



Transport Statement  
**Proposed Padel Courts**  
Desford Lane  
Kirby Muxloe  
Leicester  
LE9 2BR



April 2026

## REPORT CONTROL

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| <b>Document</b>    | Transport Statement                                                   |
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**1. INTRODUCTION**

- 1.1** This Transport Statement (TS) has been prepared to assess the highway and transportation implications related to an application to provide Padel Courts at land off Desford Lane, Kirby Muxloe, Leicester, LE9 2BR.
- 1.2** Hinckley and Bosworth Borough Council (HBBC) are the Local Planning Authority (LPA) and Leicestershire County Council (LCC) are the Local Highway Authority (LHA) bounding the subject site.
- 1.3** The site currently forms part of a wider commercial destination offering building supplies and storage.
- 1.4** A review of the site location, context and associated planning history has been provided in Section 2.
- 1.5** A non-motorised audit of the existing and committed non-car mode infrastructure connected to the site has been provided in Section 3.
- 1.6** A review of the existing and committed highway situation has been provided in Section 4 of this TS.
- 1.7** Section 5 details the proposed development and Section 6 assesses the development against the adopted local and national highways and transportation policies.
- 1.8** Section 7 sets out the predicted trip generation related to development proposals and assesses the net effect on the local highway network.
- 1.9** Section 8 provides a parking assessment based on the predicted vehicle demand related to development proposals.
- 1.10** This document has been written in accordance with Local and National guidance on Transport Assessments.

## **2. EXISTING SITUATION**

### **Site Location**

- 2.1** The application site is located within an existing commercial use off Desford Lane.
- 2.2** The application site is bound by an existing storage provider and building supplier (open to public and trade) and sharing a private access road from Desford Lane.
- 2.3** The site is located to the west of the city of Leicester and located in-between the settlements of Kirby Muxloe, Newtown Unthank and Ratby.

### **Planning History**

- 2.4** Hinckley and Bosworth Borough Council (HBBC) are the LPA and Leicestershire County Council (LCC) are the LHA bounding the subject site.
- 2.5** The application site has no recent planning history as conformed by the HBBC online planning portal; a summary of historic planning applications is provided below:
- 77/00291/4: Use of Land for the Standing of a Caravan for Security Purposes – Approved 09/05/1977.
  - 79/00276/4: Retention of a Mobile Home Used for Security Purposes - Approved 25/04/1979.
  - 81/01058/4: Retention of a Mobile Home – Approved 24/11/1981.
  - 83/00404/4: Extension to Form Storage Building for the Curing of Concrete Products - Approved 21/06/1983.
  - 87/00756/4: Change of Use of Land as Delineated on Site Plan (See Below for Full Particulars) - Approved 22/09/1987.
  - 88/00992/4: Construction Of 6 Aggregate Storage Bins with Weatherproof Covers for the Production of Concrete Products - Approved 20/09/1988.
  - 93/00535/4: Industrial Development Classes B1 And B2 and Construction of New Access - Approved 30/09/1993.
  - 07/01430/FUL: Proposed Industrial Building and Demolition of Existing – Approved 07/03/2008.
  - 10/00797/EXT: Extension of Time for Extant Planning Permission 07/01430/FUL for a Proposed Industrial Building and Demolition of Existing – Approved 02/02/2011.
- 2.6** In addition to the above historic planning applications on the wider site, a recent planning application was approved on land adjacent:
- 25/00529/ADV: Erection of 4 no. flag poles and a free-standing post mounted sign – Approved (Advertisement Consent) 28/07/2025.
  - 21/01295/OUT: Outline planning application for the erection of up to 225 dwellings (including 40% affordable housing) with public open space, landscaping and sustainable drainage system (SuDS) and a

vehicular access point. All matters reserved except for means of access - Refused but Allowed at Appeal 28/02/24.

- 2.7** The approved residential scheme will provide an urban expansion of Ratby, providing highway safety improvements to Desford Lane through speed reduction measures (i.e. speed cushions), additional pedestrian and cycling infrastructure in the form of a new 3m wide shared footway cycleway linking the site to Ratby and refuge island over Desford Lane to allow access to two new bus stops.

### 3. NON-MOTORISED ACCESSIBILITY AUDIT

**3.1** The existing accessibility by non-car modes has been deemed suitable for the existing commercial development on site as part of the various successful planning applications, as summarised in the previous section.

#### Local Modal Split

**3.2** The local modal split has been estimated using Method of Travel to Work census data ('TTW'). Although this relates only to employment related travel, it provides a good proxy for overall travel habits in the area, especially for trips that are regularly carried out.

**3.3** The table below summarises the recorded TTW data for the following geographies:

- Lower Super Output Area (LSOA) – Hinckley and Bosworth 003B;
- Ward: Ratby, Bagworth and Thorton;
- Local Authority – Hinckley and Bosworth;
- County – Leicestershire.

**3.4** The 'work mainly at or from home' (WFH) mode was removed from the calculations below as they do not travel. WFH accounted for up to 29% of employed residents in the local area at the time of the latest Census.

|        | Mode  |      |       |                  |      |       |       |
|--------|-------|------|-------|------------------|------|-------|-------|
|        | Car   | Walk | Cycle | Public Transport | PTW  | Other | Total |
| LSOA   | 86.8% | 5.6% | 1.8%  | 3.5%             | 0.7% | 1.6%  | 100%  |
| Ward   | 89.5% | 4.6% | 1.6%  | 2.5%             | 0.5% | 1.3%  | 100%  |
| LA     | 85.0% | 8.7% | 2.1%  | 2.3%             | 0.5% | 1.4%  | 100%  |
| County | 83.5% | 9.1% | 2.4%  | 3.0%             | 0.5% | 1.5%  | 100%  |

**Table 3.1 – Mode of Travel to Work by Geography (2021 Census)**

**3.5** The TTW statistics shown above denote that up to 11% of people travel by sustainable modes of transport to access work in the local area, slightly below the Local Authority and County average.

#### DfT Connectivity Score

**3.6** The Department for Transport has developed a Connectivity Tool for England and Wales, which assesses the ease of reaching key services and destinations such as shopping, employment, education, healthcare and leisure by walking, cycling, public transport and driving, within realistic travel times.

**3.7** The tool uses a 100m × 100m grid (like PTAL) with the results summarised through a Connectivity Score, which benchmarks each location against the national distribution of connectivity.

**3.8** The table overleaf summarises the connectivity score calculated for the square covering the site, the full results are provided at Appendix A.

| Mode                     | Overall |                        | Leisure Purpose |                        |
|--------------------------|---------|------------------------|-----------------|------------------------|
|                          | Score   | National Distribution  | Score           | National Distribution  |
| Overall (except driving) | 43      | Slightly below average | 39              | Below Average          |
| Public Transport         | 44      | Slightly below average | 38              | Below Average          |
| Walking                  | 39      | Below Average          | 37              | Below Average          |
| Cycling                  | 60      | Above Average          | 50              | Slightly above Average |
| Driving                  | 79      | High                   | 79              | High                   |

**Table 3.3 – Connectivity Score (DfT, 2026)**

- 3.9** The connectivity score indicates that the site has a high accessibility by car, alongside an above average accessibility by cycle, notably in the context of a leisure destination or journey purpose. When considering the accessibility by non-car modes the site is considered as slightly below average or below average in the context of the leisure journey purpose, this largely reflects the rural nature of the site.

### **Pedestrians**

- 3.10** Pedestrians access the site via the main shared access road with Desford Lane, sharing space with vehicles or using the highway verge on each side.
- 3.11** Pedestrians would use the verge flanking Desford Lane or walk in the road, this is common for the area and the rurality.
- 3.12** This stretch of Desford Lane is restricted for HGVs, which would result in a higher proportion of light vehicles on the road, making it safer for pedestrians who do walk on the verge or within the carriageway.
- 3.13** A public right of way (PRoW), footpath R41/1, runs along the eastern boundary of the wider site and provides a north south off-road route between the north and south extent of Desford Lane, linking Ratby to Kirby Muxloe. This route also links to footpath S4/1 and S2/1, with the latter running between Kirby Muxloe and Desford.
- 3.14** A 2km catchment is calculated as it is the maximum distance which people will walk, according to IHT guidelines, an estimated population of 5450 reside within this catchment. A drawing illustrating the 2km pedestrian isochrones is included within the drawing appendices.
- 3.15** The 2km 'walk-in' catchment would include all of Ratby and part of Kirby Muxloe, key residential areas locally, alongside large employment sites (i.e. Poundstretcher Head Office) along Desford Lane west of the site.
- 3.16** The local area includes several leisure walking routes, as promoted by LCC, originating in the nearby villages of Desford, Kirby Muxloe and Ratby. The promotion of leisure walking routes in the local area confirm that vehicles

are likely to expect pedestrians to with the carriageway and on verges and therefore be wary of their presence.

