



Project: Proposed Padel Courts
Bamford Fieldhouse Cricket (& Rochdale Tennis) Club

Client: Saints Padel Club Limited

Document: Transport Statement



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Saints Padel Club Limited to provide transportation advice in relation to a proposed Padel court development at Bamford Fieldhouse Cricket (& Rochdale Tennis) Club.
- 1.2 This Transport Statement represents a culmination of this work and is submitted with the planning application for the scheme.
- 1.3 Bamford Fieldhouse Cricket (& Rochdale Tennis) Club (referred to from here on in as "the site") is located in the Bamford area of Rochdale and is bound by football pitches to the north, the access road to these pitches to the east and open fields to the south and west. The location of the site is shown in **Figure 1.1**.
- 1.4 The proposals would see the provision of 6 No. Padel courts located between the existing cricket pitch and tennis courts. The proposals also include an area of additional car parking which would increase the existing provision at the site by 9 spaces.
- 1.5 As set out above, the site is located in the Bamford area to the west of Rochdale. Rochdale Borough Council is therefore both the local planning and highway authority for the local roads in the vicinity of the site.

Planning Application

- 1.6 A planning application has already been submitted for the proposed Padel courts (application reference: PL/2026/0215).
- 1.7 In response to this application, Rochdale Borough Council [RBC] Highways provided comments dated the 30th April 2026. In these comments, RBC highways stated:

"The proposed development seeks permission for six new Padel pitches which falls under Outdoor Sport or Recreation use. Dedicated parking for a development of this use class is to be considered individually based on local context.

For a development of this nature with dedicated parking which is considered on an individual basis should be supported by a Transport Assessment which will help to outline that the development will not cause unacceptable traffic problems which in this case would need specific justification of the proposed parking provision.

Rochdale Borough Council Highways Service currently has concerns, especially when considering the existing car park tends to be regularly at capacity leading to overspill parking on the access road.

Given the nature of the proposed development, crossover bookings are likely which further intensifies concerns around the limited provision of the proposed car park.

Typical issues on street parking causes are access issues for larger vehicles such as refuse vehicles due to the on-street parking drastically narrowing the road width which can also create bottlenecks at peak times. Another concern is pedestrian safety leading up to the development site especially when they are forced to cross between parked cars this may cause blind spots for oncoming drivers. Along Hollin Lane the footway outside of the residential properties is extremely narrow and is often blocked by bins meaning if users of the proposed development were to park here it would force pedestrians into the carriageway.

Prior to Rochdale Borough Council Highways Service making a final determination on this application submission of a Transport Statement is required."

Discussions with Rochdale Borough Council / Report Requirements

- 1.8 Having had sight of the above comments, CBO held discussions with RBC highways regarding the proposals and survey / report requirements. Through these discussions, it was agreed that:
 - A Transport Statement [TS] will suffice that considers parking provision and numbers of trips to and from the proposed Padel courts;

- There is no requirement for an assessment of traffic impact within this TS related to traffic flows and traffic capacity, just impact on parking requirements and potential overspill onto the surrounding highway network;
- With regards to parking, an independent car parking survey is to be undertaken on one Saturday when there is a cricket match on, the tennis courts are in use and there is a function in the evening to understand existing demand;
- Consideration is to be given to residual car trips / their parking demand associated with the Padel courts giving due cognisance to people travelling locally, accessibility by the sustainable modes and the opportunity for car share.

Scope of Report

- 1.9 In light of the above, the purpose of this report is to provide RBC highways with the necessary information to review the proposals and consider their transport implications. In order to provide this information, this report has been produced in 6 sections including this introduction.
- 1.10 Section 2 reviews existing conditions, including the results of the car parking survey, and provides details of the local area from a highway perspective.
- 1.11 Section 3 considers the accessibility of the site by the sustainable modes and linkage to the surrounding area.
- 1.12 Section 4 overviews the development proposals and provides details relating to site access, pedestrian and cycle provision and parking provision.
- 1.13 Section 5 then sets out details of the trip generation associated with the proposals and considers the residual impact on parking demand.
- 1.14 The conclusions and recommendations of the report are included in Section 6.

2 Existing Conditions

Site Description

- 2.1 The site is located in the Bamford area of Rochdale and is bound by football pitches to the north, the access road to these pitches to the east and open fields to the south and west.
- 2.2 The location of the site is shown in **Figure 1.1**.
- 2.3 There is one existing access to the site. This access is via the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road which commences at the western end of Hollin Lane.
- 2.4 With regard to parking, there are currently 38 car parking spaces provided at the site, comprising 31 spaces on the car park and 7 (unmarked) spaces on the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road.

Use of Site

- 2.5 It is understood from discussions with the club that the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club is typically used as follows:

Cricket

- (Weather permitting) cricket is played every weekend between April and the beginning of September;
- Saturday games run from 12:00 to 17:00, Sunday games run from 11:00 to 17:00;
- There are also games running from 10:00 to 14:00 on a Monday;

Tennis

- The tennis courts are used all year round;
- The courts are used more in the weekday evenings than at the weekend, with weekdays 17:00 – 19:00 being the busiest period. Coaching takes place during all these periods;

Functions

- There are functions held at the club house on a Saturday evening. The club has the capacity to hold around 100 people;
- There are around 2 functions per month, starting at 19:30 at the earliest.

Highway Network

Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road

- 2.6 As set out above, the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road commences at the western end of Hollin Lane. The access road travels west for a distance of approximately 85 metres to the car park access, which is located on the northern side of the access road at the western end. The route is approximately 3 metres in width, lit and includes a gate located approximately 20 metres along the lane.
- 2.7 At the western end, the access road widens to circa 7 metres in width over a length of approximately 45 metres. This widened section is used to provide parallel parking on the south side. Approximately 7 cars can park in this area.

Hollin Lane

- 2.8 From the western end where it is joined by the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road, Hollin Lane is a residential road that heads east for a distance of approximately 60 metres where it joins Norden Road as the minor arm of a simple priority junction. The route is lit, subject to a 30mph speed limit and includes footways to both sides.
- 2.9 The footway on the north side of Hollin Lane is quite narrow and directly fronted by terraced properties, whilst the footway to the south is wider and joined by off-street parking associated with the residential properties to the south.

