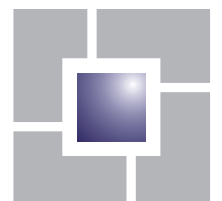


**Site 2 – Replacement Car Park and
Office Demolition, Jacobs Douwe Egberts,
Banbury**

Transport Statement



david tucker associates
transport planning consultants

**Site 2 – Replacement Car
Park and Office
Demolition, Jacobs Douwe
Egberts, Banbury**

Transport Statement

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6th September 2021

SJT/TM 20297-02f_Transport Statement_Site 2_Final

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- Appendix A** Site Layout
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Transport Statement

1.0 INTRODUCTION AND CONTEXT

- 1.1 David Tucker Associates (DTA) has been commissioned by Jacobs Douwe Egberts (JDE) to prepare a Transport Statement (TS) to support a planning application for the *"Demolition of existing vacant office building and erection of a surface level car park, providing 215 replacement car parking spaces, cycle parking and associated landscaping"*. A plan showing the proposed Site 2 site layout is attached as **Appendix A**.
- 1.2 The application site is located circa 1 mile northeast of Banbury Town Centre and forms part of the wider JDE site, located on the junction of Ruscote Avenue and Southam Road.
- 1.3 This application is to provide replacement car parking for JDE and will be submitted concurrently with two further applications, albeit on the existing JDE car park site to the south; one application for a van storage facility (Site 4) and the second application for the provision of a drive thru café (Site 3). As such, the surface car park application will not result in a net increase in parking for JDE.
- 1.4 The Site 2 site is currently underutilised, comprising a vacant office building with limited car parking for JDE and an area to the front which is laid to grass.
- 1.5 This TS has been prepared in accordance with the revised National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG). Pre-application discussions have been undertaken with Oxfordshire Highways, who are the local highway authority. The TS is structured as follows:
- Chapter 2: Policy.
 - Chapter 3: Existing Conditions.
 - Chapter 4: Development Proposals.
 - Chapter 5: Traffic Generation and Impact; and
 - Chapter 6: Conclusions.



Transport Statement

- 1.6 The report concludes that the proposed development would have no material adverse impact on the safety or operation of the surrounding road network and that there are no reasons to refuse planning permission on highways grounds.

Transport Statement

2.0 PLANNING POLICY AND GUIDANCE

2.1 National Policy and Guidance

National Planning Policy Framework (July 2021)

2.1.1 In July 2021, the Department of Communities and Local Government published the National Planning Policy Framework (NPPF). This represented an update of the February 2019 version, which was pertinent at the time of the application determination. The NPPF confirms that the Government will continue to encourage sustainable development. This is highlighted in Para 10 which confirms that:

"at the heart of the Framework is a presumption in favour of sustainable development"

2.1.2 In specific relation to transport issues it is confirmed that:

a) the potential impacts of development on transport networks can be addressed.

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 accommodates.

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.

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between

Transport Statement

urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

Paras 104 and 105

4.2.2 The NPPF sets the following test in relation to development:

“110. 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, giving 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; and*
- 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.*

111. 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.”

Paras 110 and 111

Planning Practice Guidance (March 2014)

2.1.3 The National Planning Practice Guidance (PPG) is a government published transport planning guidance resource and replaces previous guidance documents, including the Department for Transport's (DfT's) 'Guidance for Transport Assessment'. The PPG reinforces the principles contained in the NPPF.

2.2 Local Policy and Guidance

Connecting Oxfordshire: Local Transport Plan (2015-2031)

2.2.1 The Connecting Oxfordshire: Local Transport Plan (LTP) sets out the OCC's transport vision for the County and explains how it will be delivered. The document forms a key



Transport Statement

part of the strategic policy framework to support and shape Oxfordshire's social and economic development. The LTP sets out the following over-arching transport goals:

- *“To support jobs and housing growth and economic vitality;*
- *To reduce transport emissions and meet our obligations to Government;*
- *To protect, and where possible enhance Oxfordshire's environment and improve quality of life; and*
- *To improve public health, air quality, safety and individual wellbeing.”*

2.2.2 With regard to Banbury the LTP identifies a strategy focussed on delivering infrastructure improvements and facilitating/ promoting sustainable travel.

Transport for New Developments: Transport Assessments and Travel Plans (2014)

2.2.3 The document sets out the format and requirements of Transport Assessments and Travel Plans associated with new developments throughout Oxfordshire.

2.2.4 Oxfordshire also publish car and cycle parking standards for new developments and these are discussed in more detail below.

Cherwell Local Plan (2011-2031)

2.2.5 The Cherwell Local Plan contains strategic policies for the development and use of land within the District. It forms part of the statutory Development Plan for Cherwell to which regard must be given in the determination of planning applications. The following spatial strategy is identified for managing growth within the District:

- *“Focussing the bulk of the proposed growth in and around Bicester and Banbury;*
- *Limiting growth in our rural areas and directing it towards larger and more sustainable villages;*
- *Aiming to strictly control development in the open countryside.”*

Transport Statement

3.0 EXISTING CONDITIONS

3.1 Site Description

3.1.1 The application site (Site 2) is located circa 1 mile northeast of Banbury Town Centre and forms part of the wider Jacobs Douwe Egberts (JDE) site, located on Ruscote Avenue. It is currently underutilised, comprising a vacant office building with limited car parking for JDE and an area to the front which is laid to grass.

3.1.2 The entire office building became vacant in 2015 however the second, third and fourth floors became vacant much earlier in 2012. The building is dated, unattractive, detracts from the appearance of the wider area and can no longer be put to beneficial use. The office floor area comprises 4,415sqm over 5 floors and there is parking provided within this part of the JDE site.

3.2 Existing Highway Network

3.2.1 Access to the site is currently provided off Ruscote Avenue via a right-hand turn lane west bound from the A422 and is accessed directly from the A422 if travelling east bound.

3.2.2 The A422 is lit and is subject to a 40mph speed limit up to the 4-arm roundabout to the existing retail park. The speed limit then changes to 50mph. The A422 provides the main through route to the site if accessing it from both eastbound and westbound. There are two 4-arm roundabouts to the east connecting the A422 to the M40 and access to Banbury town centre and the railway station.

3.2.3 The A422 is a single carriageway road up to a 4-arm roundabout where it changes to become dual carriageway.

3.3 Foot and Cycle Provision

3.3.1 A lit shared footway/cycleway runs along the A422 from the site access and a shared facility continues at the 4-arm roundabout junction of the A422/Southam Road providing a safe connection into the town centre. In addition to the shared pedestrian/cycleway



Transport Statement

there is a controlled pedestrian crossing facility approximately 175m to the west of the site.

