Proposed Residential Development, Broad Street, Banbury

TRANSPORT STATEMENT
July 2020

Prepared for: Cornerstone Place

TPS Transport Consultants Ltd | TPS Business Hub | Stonebridge Court | 151-153 Wakefield Road | Wakefield | WF4 5HQ

tpsconsultants.co.uk info@tpsconsultants.co.uk +44 1924 664638

Registered number: 05973261

Document Record

Project Name	P1496_20200723_Broad Street, Banbury, Transport Statement				
	Issue 1	Revision 1	Revision 2	Revision 3	Revision 4
Remarks:	Draft	Final			
Date:	07/07/2020	22/07/2020			
Prepared by:	GH	GH			
Checked by:	GS	GS			
Authorised by:	GS	GS			

Copyright Statement

Contents

1. INTRODUCTION

Introduction

1.1 TPS Transport Consultants Ltd. (TPS) has been commissioned by Cornerstone Place to prepare a Transport Statement to accompany a planning application for development comprising 18 self-contained residential studios at Broad Street, Banbury.

Site Location and Development Proposals

1.2 The site is located in Banbury town centre and is currently occupied by a redundant industrial unit, with an area of 481.7m^2 GFA. The site is located within a small industrial development, which takes access from Broad Street to the east. More generally, the site is surrounded by a mixture of residential and commercial uses, reflecting its town centre position.

1.3 The site location is illustrated in **Figure 1.1** below, whilst a site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location

(Source: Google Maps)

1.4 The development proposals comprise the remodelling of an existing industrial unit to form 18 dwellings; access arrangements and parking will remain un-changed. Given the nature of the development (in a central location with excellent sustainable transport links),

however, the need for parking will be limited and certainly won't reflect that of a typical residential development. Residents will likely not own a car and parking will be reserved for visitors.

Report Structure

1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the site, focusing on the means by which residents can access local amenities by non-car modes of travel. The opportunities for travel, particularly by public transport, have been based upon timetables published prior to the COVID-19 pandemic;

Section 4 considers the existing highway network and the historic road safety record in the vicinity of the site;

Section 5 summarises the likely trip generation, associated with the development proposals;

Section 6 considers the proposed parking and servicing arrangements; and

Section 7 offers a summary and conclusion.

2. POLICY CONTEXT

Introduction

2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposals would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, 2019)

2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous iteration, published in July 2018.

2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.4 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 109). Whilst Paragraph 110 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

2.5 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

Local Policy Context

Connecting Oxfordshire: Local Transport Plan 2015 – 2031 (Adopted October 2015)

2.6 Connecting Oxfordshire is Oxfordshire County Council's Fourth Local Transport Plan (LTP4); it sets out the strategy and policies for developing Oxfordshire's transport system between 2015 and 2031.

2.7 A number of policies have been identified as relevant to the development proposals, which are as follows:

- **Policy 17**: Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport; and
- **Policy 19**: Oxfordshire County Council will encourage the use of modes of travel associated with healthy and active lifestyles.

2.8 The development proposals will meet the policy aspirations of the Local Transport Plan by providing accommodation, that supports those in need, in a readily accessible location within Banbury.

The Cherwell Local Plan 2011 – 2031 (Adopted July 2015)

2.9 The Cherwell Local Plan is a key document, at a local level, which out the vision and strategy for the development of Cherwell to 2031. It sets out why, where and how Cherwell will grow over the next 16 years. It is a 'place shaping' document which defines where growth will occur, and how the Cherwell District will evolve, focusing growth on sustainable locations.

2.10 The overall vision for the Cherwell Local Plan is as follows:

"By 2031, Cherwell District will be an area where all residents enjoy a good quality of life. It will be more prosperous than it is today. Those who live and work here will be happier, healthier and feel safer"

2.11 In order to meet the overall vision of the Plan, a number of strategic objectives have been identified, the most relevant of which is as follows:

Strategic Objective 13 - To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility to services for people with impaired mobility.

2.12 The most relevant policy to the development proposals is as follows:

Policy ESD1 – Mitigating and Adapting to Climate Change: Measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this will include delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars.

2.13 The development proposals meet the policy aspirations of the Local Plan by providing accommodation in an accessible location. Given the established nature of the site within Banbury town centre, there are existing active and sustainable travel options in the vicinity of the site, which could be utilised by future residents of the site, as well as support workers and visitors; these are detailed further in **Section 3**.

3. ACCESSIBILITY

Introduction

3.1 As indicated previously, a key focus of the current transport and land use policy agenda is to ensure that development sites are accessible by non-car modes of travel, thereby, minimising their impact on the local highway network.

Active Travel Options

Access for Pedestrians

3.2 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose and this is summarised in **Table 3.1** below

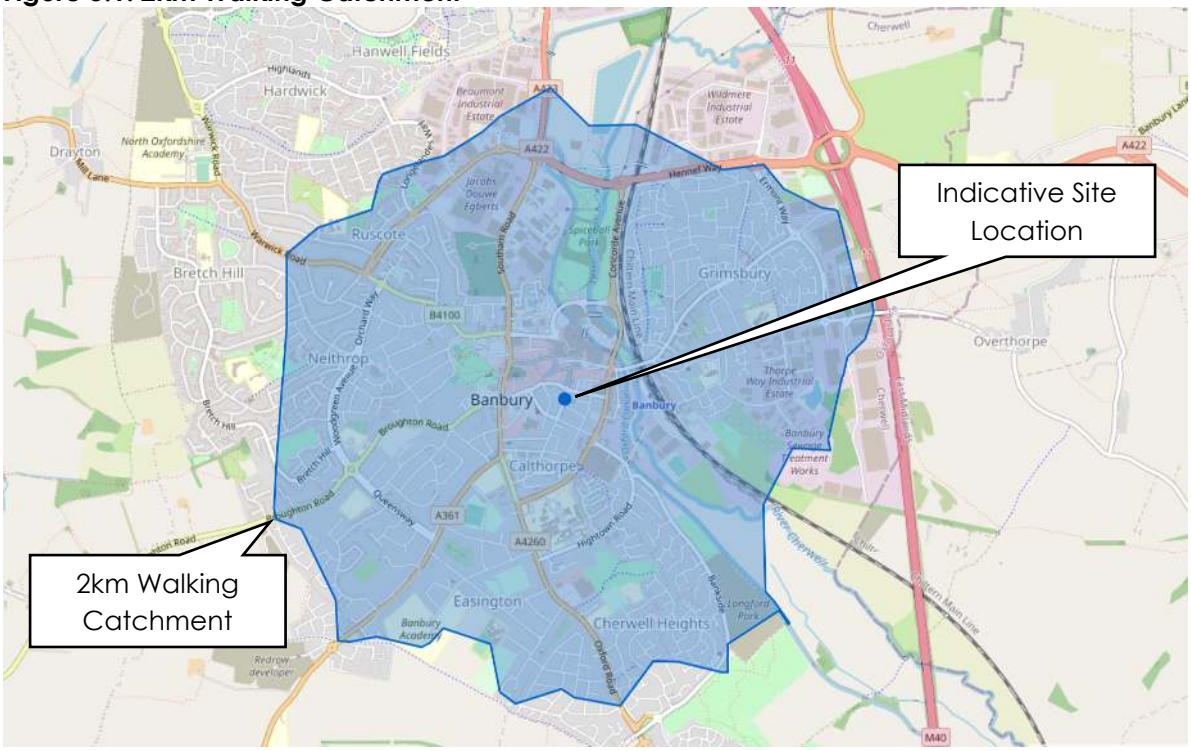
Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

