Oxford Technology Park – Unit 5

Transport Statement

On behalf of **Oxford Technology Park Ltd.**

Project Ref: 332310581 | Rev: 1 | Date: November 2021

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Appendices

1 Introduction

1.1 Background

1.1.1 Stantec has been commissioned by Oxford Technology Park Limited to provide transport and highways advice in relation to a Planning Application for the development of Unit 5 at Oxford Technology Park, near Kidlington, Oxfordshire.

1.1.2 Unit 5 is located within the proposed Oxford Technology Park development and is accessed from Langford Lane. The Oxford Technology Park is located approximately 9.5km to the north of Oxford city centre off Langford Lane, between the A44 and A4260. Unit 5 site is set back by two plots from Langford Lane and is accessed by the development's spine road.

1.1.3 As part of the proposal, Unit 5 will be divided into two equally sized separate units, 5a and 5b, and is intended to be used for Research and Development purposes with permission sought for Use Classes E (g) (I), and/or (ii), and/or (iii), and/or B2 and/or B8 consistent with the outline approval. Each unit will comprise 1,347 sqm of ground floor space and 692 sqm of mezzanine floor space, with a total 4,078 sqm GIA of Unit 5.

1.2 Planning Context

1.2.1 Previously in 2014, Peter Brett Associates (now Stantec) prepared a Transport Assessment on behalf of Hill Street Holdings Ltd for an Outline Application (ref: 14/02067/OUT) which proposed the development of the Oxford Technology Park, consisting of 40,362 sqm of office research and development (R&D), laboratory, storage and ancillary space. The outline application was permitted by Cherwell District Council (CDC), subsequently receiving outline planning approval in 2016.

1.2.2 Following on from this, in 2017 a change of use application for a Hotel (C1) and ancillary restaurant (A3) (ref: 17/02233/F) was submitted in relation to the Unit 2 plot within the Oxford Technology Park wider development. The application was later permitted by CDC in July 2018.

1.2.3 A Reserved Matters Application (ref:17/01542/REM) was approved in November 2017, for the initial phase of the Oxford Technology Park including details of siting, design, layout and external appearance of units referred to as Units 1 and 3. The permitted application included 3,796 sqm of B1 office use at Unit 1 and 2,779 sqm of B1(b) R&D use along with ancillary office space at Unit 3.

1.2.4 Further to that, a subsequent application to amend the approved floor space for Unit 3 (ref: 21/00690/REM) was submitted seeking approval for a proposed increase from 2,750 sqm to 4,452 sqm of R&D with the increases principally arising as consequence of increasing the mezzanine floor space. Oxford County Council (OCC) issued a 'no objection' recommendation to the application on the 4th May 2021, with a planning permission being granted by CDC on the 2nd July 2021.

1.2.5 Additionally, a Planning Application for Unit 4 (ref: 21/02278/F) was submitted seeking approval for a proposed development with uses including classes E(g) (i)-(iii), B2 and B8 and more generally described below as R&D/Innovation: Building 4A (5 units) 3,228sqm and Building 4B (6 units) 3,220sqm of GIA of floorspace. The application is currently under consultation with CDC.

1.2.6 It is important to stress that the proposed development at Unit 5 is well within the scope of the development that has been approved at Oxford Technology Park by the Local Planning Authority with a total of 40,362 sqm for floorspace approved at the wider Technology Park under the outline planning approval. The total floorspace applied for Unit 5 is 4,078 sqm GIA and falls

well within the overall quantum of floor space supported and approved in highway terms at Oxford Technology Park.

1.3 Scope

1.3.1 This Transport Statement has been developed to support a Planning Application by Oxford Technology Park Limited for the development of Unit 5. This report provides an overview of the proposed Unit 5 development, assesses the sustainability of the consented site access for the proposed development and draws upon relevant information provided within the original outline application in 2014.

1.3.2 Having regards to requirements of the National Planning Policy Framework, this Transport Statement considers the transport impacts that may arise from the proposed development and has been prepared to consider the key tests set out in the National Planning Policy Framework paragraph 110:

- Will the opportunities for travel by sustainable travel modes be appropriately adopted?
- Will safe and suitable access be provided for all modes of travel?
- Will the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance?
- Can any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, be mitigated to an acceptable degree?

1.3.3 Given that no additional floorspace is proposed as part of the application, the proposal will remain in line with what was consented as part of the original outline approval (ref: 14/02067/OUT). Therefore, an agreed precedent has been set by CDC that confirms the suitability of the proposal in highways terms.

1.4 Content of the Transport Statement

1.4.1 The remainder of this report includes the following sections:

- Section 2 - Policy Review;
- Section 3 - Existing Transport Conditions;
- Section 4 - Description of the Development;
- Section 5 - Traffic Impacts; and
- Section 6 - Summary and Conclusions.

2 Policy Review

2.1 Introduction

2.1.1 A review of the national, regional and local transport policy documents has been undertaken in order to inform the development proposals. This section of the report sets out the key relevant policies relating to the proposal.

2.2 National Planning Policy Framework (July 2021)

2.2.1 The National Planning Policy Framework (NPPF, 2021) sets out the Government's economic, environmental and social planning policies for England and how these are expected to be applied. A presumption in favour of sustainable development remains the core objective of the NPPF. Paragraph 10 states "*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development".*

2.2.2 One of the core principles of the NPPF is to "*actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."*

2.2.3 In Section 9 'Promoting sustainable transport', paragraph 104 states that "*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

a. The potential impacts of development on transport networks can be assessed;

b. Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c. Opportunities to promote walking, cycling and public transport use are identified and pursued;

d. The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e. Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.2.4 Furthermore, paragraph 110 states that "*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

a. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b. Safe and suitable access to the site can be achieved for all users;

c. 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[1];

[1] Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007.

d. *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."*

2.2.5 Paragraph 111 of the NPPF states *"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."*

2.2.6 In this context, paragraph 113 of the NPPF states *"All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.3 National Planning Practice Guidance

2.3.1 The Government has revised and updated much of the previous planning practice guidance (PPGs) with the aim of making it more accessible and to support the NPPF.

2.3.2 As of 6th March 2014, the Department for Communities and Local Government (DCLG) launched he web-based National Planning Practice Guidance (NPPG) resource.

2.3.3 With particular relevance to this Transport Statement, the guidance on '*Travel plans, transport assessments and statements in decision-taking"* has been reviewed.

2.3.4 This guidance note sets out a section dedicated to *"why are travel plans, transport assessment and statements important"*, listing the following key objectives for the transport assessment and travel plan process:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

2.3.5 The guidance note specifies that it is linked directly to paragraphs 104 and 105 of the NPPF and explains that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and to focus significant development in locations which are, or can be made, sustainable.

2.3.6 Under the section *"What key principles should be taken into account in preparing a Travel Plan, Transport Assessment or Statement?"* the note states that Travel Plans, Transport Assessments and Statements should be:

- *"Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*

- *Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and*

- *Brought forward through collaborative ongoing working between the local planning authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency (Now known as National Highways) where there may be implications for the strategic road network and other relevant bodies engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

2.3.7 The note also sets out the ways in which these documents can be made to be as useful and accessible as possible, by ensuring that any information or assumptions should be set out clearly and be publicly accessible.

2.4 Oxfordshire Local Transport Plan: Connecting Oxfordshire 2015 – 2031

2.4.1 The current Oxfordshire Local Transport Plan: Connecting Oxfordshire 2015-2031 (LTP4) sets out Oxfordshire County Council’s (OCC’s) policy and strategy for developing transport systems in Oxfordshire to 2031. The LTP4 was adopted as policy in September 2015.

2.4.2 Connecting Oxfordshire sets out the following transport goals:

i. To support jobs and housing growth and economic vitality;

ii. To support the transition to a low carbon future;

iii. To support social inclusion and equality of opportunity;

iv. To protect, and where possible enhance Oxfordshire’s environment and improve quality of life; and

v. To improve public health, safety and individual wellbeing.

2.4.3 A set of ten objectives form the basis for achieving these goals, and have been grouped under three themes:

- Theme 1: Supporting growth and economic vitality (Goal 1);

- These 2: Reducing Emissions (Goal 2); and

- Theme 3: Improving quality of life (Goals 3, 4 and 5).

2.5 Cherwell Local Plan 2011 – 2031

2.5.1 The Cherwell Local Plan sets out how the district will grow and change up to 2031. It sets out the proposals for how Cherwell will develop and support the local economy, protect villages and strengthen town centres.

2.5.2 Section A sets out objectives for ‘Ensuring Sustainable Development’ and lists Strategic Objectives such as:

- *“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 for people with impaired mobility.*

- *Strategic Objective 14. To create more sustainable communities by providing high quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work and which contribute to the well-being of residents."*

2.6 Relevance to the Proposed Development

2.6.1 The proposed development takes account of the planning and transport policies identified above.

3 Existing Transport Conditions

3.1 Introduction

3.1.1 This section of the Transport Statement considers the existing transport conditions in the vicinity of the development site. It provides details of the site's location, its proximity to local facilities and amenities and its accessibility by walking, cycling, public transport, making reference to the package of transport improvements agreed as part of the wider Oxford Technology Park development and therefore benefiting development proposals at Unit 5.

3.2 Site Location and Description

3.2.1 Unit 5 is located within the proposed Oxford Technology Park development which in turn is accessed off Langford Lane. The Oxford Technology Park is located approximately 9.5km to the north of Oxford city centre, off Langford Lane, between the A44 and A4260. The A44 provides access to the A34 to the south of the site. Then, the A34 connects to Bicester to the north and to the M4 corridor to the south linking to Reading and London.

3.2.2 The Unit 5 site is set back by two plots from Langford Lane and is accessed from the Oxford Technology Park spine road. The plot is located to the east of the wider Oxford Technology Park Site. The location of the Unit 5 site is illustrated in **Figure 3.1**.

3.3 Local Facilities and Amenities

3.3.1 The proposed development on Unit 5 is within a comfortable walking distance of all units within the Oxford Technology Park, including the Premier Inn hotel and restaurant.

3.3.2 Beyond the Oxford Technology Park, a range of local services and facilities can be found within the local area of the site, predominantly to the south-east in Kidlington town centre. These facilities include a health centre, post office, local supermarkets, banks, restaurants and public houses.

3.3.3 **Figure 3.2** illustrates the location of Unit 5 in relation to the local facilities and services and demonstrates that the proposal is located in close proximity to a range of leisure, retail, education and health facilities.