3.4 Public Transport Provision

3.4.1 The closest bus stop to the proposed development is located on the A422 approximately 450m walking distance to the west of the site. The bus stops are served by the B8 and B9 bus services, which are summarised below in **Table 1**.

Table 1 – Summary of Local Bus Services

No.	Route	Frequency & First and Last Services					
		Mon - Fri		Sat		Sun	
B8	Banbury Town Centre – Ruscote Avenue – Banbury Town Centre	90 mins		-		-	
		First	Last	-	-	-	-
		09:45	16:45				
B9	Banbury Town Centre – Ruscote Avenue – Banbury Town Centre	15 mins		15 mins		60 mins	
		First	Last	First	Last	First	Last
		06:20	22:45	06:20	23:45	08:20	18:20

3.4.2 With regard to rail services, Banbury Railway Station is located approximately 1.6km from the site. The station, which is operated by Chiltern Railways, provides direct connections to Birmingham and London with three services provided an hour in each direction.



Transport Statement

4.0 DEVELOPMENT PROPOSALS

4.1 Description of Development

4.1.1 The proposals are for the demolition of existing vacant office building; recladding of main entrance and reception; surface level car park providing 215 car parking spaces (204 standard and 11 disabled), 13 motorcycle spaces and 40 cycle parking spaces.

4.2 Vehicle Access

4.2.1 Vehicle access to the site will be taken from the existing access point off Ruscote Avenue, which takes the form of a priority junction with ghost island right turn lane. The existing access road has an approximate width of 9m and there is a shared footway/cycleway running along its eastern and western side connecting into the site.

4.3 Pedestrian Access

4.3.1 As part of the development scheme, it is proposed that a new footway be provided within the site and through the car park. This is shown on the site layout plan attached as **Appendix A**. An internal link will then take pedestrians and cyclists through the site to the building entrance and the cycle storage facilities.

4.4 Car Parking Assessment

4.4.1 At present the JDE site has a total of three access points as indicated on the plan at **Appendix B**. A car parking occupancy survey (**Appendix B**) has been undertaken to establish existing use across the JDE site. The results of peak usage are summarised below.

Table 2 – Existing Car Park Usage – JDE Operations

	Existing Capacity	Peak Demand
Southern Main Car Park	257	201
Central Access	79	22
Northern Service Access	132	78
Total	468	301

4.4.2 It can be seen that in total there are around 468 spaces on the wider JDE site and a demand for around 300 as surveyed in April 2019 which represents the peak demand



Transport Statement

pre-covid and hence remains the appropriate base line. Surveys by JDE in June 2017 (**Appendix B**) confirmed overall demand to be slightly lower at around 250 vehicles.

4.4.3 The Southern Main Car Park which is to be replaced as part of the forthcoming Site 3 and Site 4 submission, has a capacity of 257 spaces but current demand is around 200 spaces.

4.4.4 That area previously also accommodated parking demand generated from Banbury 200 building which is 17,475 sqm. Based on OCC standards for B8 that building would have generated a policy demand for over 200 spaces. These are now provided elsewhere under consent 18/0126. In addition, the offices which are to be demolished as part of this submission and which totals 4,415 sqm, would have generated a policy parking provision of around 150 spaces. It is clear that currently provision on site is well above current demand for the site operations.

4.4.5 In terms of overall JDE operations, the proposals will result in a total of **346** spaces on the site:

Table 3 – Proposed Car Parking Provision

	Capacity
Southern Main Car Park	0
Central Access	215
Northern Service Access	131
Total	346

4.4.6 Whilst this is a reduction of **122** spaces from the current provision, it is demonstrated above that there have been several developments recently to justify this.

4.4.7 Notwithstanding this, travel surveys have also been undertaken to establish existing JDE requirements. In order to derive an existing mode share for the site, a staff travel survey was completed in May 2019 by both office and factory workers. In total 21 paper responses were received from factory staff and 153 survey monkey responses were received from office staff. The resulting mode split is summarised in **Table 2**. The full survey outputs are attached at **Appendix C**.



Transport Statement

Table 4 – Modal Split JDE Staff

	Walk	Bus	Cycle	Car Driver	Car Passenger	Other	Total
Responses	24	0	10	114	4	1	153
% Mode Share	15.6	0	6.5	74	2.6	0.6	100

4.4.8 JDE currently has a total of 450 staff on site of which 150 are office based and around 300 factory based. Based on existing car drive proportions this equates to a total demand of 333 spaces which is consistent with the survey work as set out above.

4.5 Motorcycle Parking

4.5.1 A total of 13 motorcycle parking spaces are proposed, as shown on the site layout plan attached as **Appendix A**.

4.6 Cycle Parking

4.6.1 A total of 40 cycle parking spaces are proposed. These will be secured and covered and replace those lost as result of the scheme. These are located adjacent to the main computer suite entrance.



Transport Statement

5.0 TRAFFIC GENERATION AND IMPACT

5.1 Introduction

5.1.1 This Chapter of the TS considers the potential traffic generation associated with the development proposals and associated impact.

5.1.2 As set out above, the proposals involve the relocation of existing car parking spaces and therefore will not in themselves generate additional traffic movements. On that basis no wider reassessment of impacts is appropriate or necessary.

5.1.3 It will, however, result in the relocation of movements from the existing car park access to the main access located to the north.

5.2 Previous Traffic Generation

5.2.1 The removal of the office building (which extends to some 4,415sqm) will result a reduction in traffic.

5.2.2 To estimate the vehicle trip generation associated with the previous use of the site, vehicle trip rates for land-use '01 – Employment, A – Offices' were extracted from TRICS version 7.6.1. The resulting trip generation is summarised in **Table 4** and the full TRICS outputs are attached as **Appendix D**.

Table 5 – Office Traffic Generation / Reduction

	Trip Rate			Trips		
	In	Out	Total	In	Out	Total
AM Peak	1.671	0.207	1.878	74	9	83
Pm Peak	0.134	1.391	1.525	6	61	67
12 Hour	5.71	5.544	11.254	252	245	497
24 Hour	6.852	6.6528	13.5048	303	294	596



Transport Statement

5.3 Site Access Operation

5.3.1 In order to assess the operation of the site access, the flows recorded at the two southern site access points have been combined and tested in Junctions 9. The resulting output files are attached at **Appendix D**.

