Site 3 – Proposed Drive Thru, Jacobs Douwe Egberts, Banbury

Transport Statement

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Transport Statement

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Prepared for:

Paloma Capital

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) have been commissioned by Paloma Capital to prepare a Transport Statement (TS) to support a full planning application for the "*erection of a drive-thru café within Use Class E; together with associated car parking, servicing and access; landscaping and all associated works*". A plan showing the proposed site layout is attached as **Appendix A**.

1.2 The application site is located circa 1 mile north east of Banbury Town Centre and forms part of the wider Jacob Douwe Egberts (JDE) site, located on Ruscote Avenue.

1.3 The overall scheme involved the change of use of an existing warehouse unit to B1c/B2/B8 and the creation of a new access onto Southam Road. That application was consented under reference 18/0126 and was supported by a Transport Assessment prepared by DTA (Ref: 19519-01c). That building previously formed part of the JDE operations and was served by the main JDE car park. The building now has its own access and car parking which is separate from the JDE operations completely.

1.4 This application is submitted concurrently and is linked with two further applications, one on the existing JDE car park which adjoins this site (Site 4- van storage facility) and the second for the erection of a surface car park to provide replacement employee parking for JDE (Site 2- Replacement Car Park Application) on JDE land to the north, which is to provide replacement car parking following the demolition of an existing vacant office building. This replacement car park is intended to accommodate parking spaces lost due to the two applications proposed on the existing car park.

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.

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.

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

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

Paras 104 and 105

2.1.3 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)

2.1.4 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

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.

Cherwell Local Plan (2011-2031)

2.2.4 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."*

3.0 EXISTING CONDITIONS

3.1 Site Description

3.1.1 The application site (Site 3) is located circa 1 mile northeast of Banbury Town Centre and currently forms part of the wider Jacob Douwe Egberts (JDE) site, located on Ruscote Avenue. It is an established industrial area, with excellent vehicular connections to the M40, via Hennef Way.

3.1.2 The site itself, currently forms part of an underutilised car park with 345 spaces, providing employee parking for JDE. It comprises an area of hard standing with spaces demarcated and access taken directly from Ruscote Avenue. The site is secured with perimeter fencing and a controlled entrance barrier, and there are a number of mature trees on the boundaries.

3.1.3 To the east of the site is a former JDE warehouse (Site 1) which has recently been refurbished and is being actively marketed, and to the northeast, is the main JDE site. The area to the north is predominantly industrial in nature, albeit with an Aldi supermarket located directly opposite. To the south and southwest of the site is residential, characterised by 2 storey semi-detached houses with a pedestrian footpath located along the southwestern boundary and a cemetery to the southeast.

3.2 Existing Highway Network

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

3.3.1 Detailed PIC data recorded within the area surrounding the proposed development site has been obtained from Oxfordshire County Council for the most recent 5-year period (01/01/2014-21/07/2021). The full data output including a PIC location map can be found attached as **Appendix B.**

3.3.2 The data demonstrates that there have been 33 total PIC incidents within the area studied, 14 of these PICs have occurred along the A422 Ruscote Avenue which fronts the site. The 14 PICs along the A422 Ruscote Avenue are comprised of 10 'slight' PICs and 4 'serious' PICs; it is these 4 serious PICs which have been assessed further.

3.3.3 The first 'serious' PIC along Ruscote Avenue occurred on 19/12/2015 approximately 50m north east of the junction with Beaumont Road. The incident involved a car which failed to slow for queuing traffic ahead and hit another car which in turn hit another car.

3.3.4 The second 'serious' PIC along Ruscote Avenue occurred on 24/01/2016 approximately 80m north east of the junction with Beaumont Road. The incident involved a car travelling in wet conditions failing to stop and colliding with queuing traffic.

3.3.5 The third 'serious' PIC along Ruscote Avenue occurred on 05/04/2018 approximately 75m north east of the junction with Longelands Way. The incident involved a car colliding with an 'intoxicated' pedestrian who walked into the carriageway.

3.3.6 The fourth 'serious' PIC along Ruscote Avenue occurred on 20/08/2020 at the A422 Ruscote Avenue/ Lockheed Close junction. The incident involved a car existing the roundabout and when pedestrian crossing with bike between cars was hit.

3.3.7 Three further 'serious' incidents occurred further from the site at the southern Ruscote Avenue/ Longelands Way roundabout junction, and north at the Ruscote Avenue/ Southam Road/ Hennef Way roundabout junction. The remaining 7 PICs have all been

classified as 'slight' in severity, there have been no 'fatal' PICs recorded within the study area.

3.3.8 Review of this PIC data suggests that none of the recorded incidents relate to or arise from deficiencies in respect to the highway layout. On this basis, there are no specific mitigation measures required to address road safety.

3.4 Foot and Cycle Provision

3.4.1 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.

3.5 Public Transport Provision

3.5.1 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

3.5.2 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.