3.3.4 **Table 3.1** provides actual walk distances from Unit 5 to some of the key local services and facilities, with distances measured from the access to Unit 5.

Table 3.1: Distance to Key Local Facilities

Facility	Distance (as the crow flies)
Cygnet Nursery	600m
Pub – Jolly Boatman	1.2km
The Co-Operative	1.1km
Pub – Black Horse	2.0km
Dentist	2.0km
Kidlington High Street	2.1km

3.4 Walking and Cycling

3.4.1 A footway, approximately 1.8m wide, is currently provided along the entire southern edge of Langford Lane providing a continuous route from the site to the A4260 Banbury Road and A44 Woodstock Road via informal crossing points with dropped kerbs and tactile paving across minor access roads.

3.4.2 A short length of footway is currently provided on the northern edge of Langford Lane in the vicinity of the Langford Lane / The Boulevard roundabout which in turn will provide connections into the Oxford Spires Business Park via The Boulevard. This footway is accessed from the southern side of Langford Lane at the roundabout via an informal crossing with dropped kerbs and tactile paving.

3.4.3 As part of the S106 agreement of the wider Oxford Technology Park application, a 2.5km shared foot/cycleway will be provided along the southern side of Langford Lane from the A44 / Langford Lane junction to the west of the site to the Langford Lane / The Boulevard junction to the east of the site. A 2m wide pedestrian refuge will be provided on Langford Lane at the bus stop west of the spine road junction.

3.4.4 A footway / cycleway, approximately 3.0m wide is provided along the eastern side of the A4260 from the junction with Langford Lane providing onward connections to / from Kidlington Town Centre.

3.4.5 National Cycle Route number 5 runs adjacent to the A44 Woodstock Road providing a direct connection from its junction with Langford Lane through to Oxford City Centre to the south.

3.4.6 In accordance with the outline permission for the wider Oxford Technology Park development, a network of footways and crossings will be provided which will deliver a safe permeable network of routes through the development, connecting Unit 5 with other employment plots, the Hotel and to the offsite foot / cycle network.

3.4.7 Therefore, the proposed site at Unit 5 is well connected to local businesses, facilities and services for staff and visitors for access by foot and cycle.

3.5 Public Transport

Bus

3.5.1 The nearest existing bus stop to Unit 5 is located approximately 250m northeast of the site on The Boulevard and currently serves Oxford Spires Business Park and London – Oxford Airport. There are further bus stops located along Langford Lane and along the A44 Woodstock Road. A review of the public transport routes available from these locations s illustrated in **Figure 3.3** and summarised in **Table 3.2** below.

Table 3.2: Existing Public Transport Facilities (updated as of October 2021).

Service / Operator	Route	Frequency		
		Monday-Friday	Saturday	Sunday / Bank Holidays
S3 – Stagecoach Oxfordshire	Woodstock, Langford Lane, Yarnton, Oxford City Centre	15 - 30 minutes	15 - 30 minutes	30 minutes

Service / Operator	Route	Frequency		
		Monday-Friday	Saturday	Sunday / Bank Holidays
7 Gold – Stagecoach Oxfordshire	Old Woodstock, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	30 minutes	30 minutes	30 minutes
500 – Oxford Bus Company	Woodstock, Langford Lane, Kidlington, Oxford Parkway Station, Oxford City Centre	30 minutes	30 - 35 minutes	30 - 35 minutes

3.5.2 **Table 3.2** above indicates that the Stagecoach Oxfordshire service S3, which links Woodstock and Oxford City Centre every 15 - 30 minutes Monday to Saturday is available from the A44 located to the west of the site. Stagecoach Service 7 Gold supplements the S3 service operating every 30 minutes and connecting Old Woodstock to Oxford City Centre. The service is available from the stops on The Boulevard and Langford Lane located to the east of the site. Service 500 is available from The Boulevard and Langford Lane, and connects to Oxford Parkway Station, Park and Ride and Oxford City Centre.

3.5.3 As part of the S106 agreement for the wider Oxford Technology Park, a bus stop is to be provided on the northbound carriageway of The Boulevard, complete with bus stop flagpole and timetable case. There will also be improvements to the frequency and hours of operation of bus services between Oxford Airport / Langford Lane and Oxford Parkway Station.

3.5.4 As a result, Oxford Technology Park and Unit 5 will be well connected to Oxford City Centre, Oxford Parkway Station and local settlements offering staff and visitors good accessibility to / from the site by bus.

Rail

3.5.5 The closest railway station to the site is Oxford Parkway Station and is located approximately 3.9km to the southeast of the site and lies on the Oxford - Bicester line. The station forms part of a multi-modal transport interchange hub providing connections to rail services by bus car and cycle.

3.5.6 Oxford Parkway Station is accessible using the service 7 Gold bus, providing a direct service to the station that takes approximately 15 minutes.

3.5.7 The following facilities are provided at the station:

- 830 car parking spaces, including 19 accessible spaces;
- 150 bicycle parking spaces under CCTV surveillance;
- ATMs available; and
- Toilet and waiting rooms.

3.5.8 **Table 3.3** below provides a summary of the services available from Oxford Parkway.

Table 3.3: Local Rail Services and Frequency (updated as of October 2021)

Destination	Service Frequency		Journey Time (approx.)
	Peak	Off Peak	
Bicester	2-3	2	8 minutes
Oxford	2	2	11 minutes
High Wycombe	2-3	2	40 minutes
London Marylebone	2-3	2	70 minutes

3.5.9 **Table 3.3** demonstrates that Oxford Parkway Station provides direct rail services to key destinations including Oxford City Centre, Bicester, High Wycombe and London.

3.5.10 Therefore, train services to Oxford Parkway Station and connecting bus services from the station to the site offer opportunities for national and international visitors to access the proposed development by public transport modes.

3.6 Local Highway Network

3.6.1 Langford Lane is subject to a 30mph speed limit in the vicinity of the site. To the north and south of their respective junctions with Langford Lane, the A4260 Banbury Road and A44 Woodstock Road are subject to a 50mph speed limit.

3.6.2 Langford Lane is accessed from the A4260 and A44 via signalised T-junctions. As part of the wider Oxford Technology Park S106 agreement formal crossing points are to be provided across the A44 providing safe crossing facilities for pedestrians and cyclists to access the National Cycle Route 5.

3.6.3 A roundabout is located approximately 130m to the east of the site on Langford Lane and provide access to the London-Oxford Airport and Oxford Motor Park.

4 Development Proposals

4.1 Introduction

4.1.1 This section of the Transport Statement sets out the development proposals for Unit 5 and confirms the suitability of the consented site access and parking strategy already approved for the Oxford Technology Development.

4.2 The Proposals

4.2.1 The proposed use for Unit 5 on the Oxford Technology Park is anticipated to deliver 4,078 sqm GIA of floor space to service R&D / innovation uses. As stated in **Section 1.1**, Unit 5 will be divided into two equally sized separate units, 5a and 5b, and consist of the use classes outline at Paragraph 1.1.3 above. **Appendix A** provides the parking layout plan for Unit 5.

4.2.2 It is envisaged that both Units 5a and 5b will consist of (former use classes provided to consistency with the parking standards policies):

- Ground Floor: 60% B2 and 40% B1(b); and
- Mezzanine Floor: 100% B1(b).

4.2.3 **Table 4.1** below summaries the composition of each unit regarding Class Use and size.

Table 4.1: Unit 5 Composition

GIA	Unit 5			
	5a (sqft)	5b (sqft)	Total (sqft)	Total (sqm)
Ground Floor	14,500	14,500	29,000	2,694
Mezzanine Floor	7,460	7,460	14,920	1,384

4.3 Parking Provision

4.3.1 For the purposes of considering the car and cycle parking provision, the site proposal includes:

- **60 car parking spaces, including 6 disabled spaces and 10 EV charging spaces** - OCC parking standards sets out the maximum requirement for B1 and B2 class uses, with 1 space per 30 sqm being required for B1 and B2 requires 1 space per 50 sqm. For the proposed development this result in a maximum parking requirement of 114 spaces.

  The proposed 60 car parking spaces is within the maximum parking threshold requirement defined by OCC in design guidance.

- **40 cycle parking spaces** – This level of provision is based on the parking ratio previously agreed with OCC for Unit 3 and 4 (1 space for 111 sqm).

4.4 Walking and Cycling Strategy

4.4.1 No amendments are proposed to the pedestrian and cycle facilities as part of the Oxford Technology Park development. For clarity, **Section 3.4** outlines the current walking and cycle provision accessible from the proposed development.

4.5 Vehicle Site Access Strategy

Consented Oxford Technology Park – Vehicular Access

4.5.1 The consented site access to the Oxford Technology Park is set out in the Section 106 agreement relating to the outline consent and is reflected in the proposed Oxford Technology Park Masterplan in **Appendix B**. The site access off Langford Lane has been delivered now.

4.5.2 Vehicular access to Oxford Technology Park is now built and comprises a single point of access for vehicles via a priority junction with associated ghost island right turn lane. The proposed Oxford Technology Park site access junction can be accommodated within the wider site and highway land. It is designed to accommodate large vehicles associated with the proposed land uses at the Technology Park.

Unit 5a and 5b – Vehicular Access

4.5.3 It is proposed that vehicular access to Units 5a and 5b will be gained from two separate priority junctions formed off the Oxford Technology Park spine road. These junctions are summarised below:

- Access to Unit 5a will be provided via the previously permitted access for Unit 3 (ref:17/01542/REM) that provides visibility splays achieving 2.4m x 43m, appropriate for a 30mph carriageway.
- Access to Unit 5b will be provided via a proposed priority junction shown in **Drawing 3332310581/100/001 A** delivering visibility splays achieving 2.4m x 43m in both directions, appropriate for a 30mph carriageway.

Refuse Collection

4.5.4 To demonstrate that the proposed layout is deliverable, swept path analysis has been undertaken to demonstrate that the internal car park layout can accommodate the turning movements of a refuse vehicle (11.35m in line with Oxford County Council's requirements). The swept path analysis is shown on Stantec Drawings **332310581/100/003 A – Unit 5a and 332310581/100/005 A– Unit 5b.**

Rigid Vehicle

4.5.5 To demonstrate that the proposed layout can be served by delivery vehicles, swept path analysis has been undertaken to demonstrate that the internal car park layout can accommodate the turning movements of a Rigid vehicle (12.0m in line with Oxford County Council's requirements). The swept path analysis is shown on Stantec Drawings **332310581/100/002 A – Unit 5a** and **332310581/100/004 A– Unit 5b.**

4.5.6 The above tracking drawings additionally demonstrates swept path for an estate car. The tracking provides a robust assessment, and it is understood that a 10.5m long fire truck can access and circulate safely within the proposed layout.