3.3 As can be seen in **Table 3.1**, the preferred maximum distance for commuting / education is 2km, with people prepared to travel shorter distances for other uses. A 2km walking catchment of the site would include all of Banbury town centre, as well as the surrounding areas of Easington, Cherwell Heights, Calthorpe, Grimsbury, Ruscote and Neithrop. **Figure 3.1** overleaf illustrates a 2km walking catchment from the site.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

3.4 Pedestrian access to the site is taken via Broad Street, to the east. Footways are provided on both sides of the carriageway and facilitate pedestrian movement to the north and south.

3.5 From the site, Banbury High Street can be accessed in less than 5 minutes on foot by heading north on Broad Street. At its northern terminus, Broad Street forms a junction with George Street. Here a controlled pedestrian crossing encourages safe movement over George Street towards the central shopping / commercial area.

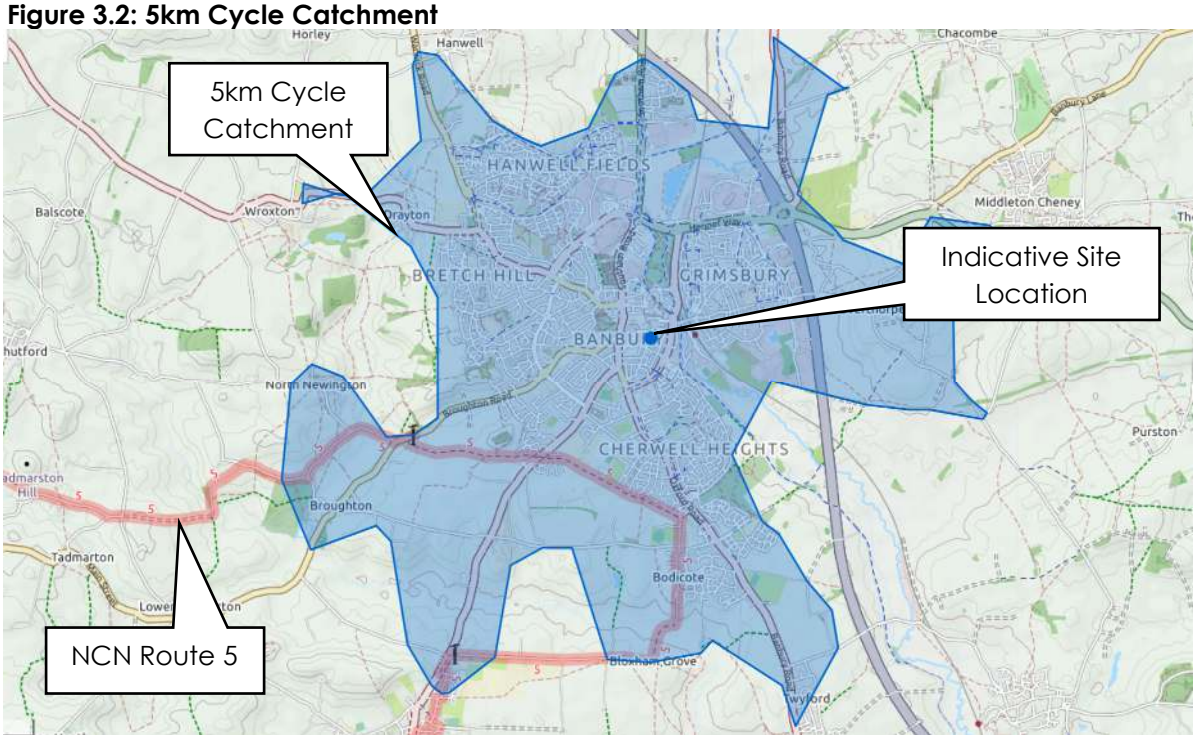
3.6 Banbury High Street, and the broader central area to the north offers a range of local services and amenities. Banbury train station is located some ten minutes' walk to the east of the site, with the most direct route being via George Street (eastbound) and the A4260. The route benefits from continuous footway provision.

3.7 Given the location of the site within Banbury town centre, it is anticipated that walking will be a popular travel option for the future residents of the development; particularly due to the amenities available within a short walk. Further details can be found in **Table 3.3**.

Access for Cyclists

3.8 Cycling can substitute for short car journeys, particularly those of less than 5km and, therefore, is a viable mode of transport to the site (for support staff and visitors). A 5km cycle catchment would include Banbury, Cherwell Heights, Grimsbury, Bretch Hill, Bodicote, Easington and Hanwell Fields as well as a number of other smaller residential areas. **Figure 3.2** illustrates a 5km cycle catchment from the site.

Figure 3.2: 5km Cycle Catchment



(Source: Open Cycle Map)

3.9 As can be seen in **Figure 3.2**, the closest formal cycle route to the site is located along the bank of the Oxford Canal, which runs broadly north - south through Banbury. The route can be accessed from the site in around a 4-minute cycle (850m) via George Street and the A4260.

3.10 Furthermore, National Cycle Network (NCN) route 5, which is located approximately 2.4km to the south of the site and is accessible in around an 11-minute cycle via the A4260. The route is traffic-free and travels through local destinations including Banbury, Oxford, Stratford-upon-Avon, alongside a range of smaller settlements locally. More broadly, NCN Route 5 runs north – south between Holyhead and Reading.

