club between 6am to 10pm Mon-Friday, 7am to 10pm Saturdays and 8am to 9pm Sundays, there will be fluctuations in the number of people visiting the padel club. It is not anticipated that the courts will be fully utilised during all hours of operation. The peak hours associated with padel clubs are between 6pm and 10pm. Which lies outside of the typical traffic peak hours. Therefore the realistic vehicular trips associated with the padel club will be significantly less than those provided within **Figure 12**. **Figure 12** provides a theoretical worst case trip generation based on maximum occupancy.

4.4.3 It is therefore concluded that the proposed development would not result in a material impact on the local highway network and would be able to be accommodated on the local network without detriment to the existing operation.

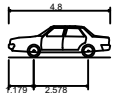
5 SUMMARY & CONCLUSIONS

- 5.1.1 This Transport Statement has considered the transport planning implications associated with the proposed Padel Club and re-design of the existing Rochdale Sports Club car park. RGP make the following conclusions of this Transport Statement:
- (i) The site is considered to be conveniently located in terms of access from the wider highway network owing to its proximity to the A680 Edenfield Road and Spotland Road, A6060 Mellor Street, A58 Manchester Road and B6222 Bury Road. The site benefits from a number of frequent bus services calling at the stops on the B6452 Sandy Labe and B6222 Bury Road, providing convenient connections into Rochdale town centre and the surrounding residential areas. Rochdale Rail station is also accessible via a 28-minute walk from the site and 8 minute cycle, where onward journeys could be made to and from Manchester, Leeds, Salford, Bradford International and a number of local stations. These services afford realistic travel opportunities for users of the site;
 - (ii) The proposed development would likely generate as a worst case 48 two-way trips across an hour. The vehicular trip generation of the Padel Court is anticipated to be 36 two-way trips during. However this assumes that all padel matches are an hour long. The likely vehicular trip generation will be less than 38 across an hour. The anticipated worst case 38 vehicular trips would not result in a detrimental impact on the local highway network, it equates to approximately 0.6 vehicles per minute.
 - (iii) The proposed parking provision would be appropriate to meet the needs of the padel club, the wider car park layout is proposed to be increased to 100, an increase of 17 spaces. Adequate storage would be provided on-site to accommodate cycle trips;
 - (iv) The access arrangements would meet the requirements set out in national best-practice guidelines and would afford sufficient room for all users of Rochdale Sports Club and the proposed Padel Club and refuse collection teams to safely access and egress the site in a forward gear.
 - (v) The proposed site would generate a low level of delivery and servicing movements which would be completed using light goods vehicles. Refuse collections would be coordinated with Rochdale Sports Club as part of an existing collection route and operation through the car park.
- 5.1.2 As a result of the data and evidence presented within this Transport Statement, Rochdale Borough Council as local highway authority, is respectfully requested to confirm that the development proposals are satisfactory on highway grounds.

DRAWINGS



- Notes:
1. Do not scale from this drawing.
 2. All dimensions are in metres unless noted otherwise.
 3. All levels are in metres above ordnance datum (AOD).
 4. This drawing should be printed in colour.
 5. This drawing is to be read in conjunction with all other engineer's drawings.



Standard Car (4.8m)
Overall Length 4.800m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

P05	LAYOUT UPDATED	07.08.25	DH	WF	WF
P04	LAYOUT UPDATED	31.07.25	DH	WF	WF
P03	DETAIL AMENDMENTS	14.07.25	DH	WF	WF
P02	DETAIL AMENDMENTS	04.07.25	DH	WF	WF
P01	FIRST ISSUE	26.06.25	DH	WF	WF
Rev	Details	Date	By	Chkd	Appd