5 Travel Demand and Traffic Impact Assessment

5.1 Introduction

5.1.1 This section of the Transport Statement considers the travel demand resulting from the proposed development at Unit 5. The predicted vehicle trip generation from the proposed development has been derived and is confirmed to be within the threshold set within the outline application for the wider Oxford Technology Park development. It is proposed that Unit 5 will be equally divided into two units, 5a and 5b, details of which are discussed previously in **Section 4.2**.

5.1.2 The weekday AM and PM peak hours have been assessed and, whilst it is recognised that these periods do not represent the entire travel demand resulting from the development proposals, they do provide recognised benchmark from which to consider the access and movement needs of the future staff and visitors of the development.

5.2 Development Vehicle Trip Generation

5.2.1 As part of the outline application, the TRICS database was interrogated in order to derive multi-modal trip rates for the development. The same process has been carried out for the proposed facility at Unit 5.

5.2.2 In both cases, sites in the database were selected on the basis of a set criteria that best reflect the development type, size and location. The trip rates derived therefore form the basis for a robust assessment of the expected trip generation from the proposed development.

Vehicle Trip Rate

5.2.3 The trip rates and generation for the proposed Unit 5 is set out in **Table 5.1** below. The trip generation is derived using the B1(b) trip rates agreed at the time of the Outline Application. B2 trip rates have also been derived from the TRICs database for the purpose of this assessment. Trip rates for B2 use are attached in **Appendix C**. Both land use trip rates derived are reflective of the anticipated R&D/Innovation and small industrial use of the development.

Table 5.1 Proposed Vehicular Trip Rates and Trip Generation.

Use	Size (sqm)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Trip Rates							
B1(b)	2,462	1.191	0.078	1.269	0.086	0.914	1.000
B2	1,616	0.605	0.142	0.747	0.047	0.501	0.548
Trip Generation							
B1(b)	-	29	2	31	2	23	25
B2	-	10	2	12	1	8	9
Total Combined	**4,078**	**39**	**4**	**43**	**3**	**31**	**33**

5.2.4 As shown in **Table 5.1**, the proposed development at Unit 5 will generate 43 and 33 two-way vehicle trips during the AM and PM peak hours respectively, equating to approximately 1 vehicle every 1 to 2 minutes.

5.3 Traffic Impact Analysis

5.3.1 The previous consented outline application (ref: 14/02067/OUT) demonstrated that the total development would generate between 296 to 323 two-way vehicle trips across the morning and evening peak hours.

5.3.2 **Table 5.2** provides a comparison between the trip generation for the proposed development at Unit 5 within the context of the wider trip generation for all consented plots at the Oxford Technology Park (Unit 1 Office, Unit 2 Hotel, Unit 3 and Unit 4 R&D facilities) against the previously consented outline application.

Table 5.2: Proposed Vehicular Trip Generation Comparison with Previously Consented Outline Application

Use	Unit Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Previously Consented Outline Application Trip Generation							
Total Outline Application	40,362 sqm	283	40	323	28	268	296
New Total Oxford Technology Park (Including Units 1-4 and Proposed Unit 5)							
Unit 1 - Office	3,796sqm	58	5	64	4	61	65
Unit 2 – Hotel	101 Bed	14	23	37	30	18	48
Unit 3 – TS for 21/00690/REM	4,452 sqm	53	3	56	4	41	45
Unit 4 – R&D / Innovation	6,448 sqm	77	5	82	6	59	65
Unit 5 – Proposed	4,078 sqm	39	4	43	3	31	33
Total Combined	-	241	40	282	47	210	256
Traffic Generation Net Change							
Previously Consented – New Total		**42**	**0**	**41**	**-19**	**58**	**40**

5.3.3 In summary, **Table 5.2** demonstrates that the proposed development for Unit 5 combined with the current consents on Unit 1, Unit 2 and Unit 3, and the submitted Unit 4, will generate vehicular trips within the threshold of the consented outline application.

5.3.4 Although it is shown that there will be an additional 19 trips during the PM peak hour arriving to the site, this is considered to provide a negligible increase on the highway network equating to an additional vehicle every 3 minutes. The additional 'in' trips in the PM peak arises principally as a consequence of the hotel trips as can be seen above. The 'in' trips in the PM peak for Unit

5 is three, which is not significant under any consideration. Moreover, the overall two-way trip generation across the AM and PM peak hours will be within the two-way consented trips agreed in the Outline Application.

5.4 Summary

5.4.1 The proposed development for Unit 5 at the Oxford Technology Park is anticipated to deliver 4,078 sqm GIA of floor space to service R&D / innovation uses and is therefore within the total floorspace scope of the outline permission for the Oxford Technology Park. As stated in **Section 1.1**, Unit 5 will be divided into two equally sized separate units, 5a and 5b, and consist of B1(b) use class now known as E(g)(ii), as outlined in section 1.1.3) and B2 class uses.

5.4.2 Both units 5a and 5b will consist of:

- Ground Floor: 60% B2 and 40% B1(b); and
- Mezzanine Floor: 100% B1(b).

5.4.3 Furthermore, collectively both units will be proving 60 car parking spaces, including 6 disabled spaces and 10 EV charging spaces, and 40 cycle parking spaces.

5.4.4 The assessment above provides a forecasted vehicle trip generation during both the AM and PM peak hours for Unit 5. The impact of the forecasted increase in trips on the local network is considered to have a negligible impact on the highway operation and it is assumed that the highway and infrastructure proposals forming part of the original consented development would be implemented in accordance with the planning consent and S106 agreement. The proposed development does not result in any additional trips above those which have already been assessed and permitted.

5.4.5 The NPPF identifies that development should only be prevented when residual cumulative impacts are ‘severe’. The assessment demonstrates that impacts in this case will be negligible and far below the server level of impact require to refuse permission.

6 Summary and Conclusions

6.1 Introduction

6.1.1 This Transport Statement has been prepared by Stantec on behalf of Oxford Technology Park Ltd. and presents an assessment of the likely transport implications associated with the proposed development at Unit 5 of the Oxford Technology Park.

6.2 Development Proposals

6.2.1 The development is located at Unit 5 of Oxford Technology Park, near Kidlington. In 2016, Oxford Technology Park received outline planning permission for B1(a), B1(b) and B8 use. Further Reserved Matters consent was obtained for Unit 1 and Unit 3, with separate planning permission granted for Unit 2 and a recently submitted reserved matters application submitted for Unit 4.

6.2.2 The proposed use for Unit 5 on the Oxford Technology Park is anticipated to deliver 4,078 sqm GIA of floor space to service R&D / innovation uses. As stated in **Section 1.1**, Unit 5 will be divided into two equally sized separate units, 5a and 5b.

6.2.3 Both units 5a and 5b will consist of:

- Ground Floor: 60% B2 and 40% B1(b); and
- First Floor / Mezzanine: 100% B1(b).

6.2.4 For the purposes of considering the car and cycle parking provision, the site proposal includes:

- **60 car parking spaces, including 6 disabled spaces and 10 EV charging spaces** - OCC parking standards sets out the maximum requirement for B1 and B2 class uses, with 1 space per 30 sqm being required for B1 and B2 requires 1 space per 50 sqm. For the proposed development this result in a maximum parking requirement of 114 spaces. The proposed 60 car parking spaces is within the maximum parking threshold requirement defined by OCC in design guidance.
- **40 cycle parking spaces** – This level of provision is based on the parking ratio previously agreed with OCC for Unit 3 and 4 (1 space for 111 sqm).

6.2.5 The proposed development would result in 43 two-way trips in the AM peak hour and 33 two-way trips in PM peak hour for Unit 5. This will represent a maximum additional 1 vehicle every 1 to 2 minutes across both peak hours and is considered a negligible predicted increase in traffic on the local road network. Although there will be an additional 19 trips during the PM peak hour arriving to the site, this is considered to provide a minor increase on the highway network equating to an additional vehicle every 3 minutes. Moreover, the overall two-way trip generation across the AM and PM peak hours will be within the two-way consented trips agreed in the Outline Application.

6.2.6 Access for employees and visitors by modes other than the private car can be catered for through existing and provision of improvements to pedestrian and cycle facilities and bus and rail based public transport services. Improvements to these non-car modes form part of the original planning consent and S106 agreement.