Access by Public Transport

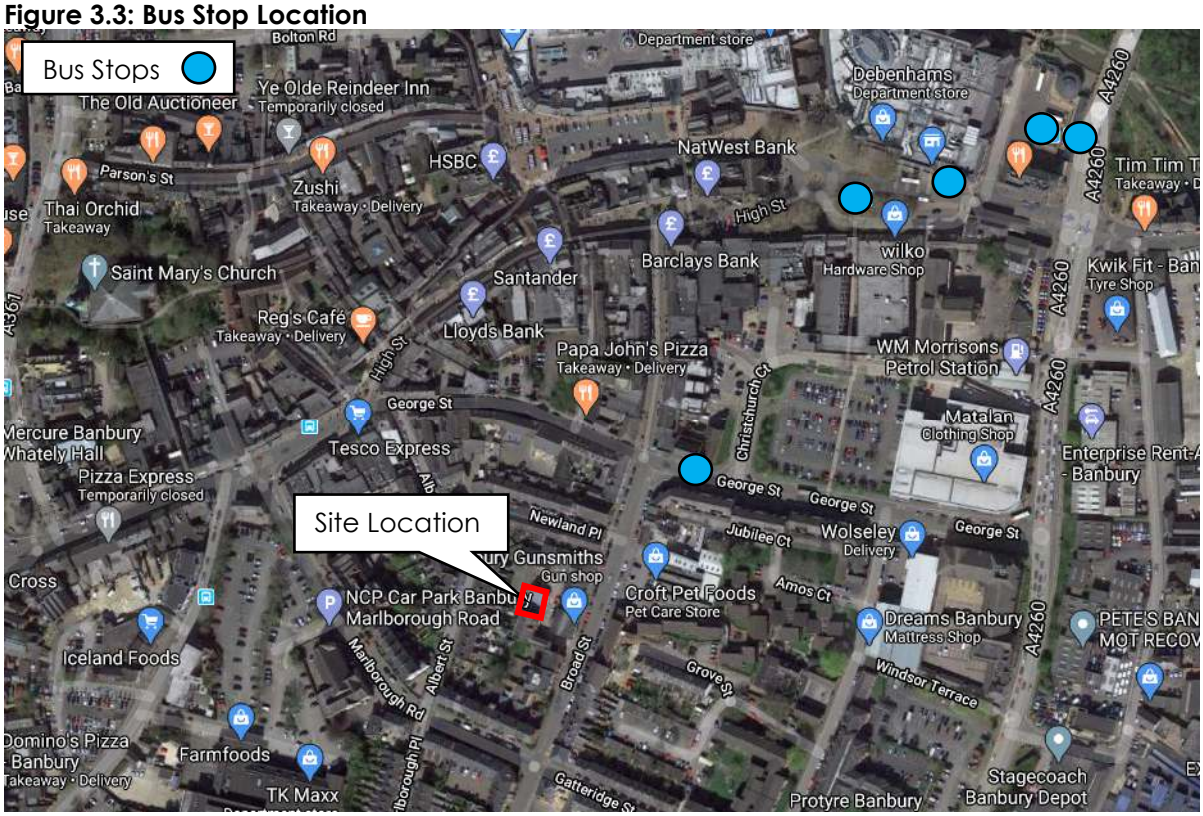
Bus Services

3.11 The closest bus stop to the site is located on George Street, approximately 130m northeast of the site and can be reached by travelling northbound on Broad Street (2-minute walk). This stop benefits from a bus layby, timetable information and a flag and is served by eastbound services only.

3.12 Further bus stops are also located on Bridge Street and at Banbury bus station and offer a wide range of bus services to a range of destinations. The bus stops on Bridge Street are approximately 350m north of the site and accessible within a 4-minute walk; whilst Banbury bus station is approximately 600m northeast and accessible within a 6-minute walk. The bus stops on Bridge Street and at Banbury bus station benefit from waiting shelters, timetable information; whilst Bridge Street also has flags and poles.

3.13 **Figure 3.3**, overleaf, illustrates the locations of the bus stops on George Street, Bridge Street and at Banbury bus station.

Figure 3.3: Bus Stop Location



(Source: Google Maps)

3.14 **Table 3.2** summarises the frequency and destinations of the bus services which stop on George Street.

Table 3.2: Local Bus Service Summary

Service		Frequency		
		Mon – Fri	Saturday	Sunday
George Street				
5	Banbury – Barton on the Heath	2 Services	-	-
6	Stratford – Wellesbourne – Kineton - Tysoe	1 Service	1 Service	-
488 /489	Banbury – Chipping Norton	60 mins	120 mins	-
501 / 502	Banbury – Leamington	-	1 Service	-
B1	Banbury – Easington	30 mins	-	-
B4	Banbury – Southam Road	60 mins	-	-
B5	Banbury – Bretch Hill	12 mins	12 mins	30 mins
B7B	Bridge Street – Poet's Corner	4 Service	-	-

B8	Bridge Street – Sinclair Avenue	6 Services	-	-
B9	Banbury – Hardwick	20 mins	20 mins	60 mins
S4	Oxford – Banbury	60 mins	90 mins	90 mins
X7	Stratford-upon-Avon – Banbury	1 Service	-	-

(Source: Public Transport Operators)

As can be seen in **Table 3.2** above, there are a number of regular bus services accessible within a short walk of the site. It should be noted that the majority of services to the bus stops on Bridge Street and to Banbury bus station also stop at George Street.

Rail Services

3.15 The closest train station to the site is Banbury, which is located approximately 800m east of the site; the station can be accessed in around 10 minutes on foot or in a 4-minute cycle journey. Banbury train station is located on the Chiltern Main Line and benefits from a range of regular services to destinations including London Marylebone, Birmingham Moor Street, Oxford, and Reading. Facilities at the station include shops, public toilets, seating areas, ticket office and customer help point; step-free access is available to all platforms. Given the proximity of Banbury train station to the site; it is anticipated that this would be an attractive travel option for those living at / visiting the development.

Local Amenities

3.16 **Table 3.3** below summarises the health, retail / leisure and employment amenities within the preferred maximum walking distance (2km) and preferred maximum cycle distance (5km) from the site.