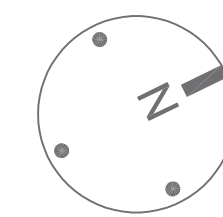
5.3.2 This shows the access arrangements will continue to operate within capacity.



6.0 CONCLUSIONS

- 6.1 David Tucker Associates was commissioned by Jacobs Douwe Egberts to prepare a Transport Statement to support a full planning application for the "*Demolition of existing vacant office building and erection of a surface level car park, providing 215 replacement car parking spaces, cycle parking and associated landscaping*".
- 6.2 This report has reviewed the accessibility of the site in line with local and national policy and demonstrates that the site is well located in terms of sustainable accessibility, with good foot/ cycle connectivity and opportunities for travelling by public transport.
- 6.3 A review of the most recent five-year personal injury collision data for the adjacent highway network has been undertaken and does not highlight any existing safety issues that would need to be mitigated as part of the development proposals.
- 6.4 The Transport Statement demonstrates that sufficient car parking would be provided on site to accommodate forecast demand, also taking into account the concurrent applications to redevelop the existing car park under two separate applications (drive thru – Site 3 and Van storage – Site 4).
- 6.5 A review of likely future traffic generation has been undertaken and demonstrates that the removal of office building will reduce the potential traffic generation of the site by up to 85 trips in the peak hours.
- 6.6 Overall, it is concluded that the development is in full accordance with the transport policy tests for new developments as set out in the National Planning Policy Framework. On the basis of the above, it is therefore concluded that there are no reasons in transport terms why the relevant planning application should not be consented.

Appendix A



General Notes

The drawing is copyright of Darling Associates. This drawing shall not be scaled. All dimensions are in mm unless otherwise stated. All dimensions shall be checked on site prior to commencing the works and any discrepancies to be reported to Darling Associates. All works shall conform to the current edition of the building regulations and other statutory requirements. All materials and workmanship shall conform with the relevant British Standard specifications and codes of practice. If this drawing forms part of an application for planning permission, it shall not be used for any other purpose without the express permission of Darling Associates. This drawing may incorporate information from other professionals. Darling Associates cannot accept responsibility for the integrity and accuracy of such information. Any clarification and/or additions that are required appertaining to such information should be sought from the relevant profession or their appointment representative.

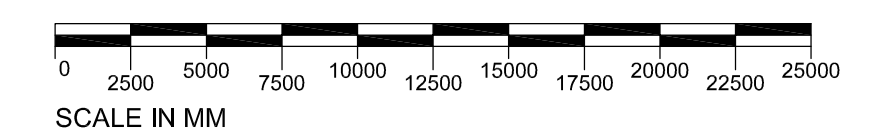
Drawings, specifications and schedules are to be read in conjunction with the following where applicable: Employer's Requirements documents, Agreements to Lease, Structural Engineer's drawings and specifications, Civil Engineer's drawings and specifications, Survey Drawings, Party Wall Boundary Awards, Other specialist design consultant's requirements as appointed by the Main Contractor, Other specialist design sub-contractor's requirements as appointed by the Main Contractor.

Notes

Overall Site Area: 2.35 Acres

KEY:

- Site Boundary
- Areas under applicant's interest
- Bicycle/pedestrian turnstile
- Bicycle access
- - - Palisade fencing
- - - Safety barrier restricting vehicle access: subject to detailed design
- Pedestrian crossing
- Speed bump
- SLOW**
 Road markings
- Retained building, road, walkway
- Pedestrian barriers/balustrades
- - - Line of new front elevation
- - - Existing gas main
- Retained existing trees
- Pedestrian walkway in parking area
- Flagpole
- Proposed new trees
- - - MOB demolition line
- Yellow box junction



PL1	Issued for Planning	11.10.2019	NA	GW
REV	NOTES	DATE	BY	AUTH

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Planning

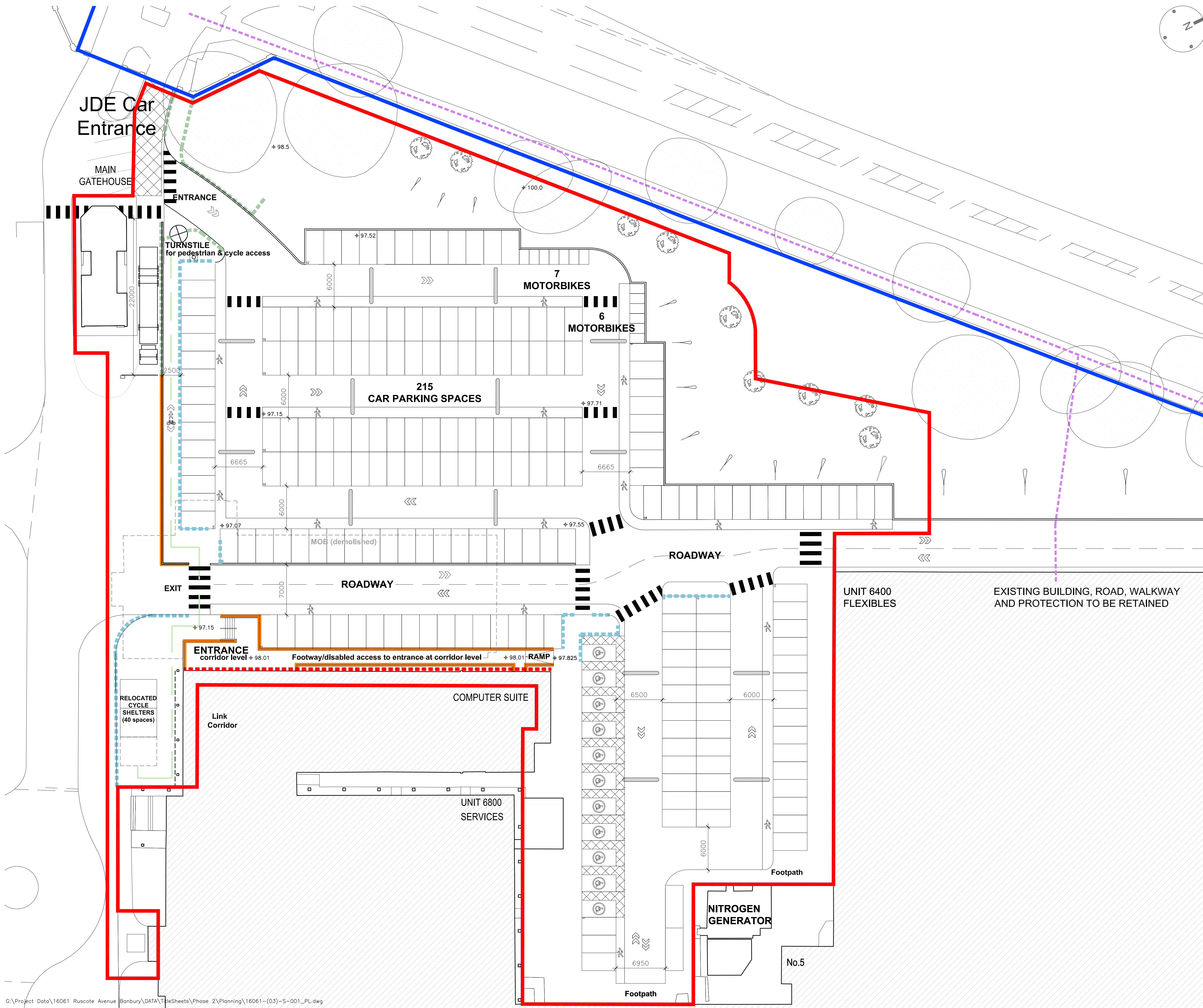
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Proposed Block Plan of Site