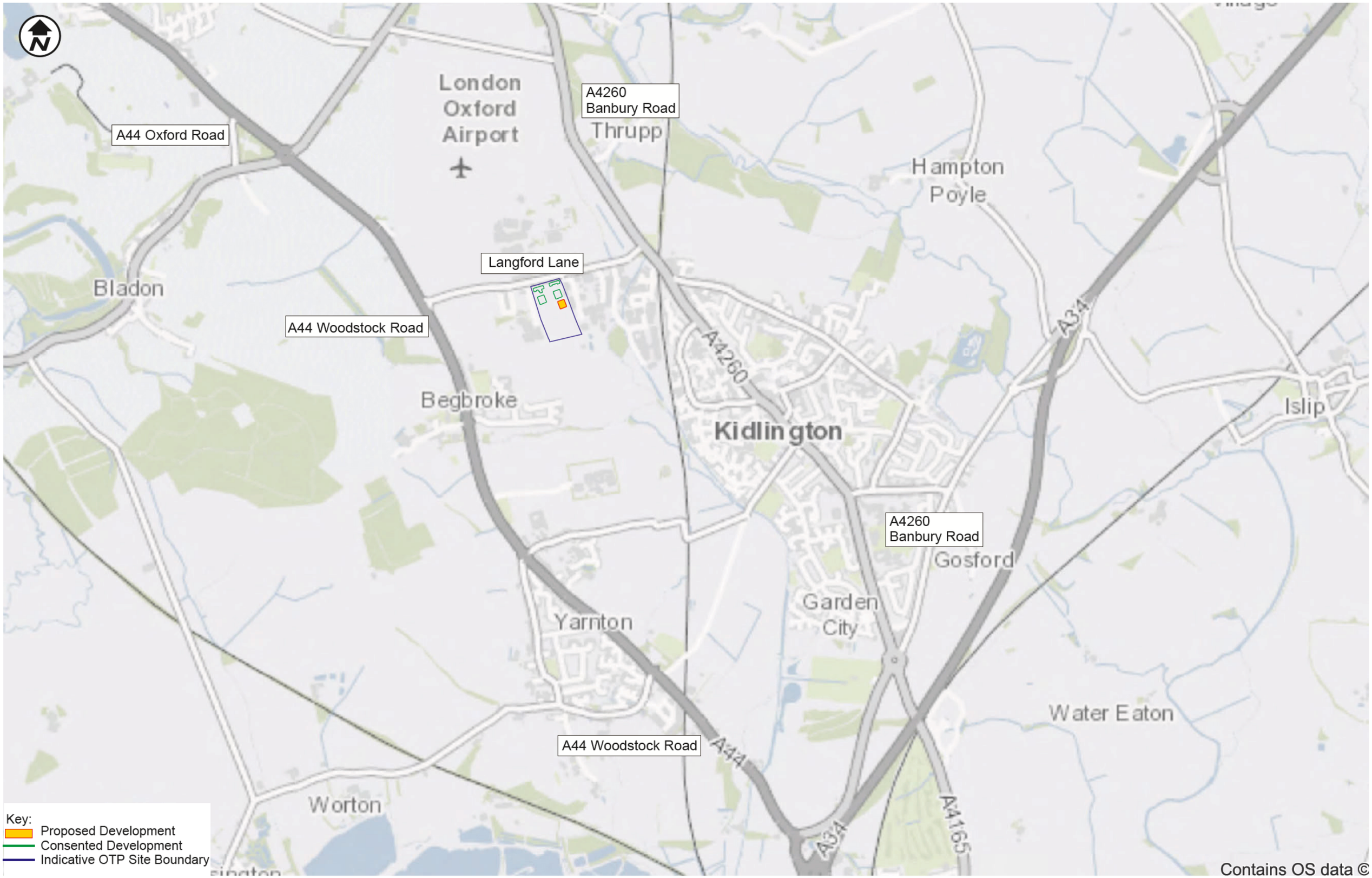
6.3 Conclusion

6.3.1 This Transport Statement demonstrates that the proposed development can be delivered in accordance with relevant transport planning policies. Considered against the key NPPF transport tests it is concluded that:

- Through the consented pedestrian network improvements and sustainable travel strategy set out as part of the section 106, opportunities for sustainable travel can be adopted.
- Safe and acceptable access will be provided for all users.
- The design of streets, parking areas, other transport elements have been designed to reflect current national design guidance as shown in drawings supporting this Transport Statement.
- The traffic impacts of the proposed development will fall within the threshold set by the outline application (ref: 14/02067/OUT) and demonstrates that the residual impact of the proposed development will not be severe.

6.3.2 The proposed development at Unit 5 of the Oxford technology Park is therefore acceptable in transport terms.

Figures



Hill Street Holdings Ltd

Oxford Technology Park – Unit 5

Site Location Plan

Figure 3.1

Complete
Drawing: 332310527/3.1
Date: 27/10/2021
Drawn by: JC
Checked by: NK

J:\332310581\OTP Unit 5\Core\Task 200 Figures

Stantec

London Oxford Airport

A4260

A44

400M

1KM

2KM

3KM

4KM

5KM

BEGBROKE

KIDLINGTON

YARNTON

Oxford Parkway

Key:

- Proposed Development
- Consented Development
- Indicative OTP Site Boundary
- OTP Site Access
- Train Station
- Rail
- Distance Radii (Crow-fly) from Indicative Site Access
- Generalised Retail
- High Streets/Local Centres
- Key Employment
- Business Parks
- Nursery/Pre-School
- Primary School
- Secondary School/College
- Gym
- Post Office
- Restaurant/Pub
- Healthcare/Pharmacy
- Hotel/Inn

Hill Street Holdings Ltd

Oxford Technology Park - Unit 5

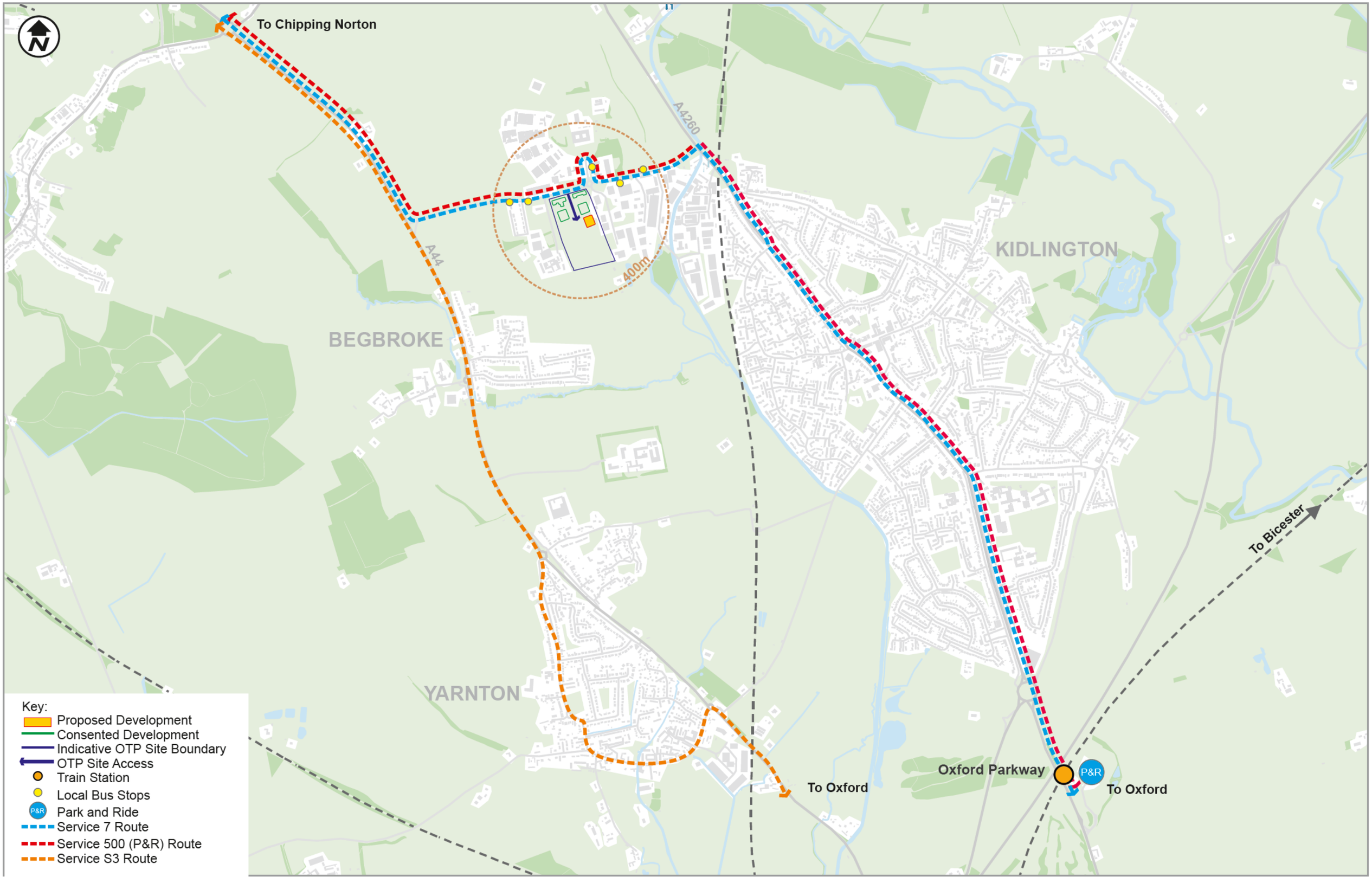
Local Facilities Plan

Figure 3.2

Complete
Drawing: 332310527/3.2
Date: 27/10/2021
Drawn by: JC
Checked by: NK

J:\332310581\OTP Unit 5\Corel\Task 200 Figures

Stantec



Hill Street Holdings Ltd

Oxford Technology Park - Unit 5

Existing Public Transport Facilities

Figure 3.3

Complete
Drawing: 332310527/3.3
Date: 27/10/2021
Drawn by: JC
Checked by: NK

Stantec

J:\332310581\OTP Unit 5\Core\Task 200 Figures

Drawings

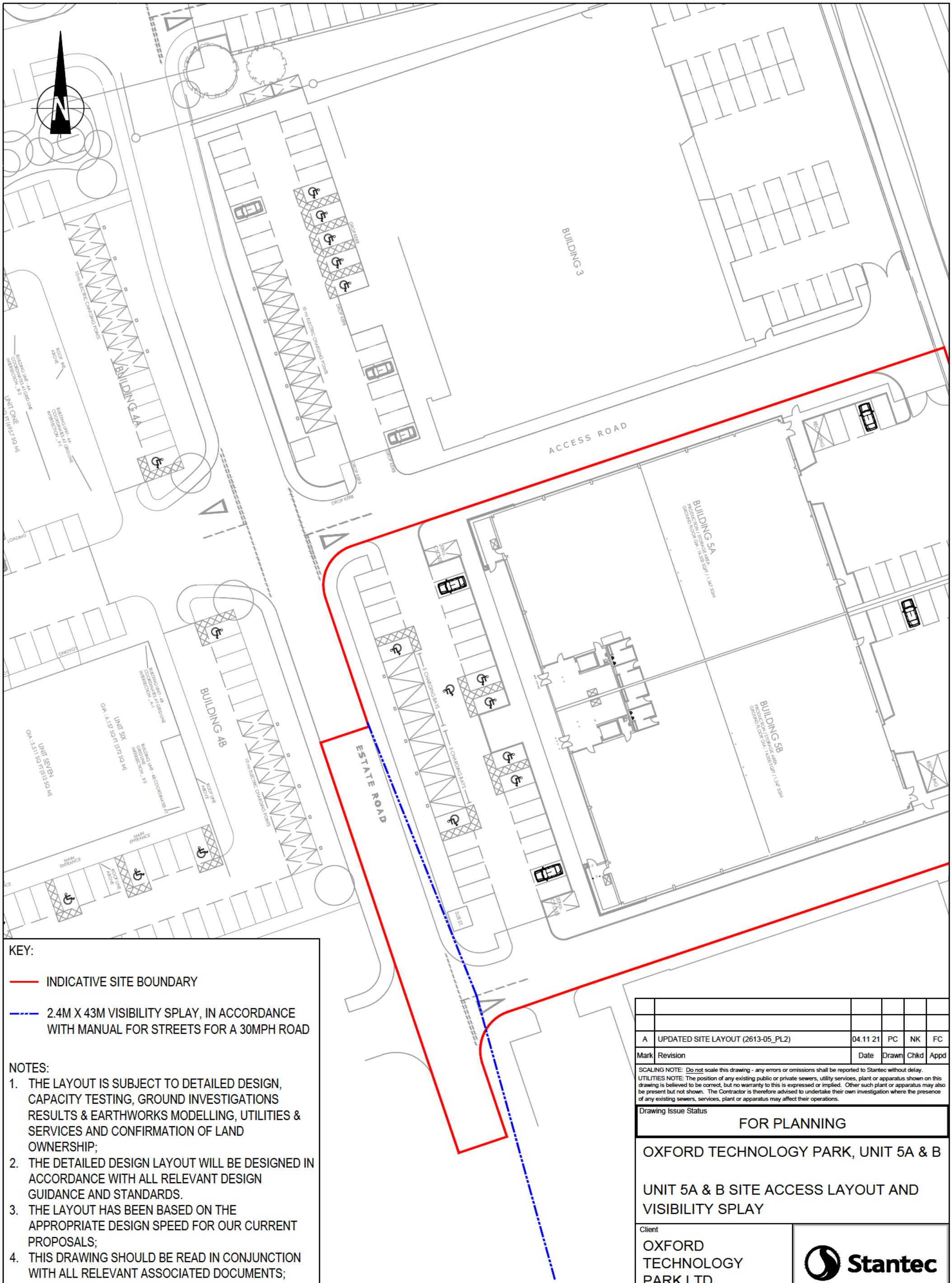
332310581-100-001 A Unit 5A&B_Access and Circulation.pdf