Table 3.3: Local Amenities

Amenity	Distance	Walk Time	Cycle Time
Health Amenities			
Broad Similes	130m	2 mins	1 min
Dynamic Dentistry	300m	4 mins	1 min
Banbury Dental Practice	350m	4 mins	1 min
45 South Bar Dental Practice	450m	6 mins	3 mins
Banbury Health Centre	500m	6 mins	3 mins
Horsefair Surgery	500m	6 mins	3 mins

45 The Green Dental Practice	500m	6 mins	3 mins
West Bar Doctors Surgery	550m	7 mins	3 mins
Bloxham Dental Surgery, Banbury	600m	8 mins	3 mins
Boots Pharmacy	650m	8 mins	3 mins
The New Foscote Hospital	1km	13 mins	6 mins
The Orchard Health Centre	1.1km	14 mins	6 mins
Horton General Hospital	1.2km	16 mins	7 mins
Hightown Surgery	1.2km	16 mins	7 mins
Lloyds Pharmacy	1.4km	19 mins	7 mins
Retail / Leisure Amenities			
Chinese Takeaway / Pet Shop	45m	1 min	1 min
Mace Supermarket	100m	1 min	1 min
Bridge Street (Local Shops / Banks / Food Outlets)	230m	3 mins	1 min
Tesco Express	270m	3 mins	1 min
High Street (Local Shops / Food Outlets / Pubs)	300m	4 mins	1 min
Farmfoods / TK Maxx	300m	4 mins	1 min
Bowling Alley / Matalan	350m	4 mins	2 mins
Iceland Foods	400m	5 mins	2 mins
Odeon Cinema	550m	7 mins	2 mins
Morrisons Supermarket	550m	7 mins	3 mins
Castle Quay Shopping Centre	700m	8 mins	3 mins
Spiceball Leisure Centre	900m	11 mins	4 mins
Southam Road Retail (Homebase / Waitrose / B&Q)	1.1km	14 mins	5 mins
Sainsbury's Supermarket	1.4km	19 mins	7 mins
Aldi / McDonald's	1.9km	24 mins	9 mins
Tesco Extra / Banbury Cross Retail Park	2km	25 mins	9 mins
Banbury Gateway Retail Park	2.5km	32 mins	9 mins
Employment Amenities			
Lower Cherwell Street Industrial Units	550m	7 mins	3 mins
Tramway Industrial Estate	800m	10 mins	4 mins
Power Park Industrial Units	1.1km	14 mins	5 mins
Thorpe Way Industrial Estate	1.7km	22 mins	7 mins
Overthorpe Road Industrial Units	1.9km	24 mins	8 mins

DHL Supply Chain Warehouse	2km	25 mins	8 mins
Jacobs Douwe Egberts	2.1km	27 mins	8 mins
Chalker Way Warehouses	2.2km	28 mins	9 mins
Wildmere Road Industrial Estate	2.3km	30 mins	9 mins
Amazon Banbury / Warehouses	3.4km	38 mins	11 mins

(Source: Google Maps)

3.17 As can be seen in **Table 3.3**, there are a wide range of health, retail, leisure and employment amenities can be accessed within a short walk or cycle ride of the site, meaning that future residents need not own a car.

Summary

3.18 This section has identified the existing opportunities available for active and sustainable travel to the site, which are excellent given the location of the site within Banbury town centre.

4. EXISTING HIGHWAY NETWORK

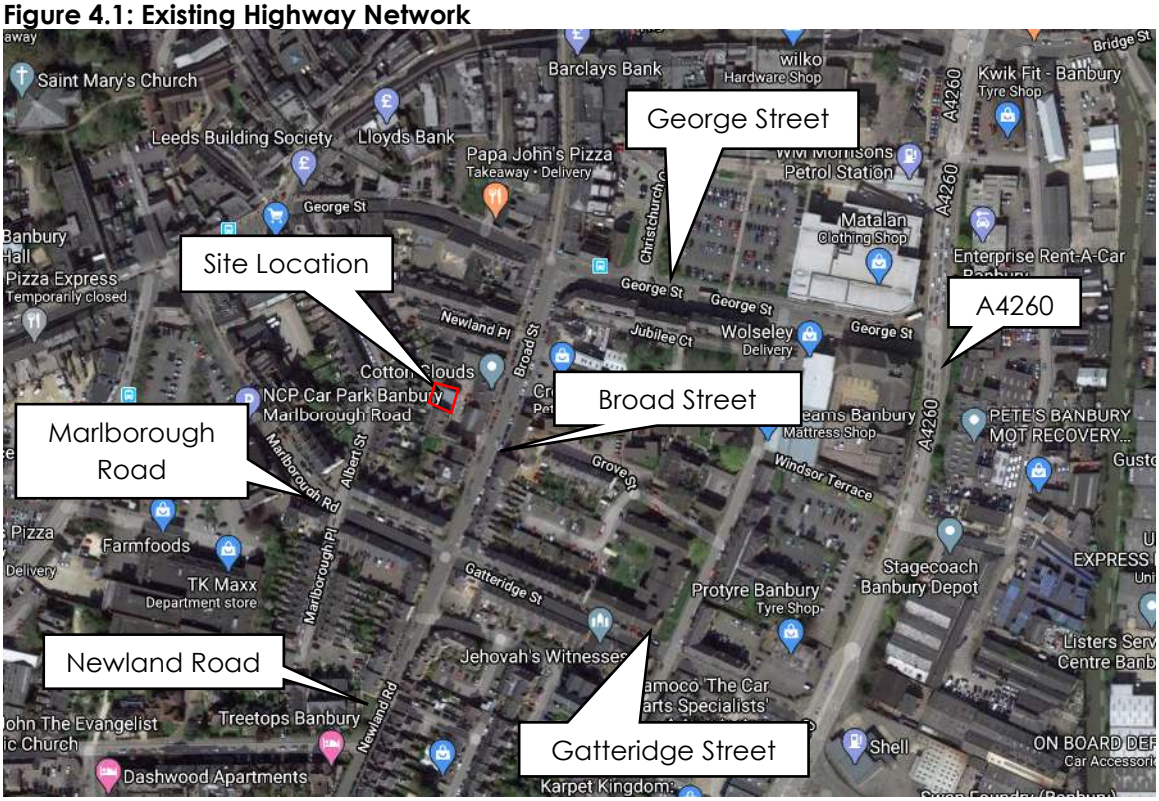
Introduction

4.1 This section of the Transport Statement considers the nature of the existing highway network, as well as summarising an analysis of historic accident data, obtained for the network surrounding the site.

Existing Highway Network

4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

Broad Street / Newland Road

4.3 As discussed previously, access to the site is taken via an existing access onto Broad Street, on the eastern boundary of the site. Broad Street is a one-way street in the vicinity of the site, with only southbound traffic movements permitted, it runs for approximately 300m north

– south, between High Street and the Marlborough Road / Broad Street / Gatteridge Street / Newland Road crossroads. To the north of the George Street, approximately 110m north of the site, Broad Street is pedestrianised and forms part of the central retail area in Banbury.

4.4 Broad Street is approximately 8.3m wide and subject to a 30mph speed limit. On-street parking is in place along both sides of Broad Street, with space for approximately 52 vehicles; the on-street parking is subject to a restriction which is in place Monday – Saturday 08:00 – 18:00 for 2 hours with no return in 1 hour.