PROJECT
Ruscote Avenue, Banbury

SCALE AT A1: 1:250	SCALE AT A3: 1:500
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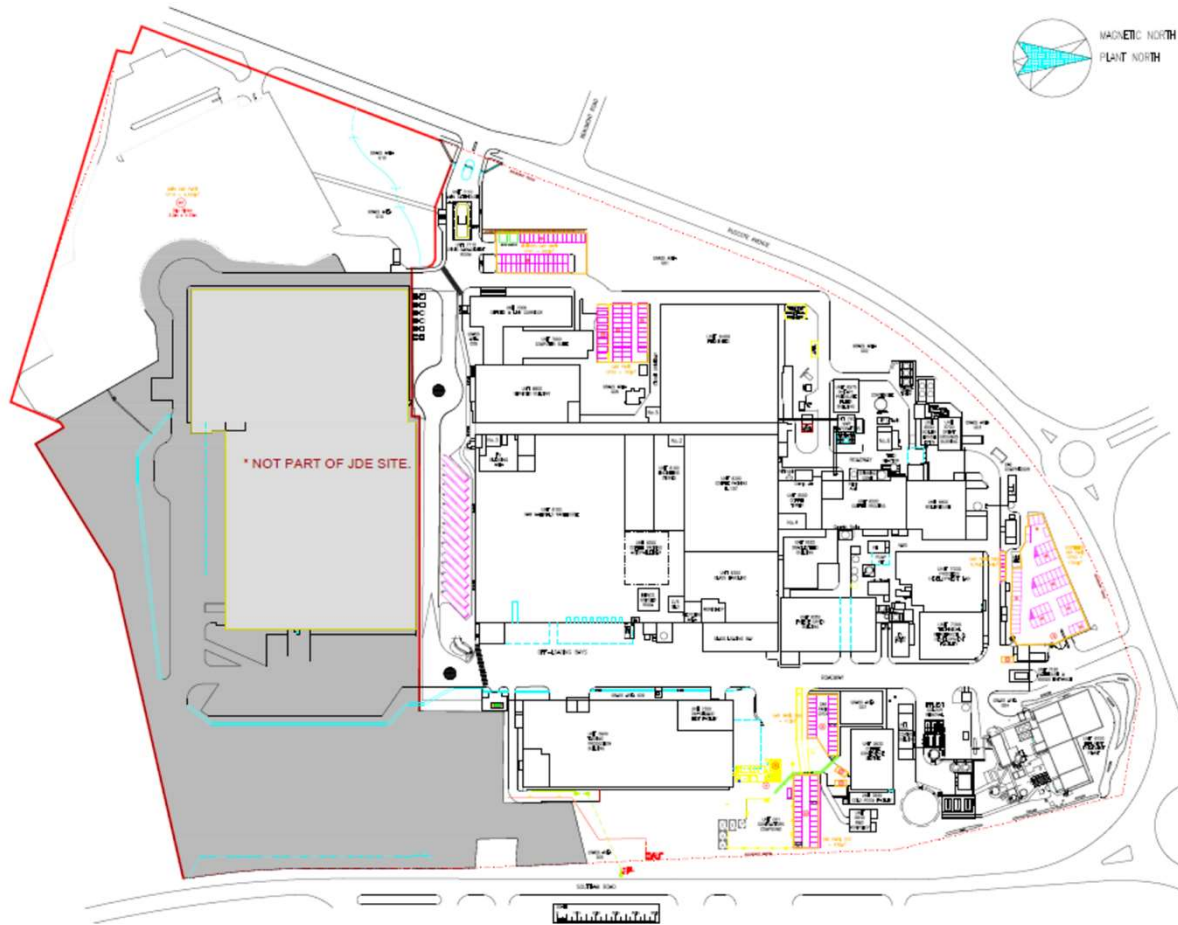
JOB NO. 16061	DRAWING (03)-S-001	REV PL1
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Appendix B

JDE Banbury Sitewide Parking 2019



TOTAL	468
MAIN	257
VISITORS	44
OVERFLOW	28
O'FL DISABLED	7
Σ -South CPs	336
R&D MAIN	65
R&D On Site	29
CCC	26
R&D DISABLED	3
ADI	8
OTHER	1 (Kitch Del.)



Windrush Kites

CLEAN

Argos Banbury Cross

Pizza Hut Restaurants

Marks & Spencer
Bradwell Abbey Milton...