- 3.17** Planning permission 21/01295/OUT will deliver a shared footway cycleway measuring 3m wide along the site side of Desford Lane connecting the approved residential development to Ratby. Therefore, in the future the majority of the walking journey between the application site (i.e. padel venue) and Ratby will using a dedicated footway. The associated S278 / S38 works will also provide a dedicated pedestrian crossing with refuse island to access the provided bus stops, alongside other dedicated crossing facilities away from the application site.

### **Cycling**

- 3.18** Cyclists access the site via the main shared access road with Desford Lane, sharing space with vehicles.
- 3.19** A DfT manual traffic counter on Desford Lane recorded an annual daily average of 80 cycles on the road in 2018.
- 3.20** Route 63 of the National Cycle Network (NCN) runs through Ratby and can be accessed via Desford Lane and Main Street.
- 3.21** An estimated population of 40,276 reside within 5km of the site. 5km is described as where a cycle journey can replace short car journey. A 5km cycle catchment plan is included within the drawing appendices.
- 3.22** The cycle catchment would include the whole of Desford, Glenfield, Groby and the western extent of Leicester, including nearby settlements.
- 3.23** Planning permission 21/01295/OUT will deliver a shared footway cycleway measuring 3m wide along the site side of Desford Lane connecting the approved residential development to Ratby. Therefore, in the future the majority of the cycle journey between the application site (i.e. padel venue) and Ratby will be using an off-road cycle route.

### **Public Transport**

- 3.24** Bus stops are available within a 10-min walk from the site, located to the north east in Ratby and accessed via Desford Lane. Service 27 and 28 is accessed from these stops, linking the site to Leicester via Groby and Glenfield, with an hourly service Monday to Saturday.
- 3.25** Additional stops are found to the south west and south east on Desford Lane within a 20 min (outside Poundstretcher HO) and 15-min walk from the site respectively. Service 153 is accessed from these stops linking the site to Leicester and Market Bosworth, with an hourly service Monday to Saturday.

**3.26** A copy of the bus network map is provided below.



**Figure 3.1 – Bus Network Map (Source: Arriva, 2026)**

**3.27** Planning permission 21/01295/OUT will deliver 2 no. bus stops within a 400m walk of the application site, providing access to services in both directions. The associated S278 / S38 works will also provide a dedicated pedestrian crossing with refuse island between the two stops.

### Accessibility Summary

- 3.28** In summary, it has been demonstrated that the site can be accessed by all modes of travel within the rural context of the site.
- 3.29** The planning history on site has consistently deemed its non-car accessibility suitable for its rural context. The proposal is compatible with local travel trends, where up to 11% of the local workforce already utilises sustainable modes.
- 3.30** The site is within a 2km walking distance of Ratby and Kirby Muxloe, capturing a local population of approximately 5,450 who can access the facility via established walking routes and public rights of way. The HGV-restricted stretch of Desford Lane also ensures a lower-intensity, safer environment for those walking to the site and around the local area.
- 3.31** The location boasts "Above Average" cycle connectivity for leisure purposes, according to DfT Connectivity Tool, providing a realistic alternative for the 40,276 residents living within a short 5km ride.
- 3.32** Reliable hourly bus services (27, 28, and 153) are accessible via stops within a 10 to 20-minute walk, providing direct sustainable links to Leicester, Market Bosworth, and the surrounding villages.

- 3.33** Recently approved planning applications near to the site will deliver further improvements to local infrastructure and therefore improve non-car mode access to the application site.

## **4. BASE HIGHWAY CONDITIONS**

### **Site Access**

- 4.1** The site is accessed from Desford Lane via a priority junction with a shared access road leading from the adopted highway into the site.
- 4.2** The geometry of the junction, notably width and kerb radii, is designed to accommodate both light and heavy vehicles.
- 4.3** The shared access road measures 7m in width and is secured by a gate set back approximately 18m from the edge of carriageway.
- 4.4** Based on the latest 5-year personal injury accident dataset published the DfT (ALLSTATS19), there is no accident history at or in the vicinity of the site access junction with Desford Lane.
- 4.5** As part of the S278 / S38 works associated with planning permission 21/01295/OUT, the alignment and layout of Desford Lane connected to site access is proposed to be changed. The proposed changes to Desford Lane have been subject to a Road Safety Audit, alongside LCC requiring the applicant to undertake a visibility assessment and swept path analysis to demonstrate that access to the site will not be negatively affected. LCC was satisfied that the applicant had demonstrated the changes to Desford Lane would result in nil detriment to the operation of the existing site access.

### **Local Highway Network**

- 4.6** As outlined above, the site accesses the local highway network via an existing junction with Desford Lane.
- 4.7** Desford Lane runs between Newton Unthank in the west, Ratby in the north east and Kirby Muxloe in the south east. Desford Lane branches off into two sections to serve Ratby and Kirby Muxloe around halfway along its length.
- 4.8** Desford Lane is formed of a single carriageway and is unclassified. The road is mostly subject to the national speed limit, but changes to 40 mph on approach to Newton Unthank and Kirby Muxloe, and 30 mph on approach to Ratby. Planning permission 21/01295/OUT includes a commitment from the applicant to reduce the speed limit to 40mph on the section of Desford Lane between the site and Ratby, with the average vehicle speeds already recorded below 40mph on this section.
- 4.9** A DfT traffic counter (ID: 800822) is present on Desford Lane west of the site, prior to where the road branches off in two sections. A manual count was undertaken in 2018 and recorded an annual average daily flow (AADF) of 9890 vehicles.
- 4.10** The traffic surveys accompanying planning permission 21/01295/OUT recorded 599 and 637 2-way vehicles passing the site in 2022 during the Weekday AM and PM peak hours respectively. With the development in place and fully operational, this would increase to 698 and 779 2-way flows respectively.
- 4.11** Desford Lane ends at the priority junction with Main Street and Station Road in Ratby. Main Street becomes Groby Road through the centre of Ratby. Groby Road continues north east towards Groby, the road splits to become Sacheverell Way continuing east and Groby Road continue north into Groby.

Sacheverell Way runs along the southern boundary of Groby and connects to the A46 and A50 via Leicester Road. The A50 provides access to the M1 at Junction 22 and Leicester City Centre.

- 4.12** Station Road runs southeast becoming Ratby Lane where it continues to Kirby Muxloe also connecting with Desford Lane via a signal-controlled junction. Ratby Lane continues east and south east linking to the M1 and A46 via Kirby Lane. Ratby Lane continues east until the junction with the A47, a key radial route in Leicester.
- 4.13** South west of the site, Desford Lane becomes Station Road on approach to Desford at the bridge over the Rothley Brook.
- 4.14** The operation of all key junctions in the vicinity of the site have been subject to a comprehensive assessment as part of planning permission 21/01295/OUT. All but one of the junctions tested operated within capacity and without significant queuing and delay with the residential development in place. The one junction predicted to operate over capacity was fully mitigated and LCC were content that residential development would not lead to severe impact on the operation of local highway network.

## 5. PROPOSED DEVELOPMENT

- 5.1** The proposed application seeks to provide a Padel venue off Desford Lane in Leicestershire, formed of the following:
- 4 no. covered and enclosed double padel courts with external hardstanding that can accommodate a minimum of 14 no. car parking spaces.
- 5.2** The proposed development will be operated by Pulse Padel, an established operator in Kent with existing sites in Chatham and Tonbridge. The operator is seeking to expand across the South and the Midlands, planning a further 11 no. sites by the end of the 2026.
- 5.3** The operator has confirmed that the proposed venue will be staffed, with only one employee on site at any one time.
- 5.4** Up to 4 no. freelance coaches will operator from the site, however, there would be a maximum of one coach on site at any one time.
- 5.5** The proposed courts can be booked for between 60 – 120 minutes by members or 'Play & Pay' non-members.
- 5.6** The venue will be in operation Monday to Sunday 0700 – 2300.