4.5 At the Marlborough Road / Broad Street / Gatteridge Street / Newland Road crossroads, approximately 65m south of the site Broad Street continues southward as Newland Road. Newland Road runs broadly north – south for approximately 320m from the crossroads to Old Parr Road and is approximately 6.4m wide. There is a section of double yellow lining, which prohibits stopping or waiting at all times, on the eastern side of the carriageway for approximately 95m between the crossroads and Grosvenor Road.

George Street

4.6 George Street connects to Broad Street to the north of the site at the Broad Street / George Street crossroads. It runs east – west between the A4260 and High Street, with a total length of approximately 380m and is approximately 5m wide. Double yellow lining is in place along both sides of the carriageway, which prohibits stopping or waiting at all times for approximately 145m. It should also be noted that there is a bus lane in place for approximately 140m between the George Street / Christchurch Court junction and the A4260 junction; this bus lane permits buses, cycles and taxis only at all times. George Street would be likely used for vehicles arriving at the site from the A4260, which runs to the east of the site.

A4260

The A4260 forms a junction with the eastern terminus of George Street. Broadly, the A4260 runs between Peartree (to the north of Oxford) and Banbury with a total length of approximately 33km. The route connects Banbury to local destinations including Twyford, Adderbury, Deddington and Kidlington.

4.7 In the vicinity of the site, the A4260 is approximately 11.5m wide and subject to a 30mph speed limit. There is also a no-stopping restriction in place between 07:00 – 19:00 in the vicinity of the George Street junction.

Gatteridge Street / Marlborough Road

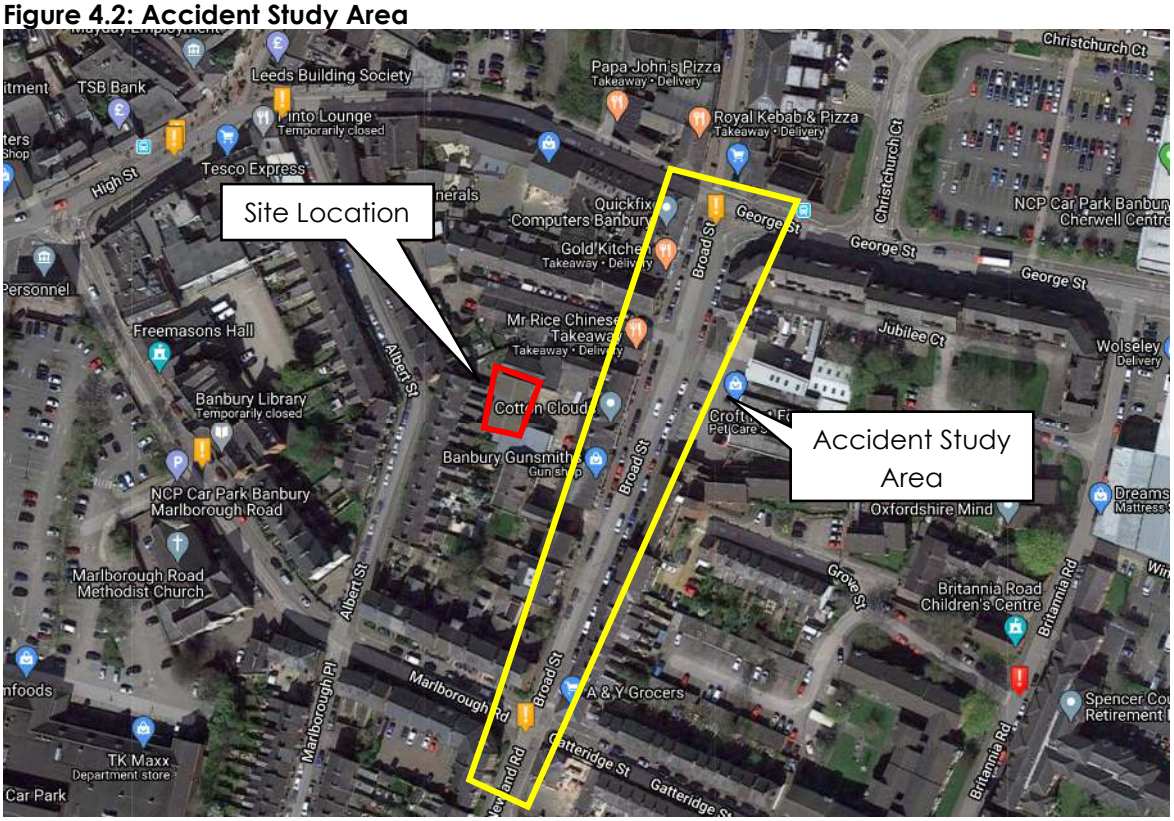
4.8 Gatteridge Street and Marlborough Road form the eastern and western approaches to the Marlborough Road / Broad Street / Gatteridge Street / Newland Road crossroads. Broadly both Gatteridge Street and Marlborough Road both run east – west between the A4260 and High Street. Gatteridge Street is approximately 220m in length and around 6m wide; it is also located within a controlled zone, which prohibits stopping at all times. Speed humps are also prevalent along the carriageway to reduce speeds to 30mph.

4.9 Marlborough Road is a one-way street for westbound traffic, which is approximately 220m in length and 6m wide. It is also located within a controlled zone meaning that stopping is restricted at all times.

Historic Accident Record

4.10 Accident data for the most recent 5-year period (2015 - 2019) has been obtained from Crash Map for the network surrounding the site. **Figure 4.2** overleaf, sets out the study area considered.

Figure 4.2: Accident Study Area



(Source: Crash Map)

4.11 As can be seen in **Figure 4.2** above, a total of 2 slight accidents have been recorded over the most recent 5-year period. One slight accident was recorded on 13/06/2016 at the Marlborough Road / Broad Street / Gatteridge Street / Newland Road crossroads; whilst the other accident was recorded at the Broad Street / George Street crossroads on 19/07/2018. No serious or fatal accidents were recorded within the accident study area. A total of 2 slight accidents would not be considered as an existing road safety issue, particularly due to the severity and quantum of accidents recorded and lack of geographical clustering.

4.12 It is, therefore, considered that the minimal additional vehicle trips associated with the development proposals would not exacerbate any existing road safety issues on the local highway network.

5. TRIP GENERATION

Introduction

5.1 This section of the Transport Statement will set out the trip generation associated with the development proposals.

Trip Generation

5.2 As discussed previously, the development proposals comprise the conversion of an existing industrial unit into 18 residential studios. The TRICS database has been interrogated to derive vehicle trip rates, however, it should be noted that given that the proposals include only minimal parking and suitable restrictions are in place to prevent overspill parking onto the highway network, the TRICS trip rates provide very much a worst-case scenario.