A a C Cyroma

Eden Vauxhall-Banbury

Ruscote Ave

Ruscote Ave

Ruscote Ave

Henner Way

Ace Taxis Banbury

McDonald's

Kannegiesser

Evans Halshaw
Citroen Banbury

Ruscote Arcade
Post Office

Louwe Egberts

Wickes

ALDI

Bristol Street Motors
Peugeot Banbury

G B FleetCare

Play Park

Ruscote Ave

C A R Motor Services

Wernick Group

Musketeer

JACOBS DOUWE
EGBERTS (JDE)

The Kenco
Coffee Company

C A R Motor Services

Wernick Group

Car Medics

Waitrose & Partners

Halfords - Banbury Store

Tile Giant

B&Q Banbury

Edd Fam

Map

Google

CAR PARK ACCUMULATION



JOB REF: 24101

JOB NAME: BANBURY

SITE: 1

DATE: 03/04/2019

LOCATION: A422 RUSCOTE AVENUE (NE) / DOUWE EGBERTS DAY: WEDNESDAY
In At Start 74

TIME	CAR PARK		ACC
	IN	OUT	
06:00	4	13	65
06:15	21	2	84
06:30	19	3	100
06:45	8	0	108
07:00	9	17	100
07:15	6	4	102
07:30	13	0	115
07:45	24	0	139
08:00	18	2	155
08:15	14	0	169
08:30	4	0	173
08:45	4	0	177
09:00	2	0	179
09:15	1	0	180
09:30	2	0	182
09:45	2	1	183
10:00	0	1	182
10:15	1	0	183
10:30	2	1	184
10:45	2	0	186
11:00	0	1	185
11:15	0	0	185
11:30	1	2	184
11:45	2	1	185
12:00	0	1	184
12:15	1	4	181
12:30	0	2	179
12:45	2	1	180
13:00	3	3	180
13:15	9	0	189
13:30	14	2	201
13:45	2	2	201
14:00	0	27	174
14:15	0	13	161
14:30	1	3	159
14:45	0	3	156
15:00	0	6	150
15:15	3	7	146
15:30	0	4	142
15:45	2	6	138
16:00	0	28	110
16:15	0	14	96
16:30	1	13	84
16:45	0	10	74
17:00	2	11	65
17:15	0	8	57
17:30	0	4	53
17:45	3	1	55
P/TOT	202	221	

Total No. Spaces: 320 Marked Spaces & Approx. 30 Unmarked Spaces
Max Capacity: 201

CAR PARK ACCUMULATION



JOB REF: 24101

JOB NAME: BANBURY

SITE: 2

DATE: 03/04/2019

LOCATION: A422 RUSCOTE AVENUE (NE) / DOUWE EGBERTS DAY: WEDNESDAY
In At Start 5

TIME	CAR PARK		ACC
	IN	OUT	
06:00	0	0	5
06:15	3	1	7
06:30	1	0	8
06:45	2	1	9
07:00	2	0	11
07:15	1	0	12
07:30	3	2	13
07:45	3	0	16
08:00	0	2	14
08:15	0	0	14
08:30	2	0	16
08:45	2	2	16
09:00	0	0	16
09:15	1	0	17
09:30	3	1	19
09:45	1	1	19
10:00	2	0	21
10:15	2	1	22
10:30	2	2	22
10:45	3	3	22
11:00	0	1	21
11:15	0	2	19
11:30	0	0	19
11:45	3	1	21
12:00	2	1	22
12:15	1	5	18
12:30	1	2	17
12:45	2	4	15
13:00	4	1	18
13:15	0	0	18
13:30	0	2	16
13:45	2	0	18
14:00	3	3	18
14:15	3	3	18
14:30	0	2	16
14:45	0	0	16
15:00	1	2	15
15:15	2	2	15
15:30	0	1	14
15:45	1	2	13
16:00	3	3	13
16:15	1	0	14
16:30	1	3	12
16:45	1	1	12
17:00	0	1	11
17:15	1	1	11
17:30	0	1	10
17:45	2	0	12
P/TOT	67	60	

Total No. Spaces: 43 Marked Spaces
Max Capacity: 22

CAR PARK ACCUMULATION



JOB REF: 24101

JOB NAME: BANBURY

SITE: 3

DATE: 03/04/2019

LOCATION: A422 RUSCOTE AVENUE (E) / DOUWE EGBERTS S DAY: WEDNESDAY
In At Start 0

TIME	CAR PARK		ACC
	IN	OUT	
06:00	1	1	0
06:15	2	0	2
06:30	3	2	3
06:45	5	1	7
07:00	1	3	5
07:15	2	2	5
07:30	7	3	9
07:45	14	3	20
08:00	6	2	24
08:15	18	3	39
08:30	15	4	50
08:45	10	3	57
09:00	9	1	65
09:15	4	4	65
09:30	5	0	70
09:45	3	1	72
10:00	3	3	72
10:15	6	5	73
10:30	3	3	73
10:45	6	4	75
11:00	3	2	76
11:15	3	4	75
11:30	0	1	74
11:45	1	0	75
12:00	2	7	70
12:15	4	2	72
12:30	1	1	72
12:45	6	4	74
13:00	3	5	72
13:15	2	1	73
13:30	3	2	74
13:45	3	2	75
14:00	5	2	78
14:15	1	3	76
14:30	3	9	70
14:45	1	1	70
15:00	1	2	69
15:15	1	1	69
15:30	1	5	65
15:45	5	7	63
16:00	2	8	57
16:15	0	6	51
16:30	0	15	36
16:45	0	11	25
17:00	1	5	21
17:15	0	6	15
17:30	1	2	14
17:45	2	3	13
P/TOT	178	165	

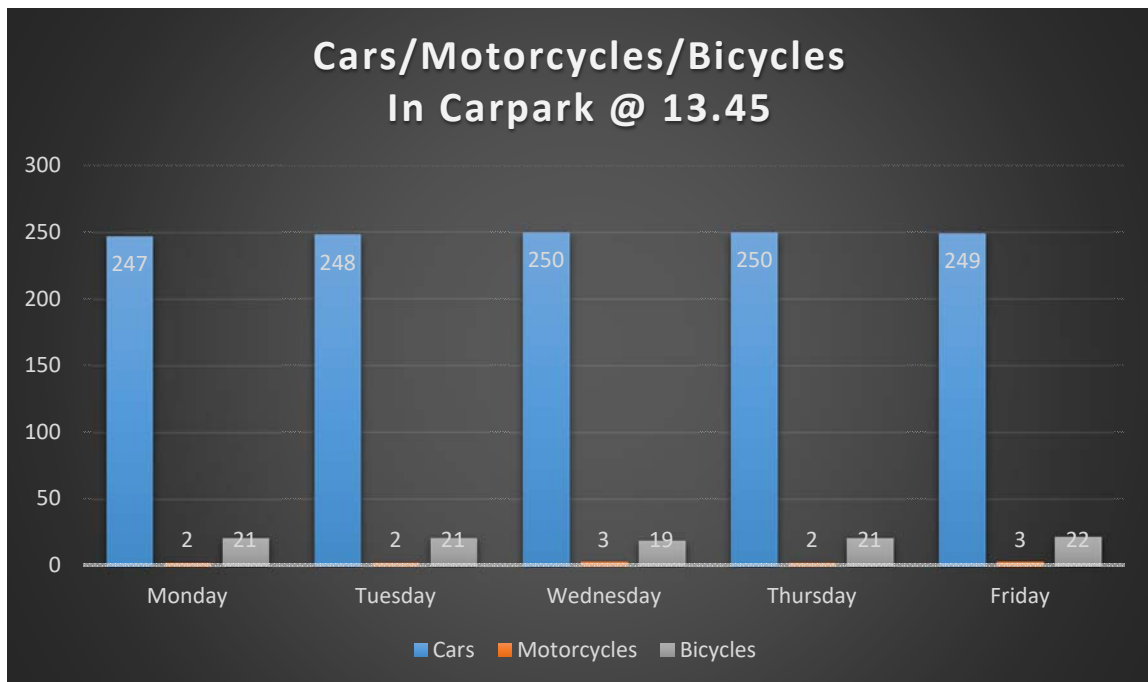
Total No. Spaces: 64 Marked Spaces
Max Capacity: 78

Average Vehicles Parked in Main Carpark

Monday 5th June – Friday 30th June 2017.