### Padel Tennis

- 5.7** The sport is defined as:
- *"Padel is a fast-paced, sociable racket sport that blends the best of tennis and squash. Played in doubles on an enclosed court, it's incredibly easy to learn and instantly addictive – perfect for beginners and experienced players alike. With walls in play and shorter rackets, padel is all about strategy, reflexes, and teamwork rather than sheer power – making it great fun for all ages and abilities"* (Pulse Padel, 2026).
- 5.8** Padel is one of the fastest growing sports in the UK, participation is growing year on year with an estimated 860,000 players at the end of 2025, up from an estimated 400,000 in 2024 (LTA, 2026).
- 5.9** There were 1553 no. padel courts at 559 no. venues across the UK in 2025, this expected to expand in 2026 in line with surge in demand. However, there are limited Padel venues in Leicestershire, with existing sites in Loughborough, Market Harborough and Melton Mowbury.
- 5.10** The demand for padel venues and facilities in Leicester and Leicestershire has been confirmed by several recent planning approvals nearby, with the most pertinent summarised below.
- 5.11** A recent planning application (ref: 20252033) to redevelop an industrial site to provide a padel and pickleball venue at 161b Barkby Road, Leicester was approved by Leicester City Council on 25/02/26.
- 5.12** A planning application for 3 no. padel courts and associated kiosk and parking were approved by Melton Borough Council at Barbey Business Park in Bottesford (25/01038/FUL) in 07/01/26.

- 5.13** An application to redevelop Pera Business Park to provide a Sports and Wellness Hub which included 6 no. padel courts. The application was approved by Melton Borough Council on 11/03/26.

### **Layout**

- 5.14** The Proposed Site Layout, as detailed in drawing 2026.915.03 by Patrick Stroud Designs Ltd, is included in the drawing appendices.

### **Access**

- 5.15** Access to the site is proposed to be undertaken via the existing junction with Desford Lane. Internally, access is provided from the shared access road.

### **Servicing**

- 5.16** There will be very limited servicing movements related to the proposed development, with occasional deliveries and waste / recycling collection connected to the operation of the site.
- 5.17** Any servicing movements related to the site will use an appropriately sized vehicle and undertaken by private contractor.

### **Parking**

- 5.18** The proposed development includes an area of hardstanding surrounding the proposed padel courts to accommodate vehicle parking on site.
- 5.19** The proposed Site Layout Plan shows the following car parking provision within the application boundary:
- 11 no. standard spaces measuring 2.5m x 5m;
  - 3 no. enlarged spaces for blue badge holders measuring 2.4m x 4.8m with 1.2m buffer.
- 5.20** All parking spaces are provided with the necessary clearance to the rear (min. 6m) to enable vehicles to manoeuvre in and out of the spaces without issue.
- 5.21** The car parking arrangement is nevertheless flexible to ensure that it can accommodate all likely parking demand on site and will not lead to internal and external operational issues. The proposed parking provision nevertheless is based on a robust assessment of operational requirement and similar to other recently approved developments in the County.

### Adopted Parking Policy

- 5.22** The table below summarises the adopted parking standards related to the site.

| Land Use                                                 | Vehicle Minimum                             | Accessible Parking Minimum | Cycle Parking Minimum | Electric Vehicles               |
|----------------------------------------------------------|---------------------------------------------|----------------------------|-----------------------|---------------------------------|
| "F2(c):<br><i>Outdoor sport or recreation areas (not</i> | Spaces required for maximum use of facility | 1 space per employee       | No Standard           | Required, no specific standard. |

|                                       |                                                                                                                                  |                                                                                                                                                          |  |                                                                                                                 |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------|
| <i>motorized vehicle or firearms"</i> | (staff plus customer plus visitors) based on two people per car.<br><br>A min. of 1 no. motorcycles space measuring 2.5m x 1.5m. | with blue badge.<br>Plus 3 spaces or 6% of total (whatever is greatest)<br><br><i>Space to measure min. 2.4m x 6m for parallel parking or 3.6m x 6m.</i> |  | Building Regulations would require minimum of 1 no. active charger plus 20% as passive for >10 space car parks. |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------|

**Table 5.1 – Adopted Parking Guidance (LCC Highway Design Guide)**

- 5.23** The provision of 14 no. car parking spaces is therefore fully supported by the adopted parking policy as summarised above.

*Accessible Parking*

- 5.24** It is proposed to provide 3 no. enlarged parking spaces on site for use by blue badge holders.
- 5.25** The provision of enlarged parking spaces is entirely appropriate for the proposed operation and meet the minimum requirements.

Electric Vehicle Charging / Parking

- 5.26** It is proposed to provide at least one of the car parking spaces with access to a charger. The charging bay could be shared with the blue badge parking provision to ensure an efficient use of space.

Cycle Parking

- 5.27** The proposals will include suitable parking for cyclists.

**Disabled Access**

- 5.28** The proposed development is designed to be fully accessible by all people.

*Impaired Mobility*

- 5.29** Level and safe access is provided from the car park to the courts. All footways provided within the site comfortably achieve the minimum requirement of 1.5 metres for a "a wheelchair user and ambulant person side by side". All footways measure at least 1.8 metres in width.
- 5.30** A total of 3 no. spaces have been provided for customers/staff/visitors who are registered as disabled and in possession of a Blue Badge. The spaces are to be laid out in accordance with requirements set out in the Disability Discrimination Act / Inclusive Mobility and in adopted parking policy, with a minimum 1.2 metre wide strip around the parking bay to allow ease of access to all parts of the vehicle.
- 5.31** The proposed parking spaces are positioned to avoid long journeys within the site and entirely within the maximum distance permitted.
- 5.32** The proposed gradients along routes within the site do not exceed a 1:20 gradient, to ensure they are passable by all people. In accordance with

Inclusive Mobility Guidance published by the Department for Transport, a maximum gradient of 1 in 12 should not be exceeded.

*Impaired Visibility*

- 5.33** All footways provided within the site comfortably achieve the minimum requirement of 1.2 metres for a "*visually impaired person who is being guided*". All footways measure a minimum 1.8 metres in width.
- 5.34** Suitable lighting is also provided internally and covers pedestrian routes around the site to ensure full visibility in low light conditions.
- 5.35** Based on the above it has been demonstrated that no barriers to mobility are included within the design of this site.

## 6. TRANSPORT PLANNING POLICY

| Policy Ref                                                     | Policy Wording                                                                                                                                                                                                                | Compliance | Supporting Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>National Planning Policy Framework (NPPF) February 2025</i> |                                                                                                                                                                                                                               |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Para. 115a                                                     | "sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;"                                                                                            | Yes        | <p>The site is an established destination, with access by non-car modes reflective of the rural location.</p> <p>Proposals encourage and facilitate cycling as a means of accessing the site, by providing suitable and convenient cycle storage.</p> <p>Proposals also help support and facilitate the shift from fossil-fuel to ultra-low emissions vehicles in the local area and region.</p> <p>As outlined in Section 3, the site benefits from access to existing frequent bus services within a short walk.</p> |
| Para. 115b                                                     | "safe and suitable access to the site can be achieved for all users;"                                                                                                                                                         | Yes        | Section 3 and 5 of this document provides a summary of the access by all modes, including access for people with impaired vision and mobility.                                                                                                                                                                                                                                                                                                                                                                         |
| Para. 115c                                                     | "the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and"   | Yes        | The design of the parking areas reflects the operational requirements of the site and provide parking for blue badge holders in line with requirements set out in Inclusive Mobility.                                                                                                                                                                                                                                                                                                                                  |
| Para. 115d                                                     | "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." | Yes        | Section 7 provides an assessment of the traffic impact and demonstrates that the cumulative residual impact on the road network cannot be considered severe and importantly considers all future scenarios.                                                                                                                                                                                                                                                                                                            |
| Para 116                                                       | "Development should only be prevented or refused on highways grounds if there would be an unacceptable                                                                                                                        | Yes        | The site utilises an existing and established vehicle access arrangement suitable for                                                                                                                                                                                                                                                                                                                                                                                                                                  |