332310581-100-002 A Unit 5A_Access and Circulation_SPA_Rigid.pdf

332310581-100-003 A Unit 5A_Access and Circulation_SPA_Refuse.pdf

332310581-100-004 A Unit 5B_Access and Circulation_SPA_Rigid.pdf

332310581-100-005 A Unit 5B_Access and Circulation_SPA_Refuse.pdf



KEY:

- INDICATIVE SITE BOUNDARY
- 2.4M X 43M VISIBILITY SPLAY, IN ACCORDANCE WITH MANUAL FOR STREETS FOR A 30MPH ROAD

NOTES:

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & EARTHWORKS MODELLING, UTILITIES & SERVICES AND CONFIRMATION OF LAND OWNERSHIP;
2. THE DETAILED DESIGN LAYOUT WILL BE DESIGNED IN ACCORDANCE WITH ALL RELEVANT DESIGN GUIDANCE AND STANDARDS.
3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSALS;
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ASSOCIATED DOCUMENTS;
5. THE USE OF THE DRAWING DOES NOT ABSOLVE THE CLIENT FROM THEIR RESPONSIBILITIES IN REGARDS TO HEALTH & SAFETY AND CDM REGULATIONS; AND
6. THIS DRAWING IS BASED ON GARRETT MCKEE ARCHITECTS DRAWING 2613 - 05 PL2 (NOV 2021)

Mark	Revision	Date	Drawn	Chkd	Appd
A	UPDATED SITE LAYOUT (2613-05_PL2)	04.11 21	PC	NK	FC

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Drawing Issue Status

FOR PLANNING

OXFORD TECHNOLOGY PARK, UNIT 5A & B

UNIT 5A & B SITE ACCESS LAYOUT AND VISIBILITY SPLAY

Client: OXFORD TECHNOLOGY PARK LTD

Date of 1st Issue	Designed	Drawn
21.10.21	PC	-
A3 Scale	Checked	Approved
1 500	NK	FC
Drawing Number		Revision
332310581/100/001		A

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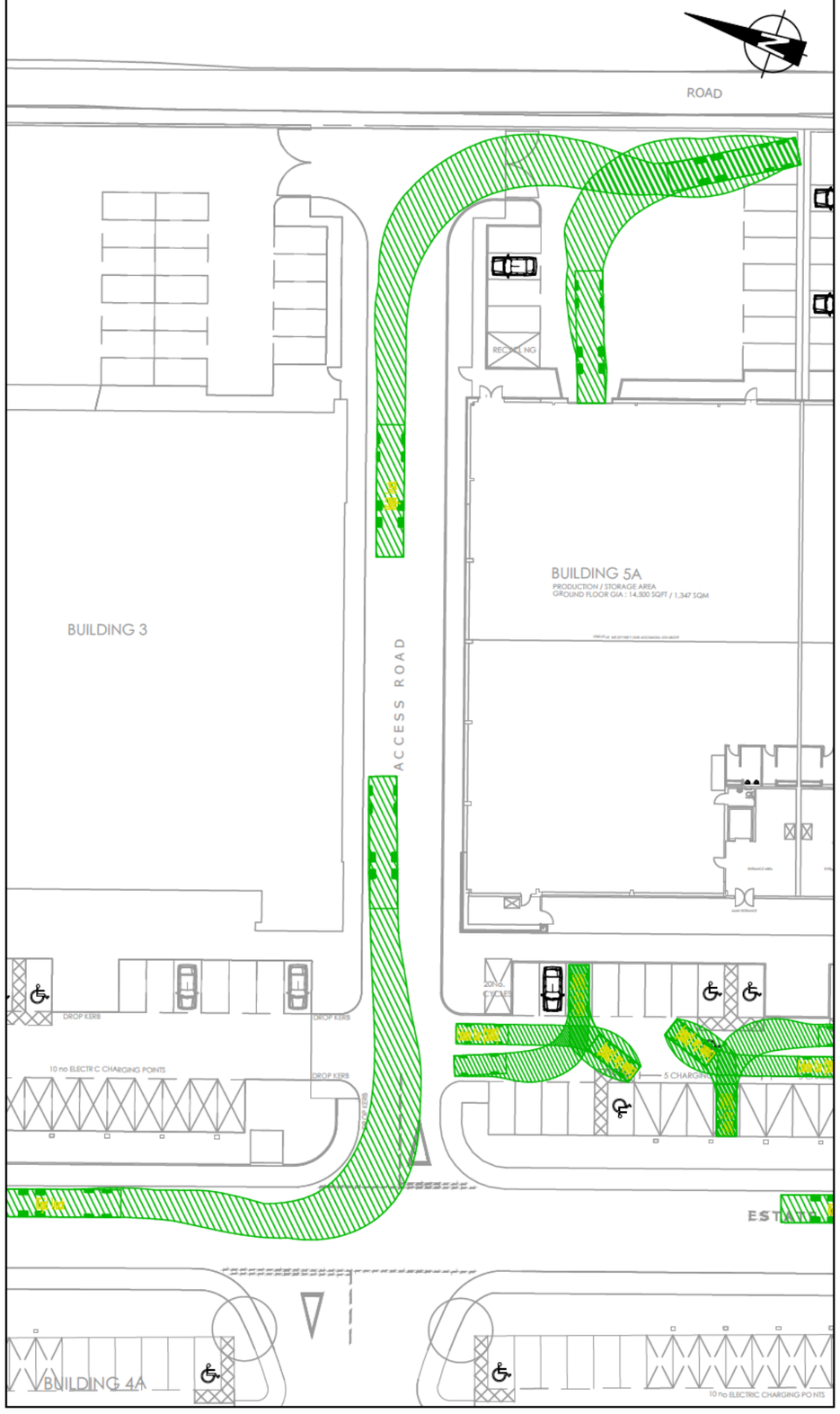
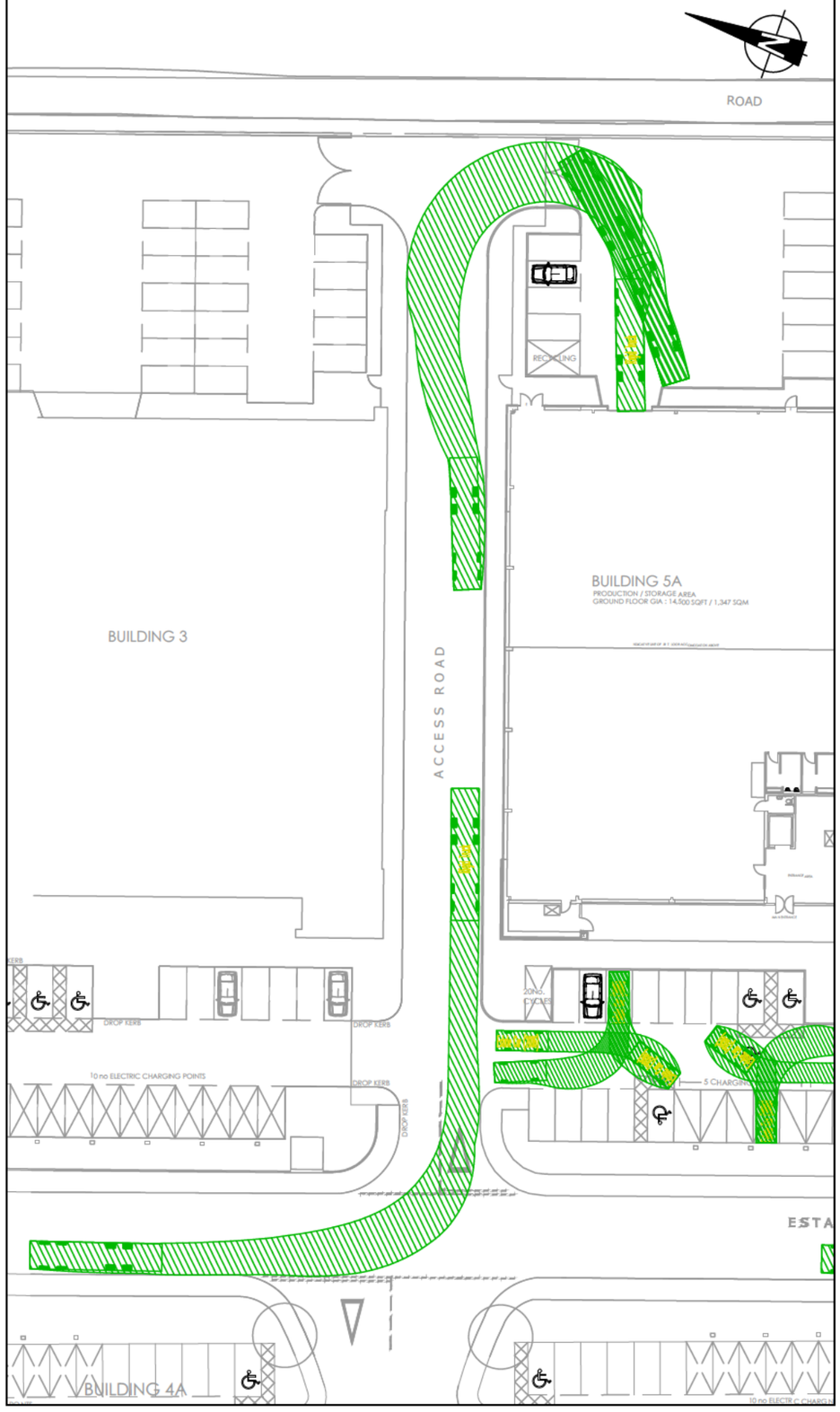
Tel: 01173 327 840