Monday 5th June – Friday 30th June 2017.



Appendix C

		How do you travel to work?						
	Postcode	Drive	Passenger in car	Bus	Train	Walk	Cycle	Other
1	OX161	1						
2	CV22 7	1						
3	OX15 6	1						
4	XO16 1					1		
5	CV23 9	1						
6	GL55 6	1						
7	OX16 4	1						
8	XO16 9	1						
9	NN11 4	1						
10	XO15 6	1						
11	CV47					1		
12	XO16 1	1						
13	XO16 9					1		
14	CV31	1						
15	CV31	1						
16	OX16	1						
17	OX15 4	1						
18	WV13 1	1						
19	OX17 2					1		
20	NN11 3	1						
21	OX15 4					1		
22	OX16 2					1		
23	OX16 1						1	
24	OX16 5	1						
25	OX14 4	1						
26	OX16	1						
27	LE9	1						
28	OX16 4	1						
29	OX16 9	1						
30	OX16 9	1						
31	OX17 2	1						

		How do you travel to work?						
	Postcode	Drive	Passenger in car	Bus	Train	Walk	Cycle	Other
32	OX26 2					1		
33	OX16 0	1						
34	OX15 5	1						
35	OX16 1	1						
36	OX16 0	1						
37	RG19	1						
38	NN13 5	1						
39	NN12 6	1						
40	OX16 9	1						
41	OX16 9						1	
42	MK4	1						
43	OX16 5	1						
44	OX16 0	1						
45	CV6 7	1						
46	OX16	1						
47	NN11 7	1						
48	OX16					1		
49	OX5					1		
50	GL51 3					1		
51	CV8 2					1		
52	OX17 2	1						
53	OX16	1						
54	OX16 0	1						
55	OX16 1	1						
56	MK18 4					1		
57	OX16 3		1					
58	OX15 0						1	
59	OX16 0						1	
60	CV36 4					1		
61	OX15 4	1						
62	NN13 6		1					

		How do you travel to work?						
	Postcode	Drive	Passenger in car	Bus	Train	Walk	Cycle	Other
63	OX16 3	1						
64	OX16 1	1						
65	CV34 5					1		
66	WR3 8	1						
67	NN11 3	1						
68	OX18 2	1						
69	OX16 1	1						
70	OX16 9	1						
71	OX15 4	1						
72	OX7 5	1						
73	CV3 6	1						
74	OX17 1	1						
75	OX26 3	1						
76	OX15 4	1						
77	CV37 0	1						
78	OX16 5	1						
79	OX15 4	1						
80	OX16 1	1						
81	OX16 1	1						
82	B31 1	1						
83	CV22 7	1						
84	OX16 9	1						
85	OX15 6	1						
86	OX16 1					1		
87	OX29 7	1						
88	OX16	1						
89	OX16	1						
90	OX16	1						
91	OX15	1						
92	GL54					1		
93	OX16	No response						

		How do you travel to work?						
	Postcode	Drive	Passenger in car	Bus	Train	Walk	Cycle	Other
94	OX17	1						
95	OX16	1						
96	OX16	1						
97	OX16	1						
98	OX16						1	
99	OX16	1						
100	OX16					1		
101	OX16							1
102	NN13		1					
103	OX17	1						
104	OX16	1						
105	OX16	1						
106	OX16	1						
107	OX16	1						
108	OX16	1						
109	NN11					1		
110	CV4	1						
111	WR11	1						
112	SL7		1					
113	B33	1						
114	OX17	1						
115	OX16	1						
116	OX16	1						
117	OX15	1						
118	OX15	1						
119	OX15					1		
120	OX17	1						
121	OX7	1						
122	OX15	1						
123	OX16	1						
124	B91	1						

		How do you travel to work?						
	Postcode	Drive	Passenger in car	Bus	Train	Walk	Cycle	Other
125	OX17	1						
126	NN6	1						
127	OX7					1		
128	OX15	1						
129	OX17	1						
130	OX15					1		
131	OX16						1	
132	OX16	1						
133	OX16	1						
134	OX16	1						
135	OX17	1						
136	OX16	1						
137	OX16	1						
138	NN11	1						
139	OX16					1		
140	OX16					1		
141	OX16	1						
142	OX16	1						
143	OX16						1	
144	OX16					1		
145	OX15	1						
146	NN13	1						
147	OX16	1						
148	OX15						1	
149	OX26						1	
150	OX25	1						
151	OX16	1						
152	CV47						1	
153	OX15	1						
154	OX15	1						
		114	4	0	0	24	10	1

		How do you travel to work?						
	Postcode	Drive	Passenger in car	Bus	Train	Walk	Cycle	Other
		74.0	2.6	0.0	0.0	15.6	6.5	0.6
		Drive	Passenger in car	Bus	Train	Walk	Cycle	Other

Appendix D

Calculation Reference: AUDIT-623801-190427-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HM HAMMERSMITH AND FULHAM	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	3 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CO CONWY	1 days
	MT MERTHYR TYDFIL	1 days
	PS POWYS	1 days
	SW SWANSEA	2 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	RO ROSCOMMON	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

Secondary 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: 2000 to 7200 (units: sqm)
 Range Selected by User: 2000 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 20/06/18

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	7 days
Tuesday	6 days
Wednesday	8 days
Thursday	7 days
Friday	4 days

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

Selected survey types:

Manual count	32 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 undertaken using machines.