|                                                     |                                                                                                                                                                                 |     |                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                     | 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."  |     | <p>the use and without an accident history.</p> <p>Section 7 provides an assessment of the traffic impact and demonstrates that the cumulative residual impact on the road network cannot be considered severe and importantly considers all future scenarios.</p>                                                                                                                  |
| <i>Hinckley &amp; Bosworth Core Strategy (2009)</i> |                                                                                                                                                                                 |     |                                                                                                                                                                                                                                                                                                                                                                                     |
| Policy 14<br>(Rural Transport)                      | Seeking to secure a well-functioning transport network that encourages alternatives to car travel, particularly through walking and cycling routes.                             | Yes | <p>As an existing commercial destination, the site benefits from established access to the local highway network. A summary of the access by non-car modes has been provided in Section 3.</p> <p>The padel facility is a low-intensity trip generator that promotes active lifestyles while remaining compatible with the rural highway character and existing infrastructure.</p> |
| Policy 17<br>(Rural Needs)                          | Permitting small-scale developments for community facilities near to settlement boundaries that meet a clearly identified local need which cannot be met within the settlement. | Yes | This minor development provides a high-quality community and recreational facility in a rural setting. It utilises an existing brownfield commercial destination to meet the health and fitness needs of the local area, supporting community cohesion without encroaching on greenfield land.                                                                                      |
| Policy 19<br>(Green Space & Play Provision)         | Establishes quantity and accessibility standards for open space, including a minimum of 1.6 ha per 1,000 population for outdoor sports provision.                               | Yes | The proposed 4-court padel facility directly contributes to meeting the Borough's outdoor sport standards. By providing intensive physical activity opportunities on a relatively small brownfield footprint, it efficiently assists the Council in addressing sports provision targets.                                                                                            |
| <i>Leicestershire Local Transport Plan (LTP4)</i>   |                                                                                                                                                                                 |     |                                                                                                                                                                                                                                                                                                                                                                                     |
| Core Policy 2<br>(Managing Demand)                  | Delivering a safe, accessible, integrated, and resilient transport network                                                                                                      | Yes | The proposed 4-court facility is a very low-trip generator. As an                                                                                                                                                                                                                                                                                                                   |

|                                        |                                                                                                                                                                 |     |                                                                                                                                                                                                                                                                      |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        | that enables communities to access services while ensuring efficient movement.                                                                                  |     | established destination, the development makes efficient use of existing highway capacity, ensuring the local network remains resilient while providing a new community benefit.                                                                                     |
| Core Policy 3 (Enabling Travel Choice) | Enabling travel choice that reflects unique community needs, ensures safety, and actively promotes health, wellbeing, and environmental protection.             | Yes | The development aligns with the County's vision to enable health through sport. It supports the active travel agenda by creating a destination for physical activity, contributing positively to local wellbeing and reducing health inequality.                     |
| Protecting the Environment             | Facilitating a transport network that minimizes environmental impact and, where feasible, provides benefit through lower emissions and integrated connectivity. | Yes | Developing a brownfield site for recreation promotes localism in sport. This potentially reduces the need for residents to travel longer distances to urban centers, such as Leicester, for specialised facilities, thereby supporting environmental recovery goals. |

**Table 6.1 – Transport Planning Policy**

### Summary

- 6.1** Overall, the development achieves the aspirations of national and local policy.

## 7. TRIP GENERATION & EFFECT

- 7.1** This section investigates the proposed land use, trip generation, mode and trip type connected to the development proposals. This is discussed throughout this section in detail.
- 7.2** Any new development is required to assess the peak periods as this is when the network is under the most stress, notably the Weekday AM and PM peak.
- 7.3** The traffic flows undertaken as part of the Transport Assessment accompanying planning permission defined the Weekday AM and PM on Desford Lane as:
- Weekday AM Peak Hour: 0745 – 0845;
  - Weekday PM Peak Hour: 1630 – 1730.

### Proposed Trip Generation

#### *First Principles Approach*

- 7.4** Pulse Padel courts are bookable for 60, 90 or 120 minutes, subject to availability. A typical doubles match lasts 60–120 minutes and, including warm-up and post-match activity, players are expected to be on site for approximately 2 to 2½ hours.
- 7.5** Trip generation assumptions are therefore based on players arriving before, and departing after, their booked session. This equates to a minimum of four players arriving and departing per hour per court. Assuming car sharing between doubles partners (maximum two players per vehicle) and a worst-case 60-minute booking, this results in two vehicle arrivals and two departures per court per hour, equating to up to eight arrivals and eight departures per hour.
- 7.6** The site will be staffed by a single employee at any time on a rota basis between 0700 and 2300. Staff journeys are not expected to coincide with network peak periods.
- 7.7** Up to four freelance coaches may be associated with the site, with no more than one present at any one time. Coach travel is also not expected to occur during highway peak period.
- 7.8** The following peak hour trip generation is calculated below using the above first principles approach.

|         | Weekday AM |      |       | Weekday PM |      |       |
|---------|------------|------|-------|------------|------|-------|
|         | Arr.       | Dep. | 2-way | Arr.       | Dep. | 2-way |
| Players | 8          | 8    | 16    | 8          | 8    | 16    |
| Staff   | 0          | 0    | 0     | 0          | 0    | 0     |
| Total   | 8          | 8    | 16    | 8          | 8    | 16    |

**Table 8.1 – Proposed Trip Generation Based on First Principles Approach**

#### *TRICS Database*

- 7.9** Recent planning approvals for similar developments in Leicester and Leicestershire (see Section 6) have been accompanied by trip generation assumptions based on TRICS survey data, notably the archived Tennis Clubs (07/G) land use.

**7.10** A TRICS assessment has been undertaken using the following parameters:

- Land Use: *07/G Leisure Tennis Clubs*;
- Size: *All*;
- Location Type: *Edge of Town, Neighbourhood Centre, Suburban Area*;
- Dates: 01/01/2016 onwards.

**7.11** The resultant trip rates have been summarised in the table below. The full TRICS outputs are provided in Appendix B.

**7.12** As the data is provided in hourly format for this land use, the two hourly periods covering the network peak hour has been provided below to be robust.

|             | Trip Rate (per court) |       |       | Resultant Traffic Flows |      |       |
|-------------|-----------------------|-------|-------|-------------------------|------|-------|
|             | Arr.                  | Dep.  | 2-way | Arr.                    | Dep. | 2-way |
| Weekday AM  |                       |       |       |                         |      |       |
| 0700 – 0800 | 0.429                 | 0.286 | 0.715 | 2                       | 1    | 3     |
| 0800 – 0900 | 0.364                 | 0.227 | 0.591 | 1                       | 1    | 2     |
| Weekday PM  |                       |       |       |                         |      |       |
| 1600 – 1700 | 1.136                 | 1.636 | 2.772 | 5                       | 7    | 11    |
| 1700 – 1800 | 2.318                 | 1.545 | 3.863 | 9                       | 6    | 15    |

**Table 8.2 – Proposed Trip Generation based on TRICS Tennis Clubs Trip Rates and Resultant Gross Traffic (Source: TRICS, 2026)**

### Traffic Impact Summary

**7.13** The first principles approach predicts a maximum of 16 no. 2-way trips during the weekday network peak hours.

**7.14** Using TRICS Tennis Club survey sites predicts a maximum of 15 no. 2-way trips during the weekday network peak hours.

**7.15** Trip types have not been considered in this assessment, however, similar to other leisure uses, the propensity for linkage with other journey purposes is high (i.e. visit site on the way home from work). All trip generation is considered as entirety new to the network ensuring a robust assessment.

**7.16** Development proposals are not predicted to result in a net increase of over 30 no. 2-way trips on the local highway network and would therefore not meet the threshold for assessment.

## 8. PARKING ASSESSMENT

- 8.1** A proposed car parking assessment has been undertaken using hourly arrivals and departures calculated for the proposed padel venue using the TRICS Tennis Club survey sites. The full TRICS output is provided at Appendix B.
- 8.2** The weekday hourly vehicle arrivals and departures are used to calculate the car park accumulation.
- 8.3** The results of the assessment are summarised in the graph below.



**Figure 8.1 – Proposed Parking Assessment**

- 8.4** As demonstrated, the maximum parking demand is predicted to be 7 vehicles parked per hour. The proposed car parking provision is therefore entirely suitable for the proposed development.
- 8.5** There is no evidence that the proposed parking arrangements will lead to any impact on the operation of the highway network.

**9. CONCLUSION**

- 9.1** This TS has been produced to accompany an application to provide a new padel venue off Desford Lane in Leicestershire.
- 9.2** It has been demonstrated that the proposed development can be accessed by all modes of travel, using existing and committed infrastructure.
- 9.3** Sufficient car and cycle parking is provided to entirely meet the requirements of the operation of the site.
- 9.4** Servicing is to be carried in an acceptable manner and undertaken entirely within the site, all vehicles can access and egress the highway network in a forward gear.
- 9.5** It has been demonstrated that traffic related to the proposed development can be entirely accommodated on the local highway network.
- 9.6** The NPPF is clear in the fact that a development should only be refused on highway and transportation grounds where the cumulative impacts are severe.
- 9.7** Considering all the above, it is concluded that the development proposals are acceptable and should be supported from a transport perspective.