12.0M RIGID VEHICLE ACCESSING THE LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS

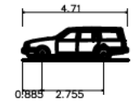


12.0M RIGID VEHICLE EGRESSING FROM LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS

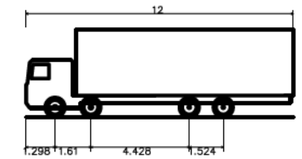


NOTES:

1. THIS DRAWING IS BASED ON GARRETT MCKEE ARCHITECTS DRAWING 2613 - 05 PL2 (NOV 2021)



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Mark	Revision	Date	Drawn	Chkd	Appd
A	UPDATED SITE LAYOUT (2613-05_PL2)	04.11.21	PC	NK	FC

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Drawing Issue Status

FOR PLANNING

OXFORD TECHNOLOGY PARK, UNIT 5A & B

UNIT 5A ACCESS AND CIRCULATION SWEPT PATH ANALYSIS (12.0m RIGID)

Client

OXFORD TECHNOLOGY PARK LTD

Date of 1st Issue	Designed	Drawn
21.10.21	PC	-
A3 Scale	**Checked**	**Approved**
1:500	-	FC
Drawing Number		**Revision**
332310581/100/002		A

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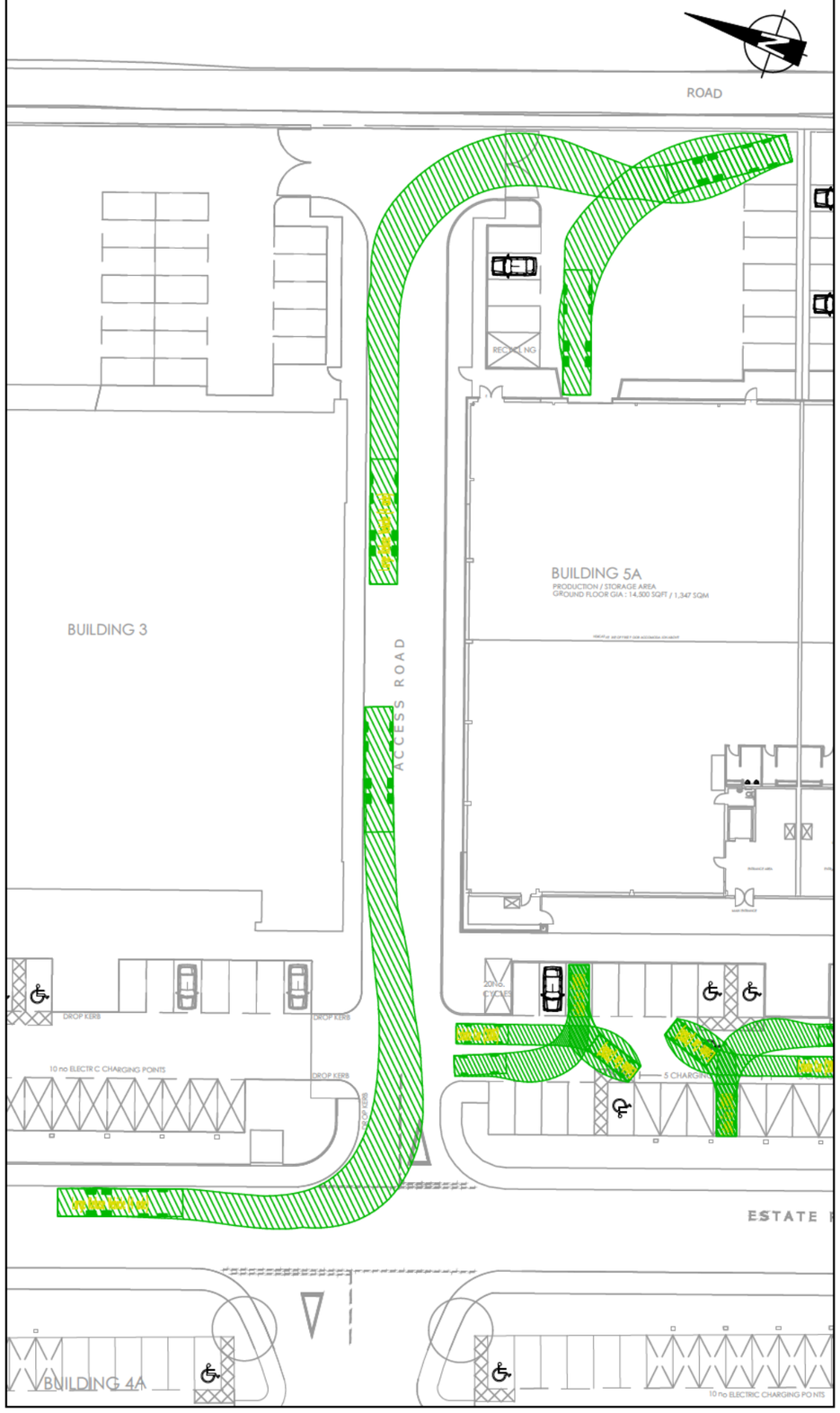
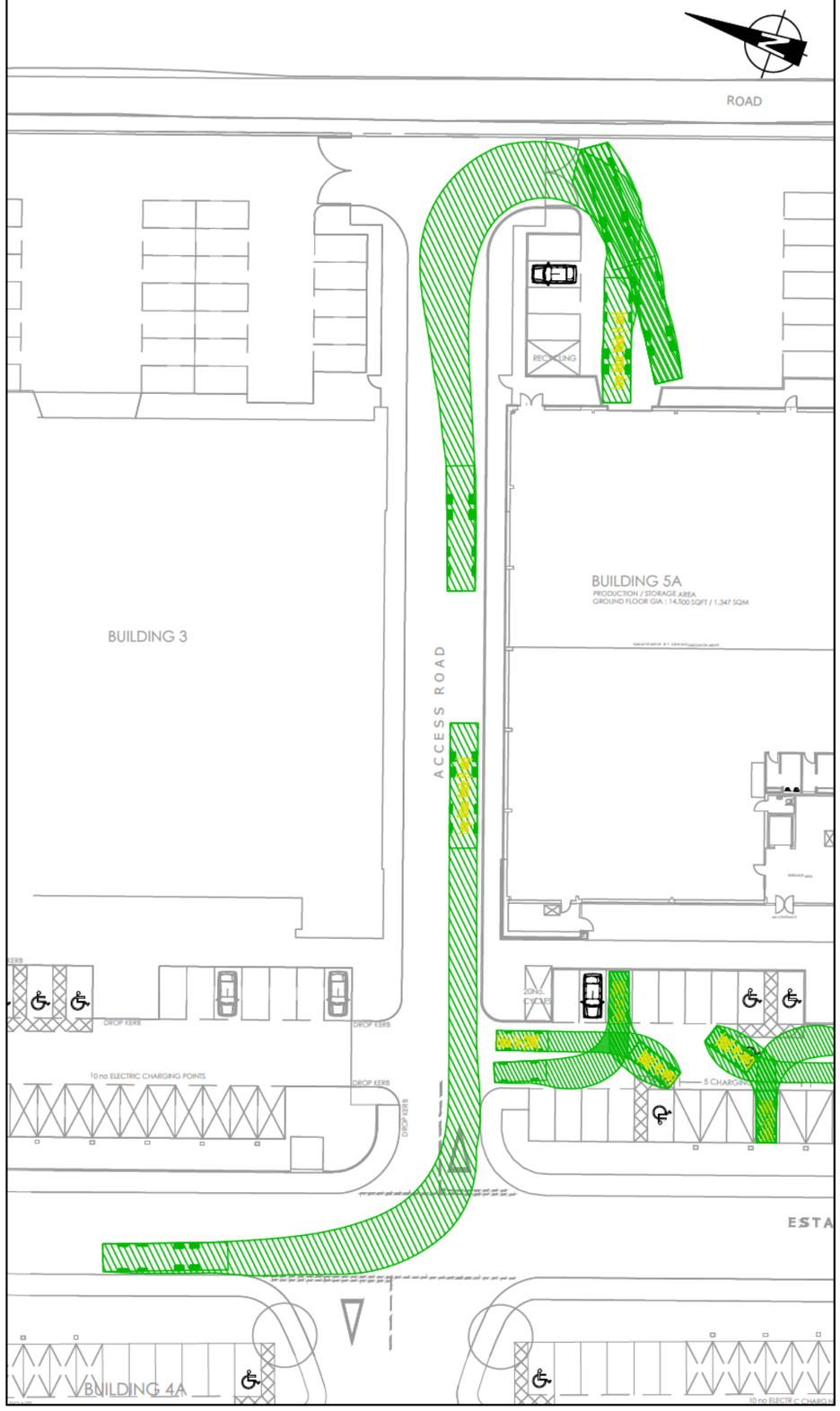
11.35M REFUSE VEHICLE ACCESSING THE LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS



11.35M REFUSE VEHICLE EGRESSING FROM LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS



NOTES:

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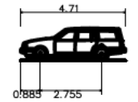

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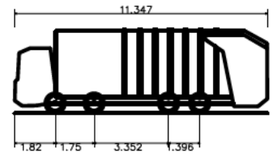

Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Mark	Revision	Date	Drawn	Chkd	Appd
A	UPDATED SITE LAYOUT (2613-05_PL2)	04.11.21	PC	NK	FC

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Drawing Issue Status

FOR PLANNING

OXFORD TECHNOLOGY PARK, UNIT 5A & B

UNIT 5A ACCESS AND CIRCULATION SWEPT PATH ANALYSIS (11.35m REFUSE)