Selected Locations:

Town Centre	8
Edge of Town Centre	15
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

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	2
Commercial Zone	7
Development Zone	3
Residential Zone	2
Built-Up Zone	15
Out of Town	1
No Sub Category	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:

A1	2 days
B1	30 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	7 days
10,001 to 15,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	10 days
50,001 to 100,000	3 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	4 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	12 days
250,001 to 500,000	4 days
500,001 or More	5 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	14 days
1.1 to 1.5	17 days
1.6 to 2.0	1 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:

Yes	9 days
No	23 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	31 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET BRISTOL	PLANNING & ENGINEERING	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area: 5736 sqm <i>Survey date: FRIDAY 29/11/13</i>		<i>Survey Type: MANUAL</i>
2	CA-02-A-04 BRETTON WAY PETERBOROUGH	OFFICE	CAMBRI DGESHI RE
	Edge of Town Commercial Zone Total Gross floor area: 6483 sqm <i>Survey date: THURSDAY 20/10/11</i>		<i>Survey Type: MANUAL</i>
3	CA-02-A-06 LYNCH WOOD PETERBOROUGH	OFFICES	CAMBRI DGESHI RE
	Edge of Town Commercial Zone Total Gross floor area: 4040 sqm <i>Survey date: WEDNESDAY 19/10/16</i>		<i>Survey Type: MANUAL</i>
4	CO-02-A-01 NARROW LANE LLANDUDNO JUNCTION	GOVERNMENT OFFICES	CONWY
	Edge of Town Commercial Zone Total Gross floor area: 6186 sqm <i>Survey date: WEDNESDAY 28/03/17</i>		<i>Survey Type: MANUAL</i>
5	CS-02-A-02 QUAY STREET SLIGO	COUNCIL OFFICE	SLIGO
	Town Centre Built-Up Zone Total Gross floor area: 2750 sqm <i>Survey date: FRIDAY 01/11/13</i>		<i>Survey Type: MANUAL</i>
6	DH-02-A-02 DURHAM ROAD NEAR DURHAM BOWBURN	CONSTRUCTION COMPANY	DURHAM
	Edge of Town Industrial Zone Total Gross floor area: 2000 sqm <i>Survey date: TUESDAY 27/11/12</i>		<i>Survey Type: MANUAL</i>
7	DL-02-A-07 BELGARD SQUARE EAST DUBLIN TALLAGHT	OFFICES	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 3230 sqm <i>Survey date: WEDNESDAY 20/06/18</i>		<i>Survey Type: MANUAL</i>
8	DU-02-A-01 GREENMARKET DUNDEE	OFFICES	DUNDEE CITY
	Edge of Town Centre Development Zone Total Gross floor area: 3200 sqm <i>Survey date: THURSDAY 27/04/17</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES	CITY OF EDINBURGH
	Town Centre Built-Up Zone Total Gross floor area:	4500 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>16/03/16</i>	<i>Survey Type: MANUAL</i>
10	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:	3640 sqm	
	<i>Survey date: THURSDAY</i>	<i>26/11/15</i>	<i>Survey Type: MANUAL</i>
11	GM-02-A-07 MOSELEY STREET MANCHESTER	LAW OFFICES	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	4200 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>19/10/11</i>	<i>Survey Type: MANUAL</i>
12	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area:	3960 sqm	
	<i>Survey date: MONDAY</i>	<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
13	GM-02-A-09 NEW MOUNT STREET MANCHESTER	LEASED OFFICES	GREATER MANCHESTER
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2500 sqm	
	<i>Survey date: MONDAY</i>	<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
14	HF-02-A-04 STATION WAY ST ALBANS	OFFICES	HERTFORDSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:	5000 sqm	
	<i>Survey date: THURSDAY</i>	<i>02/10/14</i>	<i>Survey Type: MANUAL</i>
15	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	<i>Survey date: MONDAY</i>	<i>13/11/17</i>	<i>Survey Type: MANUAL</i>
16	KC-02-A-07 KAVELIN WAY ASHFORD HENWOOD IND. ESTATE	KCC HIGHWAYS REG.	KENT
	Edge of Town Commercial Zone Total Gross floor area:	2525 sqm	
	<i>Survey date: MONDAY</i>	<i>05/12/11</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	KC-02-A-08 ST MICHAEL'S CLOSE AYLESFORD CLAY WOOD Edge of Town Industrial Zone Total Gross floor area: <i>Survey date: MONDAY</i>	KCC HIGHWAYS REG. OFFICE 3168 sqm 28/11/11	KENT <i>Survey Type: MANUAL</i>
18	KC-02-A-10 SANDLING ROAD MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	COUNCIL OFFICES 2900 sqm 19/10/11	KENT <i>Survey Type: MANUAL</i>
19	LC-02-A-09 FURTHERGATE BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	OFFICES 2600 sqm 04/06/13	LANCASHIRE <i>Survey Type: MANUAL</i>
20	LE-02-A-04 BURTON STREET MELTON MOWBRAY Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	COUNCIL OFFICES 3981 sqm 30/11/16	LEICESTERSHIRE <i>Survey Type: MANUAL</i>
21	MG-02-A-02 ARMAGH ROAD MONAGHAN Edge of Town Out of Town Total Gross floor area: <i>Survey date: WEDNESDAY</i>	OFFICES 3205 sqm 16/11/16	MONAGHAN <i>Survey Type: MANUAL</i>
22	MT-02-A-02 CASTLE STREET MERTHYR TYDFIL Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	COUNCIL OFFICES 5250 sqm 17/10/13	MERTHYR TYDFIL <i>Survey Type: MANUAL</i>
23	NF-02-A-03 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	OFFICES 5500 sqm 12/09/17	NORFOLK <i>Survey Type: MANUAL</i>
24	PS-02-A-01 SEVERN ROAD WELSHPOOL Edge of Town Centre No Sub Category Total Gross floor area: <i>Survey date: TUESDAY</i>	COUNCIL OFFICES 3920 sqm 12/05/15	POWYS <i>Survey Type: MANUAL</i>
25	RO-02-A-02 GOLF LINKS ROAD ROSCOMMON ARDSALLAGH BEG Edge of Town Centre Residential Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	GOVERNMENT OFFICES 7200 sqm 23/09/14	ROSCOMMON <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