## **Appendix A – DfT Connectivity Score**

# Explore the score

|                   |                                         |
|-------------------|-----------------------------------------|
| Square ID         | 450750_305050                           |
| Local authorities | Hinckley and Bosworth<br>Leicestershire |
| Latitude          | 52.640828                               |
| Longitude         | -1.251444                               |



## Overall

| Type                     | National score | National distribution              |
|--------------------------|----------------|------------------------------------|
| Overall (except driving) | 43             | Slightly below average<br>(40-50%) |
| Public transport         | 44             | Slightly below average<br>(40-50%) |

| Type    | National score | National distribution     |
|---------|----------------|---------------------------|
| Walking | 39             | Below average<br>(30-40%) |
| Cycling | 60             | Above average<br>(60-70%) |
| Driving | 79             | High<br>(70-80%)          |

## Education

| Type                     | National score | National distribution              |
|--------------------------|----------------|------------------------------------|
| Overall (except driving) | 42             | Slightly below average<br>(40-50%) |
| Public transport         | 46             | Slightly below average<br>(40-50%) |
| Walking                  | 37             | Below average<br>(30-40%)          |
| Cycling                  | 64             | Above average<br>(60-70%)          |
| Driving                  | 75             | High<br>(70-80%)                   |

## Leisure

| Type                     | National score | National distribution     |
|--------------------------|----------------|---------------------------|
| Overall (except driving) | 39             | Below average<br>(30-40%) |

| Type             | National score | National distribution              |
|------------------|----------------|------------------------------------|
| Public transport | 38             | Below average<br>(30-40%)          |
| Walking          | 37             | Below average<br>(30-40%)          |
| Cycling          | 50             | Slightly above average<br>(50-60%) |
| Driving          | 73             | High<br>(70-80%)                   |

## Health

| Type                     | National score | National distribution              |
|--------------------------|----------------|------------------------------------|
| Overall (except driving) | 43             | Slightly below average<br>(40-50%) |
| Public transport         | 43             | Slightly below average<br>(40-50%) |
| Walking                  | 41             | Slightly below average<br>(40-50%) |
| Cycling                  | 53             | Slightly above average<br>(50-60%) |
| Driving                  | 72             | High<br>(70-80%)                   |

## Shopping

| Type                     | National score | National distribution              |
|--------------------------|----------------|------------------------------------|
| Overall (except driving) | 36             | Below average<br>(30-40%)          |
| Public transport         | 36             | Below average<br>(30-40%)          |
| Walking                  | 35             | Below average<br>(30-40%)          |
| Cycling                  | 53             | Slightly above average<br>(50-60%) |
| Driving                  | 76             | High<br>(70-80%)                   |

## Residential

| Type                     | National score | National distribution              |
|--------------------------|----------------|------------------------------------|
| Overall (except driving) | 54             | Slightly above average<br>(50-60%) |
| Public transport         | 51             | Slightly above average<br>(50-60%) |
| Walking                  | 53             | Slightly above average<br>(50-60%) |
| Cycling                  | 70             | High<br>(70-80%)                   |
| Driving                  | 89             | Very high<br>(80-90%)              |

## Workplaces

| Type                     | National score | National distribution              |
|--------------------------|----------------|------------------------------------|
| Overall (except driving) | 48             | Slightly below average<br>(40-50%) |
| Public transport         | 49             | Slightly below average<br>(40-50%) |
| Walking                  | 35             | Below average<br>(30-40%)          |
| Cycling                  | 61             | Above average<br>(60-70%)          |
| Driving                  | 81             | Very high<br>(80-90%)              |

## **Appendix B – TRICS Outputs**



Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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Filtering Summary:

Land Use: 07/G LEISURE/TENNIS CLUBS

Selected Trip Rate Calculation Parameter Range: 4 - 16 COURTS

Actual Trip Rate Calculation Parameter Range: 4 - 8 COURTS

Date Range: Minimum: 04/12/2015 Maximum: 12/10/2022

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 150 1468

Days of the week selected:

|           |   |
|-----------|---|
| Thursday  | 1 |
| Wednesday | 2 |

Main Location Types selected:

|                      |   |
|----------------------|---|
| Edge of Town         | 1 |
| Neighbourhood Centre | 1 |
| Suburban Area        | 1 |

Inclusion of Servicing Vehicles Counts:

|                            |   |
|----------------------------|---|
| Servicing Vehicle Excluded | 3 |
|----------------------------|---|

Population <1 Mile ranges selected:

|                  |   |
|------------------|---|
| 10,001 to 15,000 | 1 |
| 25,001 to 50,000 | 1 |
| 5,001 to 10,000  | 1 |

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Population <5 Mile ranges selected:

|                    |   |
|--------------------|---|
| 250,001 to 500,000 | 1 |
| 5,001 to 25,000    | 2 |

Car Ownership <5 Mile ranges selected:

|            |   |
|------------|---|
| 0.6 to 1.0 | 1 |
| 1.1 to 1.5 | 2 |

PTAL Rating:

|                 |   |
|-----------------|---|
| No PTAL Present | 3 |
|-----------------|---|

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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 |                |       |
|                             | LE            | LEICESTERSHIRE | 1 day |
| 12                          | CONNAUGHT     |                |       |
|                             | MA            | MAYO           | 1 day |
| 13                          | MUNSTER       |                |       |
|                             | TI            | TIPPERARY      | 1 day |

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



Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

#### 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 8 (units:COURTS)  |
| Range Selected by User: | 4 to 16 (units:COURTS) |
| Parking Spaces Range:   | 2 - 79                 |

#### Public Transport Provision:

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 04/12/15 to 12/10/22 |

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

#### Selected survey days:

|           |        |
|-----------|--------|
| Thursday  | 1 days |
| Wednesday | 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 undertaken using machines*

#### Selected Locations:

|                      |        |
|----------------------|--------|
| Edge of Town         | 1 days |
| Neighbourhood Centre | 1 days |
| Suburban Area        | 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:

|                  |        |
|------------------|--------|
| No Sub Category  | 2 days |
| Residential Zone | 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 |
|----------------------------|--------|

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

Secondary Filtering Selection:

Use Class:

|       |           |
|-------|-----------|
| F2(c) | 2 surveys |
| N/A   | 1 surveys |

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

Population within 500m Range:

150 - 1468

Population within 1 mile:

|                  |           |
|------------------|-----------|
| 10,001 to 15,000 | 1 surveys |
| 25,001 to 50,000 | 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:

|                    |           |
|--------------------|-----------|
| 250,001 to 500,000 | 1 surveys |
| 5,001 to 25,000    | 2 surveys |

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

Car ownership within 5 miles:

|            |           |
|------------|-----------|
| 0.6 to 1.0 | 1 surveys |
| 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.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

LIST OF SITES relevant to selection parameters:

|                     |                      |                   |             |
|---------------------|----------------------|-------------------|-------------|
| Site 1:             | LE-07-G-01           | Number of courts: | 8.00 COURTS |
| Development Name:   | TENNIS CLUB          | Survey Date:      | 22/06/2022  |
| Location:           | LEICESTER            | Survey Day:       | Wednesday   |
| Postcode:           | LE2 4AB              |                   |             |
| Main Location Type: | Neighbourhood Centre |                   |             |
| Sub Location Type:  | Residential Zone     |                   |             |
| PTAL:               | n/a                  |                   |             |
| Site 2:             | MA-07-G-01           | Number of courts: | 6.00 COURTS |
| Development Name:   | TENNIS CLUB          | Survey Date:      | 15/09/2021  |
| Location:           | CASTLEBAR            | Survey Day:       | Wednesday   |
| Postcode:           |                      |                   |             |
| Main Location Type: | Edge of Town         |                   |             |
| Sub Location Type:  | No Sub Category      |                   |             |
| PTAL:               | n/a                  |                   |             |
| Site 3:             | TI-07-G-01           | Number of courts: | 8.00 COURTS |
| Development Name:   | TENNIS CLUB          | Survey Date:      | 17/06/2021  |
| Location:           | NENAGH               | Survey Day:       | Thursday    |
| Postcode:           |                      |                   |             |
| Main Location Type: | Suburban Area        |                   |             |
| Sub Location Type:  | No Sub Category      |                   |             |
| PTAL:               | n/a                  |                   |             |