Client

OXFORD TECHNOLOGY PARK LTD

Date of 1st Issue	Designed	Drawn
21.10.21	PC	-
A3 Scale	**Checked**	**Approved**
1:500	-	FC

Drawing Number	Revision
332310581/100/003	A

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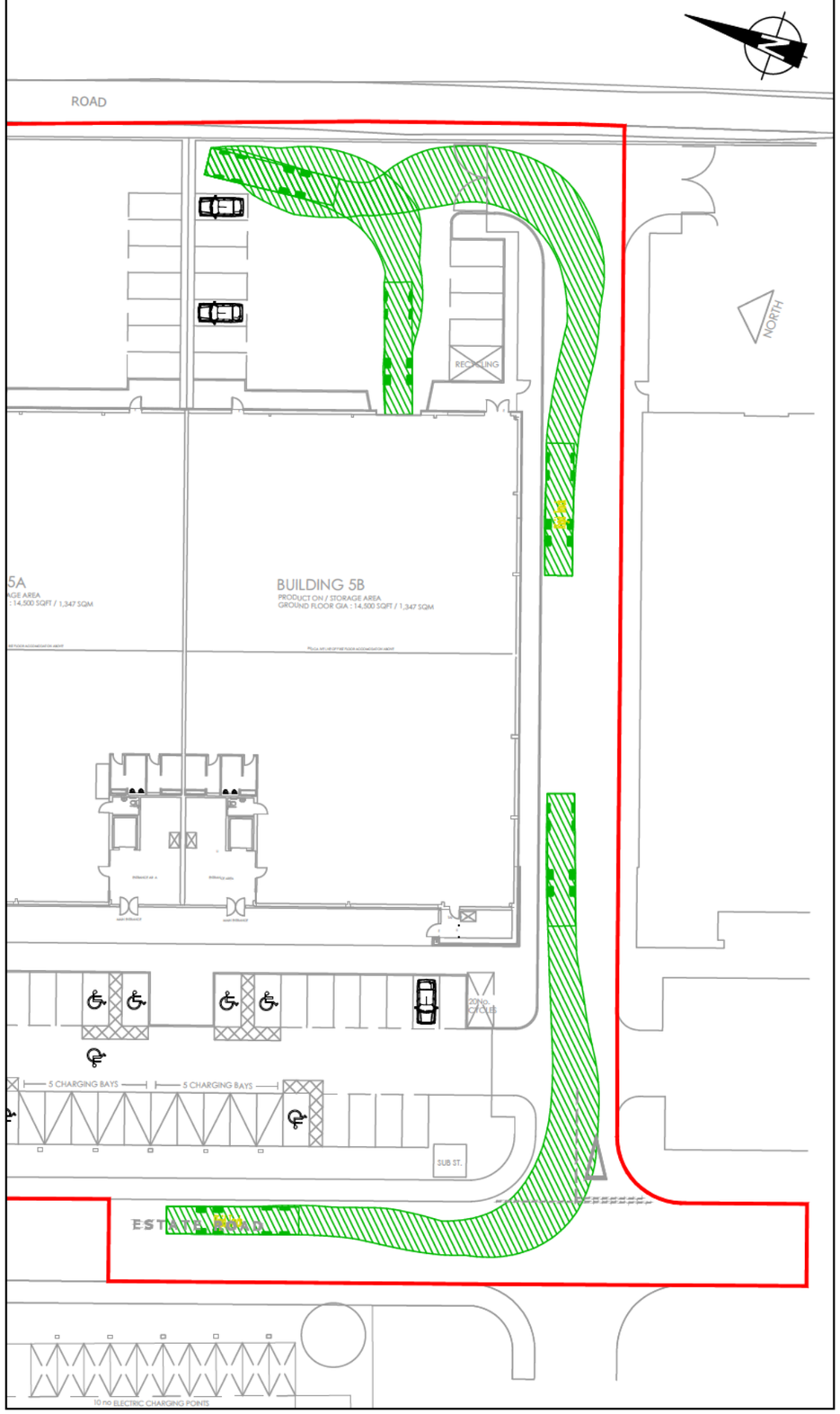
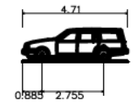
12.0M RIGID VEHICLE ACCESSING THE LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS



12.0M RIGID VEHICLE EGRESSING FROM LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS

NOTES:

1. THIS DRAWING IS BASED ON GARRETT MCKEE ARCHITECTS DRAWING 2613 - 05 PL2 (NOV 2021)



Estate Car (2006)	
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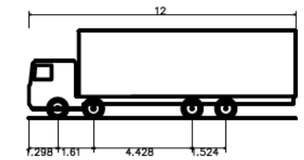
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



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Overall Body Height	3.928m
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Mark	Revision	Date	Drawn	Chkd	Appd
A	UPDATED SITE LAYOUT (2613-05_PL2)	04.11.21	PC	NK	FC

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Drawing Issue Status

FOR PLANNING

OXFORD TECHNOLOGY PARK, UNIT 5A & B

UNIT 5B ACCESS AND CIRCULATION SWEPT PATH ANALYSIS (12.0m RIGID)

Client

OXFORD TECHNOLOGY PARK LTD

Date of 1st Issue	Designed	Drawn
21.10.21	PC	-
A3 Scale	**Checked**	**Approved**
1:500	-	FC
Drawing Number		**Revision**
332310581/100/004		A

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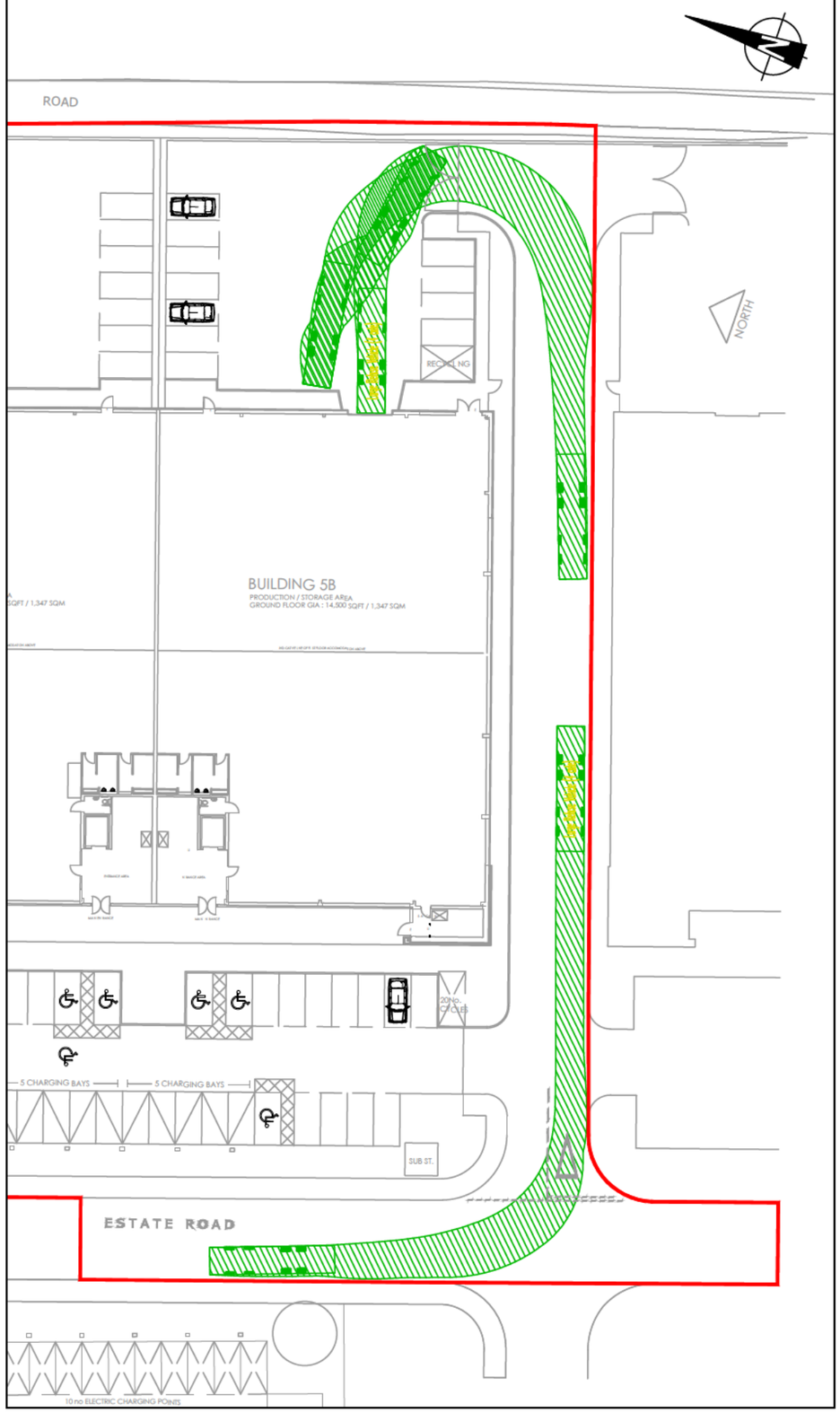
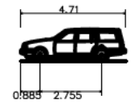
11.35M REFUSE VEHICLE ACCESSING THE LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS

11.35M REFUSE VEHICLE EGRESSING FROM LOADING BAY TO REAR OF UNIT 5A, AND ESTATE CAR ACCESSING / EGRESSING PARKING BAYS



NOTES:

1. THIS DRAWING IS BASED ON GARRETT MCKEE ARCHITECTS DRAWING 2613 - 05 PL2 (NOV 2021)



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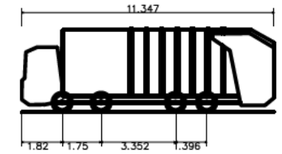

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Mark	Revision	Date	Drawn	Chkd	Appd
A	UPDATED SITE LAYOUT (2613-05_PL2)	04.11.21	PC	NK	FC

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Drawing Issue Status

FOR PLANNING

OXFORD TECHNOLOGY PARK, UNIT 5A & B

UNIT 5B ACCESS AND CIRCULATION SWEPT PATH ANALYSIS (11.35m REFUSE)

Client

OXFORD TECHNOLOGY PARK LTD

Date of 1st Issue	Designed	Drawn
21.10.21	PC	-
A3 Scale	**Checked**	**Approved**
1:500	-	FC

Drawing Number	Revision
332310581/100/005	A

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Appendix A Unit 5 – Parking Layout

HILL STREET HOLDINGS

1. IF THIS DRAWING HAS BEEN RECEIVED ELECTRONICALLY IT IS THE RECIPIENTS RESPONSIBILITY TO PRINT THE DOCUMENT TO THE CORRECT SCALE.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. IT IS RECOMMENDED THAT INFORMATION IS NOT SCALED OFF THIS DRAWING.
3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.