Norden Road

- 2.10 Norden Road passes the eastern end of Hollin Lane as the major arm of a simple priority junction. The route is lit, subject to a 30mph speed limit and includes footways to both sides.
- 2.11 Norden Road includes double yellow line "at any time" waiting restrictions around the junction with Hollin Lane and the junction with War Office Road to the south. These waiting restrictions then continue north from Hollin Lane.
- 2.12 From the junction with Hollin Lane, Norden Road heads north to Bamford, Norden and the A680. Heading south from Hollin Lane, Norden Road is joined by War Office Road, with both Norden Road and War Office Road then heading south to join the B6222 Bury Road / Bury and Rochdale Old Road. From here, the B6222 heads east to Rochdale and west to Bury.

Personal Injury Accident Record

- 2.13 Based on personal injury accident data that is freely available on the internet for the five year period up to the end of June 2025, consideration has been given to the local area.

Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road

- 2.14 This data shows there have been no personal injury accidents recorded during the identified five year period on the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road.

Hollin Lane

- 2.15 This data shows there has been one personal injury accident recorded during the identified five year period on Hollin Lane. This accident occurred midway along Hollin Lane in November 2022. This accident was a slight injury accident and involved a pedestrian.

Norden Road / Hollin Lane junction

- 2.16 This data shows there have been no personal injury accidents recorded during the identified five year period at the Norden Road / Hollin Lane junction.

Summary

- 2.17 Based on the above it is considered that there is no notable existing accident record in the local area upon which the proposals would materially impact.

Car Parking Survey Results

Bamford Fieldhouse Cricket (& Rochdale Tennis) Club Car Park and Access Road

- 2.18 As set out in the introduction, it was agreed with RBC highways that an independent car parking survey to be undertaken on one Saturday when there is a cricket match on, the tennis courts are in use and there is a function in the evening to understand existing demand. This survey was therefore undertaken on Saturday 23rd May 2026. The results of this survey are included at **Appendix A**.
- 2.19 As was agreed with RBC highways, there was a cricket match on during the survey day, whilst the tennis courts were in use and there was an evening function scheduled for up to 60 guests. It was a fine, mainly sunny day during the survey meaning the results will have been representative of a busy Saturday during the cricket season. With regard to the evening function, only circa 30 of the up to 60 guests were seen to attend.
- 2.20 As can be seen from the results at Appendix A, the survey included in and out traffic counts and parking accumulation at the club car park ("CC" heading) and on the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road ("Ln" heading). These counts and accumulations were broken down into 15 minute periods between 10:00 and 21:30 and, for the car park, were split as follows:
 - Crick: player / other cars associated with the cricket match / club;
 - Spec: spectator cars associated with the cricket match;
 - Func: cars associated with attendance at the evening function;
 - Ten: cars associated with the use of the tennis courts; and
 - Taxi: general taxi movements.

- 2.21 With regard to the 5 vehicles shown in the results at Appendix A to be parked on the access road over the course of the day / evening, only one car (parked between circa 16:50 and 19:00) was associated with the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club, with the remainder being associated with people walking their dogs on the adjacent fields.
- 2.22 As can be seen from the results at Appendix A, the car park was over 90% capacity for a 45 minute period between 16:30 and 17:15 and over 70% capacity for a 105 minute period between 15:30 and 17:15. These maximum occupancies are similar to those that can be seen on google streetview. However, outside these periods, there was a minimum of 10 spaces available in the car park for the remainder of the day.
- 2.23 With regard to tennis and as can be seen from the results at Appendix A, and despite the weather being nice and it being tennis season, only 8 vehicles were counted in associated with the tennis courts over the course of the day / evening.
- 2.24 In terms of the function use, the results at Appendix A show that the majority of the cricket related traffic has left before traffic associated with the functions starts to arrive. The survey also shows that 12 cars arrived for the function use associated with the circa 30 guests. This equates to a trip rate of 1 car per 2.5 guests.

Hollin Lane and Access Road to Football Pitches

- 2.25 As well as observing parking on the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club car park and access road, hourly beat counts were undertaken on Hollin Lane and the access road to the east of the site serving the football pitches. The results of these beat counts are set out in Table 2.1 below.

Table 2.1: Observed Parking on Hollin Lane and Access Road to Football Pitches

Time	Hollin Lane		Access Road
	North side	South side	
10:00	7	0	4
11:00	5	0	3
12:00	5	0	3
13:00	5	0	3
14:00	5	0	3
15:00	5	0	3
16:00	5	0	3
17:00	5	0	7
18:00	5	0	6
19:00	5	0	5
20:00	5	0	4
21:00	3	0	4
21:30	5	0	3
Capacity	7	0	Not known

- 2.26 None of the above parking on Hollin Lane and the access road to the football pitches was associated with activities at Bamford Fieldhouse Cricket (& Rochdale Tennis) Club.

3 Accessibility by the Sustainable Modes

Pedestrian & Cycle Infrastructure

Existing pedestrian infrastructure

- 3.1 As shown in the site location and local infrastructure plan at **Figure 1.1**, the site has good accessibility for pedestrians.
- 3.2 The existing Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road is a shared surface access used by pedestrians and cyclists as well as vehicles. East of the access road and as set out previously in Section 2, Hollin Lane and Norden Road then include footways to both sides, whilst there are a number of dropped kerbs around the Norden Road / Hollin Lane junction where pedestrians can cross. There is also a controlled pedestrian crossing on Norden Road located approximately 220 metres north of Hollin Lane.
- 3.3 Once on the Norden Road corridor, pedestrians are able to join the wider pedestrian network, which provides access to local bus stops and the surrounding residential area.

Existing cycle infrastructure

- 3.4 There is no dedicated cycle infrastructure provided on Hollin Lane or Norden Road. However, Hollin Lane is a quiet residential street whilst, as shown in **Figure 1.1**, Martlet Road is located approximately 220 metres north of Norden Road and is part of a 20mph area. These routes are therefore considered conducive to cycle use, as are Norden Road and War Office Road.
- 3.5 At their southern end, Norden Road and War Office Road join the B6222 Bury Road. The Bee Network cycle map identifies Bury Road, which runs all the way into Rochdale, as an "On Road Route - with other cycling facilities".

Summary

- 3.6 Based on the above, the pedestrian and cycle infrastructure in the vicinity of the site is considered to provide a suitable and safe pedestrian and cyclist environment.

Accessibility for Pedestrians

- 3.7 Considering the wider accessibility for pedestrians, it is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that "Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".
- 3.8 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere.
- 3.9 In the context of the above, **Figure 3.1** shows the 1.2km and 2km walking catchments for the site. The areas within these catchments, which are based on walking route distances from the site and not distances as the crow flies, are discussed below.