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

Total Vehicles

Calculation factor: 1 COURTS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. COURTS | Arrivals      | Departures    | Totals        |
|---------------------|----------|-------------|---------------|---------------|---------------|
| 00:00-01:00         |          |             |               |               |               |
| 01:00-02:00         |          |             |               |               |               |
| 02:00-03:00         |          |             |               |               |               |
| 03:00-04:00         |          |             |               |               |               |
| 04:00-05:00         |          |             |               |               |               |
| 05:00-06:00         |          |             |               |               |               |
| 06:00-07:00         | 1        | 8           | 0.125         | 0.000         | 0.125         |
| 07:00-08:00         | 2        | 7           | 0.429         | 0.286         | 0.715         |
| 08:00-09:00         | 3        | 7           | 0.364         | 0.227         | 0.591         |
| 09:00-10:00         | 3        | 7           | 0.636         | 0.136         | 0.772         |
| 10:00-11:00         | 3        | 7           | 0.773         | 0.318         | 1.091         |
| 11:00-12:00         | 3        | 7           | 0.500         | 1.136         | 1.636         |
| 12:00-13:00         | 3        | 7           | 0.773         | 0.500         | 1.273         |
| 13:00-14:00         | 3        | 7           | 0.591         | 0.727         | 1.318         |
| 14:00-15:00         | 3        | 7           | 0.636         | 0.364         | 1.000         |
| 15:00-16:00         | 3        | 7           | 1.409         | 1.000         | 2.409         |
| 16:00-17:00         | 3        | 7           | 1.136         | 1.636         | 2.772         |
| 17:00-18:00         | 3        | 7           | 2.318         | 1.545         | 3.863         |
| 18:00-19:00         | 3        | 7           | 1.727         | 2.045         | 3.772         |
| 19:00-20:00         | 3        | 7           | 0.955         | 1.091         | 2.046         |
| 20:00-21:00         | 3        | 7           | 1.091         | 1.091         | 2.182         |
| 21:00-22:00         | 3        | 7           | 0.591         | 1.591         | 2.182         |
| 22:00-23:00         | 3        | 7           | 0.091         | 0.409         | 0.500         |
| 23:00-00:00         |          |             |               |               |               |
| <b>Total Rates:</b> |          |             | <b>14.145</b> | <b>14.102</b> | <b>28.247</b> |

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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Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS)  |
| Survey date date range:                       | 17/06/2021 - 22/06/2022 |
| Number of weekdays (Monday-Friday):           | 3                       |
| Number of Saturdays:                          | 0                       |
| 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.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

Cyclists

Calculation factor: 1 COURTS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. COURTS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         | 1        | 8           | 0.000    | 0.000      | 0.000  |
| 07:00-08:00         | 2        | 7           | 0.000    | 0.000      | 0.000  |
| 08:00-09:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 09:00-10:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 10:00-11:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 12:00-13:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 13:00-14:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 14:00-15:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 15:00-16:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 16:00-17:00         | 3        | 7           | 0.045    | 0.000      | 0.045  |
| 17:00-18:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 18:00-19:00         | 3        | 7           | 0.000    | 0.045      | 0.045  |
| 19:00-20:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 20:00-21:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 22:00-23:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 0.045    | 0.045      | 0.090  |

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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Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS)  |
| Survey date date range:                       | 15/09/2021 - 15/09/2021 |
| Number of weekdays (Monday-Friday):           | 1                       |
| Number of Saturdays:                          | 0                       |
| 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.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

PSVs

Calculation factor: 1 COURTS

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. COURTS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         | 1        | 8           | 0.000    | 0.000      | 0.000  |
| 07:00-08:00         | 2        | 7           | 0.000    | 0.000      | 0.000  |
| 08:00-09:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 09:00-10:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 10:00-11:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 12:00-13:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 13:00-14:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 14:00-15:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 15:00-16:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 16:00-17:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 17:00-18:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 18:00-19:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 19:00-20:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 20:00-21:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 22:00-23:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 0.000    | 0.000      | 0.000  |

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

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

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Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

Parameter Summary:

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS) |
| Survey date date range:                       | N/A - N/A              |
| Number of weekdays (Monday-Friday):           | 0                      |
| Number of Saturdays:                          | 0                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 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.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

OGVs

Calculation factor: 1 COURTS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. COURTS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         | 1        | 8           | 0.000    | 0.000      | 0.000  |
| 07:00-08:00         | 2        | 7           | 0.000    | 0.000      | 0.000  |
| 08:00-09:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 09:00-10:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 10:00-11:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 12:00-13:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 13:00-14:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 14:00-15:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 15:00-16:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 16:00-17:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 17:00-18:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 18:00-19:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 19:00-20:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 20:00-21:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 22:00-23:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 0.000    | 0.000      | 0.000  |

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

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

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Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

Parameter Summary:

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS) |
| Survey date date range:                       | N/A - N/A              |
| Number of weekdays (Monday-Friday):           | 0                      |
| Number of Saturdays:                          | 0                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 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.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

Taxis

Calculation factor: 1 COURTS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. COURTS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         | 1        | 8           | 0.000    | 0.000      | 0.000  |
| 07:00-08:00         | 2        | 7           | 0.000    | 0.000      | 0.000  |
| 08:00-09:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 09:00-10:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 10:00-11:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 3        | 7           | 0.045    | 0.045      | 0.090  |
| 12:00-13:00         | 3        | 7           | 0.045    | 0.045      | 0.090  |
| 13:00-14:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 14:00-15:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 15:00-16:00         | 3        | 7           | 0.091    | 0.091      | 0.182  |
| 16:00-17:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 17:00-18:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 18:00-19:00         | 3        | 7           | 0.091    | 0.091      | 0.182  |
| 19:00-20:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 20:00-21:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 22:00-23:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 0.272    | 0.272      | 0.544  |

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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Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS)  |
| Survey date date range:                       | 22/06/2022 - 22/06/2022 |
| Number of weekdays (Monday-Friday):           | 1                       |
| Number of Saturdays:                          | 0                       |
| 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.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

Cars

Calculation factor: 1 COURTS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. COURTS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         | 1        | 8           | 0.125    | 0.000      | 0.125  |
| 07:00-08:00         | 2        | 7           | 0.357    | 0.214      | 0.571  |
| 08:00-09:00         | 3        | 7           | 0.227    | 0.182      | 0.409  |
| 09:00-10:00         | 3        | 7           | 0.591    | 0.136      | 0.727  |
| 10:00-11:00         | 3        | 7           | 0.727    | 0.318      | 1.045  |
| 11:00-12:00         | 3        | 7           | 0.455    | 1.000      | 1.455  |
| 12:00-13:00         | 3        | 7           | 0.591    | 0.364      | 0.955  |
| 13:00-14:00         | 3        | 7           | 0.545    | 0.727      | 1.272  |
| 14:00-15:00         | 3        | 7           | 0.545    | 0.273      | 0.818  |
| 15:00-16:00         | 3        | 7           | 1.273    | 0.864      | 2.137  |
| 16:00-17:00         | 3        | 7           | 1.091    | 1.455      | 2.546  |
| 17:00-18:00         | 3        | 7           | 2.182    | 1.409      | 3.591  |
| 18:00-19:00         | 3        | 7           | 1.500    | 1.773      | 3.273  |
| 19:00-20:00         | 3        | 7           | 0.909    | 1.045      | 1.954  |
| 20:00-21:00         | 3        | 7           | 1.091    | 1.000      | 2.091  |
| 21:00-22:00         | 3        | 7           | 0.591    | 1.591      | 2.182  |
| 22:00-23:00         | 3        | 7           | 0.091    | 0.409      | 0.500  |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 12.891   | 12.760     | 25.651 |

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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Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS)  |
| Survey date date range:                       | 17/06/2021 - 22/06/2022 |
| Number of weekdays (Monday-Friday):           | 3                       |
| Number of Saturdays:                          | 0                       |
| 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.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