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Status: INFORMATION

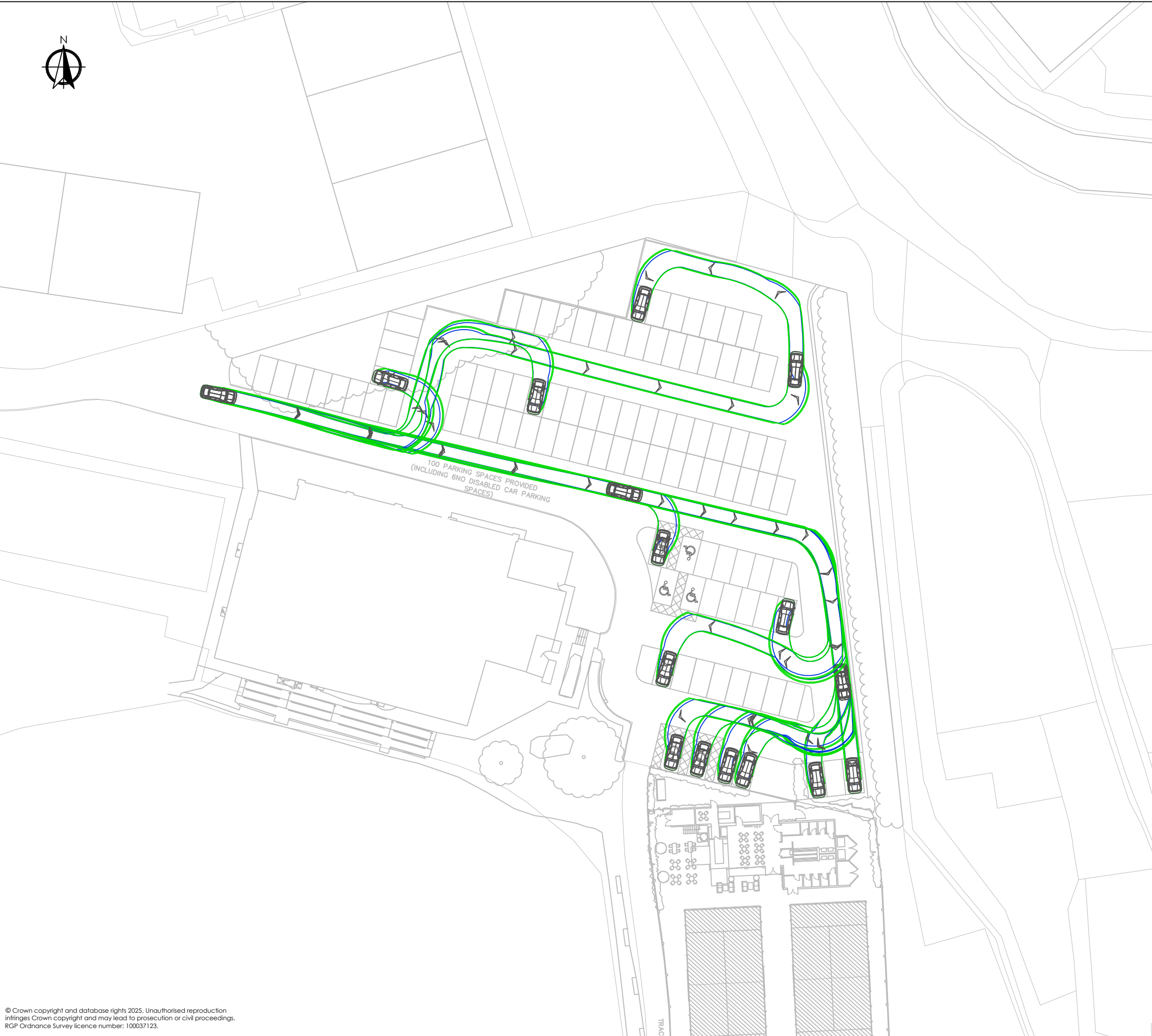
Client:

Project:
Rochdale Sports Club,
Rochdale

Drawing Title:
Swept Path Analysis
- Standard Car (Outbound)

Scale @ A3: 1:500	Date: 07.08.25	Drawn: DH	Designed: DH	Checked: WF	Approved: WF
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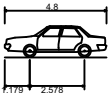
Project No: 8724	Drawing No: RSC-RGP-XX-XX-DR-T-002	Revision: P05
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Notes:

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Lock to lock time 4.00s
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P05	LAYOUT UPDATED	07.08.25	DH	WF	WF
P04	LAYOUT UPDATED	31.07.25	DH	WF	WF
P03	DETAIL AMENDMENTS	14.07.25	DH	WF	WF
P02	DETAIL AMENDMENTS	04.07.25	DH	WF	WF
P01	FIRST ISSUE	26.06.25	DH	WF	WF
Rev	Details	Date	By	Chkd	Appd

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Status:

INFORMATION

Client:

Project:

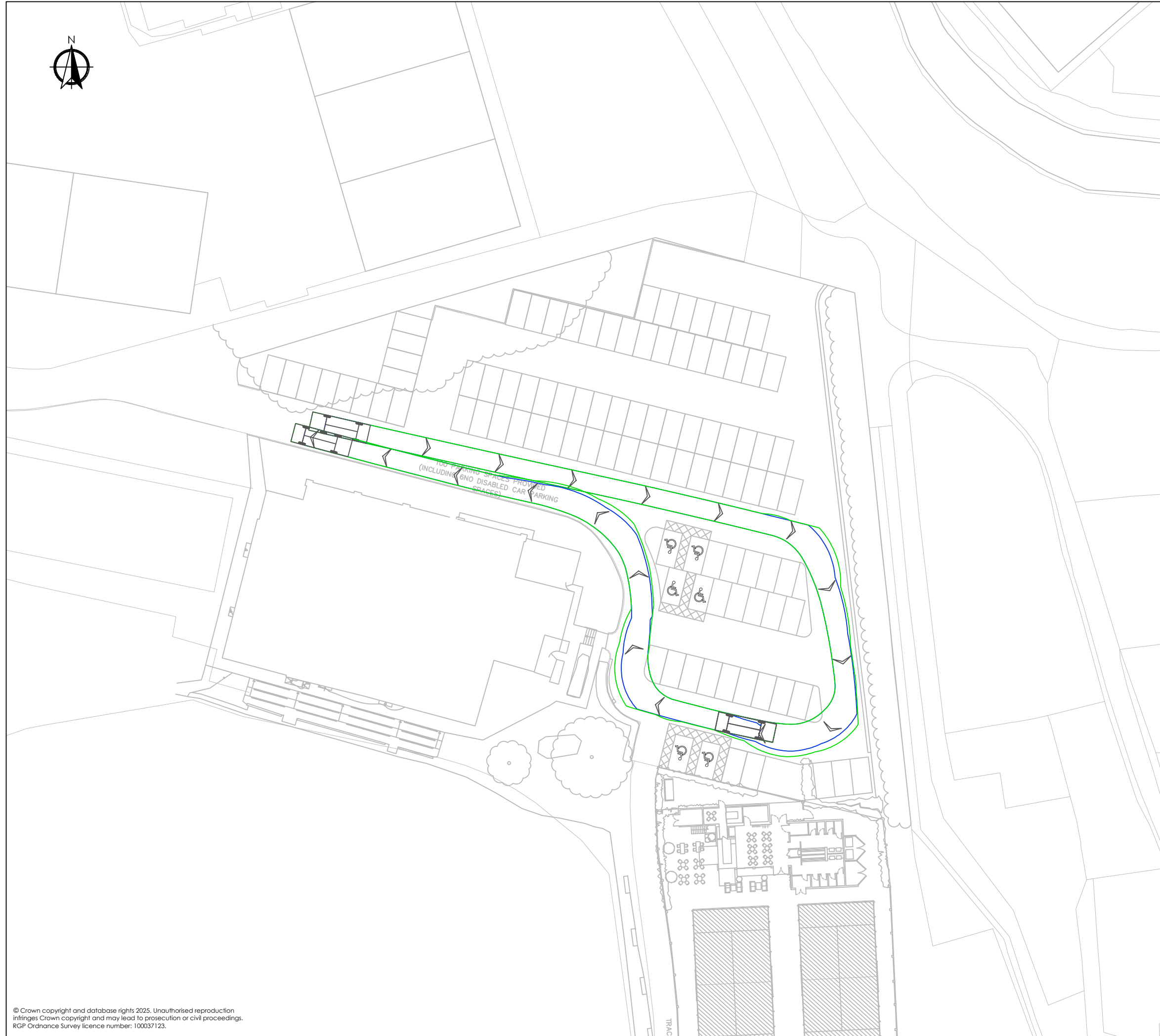
Rochdale Sports Club,
Rochdale

Drawing Title:

Swept Path Analysis
- Standard Car (Inbound)

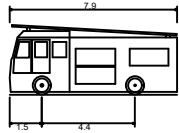
Scale @ A3: 1:500	Date: 07.08.25	Drawn: DH	Designed: DH	Checked: WF	Approved: WF
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Project No: 8724	Drawing No: RSC-RGP-XX-XX-DR-T-001	Revision: P05
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Notes:

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2. All dimensions are in metres unless noted otherwise.
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Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

P05	LAYOUT UPDATED	07.08.25	DH	WF	WF
P04	LAYOUT UPDATED	31.07.25	DH	WF	WF
P03	DETAIL AMENDMENTS	14.07.25	DH	WF	WF
P02	DETAIL AMENDMENTS	04.07.25	DH	WF	WF
P01	FIRST ISSUE	26.06.25	DH	WF	WF
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Status:

INFORMATION

Client:

Project:

Rochdale Sports Club,
Rochdale

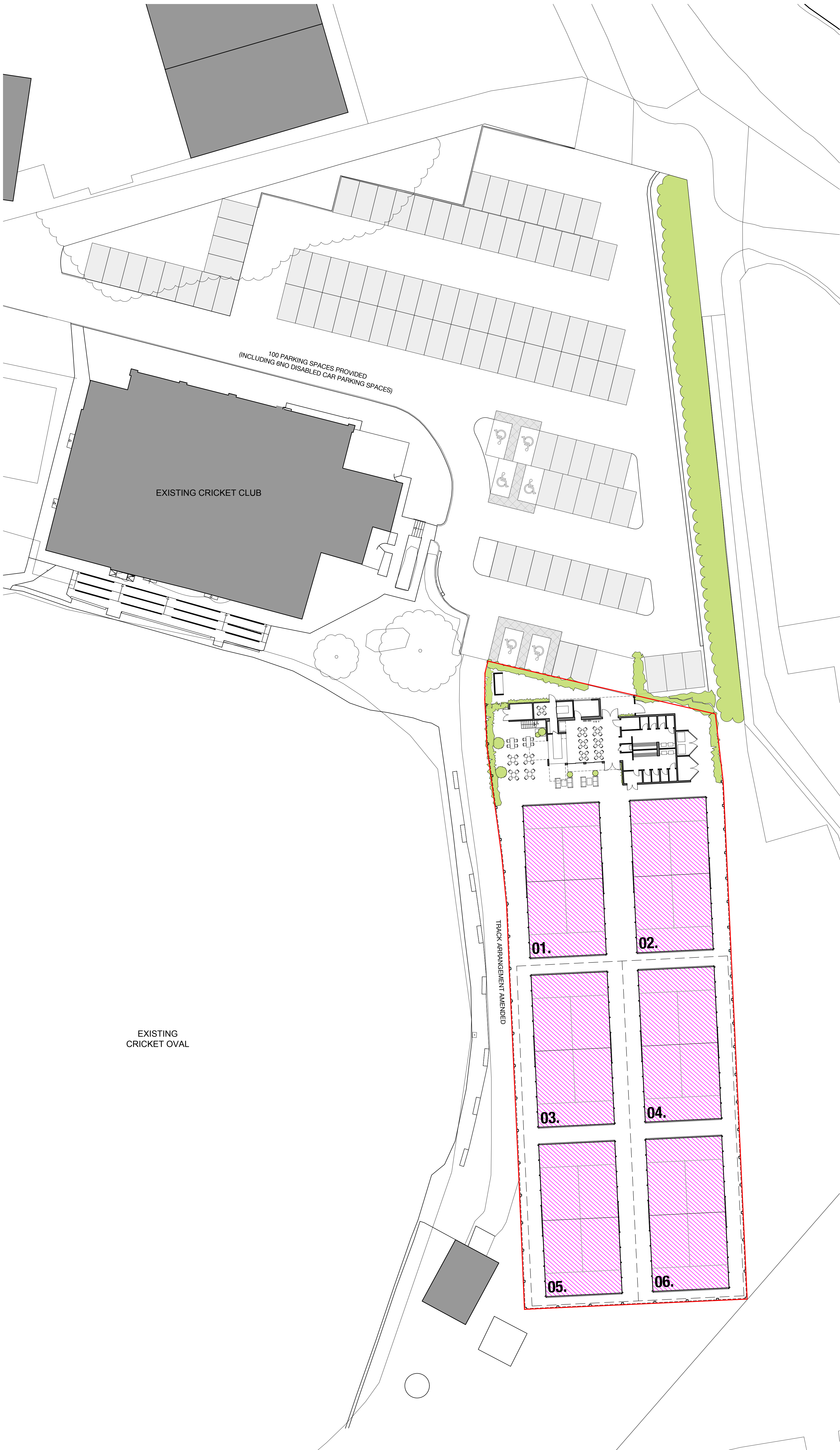
Drawing Title:

Swept Path Analysis
- Fire Tender

Scale @ A3: 1:500	Date: 31.07.25	Drawn: DH	Designed: DH	Checked: WF	Approved: WF
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Project No: 8724	Drawing No: RSC-RGP-XX-XX-DR-T-004	Revision: P05
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APPENDIX A



Notes

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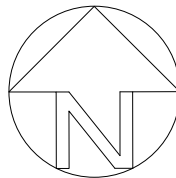
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All construction to be carried out in accordance with all relevant British Standards and Codes of Practice

**DO NOT SCALE FROM THIS
DRAWING**



B 06.08.25 Parking layout and clubhouse design amended North Point added. LK

A 27.06.25 Parking amended adding additional 4 spaces further to RGL comments in email dated 27.06.25. Club house plan updated and fencing updated. LK

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Client JORDAN INGOE
ROCHDALE PADEL CLUB