Local Residential Areas

- 3.10 As shown in **Figure 3.1**, the 1.2km (circa 15 minute walk) catchment takes in the residential area bound by Norden Road to the west and the B6222 Bury Road to the south, together with part of the Bagslate Moor area to the north and the part of the area to the south of the B6222 Bury Road. The 2km (a circa 25 minute walk) catchment then also takes in the remainder of the Bagslate Moor area, as well as part of Cutgate to the north, the remainder of the residential area to the south of the B6222 Bury Road and the Hooley Bridge area to the southwest.

Bus Stops

- 3.11 As shown in **Figure 1.1**, the closest bus stops are situated immediately to the south of the Norden Road / Hollin Lane junction (northbound) and on War Office Road just south of Norden Road (southbound). The northbound stop is located approximately 160 metres from the site, whilst the southbound stop is located approximately 230 metres from the site.
- 3.12 These bus stops are therefore accessible from the site on foot.

Summary

- 3.13 The above demonstrates that the site is well placed in terms of pedestrian connectivity and that walking represents a realistic alternative to the car for future users of the proposed Padel courts to travel from the surrounding residential areas. Furthermore, the site is well placed for future users of the proposed Padel courts to access the facility via the local bus network.

Accessibility for Cyclists

- 3.14 Considering the accessibility of the site by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, **Figure 3.2** shows the 5km cycling catchment for the site.
- 3.15 As can be seen from **Figure 3.2** the centre and western side of Rochdale, together with its immediate surroundings, fall within the 5km cycle catchment, as do local areas such as Cutgate, Shawclough, Shawfield, Norden and Wolstenholme to the north and Marland and Sudden to the southeast. Heywood, Hopwood and Hooley Bridge to the south also fall within the 5km cycle catchment.
- 3.16 The site is therefore well placed for future users of the proposed Padel courts to travel by bicycle.

Accessibility by Public Transport

Bus

- 3.17 As set out above and shown in **Figure 1.1**, the closest bus stops are situated immediately to the south of the Norden Road / Hollin Lane junction (northbound) and on War Office Road just south of Norden Road (southbound). The northbound stop is located approximately 160 metres from the site, whilst the southbound stop is located approximately 230 metres from the site.
- 3.18 These bus stops are therefore accessible from the site on foot.
- 3.19 Based on the above, Table 3.1 below shows the buses serving the site. Note there are other buses using these stops but these are primarily school buses and would not be suitable to serve the proposed Padel courts.

Table 3.1: Local Bus Services (Monday to Saturday and Sunday)

No.	Route	AM Peak	Off Peak	PM Peak	Saturday	Sunday
Norden Road						
17	Manchester – Blackley – Middleton – Stakehill – Rochdale – Norden	None	None	18:26, 18:43, 19:00 & 19:20	None	None
433	Bury – Ferngrove – Fairfield General Hospital – Heywood – Bamford – Norden	7:59 & 9:09	Hourly	16:09, 17:31, 18:22, 19:22 & 20:35	Hourly from 9:09	Every 2 hours from 10:57
442	Rochdale – Bamford – Norden	7:09, 7:55 & 8:59	Hourly	16:24, 17:29, 20:19 & 21:19	Hourly from 7:03	Hourly from 10:19
467	Bury – Jericho – Bamford – Daniel Fold – Rochdale	2 buses an hour	Every circa 30 mins	2 buses an hour	Every circa 30 mins from 7:10	Hourly from 9:33
468	Bury – Jericho – Bamford – Cutgate – Rochdale	2 buses an hour	Every circa 30 mins	2 buses an hour	Every circa 30 mins from 6:55	Hourly from 8:03
War Office Road						
17	Norden – Rochdale – Stakehill – Middleton – Blackley – Manchester	6:17, 6:37 & 6:56	None	None	None	None
433	Norden – Bamford – Heywood – Fairfield General Hospital – Ferngrove – Bury	6:15, 7:30, 8:14 & 9:24	Hourly	16:41, 17:50, 18:53 & 20:53	Hourly from 7:25	Every 2 hours from 11:37
442	Norden – Bamford – Rochdale	7:32, 8:21 & 9:28	Hourly	16:36, 7:54, 18:55, 19:54 & 20:54	Hourly from 7:20	Hourly from 9:32
467	Rochdale – Daniel Fold – Bamford – Jericho – Bury	2 buses an hour	Every circa 30 mins	2 buses an hour	Every circa 30 mins from 6:22	Hourly from 9:15
468	Rochdale – Cutgate – Bamford – Jericho – Bury	2 buses an hour	Every circa 30 mins	2 buses an hour	Every circa 30 mins from 6:07	Hourly from 7:15

3.20 As can be seen from the above, the local buses provide regular services between the site and Rochdale, as well as a number of local destinations. The site is therefore well placed for future users of the proposed Padel courts to travel by bus.

4 Development Proposals

Development Proposals

- 4.1 The proposals would see the provision of 6 No. Padel courts located between the existing cricket pitch and tennis courts.
- 4.2 The proposals also include an area of additional car parking which would increase the existing provision at the site by 9 spaces.
- 4.3 The proposed site layout for the scheme is reproduced at **Appendix B**.

Site Access

- 4.4 As shown on the proposed site layout at **Appendix B**, access to the proposed additional parking provision would be via the existing Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road and existing cricket and tennis club car park. There would, therefore, be no amendments to the existing access arrangements, with the proposed additional parking effectively forming an extension to the existing car park.

Pedestrian and Cycle Provision

- 4.5 There would be no change to the existing access arrangements for pedestrians and cyclists, with users of the proposed Padel courts using the existing Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road. As set out in Section 3, this is a shared surface access that is currently used by pedestrians and cyclists as well as vehicles.

Car Parking Provision

- 4.6 As set out in Section 2, there are currently 38 car parking spaces provided at the site, comprising 31 spaces on the car park and 7 spaces on the Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road.
- 4.7 As shown on the proposed site layout at **Appendix B**, the proposals would include the provision of 13 new car parking spaces located between the proposed Padel courts and the existing car park. However, access to these spaces would be through the existing car park, requiring the loss of 4 existing spaces. As a result, the proposal would increase the existing provision by 9 spaces, resulting in a total provision of 47 spaces.
- 4.8 The adequacy of this provision to accommodate existing and proposed parking demand is discussed in detail in Section 5.

5 Trip Generation and Parking Impact

General

- 5.1 As set out in the introduction, it has been agreed through discussions with RBC highways that consideration be given to parking provision and the number of trips to and from the proposed Padel courts, with this consideration being required solely in the context of the potential impact on parking requirements and potential overspill onto the surrounding highway network.
- 5.2 In this regard, there is no data available in the TRICS database from which to derive trip generation based on a typical TRICS trip rate based approach. Trip generation has therefore been derived using a first principles approach.
- 5.3 Based on the trip generation derived from this first principles approach, the remainder of this section then goes on to consider the potential impact on parking requirements and potential overspill onto the surrounding highway network.