26	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		6505 sqm	
	<i>Survey date: FRIDAY</i>		<i>19/07/13</i>	<i>Survey Type: MANUAL</i>
27	SO-02-A-02 BATH ROAD SLOUGH	COUNCIL OFFICES		SLOUGH
	Edge of Town Centre Built-Up Zone Total Gross floor area:		5050 sqm	
	<i>Survey date: THURSDAY</i>		<i>27/02/14</i>	<i>Survey Type: MANUAL</i>
28	SW-02-A-01 LANGDON ROAD SWANSEA	OFFICES		SWANSEA
	Edge of Town Centre Development Zone Total Gross floor area:		6630 sqm	
	<i>Survey date: FRIDAY</i>		<i>25/10/13</i>	<i>Survey Type: MANUAL</i>
29	SW-02-A-02 KINGS ROAD SWANSEA	OFFICE		SWANSEA
	Edge of Town Centre Development Zone Total Gross floor area:		2225 sqm	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
30	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES		TEES VALLEY
	Town Centre Commercial Zone Total Gross floor area:		3950 sqm	
	<i>Survey date: TUESDAY</i>		<i>08/10/13</i>	<i>Survey Type: MANUAL</i>
31	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area:		2090 sqm	
	<i>Survey date: MONDAY</i>		<i>13/06/16</i>	<i>Survey Type: MANUAL</i>
32	WO-02-A-02 MOOR STREET WORCESTER CITY COUNCIL	OFFICE		WORCESTERSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2000 sqm	
	<i>Survey date: MONDAY</i>		<i>14/11/16</i>	<i>Survey Type: MANUAL</i>

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/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00									
07:00 - 08:00	32	4005	0.705	32	4005	0.102	32	4005	0.807
08:00 - 09:00	32	4005	1.671	32	4005	0.207	32	4005	1.878
09:00 - 10:00	32	4005	0.988	32	4005	0.283	32	4005	1.271
10:00 - 11:00	32	4005	0.362	32	4005	0.263	32	4005	0.625
11:00 - 12:00	32	4005	0.293	32	4005	0.250	32	4005	0.543
12:00 - 13:00	32	4005	0.358	32	4005	0.435	32	4005	0.793
13:00 - 14:00	32	4005	0.419	32	4005	0.403	32	4005	0.822
14:00 - 15:00	32	4005	0.308	32	4005	0.350	32	4005	0.658
15:00 - 16:00	32	4005	0.218	32	4005	0.370	32	4005	0.588
16:00 - 17:00	32	4005	0.207	32	4005	0.935	32	4005	1.142
17:00 - 18:00	32	4005	0.134	32	4005	1.391	32	4005	1.525
18:00 - 19:00	32	4005	0.047	32	4005	0.555	32	4005	0.602
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.710			5.544			11.254

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

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

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Parameter summary

Trip rate parameter range selected:	2000 - 7200 (units: sqm)
Survey date date range:	01/01/11 - 20/06/18
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXI S

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00									
07:00 - 08:00	32	4005	0.008	32	4005	0.008	32	4005	0.016
08:00 - 09:00	32	4005	0.015	32	4005	0.013	32	4005	0.028
09:00 - 10:00	32	4005	0.016	32	4005	0.017	32	4005	0.033
10:00 - 11:00	32	4005	0.010	32	4005	0.011	32	4005	0.021
11:00 - 12:00	32	4005	0.011	32	4005	0.010	32	4005	0.021
12:00 - 13:00	32	4005	0.006	32	4005	0.007	32	4005	0.013
13:00 - 14:00	32	4005	0.009	32	4005	0.009	32	4005	0.018
14:00 - 15:00	32	4005	0.005	32	4005	0.005	32	4005	0.010
15:00 - 16:00	32	4005	0.007	32	4005	0.007	32	4005	0.014
16:00 - 17:00	32	4005	0.009	32	4005	0.009	32	4005	0.018
17:00 - 18:00	32	4005	0.013	32	4005	0.012	32	4005	0.025
18:00 - 19:00	32	4005	0.004	32	4005	0.004	32	4005	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.112			0.225

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00									
07:00 - 08:00	32	4005	0.003	32	4005	0.002	32	4005	0.005
08:00 - 09:00	32	4005	0.003	32	4005	0.002	32	4005	0.005
09:00 - 10:00	32	4005	0.005	32	4005	0.005	32	4005	0.010
10:00 - 11:00	32	4005	0.005	32	4005	0.005	32	4005	0.010
11:00 - 12:00	32	4005	0.005	32	4005	0.006	32	4005	0.011
12:00 - 13:00	32	4005	0.001	32	4005	0.000	32	4005	0.001
13:00 - 14:00	32	4005	0.001	32	4005	0.002	32	4005	0.003
14:00 - 15:00	32	4005	0.003	32	4005	0.003	32	4005	0.006
15:00 - 16:00	32	4005	0.008	32	4005	0.005	32	4005	0.013
16:00 - 17:00	32	4005	0.005	32	4005	0.005	32	4005	0.010
17:00 - 18:00	32	4005	0.001	32	4005	0.004	32	4005	0.005
18:00 - 19:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00									
07:00 - 08:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
08:00 - 09:00	32	4005	0.002	32	4005	0.000	32	4005	0.002
09:00 - 10:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
10:00 - 11:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
11:00 - 12:00	32	4005	0.001	32	4005	0.001	32	4005	0.002
12:00 - 13:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
13:00 - 14:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
14:00 - 15:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
15:00 - 16:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
16:00 - 17:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
17:00 - 18:00	32	4005	0.000	32	4005	0.001	32	4005	0.001
18:00 - 19:00	32	4005	0.000	32	4005	0.000	32	4005	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.002			0.005

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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									
06:00 - 07:00									
07:00 - 08:00	32	4005	0.012	32	4005	0.002	32	4005	0.014
08:00 - 09:00	32	4005	0.066	32	4005	0.000	32	4005	0.066
09:00 - 10:00	32	4005	0.030	32	4005	0.000	32	4005	0.030
10:00 - 11:00	32	4005	0.015	32	4005	0.008	32	4005	0.023
11:00 - 12:00	32	4005	0.011	32	4005	0.009	32	4005	0.020
12:00 - 13:00	32	4005	0.006	32	4005	0.010	32	4005	0.016
13:00 - 14:00	32	4005	0.007	32	4005	0.007	32	4005	0.014
14:00 - 15:00	32	4005	0.002	32	4005	0.007	32	4005	0.009
15:00 - 16:00	32	4005	0.007	32	4005	0.012	32	4005	0.019
16:00 - 17:00	32	4005	0.004	32	4005	0.020	32	4005	0.024
17:00 - 18:00	32	4005	0.001	32	4005	0.059	32	4005	0.060
18:00 - 19:00	32	4005	0.002	32	4005	0.023	32	4005	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.163			0.157			0.320

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.*