5.3 The following parameters have been selected:

- Land Use: Residential, Flats Privately Owned
- Number of Dwellings: 6 – 50 Units;
- Date Range: 01/01/2012 – 21/06/2019; and
- Location: Town Centre, Edge of Town Centre.

5.4 **Table 5.1** summarises the trip rates and associated vehicular trip generation with the development proposals, whilst the TRICS output is provided at **Appendix B**

Table 5.1: Vehicle Trip Rates and Resultant Trip Generation

	AM			PM		
	Arrivals	**Departures**	**Two-way**	**Arrivals**	**Departures**	**Two-way**
Trip Rates	0.057	0.222	0.279	0.146	0.133	0.279
Trip Generation	1	4	5	3	2	5

(Source: TRICS)

5.5 As can be seen in **Table 5.1**, based on the derived vehicle trip rates a total of 5 two-way vehicle trip rates are anticipated in both the AM and PM peak hours. Vehicle trips associated with the site would likely be undertaken by visitors as residents will not likely own a car.

5.6 The level of vehicle trips that would be generated by the proposals is negligible. Furthermore, the previous industrial use would have likely generated an increased number of vehicle trips as compared with the proposals (and the unit could be brought back into industrial use without recourse to planning). As such, no further assessments have been undertaken.

6. PARKING AND SERVICING

Introduction

6.1 This section of the Transport Statement sets out the parking and servicing associated with the development proposals.

Parking

6.2 As part of the development proposals the 4 existing parking spaces associated with the former industrial use are to be retained. Whilst reference has been made to local parking standards for completeness, it should be noted that the requirements for parking at the development will be minimal as residents will likely not own a car, given the highly accessible central location, the restrictions on parking on site and the surrounding highway network.

6.3 Parking standards are outlined for the Cherwell Urban Areas in Appendix B of the Oxfordshire County Council "Transport for New Developments - Parking Standards for New Residential Developments". Based upon the residential parking standards for a 1-bedroom dwelling, a maximum of 1.2 spaces would be permitted when there are no allocated spaces; this would result in a maximum of 22 spaces being permitted for 18 1-bedroom dwellings.

6.4 Based on the experience of the developer on other similar projects, the level of parking provided as part of the scheme will be sufficient to cater for demand.

Servicing

General Servicing and Refuse Collection

6.5 It is anticipated that the servicing of the proposed development will be undertaken in the same manner as is currently the case for the industrial unit.

Fire Appliance Access

6.6 Manual for Streets (MfS) indicates that the access requirement for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 of the document sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road

width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more that 20m long. Fire tenders and emergency vehicles will access the site via Broad Street.

7. SUMMARY AND CONCLUSION

Summary

7.1 This Transport Assessment has been prepared to accompany a planning application to convert an existing industrial unit into 18 residential studios at Broad Street, Banbury. The following summarises the key findings:

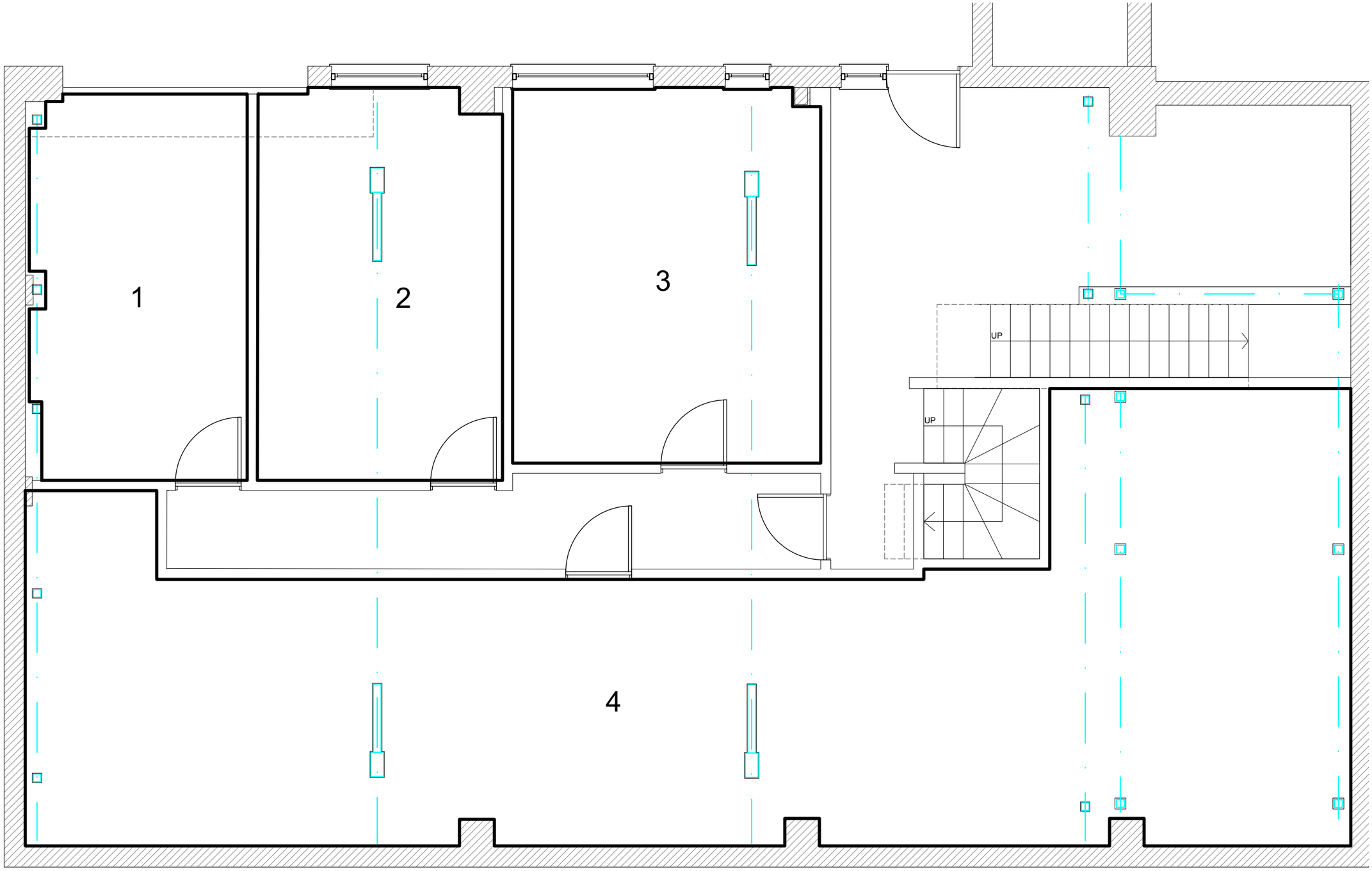
- The proposals have been demonstrated to accord with both national and local transport policy, being in a location that is well-connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- The proposed development is anticipated to generate a maximum of just 5 two-way vehicle trips in both the AM and PM peak hours, which is negligible. Furthermore, the previous industrial use is likely to have generated trips over and above this; and
- The parking and servicing arrangements associated with the site have been considered.