Use of Proposed Padel Courts

- 5.4 Saints Padel Club Limited / the planning consultant has provided the following information in relation to the use of the proposed Padel courts:
 - It is proposed that the Padel courts will be available for hire from 7:00 to 22:00, seven days a week;
 - Padel differs from many traditional fitness uses due to its social and doubles-based participation format, naturally encouraging shared vehicle trips. As a result and based on comparable leisure uses and urban sports facilities, an average vehicle occupancy of approximately 1.7–2.0 participants per vehicle is considered reasonable;
 - Unlike traditional gym uses, arrivals and departures are also naturally staggered due to court booking schedules, reducing concentrated peak traffic movements. Apps such as "Playtomic" are often used to book courts and offer the operator full control over booking times, the provision of booking slots and the staggering of bookings. In this regard, Saints Padel Club Limited will use "Playtomic" or a similar app and, given that there would be 6 courts, would stagger start times by 15 minutes for operational purposes and to assist in minimising unbookable gaps;
 - It is anticipated that 40% of bookings will be for 60 minutes and 60% for 90 minutes. However, the flexibility offered by the use of digital booking apps means there are no fixed hours and that players have flexibility as to what times and duration they can book. This will naturally stagger arrivals and departures across courts. For example, court 1 may have its first booking at 7:30 for 60 minutes, meaning bookings start at 30 past the hour for the remainder of the day if bookings continue at 60 minute intervals. However, this could change later in the day if there is a booking for court 1 for say 90 minutes. In parallel, court 2 may have its first booking at 7:15 for 90 minutes;
 - It is envisaged that, on average, the courts will be at 60% occupancy throughout the year.
- 5.5 Based on the above and to allow a level of robustness, it has been assumed that, on a Saturday, all 6 proposed Padel courts are in use 100% of the time throughout the day from 7:00 to 18:00, with use then dropping to two thirds (i.e. 4 courts) from 18:00 onwards.
- 5.6 With regard to the use / switch over of the courts, it has been assumed that:
 - Sessions on 2 of the courts (1 court from 18:00 onwards) start and finish on the hour, every hour;
 - Sessions on 2 of the courts (1 court from 18:00 onwards) start and finish at 30 minutes past the hour, every hour;
 - Sessions on 1 of the courts start and finish at 15 minutes past the hour, every hour;
 - Sessions on 1 of the courts start and finish at 45 minutes past the hour, every hour.

Trip Generation and Parking Demand

- 5.7 With regard to use of the courts, Padel is a sport which can be (and is typically) played with up to 4 people. Based on the proposed 6 courts, and making a worst case assumption that all 6 courts are 100% occupied, this would equate to 24 people associated with the Padel courts.

- 5.8 Considering how these 24 people might travel, the review set out in Section 3 shows that there are residential areas within walking and cycling distance of the site, and that the site is also accessible by bus. As a result, it is considered that a proportion of users of the proposed Padel courts will travel by foot, bicycle and public transport and not just by car.
- 5.9 In order to assign trips to the various modes and in the absence of any site / Padel specific data, there are two sources of data from which potential proportions could be obtained. The first is the 2011 Census which includes journey to work data by mode. The second is the National Travel Survey (2024) which includes data relating to average numbers of trip by purpose and main mode. Neither of these two sources is wholly accurate for the proposed use, with the census data being local but relating to commuter trips not leisure trips and the National Travel Survey [NTS] data relating to all leisure trips (not just sport) and covering all of England and not being local.
- 5.10 In light of the above, data has been obtained from both sources with a mode split then being derived taking the average of the two sets of data. For the 2011 journey to work Census data, this has been interrogated on the basis that people live in the super output area within which the site sits and only travel to work within the Rochdale borough. For the NTS data relating to leisure trips, trips for London based modes of transport have been removed.
- 5.11 Based on the above methodology, Table 5.1 below shows the derived modal split, together with the resultant number of trips across the 24 people using the 6 proposed courts. For car use, this has then been split based on 1.7 people per car based on the information set out in paragraph 5.4.

Table 5.1: Derived Modal Split / Number of Trips Across 24 People

	Modal Split			Number
	Census	NTS	Ave	
Car	85%	75%	80%	19
Walking	9%	17%	13%	3
Cycling	1%	3%	2%	1
Public Transport	5%	5%	5%	1
Total	100%	100%	100%	24
No of Cars (1.7 / car)				11

- 5.12 Taking account of the above and for robustness, 2 cars per court have been assumed, which results in a total of 12 cars across all 6 courts / 24 people.
- 5.13 Following on from the above and based on the assumptions set out in paragraph 5.6, Table 5.2 below shows the number of cars that could potentially be parked during each 15 minutes of an hour.

Table 5.2: Cars Parked in Association with Proposed Padel Courts (from 7:00 to 18:00 Based on 100% Use)

	24 People Playing	8 People Arriving for 00 / 30 Mins Past the Hour Session	4 People Arriving for 15 / 45 Mins Past the Hour Session	Total
00 mins past the hour	12	4	NA	16
15 mins past the hour	12	NA	2	14
30 mins past the hour	12	4	NA	16
45 mins past the hour	12	NA	2	14

Parking Demand Impact

Busiest Saturday period (10:00 to 18:00 during cricket season)

- 5.14 Applying the numbers in the above Table 5.2 to the parking survey results referred in Section 2, and adding in the 9 additional parking spaces associated with the proposals to the available parking in the car park and on the access road, the tables at **Appendix C** show the resultant parking demand and availability with the proposed Padel courts in place.

5.15 As can be seen from the tables at Appendix C, there is a 15 minute period during late afternoon / early evening where parking demand equals provision and a further 60 minute period where occupancy would exceed 85%. However, it has to be borne in mind that this is very much a worst case analysis in relation to Padel court usage (which is highly unlikely to be at 100% at this time on a Saturday when there is a cricket match on) and that such scenarios would only occur during the cricket season between April and the beginning of September.

5.16 Outside the late afternoon / early evening periods referred to above, the tables at **Appendix C** show that there is ample capacity to accommodate additional parking associated with cricket matches and tennis court usage alongside the proposed Padel courts should these existing uses generate additional parking demand on dates other than that surveyed.

Busiest Saturday evening (during cricket season)

5.17 During the busiest Saturday evening period, the tables at **Appendix C** show the Padel courts would generate demand for 10 parking spaces. This is just one space short of the 9 additional spaces proposed as part of the application. The proposals would, therefore, have no impact on existing parking demand during this period.