LGVs

Calculation factor: 1 COURTS

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. COURTS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         | 1        | 8           | 0.000    | 0.000      | 0.000  |
| 07:00-08:00         | 2        | 7           | 0.071    | 0.071      | 0.142  |
| 08:00-09:00         | 3        | 7           | 0.136    | 0.045      | 0.181  |
| 09:00-10:00         | 3        | 7           | 0.045    | 0.000      | 0.045  |
| 10:00-11:00         | 3        | 7           | 0.045    | 0.000      | 0.045  |
| 11:00-12:00         | 3        | 7           | 0.000    | 0.091      | 0.091  |
| 12:00-13:00         | 3        | 7           | 0.136    | 0.091      | 0.227  |
| 13:00-14:00         | 3        | 7           | 0.045    | 0.000      | 0.045  |
| 14:00-15:00         | 3        | 7           | 0.091    | 0.091      | 0.182  |
| 15:00-16:00         | 3        | 7           | 0.045    | 0.045      | 0.090  |
| 16:00-17:00         | 3        | 7           | 0.045    | 0.182      | 0.227  |
| 17:00-18:00         | 3        | 7           | 0.136    | 0.136      | 0.272  |
| 18:00-19:00         | 3        | 7           | 0.136    | 0.182      | 0.318  |
| 19:00-20:00         | 3        | 7           | 0.045    | 0.045      | 0.090  |
| 20:00-21:00         | 3        | 7           | 0.000    | 0.091      | 0.091  |
| 21:00-22:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 22:00-23:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 0.976    | 1.070      | 2.046  |

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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Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

---

Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS)  |
| Survey date range:                            | 17/06/2021 - 22/06/2022 |
| Number of weekdays (Monday-Friday):           | 3                       |
| Number of Saturdays:                          | 0                       |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

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

Motorcycles

Calculation factor: 1 COURTS

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. COURTS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         | 1        | 8           | 0.000    | 0.000      | 0.000  |
| 07:00-08:00         | 2        | 7           | 0.000    | 0.000      | 0.000  |
| 08:00-09:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 09:00-10:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 10:00-11:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 11:00-12:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 12:00-13:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 13:00-14:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 14:00-15:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 15:00-16:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 16:00-17:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 17:00-18:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 18:00-19:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 19:00-20:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 20:00-21:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 21:00-22:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 22:00-23:00         | 3        | 7           | 0.000    | 0.000      | 0.000  |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 0.000    | 0.000      | 0.000  |

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

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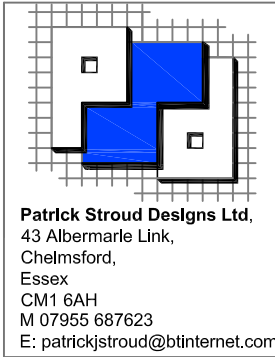
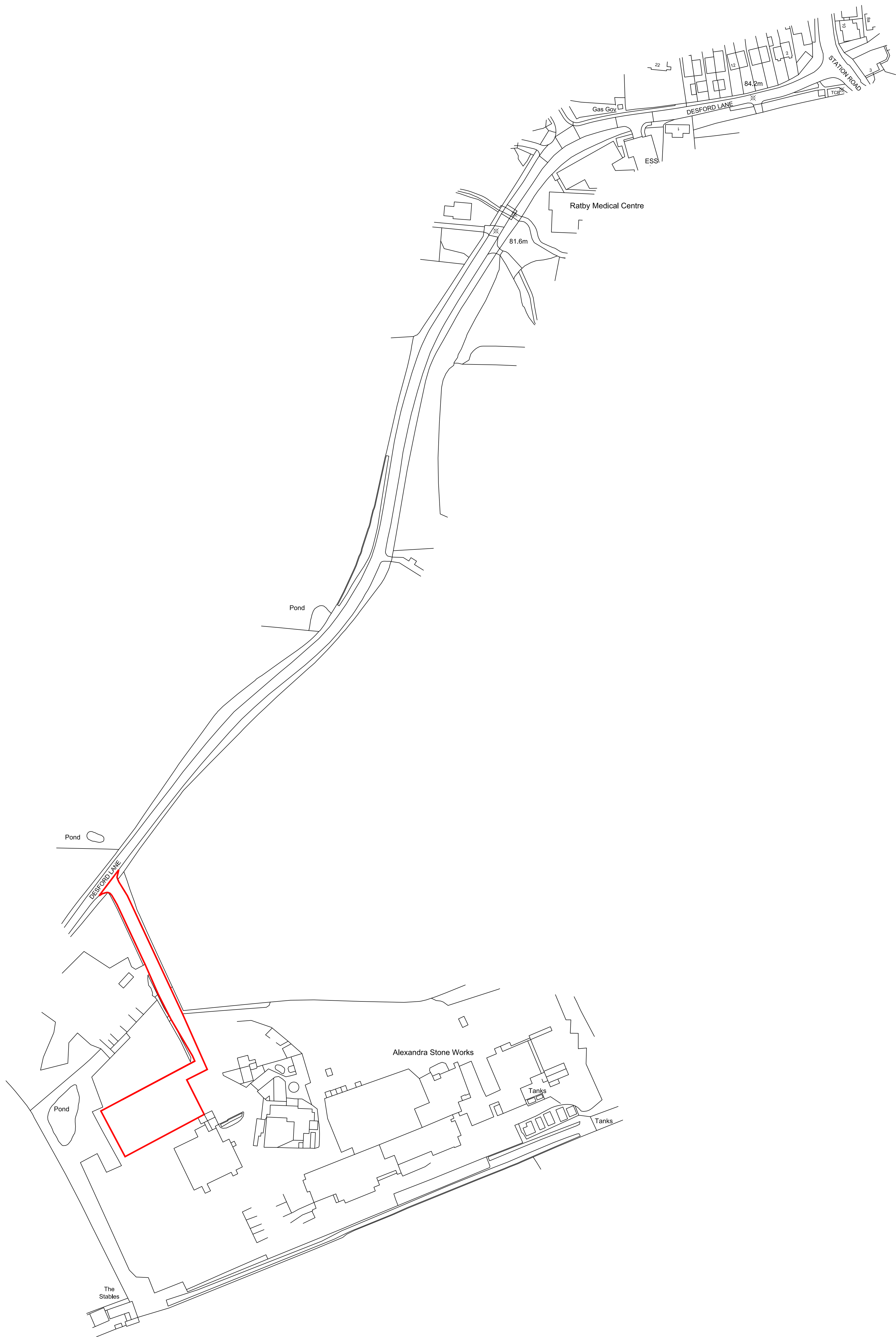
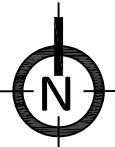
Audit Code: 1f1b8d46-cf34-4623-8c72-9b7fbd95631f

Parameter Summary:

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 4 - 16 (units: COURTS) |
| Survey date date range:                       | N/A - N/A              |
| Number of weekdays (Monday-Friday):           | 0                      |
| Number of Saturdays:                          | 0                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 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.*