4.0 DEVELOPMENT PROPOSALS

4.1 Description of Development

4.1.1 The proposals comprise of a Starbucks Drive-Thru Café falling within use Class E (total GIA: 204m2), car parking (27 standard and 2 disabled) and cycle parking.

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 right hand turn lane travelling east-bound and direct access west-bound. 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 This is shown on the site layout plan attached as **Appendix A**.

4.4 Delivery and Servicing

4.4.1 The maximum design vehicle for the drive through is a large 3 axle rigid vehicle. The tracking assessment for a refuse vehicle and rigid truck are shown at **Appendix C**.

4.5 Car Parking

4.5.1 Car parking standards are provided in the Parking Standards (2016), which provides guidance on the level of parking required within each use class. The standards for A3 is one space per 5 sqm of public accessible floor area.

4.5.2 The proposals provide 29 spaces (27 standard and 2 accessible).

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. It is considered in the context of Site 2 proposals as well which will necessarily have been approved before this scheme can be implemented.

5.1.2 As set out above, the proposals for Site 2 involve the relocation of an existing car park and therefore will not in themselves generate additional traffic movements. It will however result in the relocation of movements from the existing car park access to the main access located to the north. The removal of the office building as part of the Site 2 proposals (which extends to some 4,415 sqm), will also result in a reduction in traffic.

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

5.2 Previous Traffic Generation

5.2.1 As set out in Para 5.1.2 above, the combined Site 3 and Site 4 will result in the relocation of parking within the wider JDE site and the demolition of office accommodation. To estimate the vehicle trip generation associated with the office building, 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 2** and the full TRICS outputs are attached as **Appendix D**.

Table 2 – 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

5.3 Proposed Use Traffic Generation

5.3.1 The traffic generation of the drive through element has been based on the Drive through category (as set out in **Appendix E**) and is summarised below in **Table 3**.

Table 3 – Drive Through Traffic Generation

	Trip Rate			Trips		
	In	Out	Total	In	Out	Total
AM Peak	8.18	8.62	16.80	18	19	38
Pm Peak	8.53	9.69	18.22	19	22	41
12 Hour	108.53	108.44	216.98	243	243	486
24 Hour	139.76	140.48	280.24	313	315	628

5.3.2 Of these a significant proportion, if not all, will be pass by trips. For robustness it is assumed that 5% are new to the wider network. Data from Costa Coffee in Banbury (**Appendix E**) suggests the figure is closer to 1% so this is robust.

5.3.3 The resulting new trips on the network are thus:

Table 4 – Drive Through New Traffic

	Trips		
	In	Out	Total
AM Peak	1	1	2
Pm Peak	1	1	2
12 Hour	12	12	24
24 Hour	16	16	31

5.4 Traffic Impact

5.4.1 The forecast net traffic generation associated with the proposed development when considered against the removal of the B1 offices in arising from Site 2 (Table 2 – Table 4) is set out below.

Table 5 –Net Traffic Generation Change on Wider Network

	In	Out	Total
AM Peak	-73	-8	-81
PM Peak	-5	-60	-65
12 Hour	-240	-233	-473
24 Hour	-287	-278	-565

5.4.2 The above analysis demonstrates that the development proposals would result in a significant reduction in traffic when compared with the extant wider use of the site in combination with the Site 2 application for the demolition of the offices and replacement car park.

5.4.3 Even when not allowing for the discounts discussed above, the level of traffic generated by the development scheme would not be material at between 38 & 41 two-way vehicle trips at peak times. Consequently, the impact of the scheme in terms of the operation of the local highway network would not be significant. No wider assessment of impacts is thus warranted.

5.5 Junction Operation

5.5.1 Notwithstanding that, the site access has been modelled using Junctions 9 for the total development flows as set out in **Table 7**. This modelling is provided at **Appendix F**. It confirms the junction will operate well within capacity.

5.6 Impact on Relocation of JDE Car Parking

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

Table 6 – 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

5.6.2 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. Surveys by JDE in June 2017 (**Appendix G**) confirmed overall demand to be slightly lower at around 250 vehicles.

5.6.3 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.

5.6.4 That area previously also accommodated parking demand generated from the Banbury 200 consent 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 Site 2 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.

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

Table 7 – Proposed Car Parking Provision

	Capacity
Southern Main Car Park (Site 3)	0
Central Access (Site 2)	215
Northern Service Access (unchanged)	131
Total	346

5.6.6 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.

5.6.7 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 8**. The full survey outputs are attached at **Appendix H**.

Table 8 – 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

5.6.8 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.

6.0 CONCLUSIONS

6.1 David Tucker Associates was commissioned by Paloma Capital to prepare a Transport Statement to support a full planning application for the erection of a drive-thru café within Use Class E; together with associated car parking, servicing and access; landscaping and all associated works.

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.