September to March Weekends (outside cricket season)

5.18 Outside the cricket season, the only parking at the site is associated with the tennis courts (which are themselves quieter during these months given it is not tennis season) and evening functions.

5.19 Even based on the busier May use of the tennis courts, which the survey results at **Appendix A** show was only 8 cars over the course of the day, it is clear that there would be ample parking provision to accommodate users of the proposed Padel courts during the September to March Weekends.

Weekdays

5.20 With the exception of 10:00 to 14:00 on a Monday, there is no cricket activity at the site during weekdays, which again means the only parking at the site during these periods is associated with the tennis courts.

5.21 During the 10:00 to 14:00 period on a Monday when cricket is being played, the existing tennis and proposed Padel court use would not be as high as the busiest Saturday analysed above.

5.22 Based on the above, it is again clear that there is ample parking provision to accommodate users of the proposed Padel courts all year round during weekdays.

Summary

5.23 Based on the worst case analysis that has been undertaken and on a busy Saturday during the cricket season, the findings show there is a 15 minute period during late afternoon / early evening where parking demand equals provision and a further 60 minute period where occupancy would exceed 85%. However, for the remainder of this busy Saturday during cricket season, the findings show there is ample capacity to accommodate additional parking associated with cricket matches and tennis court usage alongside the proposed Padel courts should these existing uses generate additional parking demand on dates other than that surveyed. The proposals would also have no impact on existing parking demand during the Saturday evening period whilst, for the remainder of the week / year, the findings show there would be ample parking provision to accommodate users of the proposed Padel courts.

5.24 In light of the above and in the context of RBC highways comments, it is considered that the proposed Padel courts would not result in parking overspilling onto the section of the existing Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road that falls outside the designated parking area or onto the surrounding highway (i.e. Hollin Lane and the access road to the east of the site that serves the football pitches to the north). Consequently, the proposals would not cause unacceptable traffic problems.

6 Conclusions and Recommendations

Conclusions

6.1 Based on the findings of this report it is concluded that:

Parking observations

- It was agreed with RBC highways that an independent car parking survey be undertaken at Bamford Fieldhouse (& Rochdale Tennis) Cricket Club on one Saturday when there is a cricket match on, the tennis courts are in use and there is a function in the evening to understand existing demand;
- An independent car parking survey was undertaken on Saturday 23rd May 2026 when the above criteria were met. It was a fine, mainly sunny day during the survey, whilst the maximum occupancies during the survey were similar to those that can be seen on google streetview. The results of the survey will therefore have been representative of busy Saturday during the cricket season.

Accessibility by the Sustainable Modes

- The site is well placed in terms of pedestrian connectivity, with walking representing a realistic alternative to the car for future users of the proposed Padel courts to travel from the surrounding residential areas. Furthermore, the site is well placed for future users of the proposed Padel courts to access the facility via the local bus network;
- The site is well placed for future users of the proposed Padel courts to travel by bicycle and bus.

Site Access, Pedestrian & Cycle Provision and Car Parking Provision

- There would be no amendments to the existing access arrangements, with the proposed additional parking effectively forming an extension to the existing car park;
- There would be no change to the existing access arrangements for pedestrians and cyclists, with users of the proposed Padel courts using the existing, shared surface Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road;
- The proposals would include the provision of 13 new car parking spaces located between the proposed Padel courts and the existing car park. However, access to these spaces would be through the existing car park, requiring the loss of 4 existing spaces. As a result, the proposal would increase the existing provision by 9 spaces, resulting in a total provision of 47 spaces.

Parking Demand Impact

- Based on the worst case analysis that has been undertaken and on a busy Saturday during the cricket season, the findings show there is a 15 minute period during late afternoon / early evening where parking demand equals provision and a further 60 minute period where occupancy would exceed 85%. However, for the remainder of this busy Saturday during cricket season, the findings show there is ample capacity to accommodate additional parking associated with cricket matches and tennis court usage alongside the proposed Padel courts should these existing uses generate additional parking demand on dates other than that surveyed;
- The proposals would also have no impact on existing parking demand during the Saturday evening period whilst, for the remainder of the week / year, the findings show there would be ample parking provision to accommodate users of the proposed Padel courts;
- In light of the above and in the context of RBC highways comments, it is considered that the proposed Padel courts would not result in parking overspilling onto the section of the existing Bamford Fieldhouse Cricket (& Rochdale Tennis) Club access road that falls outside the designated parking area or onto the surrounding highway (i.e. Hollin Lane and the access road to the east of the site that serves the football pitches to the north). Consequently, the proposals would not cause unacceptable traffic problems.

Recommendations

6.2 In light of the above it is the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse the application for the proposed Padel courts development.