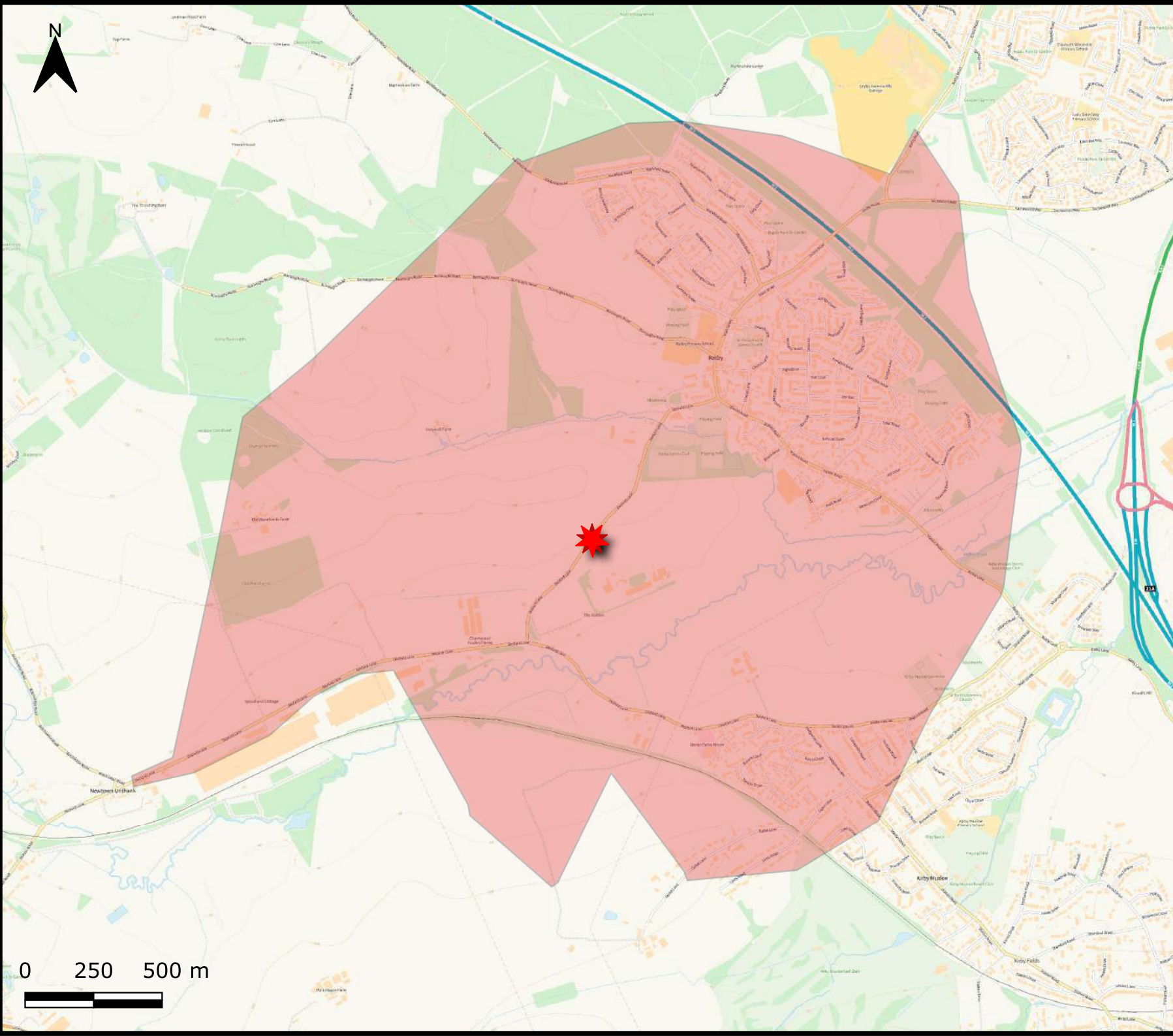
## **Drawings**



Client : Pulse Padel  
Project :  
Land at Desford Lane,  
Kirby Muxloe, Leicester LE9 2BR  
Drawing : Location Plan

Scale : 1:1250 @ A1  
0 25 50  
Status : PLANNING  
Dwg No : 2026.915.01

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## Legend

 Site Location

Walk

 2000 m

UK OS Open Zoomstack Road

### SCHEME

Proposed Development,  
Desford Lane, Kirby Muxloe, Leicestershire

### ON BEHALF OF

Pulse Padel

### DRAWING TITLE

Walking Assessment

### DRAWING REFERENCE

T881/GIS/02

### REV

-

### SCALE @A4

NTS

### DRAWN BY

JA

### DATE CREATED

2026-04-07

### CHECKED BY

CS

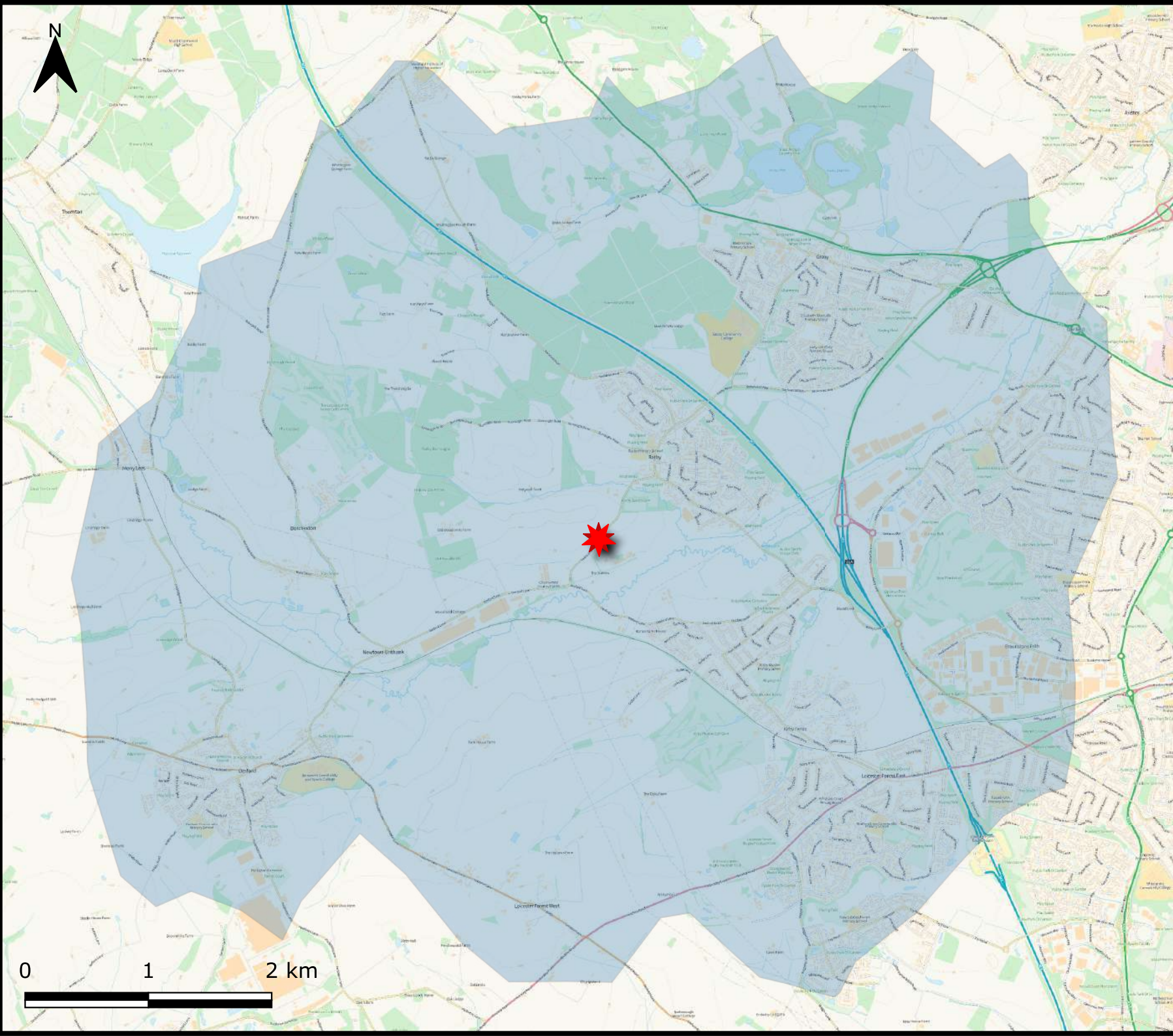
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Website: [www.exigoprojectsolutions.co.uk](http://www.exigoprojectsolutions.co.uk)



## Legend

 Site Location

Cycle

 5000 m

UK OS Open Zoomstack Road

### SCHEME

Proposed Development,  
Desford Lane, Kirby Muxloe, Leicestershire

### ON BEHALF OF

Pulse Padel

### DRAWING TITLE

Cycle Assessment

### DRAWING REFERENCE

T881/GIS/03

### REV

-

### SCALE @A4

NTS

### DRAWN BY

JA

### DATE CREATED

2026-04-07

### CHECKED BY

CS

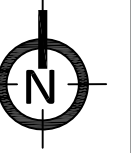
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Walking and cycling catchments based on isochrone analysis ©  
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Website: [www.exigoprojectsolutions.co.uk](http://www.exigoprojectsolutions.co.uk)

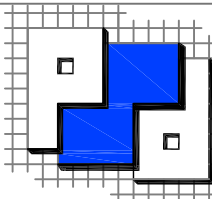


Pond

DESFORD LANE

Pond

key  
site boundary



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M 07955 687623  
E: patrickjstroud@btinternet.com

Client :  
**Pulse Padel**

Project :  
**Land at Desford Lane,  
Kirby Muxloe, Leicester LE9 2BR**

Drawing :  
**Existing Site Plan**

Scale :  
**1:500 @ A2**

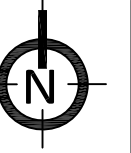
Status :  
**PLANNING**

Dwg No :  
**2026.915.02**

Rev :  
■

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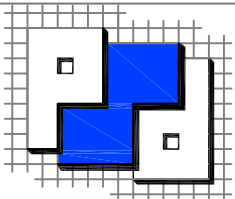


Pond

DESFORD LANE

Pond

- key
- site boundary
- 14no. parking spaces including  
3no. disabled spaces

  
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E: patrickjstroud@btinternet.com

Client :  
**Pulse Padel**

Project :  
**Land at Desford Lane,  
Kirby Muxloe, Leicester LE9 2BR**

Drawing :  
**Proposed Site Plan**

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Scale :  
**1:500 @ A2**

0 5 10 15 20 25

Status : **PLANNING**

Dwg No : **2026.915.03**

Rev :  
■