Conclusion

7.2 This Transport Statement has demonstrated that the development proposals could not be considered to have a severe residual impact on the local highway network; the test set out in NPPF. It is, therefore, considered that there are no substantive highway reasons why the proposals should not be granted planning consent.

Appendix A

Site Layout Plan



PROPOSED GROUND FLOOR PLAN

scale 1:50

0 0.5 1 1.5 2 2.5 5 m

PROJECT:
47f Broad Street, Banbury

DRAWING:
Proposed Ground Floor Plans - 1of 2

TARGET THOUGHT

DRAWING Number & Revision:
47fBS / 2020 / 10

ISSUE DATE REVISION

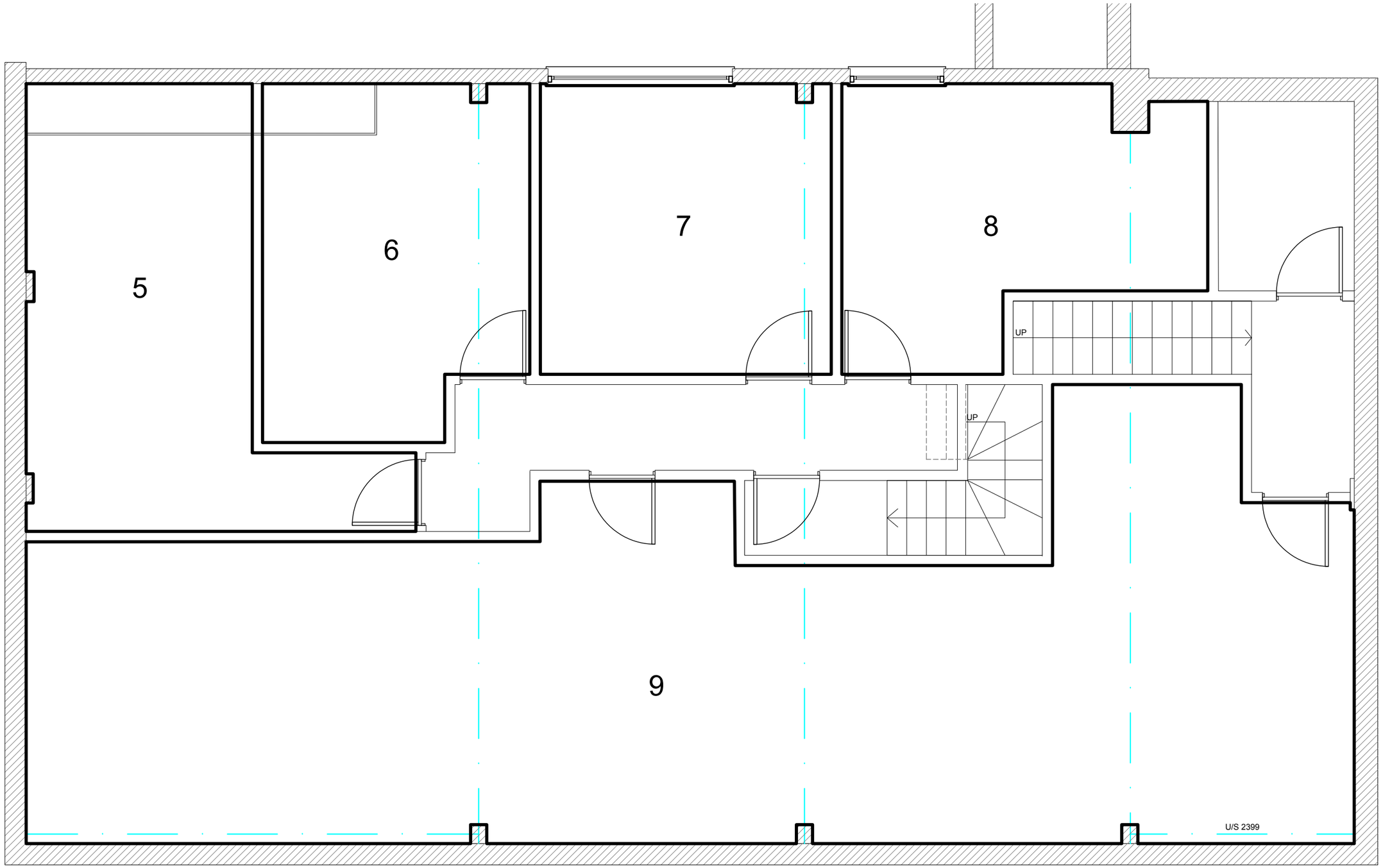
N

PRELIMINARY - TO BE APPROVED

NOTES

1. This drawing is copyright of Target Thought. Reproduction is only to take place with written authority.
2. These plans are subject to Planning & Building Regulation Approval or any other statute in law before building work commences.
3. Any structural work mentioned on this drawing is subject to a qualified structural engineers calculations before building work commences.
4. All drawings are not to be built or manufactured from unless marked 'Construction Drawing'.
5. Do not scale dimensions from the drawings.
6. If any discrepancies are found in the drawings these are to be brought to the attention of Target Thought for rectification.

Scale 1:50 at A3 (unless otherwise indicated)