Figures

Figure 1.1: Site Location and Local Infrastructure

Figure 3.1: Walking Catchments

Figure 3.2: 5km Cycle Catchment

Figure 1.1 Site Location and Local Infrastructure

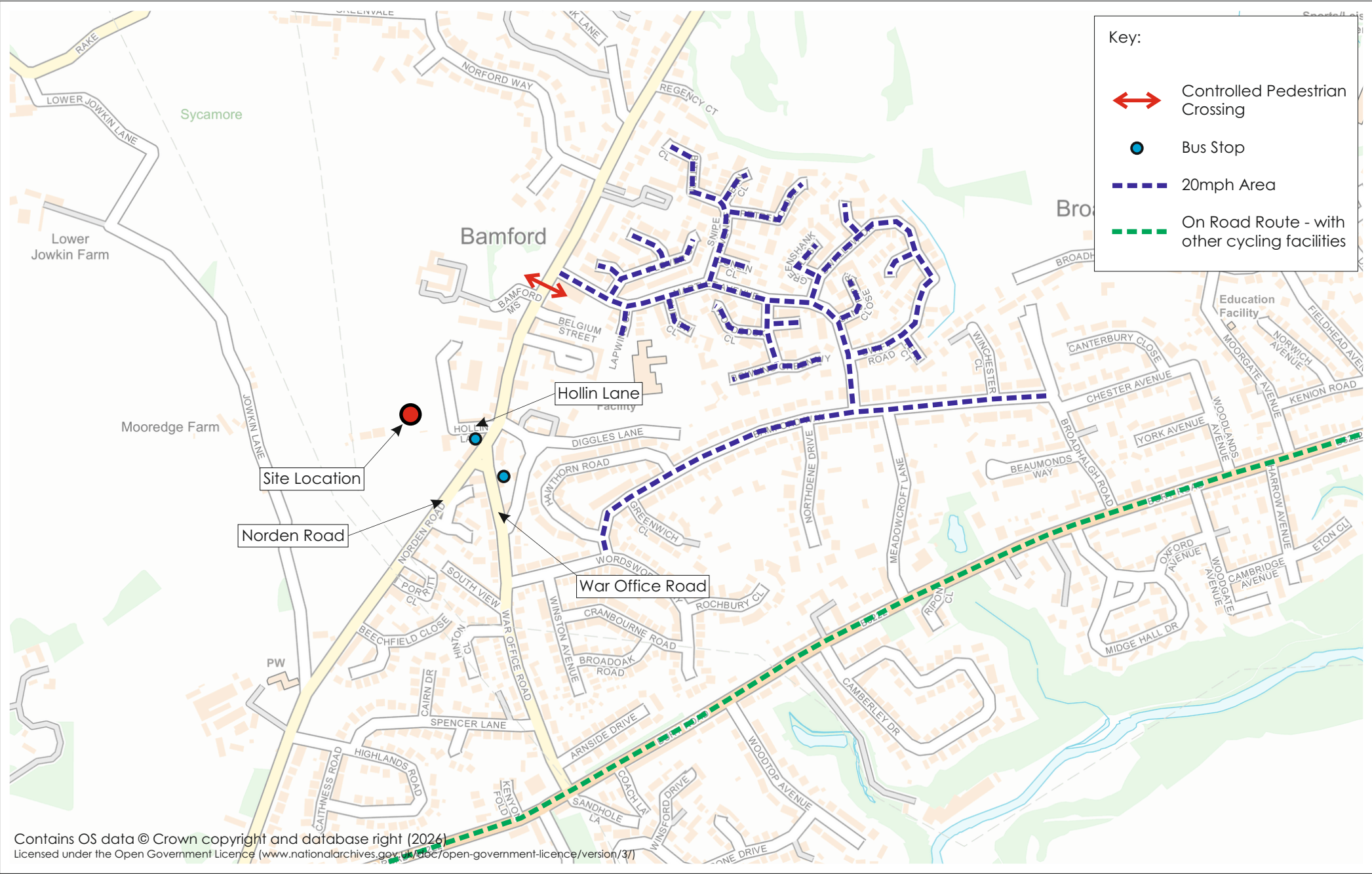


Figure 3.1 Walking Catchments

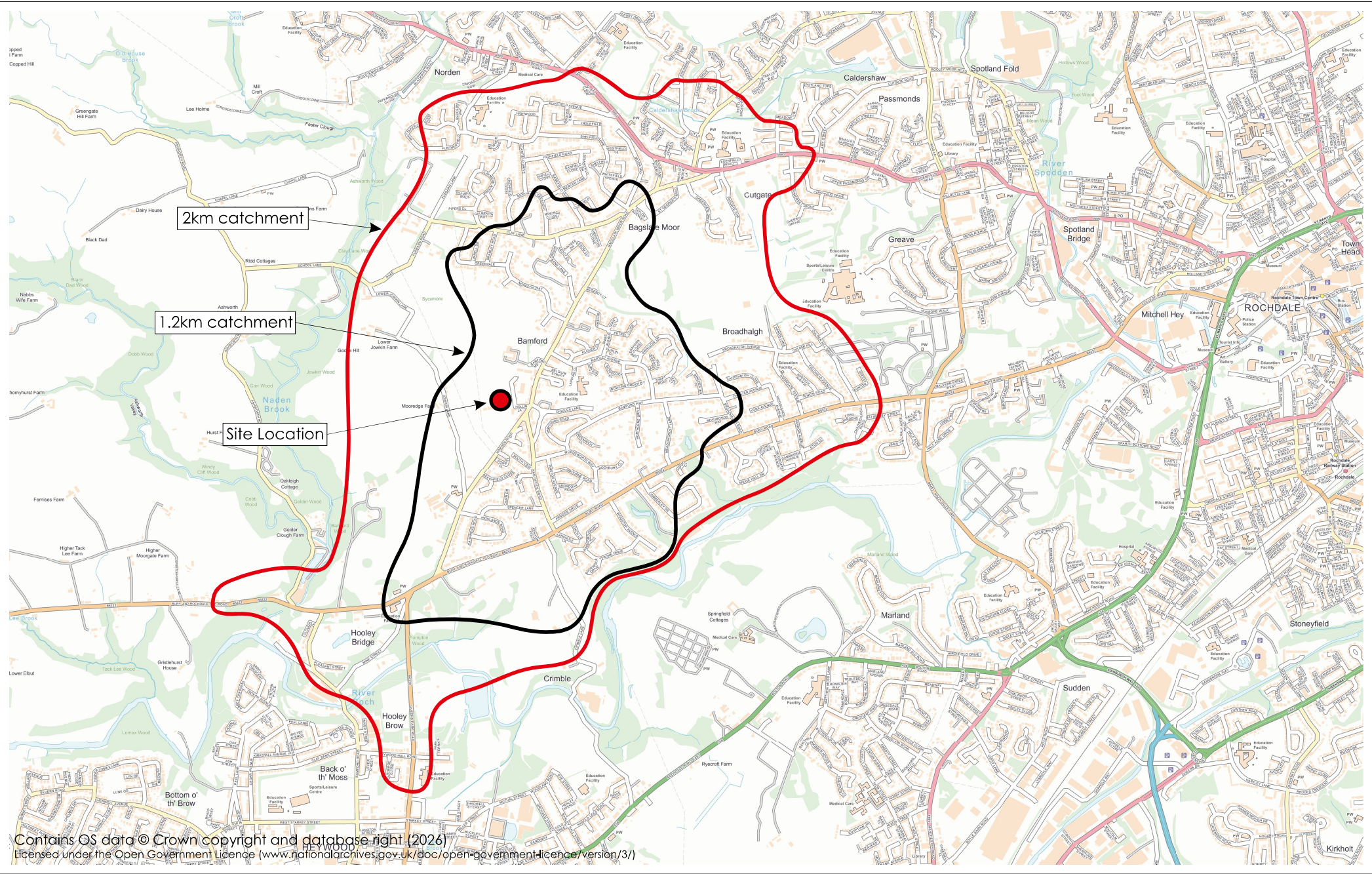
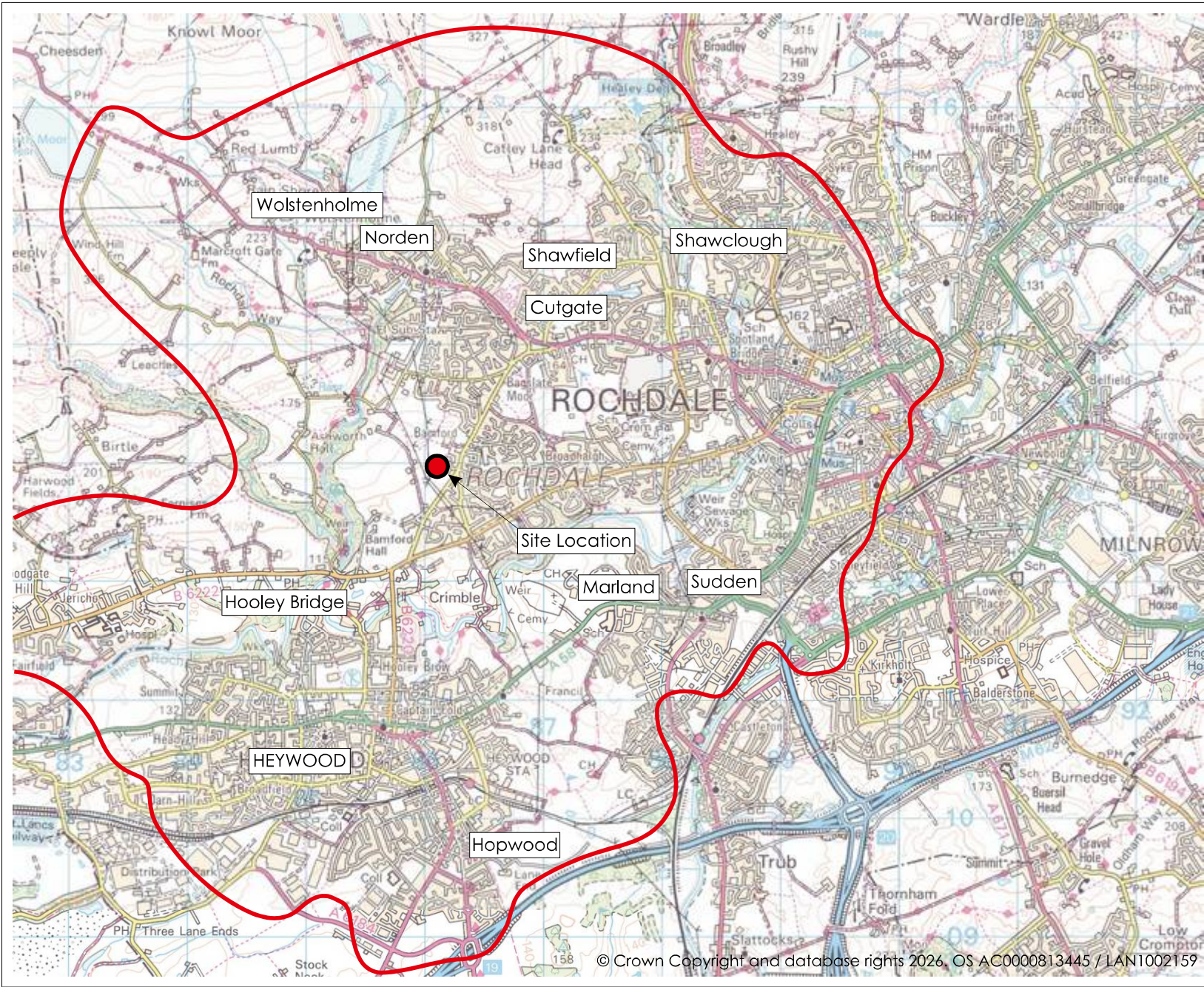