CAR PARK ISLE/ ROAD CONSTRUCTION
Surface course — Asphalt construction - See Engineer's build up specification.
S1

CAR PARKING BAYS
Surface course — 240mm x 120mm x 80mm thick Tobermore permeable paving concrete block paviours to BS EN 1338:2003 colour : Charcoal.. demarcation line : Natural
S2

FOOTWAY CONSTRUCTION
Surface course — 600mm x 150mm x 80mm thick Tobermore Manhattan (TBC) paviours to BS EN 1338:2003
S3

BUILDING 3

NORTH

RECYCLING

RECYCLING

BUILDING 5A
PRODUCTION / STORAGE AREA
GROUND FLOOR GIA : 14,500 SQFT / 1,347 SQM

BUILDING 5B
PRODUCTION / STORAGE AREA
GROUND FLOOR GIA : 14,500 SQFT / 1,347 SQM

INDICATIVE LINE OF FIRST FLOOR ACCOMODATION ABOVE

INDICATIVE LINE OF FIRST FLOOR ACCOMODATION ABOVE

8 7 6 5 4 3 2 1
7050 7350 7350 7350 7350 7900 3220

A B C D E F G H J
6400 8500 8500 657D 657D 8500 8500 6400

7408 7492 7492 7578 7578 7492 7492 7408

MALE FEMALE FEMALE MALE
DDA TOILET
STAIRCORE NO. 1
STAIRCORE NO. 2
DDA TOILET
13 PERSON LIFT 1 275Kg
13 PERSON LIFT 1 275Kg
ENTRANCE AREA
ENTRANCE AREA
MAIN ENTRANCE
MAIN ENTRANCE
STAIRCORE NO. 3
STAIRCORE NO. 4

20NO. CYCLES

20NO. CYCLES

5 CHARGING BAYS

5 CHARGING BAYS

SUB ST.

PLANNING ISSUE

REV.	AMENDMENT	DRAWN	DATE	AUTH'D
PL2	PLANNING ISSUE 2	IB	03.11.21	MD
PL1	PLANNING ISSUE 1	IB	27.09.21	MD

client : HILL STREET HOLDINGS

project : BUILDING FIVE

site : OXFORD TECHNOLOGY PARK

content : BUILDING 5A & 5B
HARD LANDSCAPING SITE PLAN

date : SEPT 2021

scale : 1 : 200 @ A1

ALL DIMENSIONS TO BE CHECKED ON SITE

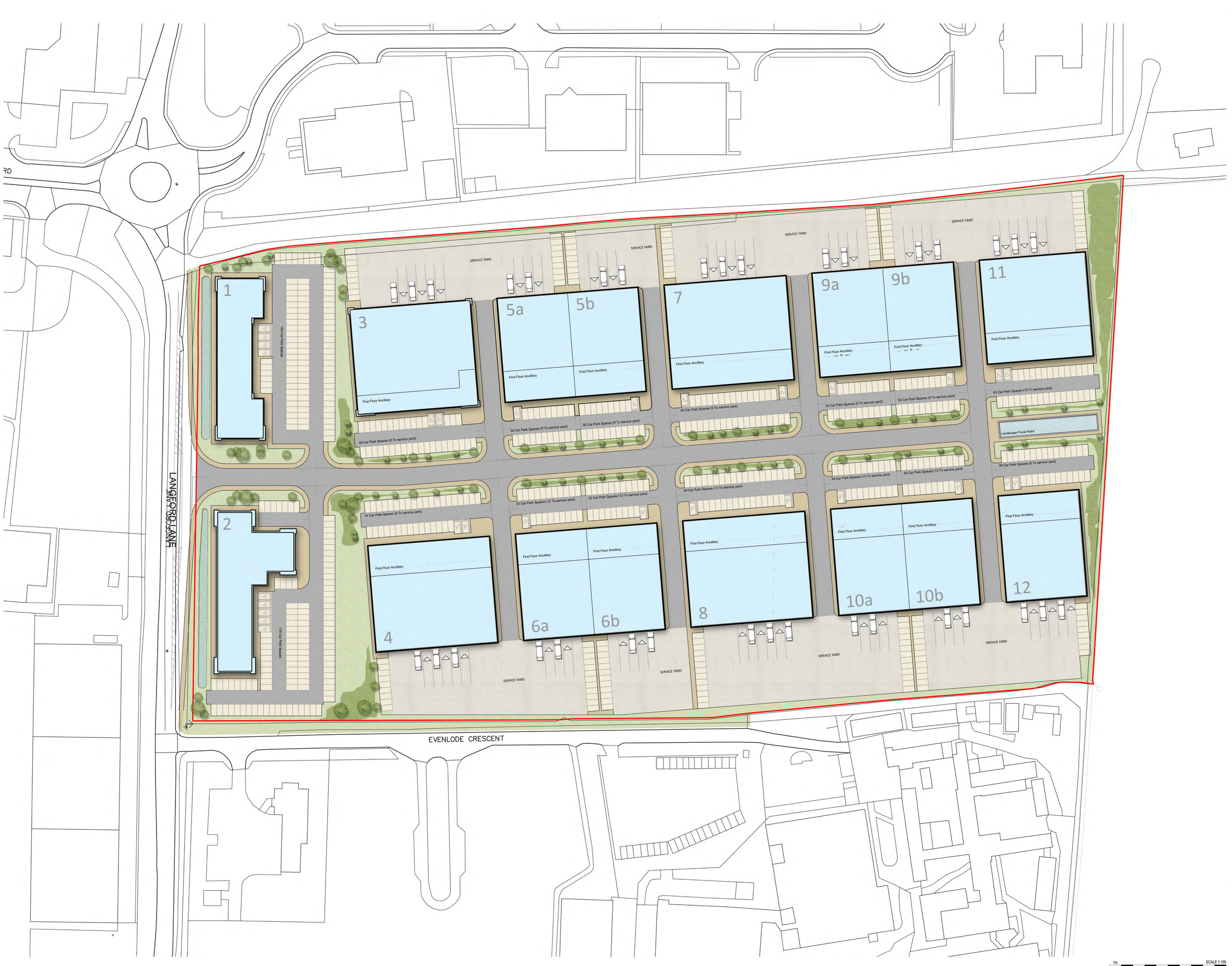
GARRETT | McKEE ARCHITECTS
RILEY HOUSE
RILEY ROAD
MARLOW
BUCKINGHAMSHIRE
T 01628 907000
www.garrettmckee.co.uk

drg.no : 2613 - 05

revision : PL2

Appendix B Unit 5 – Master Plan

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



1m SCALE 1:100

rev	amendments	by	ckd	date

Oxford Technology Park

Site Layout

HILL STREET HOLDINGS

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Drawing Status:	PLANNING
Drawn / Checked:	CA /
Date:	06.06.2017
Scale:	1:500 A0
Drawing no:	Revision:
13045 RM1000	P0

Appendix C Class Use B2 Trip Rates

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	150-4000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	260-3000 sqm GFA	
Date Range	Minimum: 01/01/13	Maximum: 01/03/20
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday Thursday	3 3
Main Location Types selected	Edge of Town	6
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000 10,001 to 15,000 20,001 to 25,000 25,001 to 50,000	1 2 2 1
Population <5 Mile ranges selected	5,001 to 25,000 50,001 to 75,000 100,001 to 125,000 125,001 to 250,000 250,001 to 500,000	1 1 1 2 1
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5	1 5
PTAL Rating	No PTAL Present	6
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-706710-211020-1035

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	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: Gross floor area
Actual Range: 260 to 3000 (units: sqm)
Range Selected by User: 150 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 01/03/20

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:

Tuesday	3 days
Thursday	3 days

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

Selected survey types:

Manual count	6 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:

Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	5
Commercial Zone	1

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:

Not Known	6 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	5 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	6 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	6 days

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

LIST OF SITES relevant to selection parameters

1 **BR-02-C-02** **STAINLESS FITTINGS** **BRISTOL CITY**
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY *22/09/15* *Survey Type: MANUAL*

2 **CB-02-C-01** **DOMINO'S PIZZA** **CUMBRIA**
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY *10/06/14* *Survey Type: MANUAL*

3 **HC-02-C-01** **ENGINEERING COMPANY** **HAMPSHIRE**
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

4 **HE-02-C-02** **THERMAL PROCESSING** **HEREFORDSHIRE**
COLLEGE ROAD
HEREFORD
BURCOTT
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

5 **LC-02-C-04** **POWDER COATINGS** **LANCASHIRE**
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY *20/06/19* *Survey Type: MANUAL*

6 **NF-02-C-03** **SHEET METAL CONTRACTOR** **NORFOLK**
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY *07/11/19* *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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.136	1	2950	0.034	1	2950	0.170
07:00 - 08:00	6	1763	0.463	6	1763	0.104	6	1763	0.567
08:00 - 09:00	**6**	**1763**	**0.605**	6	1763	0.142	**6**	**1763**	**0.747**
09:00 - 10:00	6	1763	0.378	6	1763	0.180	6	1763	0.558
10:00 - 11:00	6	1763	0.322	6	1763	0.265	6	1763	0.587
11:00 - 12:00	6	1763	0.199	6	1763	0.199	6	1763	0.398
12:00 - 13:00	6	1763	0.199	6	1763	0.217	6	1763	0.416
13:00 - 14:00	6	1763	0.284	6	1763	0.340	6	1763	0.624
14:00 - 15:00	6	1763	0.142	6	1763	0.227	6	1763	0.369
15:00 - 16:00	6	1763	0.151	6	1763	0.151	6	1763	0.302
16:00 - 17:00	6	1763	0.085	6	1763	0.340	6	1763	0.425
17:00 - 18:00	6	1763	0.047	**6**	**1763**	**0.501**	6	1763	0.548
18:00 - 19:00	6	1763	0.132	6	1763	0.303	6	1763	0.435
19:00 - 20:00	1	2950	0.203	1	2950	0.203	1	2950	0.406
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.550			3.342			6.892

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:	260 - 3000 (units: sqm)
Survey date date range:	01/01/13 - 01/03/20
Number of weekdays (Monday-Friday):	6
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.