PROPOSED FIRST FLOOR PLAN

scale 1:50

0 0.5 1 1.5 2 2.5 5 m

PROJECT:
47f Broad Street, Banbury

DRAWING:
Proposed First Floor Plan

TARGET THOUGHT

DRAWING Number & Revision:
47fBS / 2020 / 12

ISSUE DATE REVISION

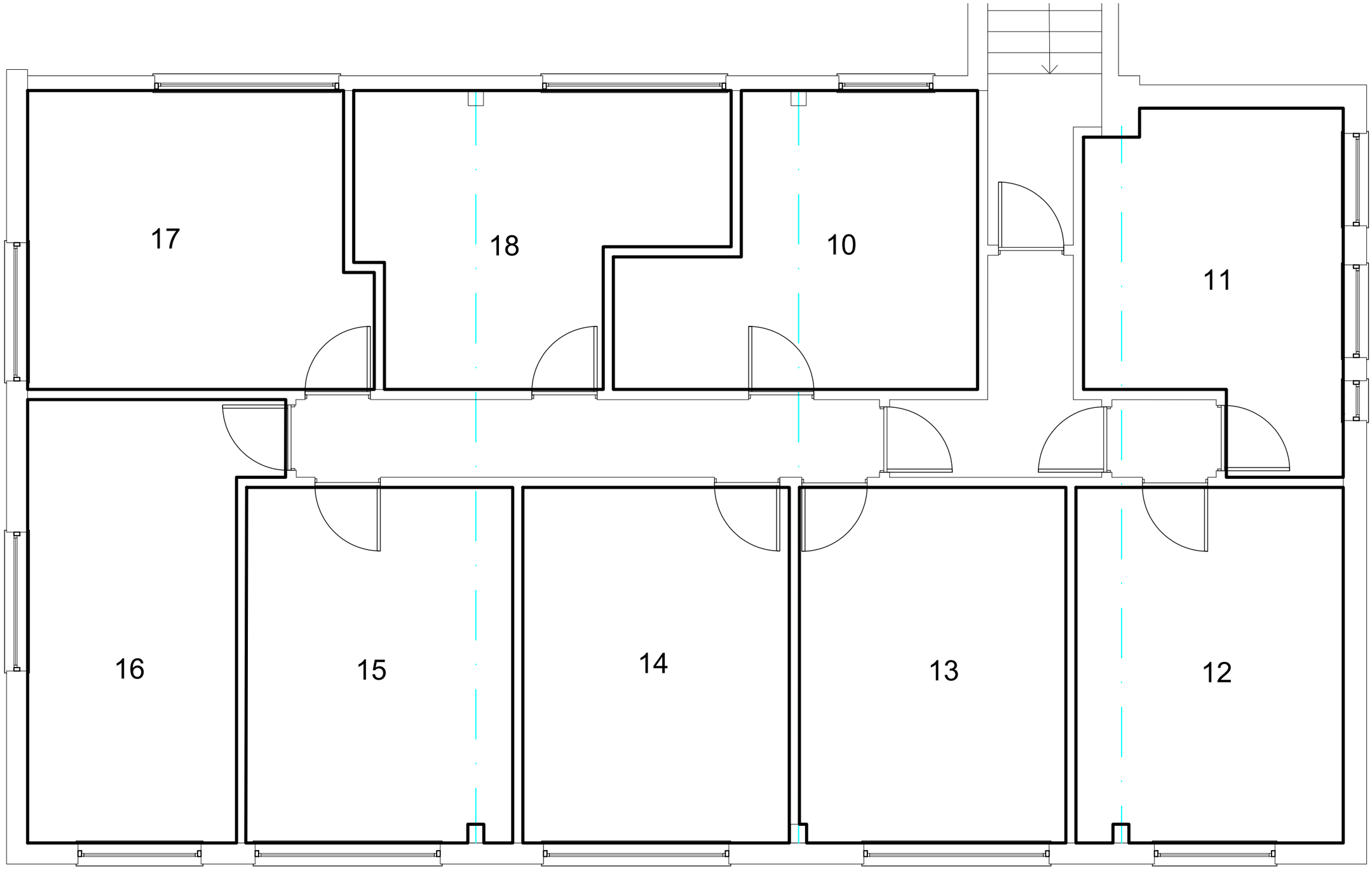
N

PRELIMINARY - TO BE APPROVED

NOTES

1. This drawing is copyright of Target Thought. Reproduction is only to take place with written authority.
2. These plans are subject to Planning & Building Regulation Approval or any other statute in law before building work commences.
3. Any structural work mentioned on this drawing is subject to a qualified structural engineers calculations before building work commences.
4. All drawings are not to be built or manufactured from unless marked 'Construction Drawing'.
5. Do not scale dimensions from the drawings.
6. If any discrepancies are found in the drawings these are to be brought to the attention of Target Thought for rectification.

Scale 1:50 at A3 (unless otherwise indicated)



PROPOSED SECOND FLOOR PLAN
scale 1:50

0 0.5 1 1.5 2 2.5 5 m

PROJECT:
47f Broad Street, Banbury

DRAWING:
Proposed Second Floor Plans - 1 of 2

TARGET THOUGHT

DRAWING Number & Revision:
47fBS / 2020 / 13

ISSUE DATE REVISION

N

PRELIMINARY - TO BE APPROVED

NOTES

1. This drawing is copyright of Target Thought. Reproduction is only to take place with written authority.
2. These plans are subject to Planning & Building Regulation Approval or any other statute in law before building work commences.
3. Any structural work mentioned on this drawing is subject to a qualified structural engineers calculations before building work commences.
4. All drawings are not to be built or manufactured from unless marked 'Construction Drawing'.
5. Do not scale dimensions from the drawings.
6. If any discrepancies are found in the drawings these are to be brought to the attention of Target Thought for rectification.

Scale 1:50 at A3 (unless otherwise indicated)

Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-200722-0751

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	CO	CONWY	1 days
11	SCOTLAND		
	SR	STIRLING	1 days

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

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: No of Dwellings
Actual Range: 6 to 48 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	2

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.

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

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 days
1.1 to 1.5	4 days

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.

Travel Plan:

No	5 days

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	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		*12/06/14*	*Survey Type: MANUAL*
2	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	Survey date: MONDAY		*26/03/18*	*Survey Type: MANUAL*
3	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:		27	
	Survey date: MONDAY		*10/07/17*	*Survey Type: MANUAL*
4	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		*22/10/13*	*Survey Type: MANUAL*
5	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	Survey date: WEDNESDAY		*18/06/14*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	32	0.044	5	32	0.146	5	32	0.190
08:00 - 09:00	5	32	0.057	5	32	0.222	5	32	0.279
09:00 - 10:00	5	32	0.095	5	32	0.089	5	32	0.184
10:00 - 11:00	5	32	0.057	5	32	0.089	5	32	0.146
11:00 - 12:00	5	32	0.095	5	32	0.101	5	32	0.196
12:00 - 13:00	5	32	0.120	5	32	0.101	5	32	0.221
13:00 - 14:00	5	32	0.082	5	32	0.133	5	32	0.215
14:00 - 15:00	5	32	0.057	5	32	0.114	5	32	0.171
15:00 - 16:00	5	32	0.158	5	32	0.063	5	32	0.221
16:00 - 17:00	5	32	0.196	5	32	0.095	5	32	0.291
17:00 - 18:00	5	32	0.146	5	32	0.133	5	32	0.279
18:00 - 19:00	5	32	0.177	5	32	0.108	5	32	0.285
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.284			1.394			2.678

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.*

Parameter summary

Trip rate parameter range selected:	6 - 48 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	5
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.