Figure 3.2 5km Cycling Catchment





Appendix A: Car Park Survey Findings

BAMFORD FIELDHOUSE CRICKET CLUB PARKING SURVEY - SATURDAY 23 MAY 2026

	In - CC						Out - CC							CC	CC	In - Ln	Out - Ln	Lane	Lane	
Time	Car					LGV	Total	Car					LGV	Total	Occ.	% Cap.	Veh.	Veh.	Occ.	% Cap.
	Crick	Spec	Func	Ten	Taxi			Crick	Spec	Func	Ten	Taxi								
10:00	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	6	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0
10:30	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	6	0	0	0	0
10:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	10	0	0	0	0
11:00	4	0	0	1	0	0	5	0	0	0	0	0	0	0	4	13	0	0	0	0
11:15	3	0	0	0	0	0	3	0	0	0	0	0	0	0	9	29	0	0	0	0
11:30	6	0	0	0	0	0	6	1	0	0	0	0	0	1	12	39	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	55	0	0	0	0
12:00	1	1	0	0	0	0	2	1	0	0	0	0	0	1	17	55	0	0	0	0
12:15	1	2	0	0	0	0	3	2	0	0	2	0	0	4	18	58	0	0	0	0
12:30	0	2	0	0	0	0	2	1	0	0	0	0	0	1	17	55	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	58	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	58	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	58	0	0	0	0
13:30	0	1	0	0	0	0	1	0	0	0	0	0	0	0	18	58	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	61	0	0	0	0
14:00	1	0	0	0	0	0	1	1	0	0	0	0	0	1	19	61	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	61	0	0	0	0
14:30	0	0	0	1	0	0	1	0	1	0	0	0	0	1	19	61	0	0	0	0
14:45	0	2	0	0	0	0	2	0	1	0	0	0	0	1	19	61	0	0	0	0
15:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	20	65	0	0	0	0
15:15	1	1	0	0	0	0	2	0	0	0	0	0	0	0	21	68	0	0	0	0
15:30	0	2	0	0	0	0	2	1	0	0	0	0	0	1	23	74	0	0	0	0
15:45	1	0	0	0	0	0	1	1	0	0	0	0	0	1	24	77	1	0	0	0
16:00	1	1	0	1	0	0	3	0	1	0	0	0	0	1	24	77	0	1	1	14
16:15	0	2	0	1	0	0	3	0	0	0	0	0	0	0	26	84	0	0	0	0
16:30	2	0	0	0	0	0	2	1	0	0	0	0	0	1	29	94	1	0	0	0
16:45	1	1	0	0	0	0	2	2	1	0	0	0	0	3	30	97	1	0	1	14
17:00	1	0	0	0	0	0	1	2	7	0	0	0	0	9	29	94	0	0	2	29
17:15	0	0	0	1	1	0	2	5	3	0	1	1	0	10	21	68	0	0	2	29
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	42	0	1	2	29
17:45	0	0	0	0	0	0	0	0	0	0	2	0	0	2	13	42	1	0	1	14
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11	35	0	1	2	29
18:15	1	0	0	0	0	0	1	0	1	0	0	0	0	1	10	32	0	0	1	14
18:30	0	0	2	0	1	0	3	1	0	0	0	1	0	2	10	32	0	0	1	14
18:45	1	0	1	0	1	0	3	4	0	0	0	1	0	5	11	35	0	1	1	14
19:00	0	0	0	1	0	0	1	2	1	0	0	0	0	3	9	29	0	0	0	0
19:15	0	0	1	0	1	0	2	0	0	0	0	0	0	0	7	23	0	0	0	0
19:30	0	0	4	0	2	0	6	0	0	0	1	3	0	4	9	29	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	35	0	0	0	0
20:00	0	0	2	1	1	1	5	1	0	0	0	1	0	2	11	35	0	0	0	0
20:15	1	0	2	0	1	0	4	0	0	0	0	1	1	2	14	45	1	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	52	0	0	1	14
20:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1	16	52	0	1	1	14
21:00	0	0	0	0	0	0	0	0	0	0	2	0	0	2	15	48	0	0	0	0
21:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13	42	0	0	0	0
Total	27	16	12	8	8	2	73	29	16	0	8	8	2	63	12	-	5	5	0	-