Project BRIDGEFOLD ROAD
ROCHDALE
OL11 5BX

Drawing OUTLINE SITEPLAN

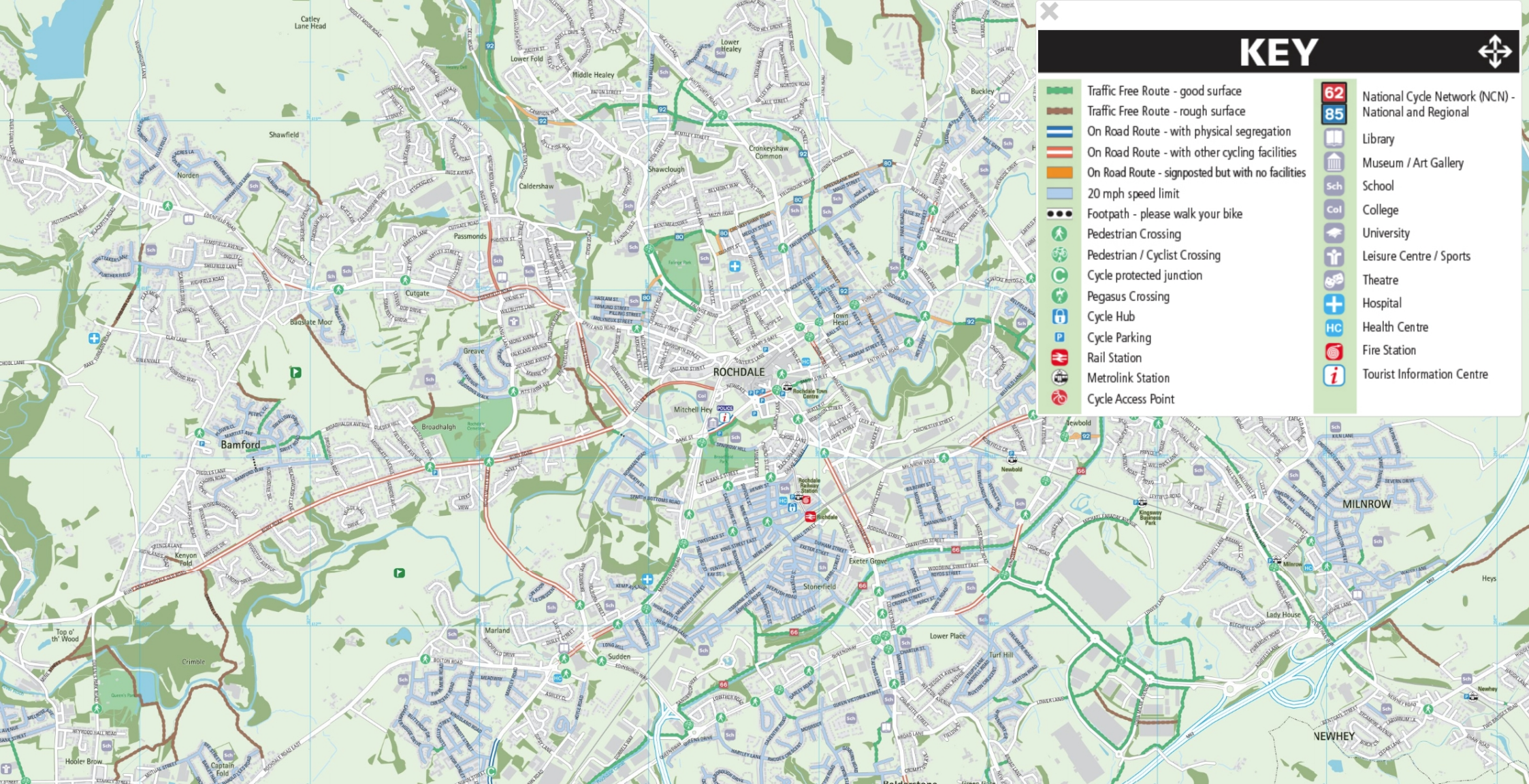
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Checked By RH Date JUNE 2025

Project No.	Drawing No.	Revision
25009	P001	B
PRELIMINARY		

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APPENDIX B



KEY



- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but with no facilities
- 20 mph speed limit
- Footpath - please walk your bike
- Pedestrian Crossing
- Pedestrian / Cyclist Crossing
- Cycle protected junction
- Pegasus Crossing
- Cycle Hub
- Cycle Parking
- Rail Station
- Metrolink Station
- Cycle Access Point
- National Cycle Network (NCN) - 62
- National and Regional - 85
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre



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