10:00 - 2.

21:30 - 12.

Cap.	31					31
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Cap.	7
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Appendix B: Proposed Site Layout

Sheet No.

A303
PROPOSED SITE
PLAN

Date25/03/26

Current Revision5

SCALE LABEL ADDED

Project Name

SAINTS PADEL CLUB

Project Number1051

Project StatusPLANNING

Project AddressHollin Ln
Rochdale
OL11 5PW

Notes

THESE DRAWINGS ARE INTENDED FOR THE SOLE PURPOSE OF PLANNING INFO ONLY. THEY ARE NOT TO BE USED FOR CONSTRUCTION. ALL INFORMATION IS TO BE CHECKED PRIOR TO ORDERING MATERIAL & PRIOR TO COMMENCEMENT OF WORKS.

1. ANY DISCREPANCIES TO BE REPORTED TO THE PROJECT CO-ORDINATOR IMMEDIATELY.

2. ALL DIMENSIONS TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCING ANY WORK ON SITE.

3. THE CONTRACTOR MUST ENSURE, AND WILL BE CONSIDERED RESPONSIBLE FOR, THE OVERALL STABILITY OF THE BUILDING STRUCTURE, AT ALL STAGES OF THE WORK.

4. ALL WORK TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND CURRENT BUILDING REGULATIONS.

5. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.

6. THE CONTRACTOR IS TO ENSURE THAT ALL SITE/BUILDING INSPECTIONS ARE OFFERED WHERE NECESSARY IN STRICT ACCORDANCE WITH THE INTERVALS IDENTIFIED BY THE BUILDING CONTROL OFFICER.

Scale

As indicated



Site Plan Key:

Site Development Boundary

Semi Enclosure Canopy Extents

3m High Securimesh Fencing

1.5m High Timber fencing

4.27

0.86

2.63

Volkswagen E Golf

Meters

Width: 1.79

Track: 1.75

Lock to Lock Time: 6.00 s

Steering Angle: 32.57 deg

PROPOSED SITE PLAN

1:500



Appendix C: Future Peak Saturday Parking Demand Tables

FUTURE PEAK SATURDAY PARKING DEMAND

Time	Existing Demand			Padel Demand	Total Demand	Available Parking				Percentage Capacity	Free Spaces
	Car park	Lane	Total	Total	Total	Exist car park	Exist Lane	Prop	Tot		
10:00	2	0	2	16	18	31	7	9	47	38%	29
10:15	2	0	2	14	16	31	7	9	47	34%	31
10:30	2	0	2	16	18	31	7	9	47	38%	29
10:45	3	0	3	14	17	31	7	9	47	36%	30
11:00	4	0	4	16	20	31	7	9	47	43%	27
11:15	9	0	9	14	23	31	7	9	47	49%	24
11:30	12	0	12	16	28	31	7	9	47	60%	19
11:45	17	0	17	14	31	31	7	9	47	66%	16
12:00	17	0	17	16	33	31	7	9	47	70%	14
12:15	18	0	18	14	32	31	7	9	47	68%	15
12:30	17	0	17	16	33	31	7	9	47	70%	14
12:45	18	0	18	14	32	31	7	9	47	68%	15
13:00	18	0	18	16	34	31	7	9	47	72%	13
13:15	18	0	18	14	32	31	7	9	47	68%	15
13:30	18	0	18	16	34	31	7	9	47	72%	13
13:45	19	0	19	14	33	31	7	9	47	70%	14
14:00	19	0	19	16	35	31	7	9	47	74%	12
14:15	19	0	19	14	33	31	7	9	47	70%	14
14:30	19	0	19	16	35	31	7	9	47	74%	12
14:45	19	0	19	14	33	31	7	9	47	70%	14
15:00	20	0	20	16	36	31	7	9	47	77%	11
15:15	21	0	21	14	35	31	7	9	47	74%	12
15:30	23	0	23	16	39	31	7	9	47	83%	8
15:45	24	0	24	14	38	31	7	9	47	81%	9
16:00	24	1	25	16	41	31	7	9	47	87%	6
16:15	26	0	26	14	40	31	7	9	47	85%	7
16:30	29	0	29	16	45	31	7	9	47	96%	2
16:45	30	1	31	14	45	31	7	9	47	96%	2
17:00	29	2	31	16	47	31	7	9	47	100%	0
17:15	21	2	23	14	37	31	7	9	47	79%	10
17:30	13	2	15	16	31	31	7	9	47	66%	16
17:45	13	1	14	14	28	31	7	9	47	60%	19
18:00	11	2	13	10	23	31	7	9	47	49%	24
18:15	10	1	11	10	21	31	7	9	47	45%	26
18:30	10	1	11	10	21	31	7	9	47	45%	26
18:45	11	1	12	10	22	31	7	9	47	47%	25
19:00	9	0	9	10	19	31	7	9	47	40%	28
19:15	7	0	7	10	17	31	7	9	47	36%	30
19:30	9	0	9	10	19	31	7	9	47	40%	28
19:45	11	0	11	10	21	31	7	9	47	45%	26
20:00	11	0	11	10	21	31	7	9	47	45%	26
20:15	14	0	14	10	24	31	7	9	47	51%	23
20:30	16	1	17	10	27	31	7	9	47	57%	20
20:45	16	1	17	10	27	31	7	9	47	57%	20
21:00	15	0	15	10	25	31	7	9	47	53%	22
21:15	13	0	13	10	23	31	7	9	47	49%	24
Total	12	0	-								