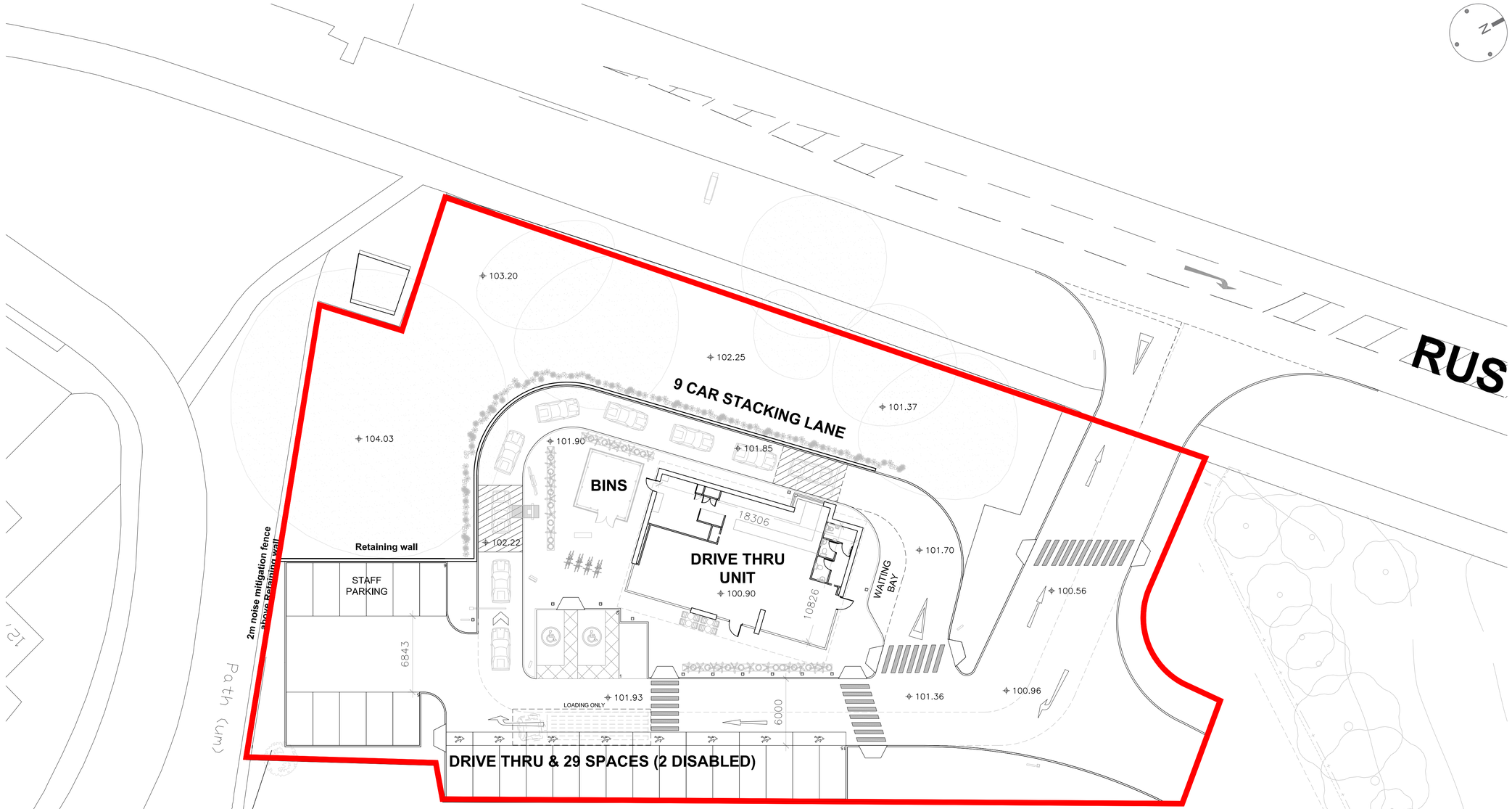
6.3 A review of the most recent five year personal injury collision data for the adjacent highway network has been undertaken and does not highlight any existing safety issues that would need to be mitigated as part of the development proposals.

6.4 The Transport Assessment demonstrates that sufficient car parking would be provided on site to accommodate forecast demand.

6.5 A review of the likely future traffic generation has been undertaken and demonstrates that the removal of office building (Site 2) will reduce the potential traffic generation of the site by nearly 45 trips in the morning peak and 26 trips in the evening peak.

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

Key Plan

Notes

0 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000

SCALE BAR IN mm

REV	NOTES	DATE	BY	AUTH
PL5	Issued for Planning	11.11.21	SL	GW
PL4	Issued for Planning	03.11.21	SL	GW
PL3	Issued for Planning	11.08.21	SL	GW
PL2	Issued for Planning	27.07.21	SL	GW
PL1	Issued for Planning	14.07.21	SL	GW

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DRAWING STATUS
Planning

TITLE
Proposed Site Plan

PROJECT
Ruscote Avenue, Banbury - Phase 3

SCALE AT A1: 1:200
SCALE AT A3: N.T.S.

JOB NO. 16061
DRAWING (03)-S3-S-002
REV PL5

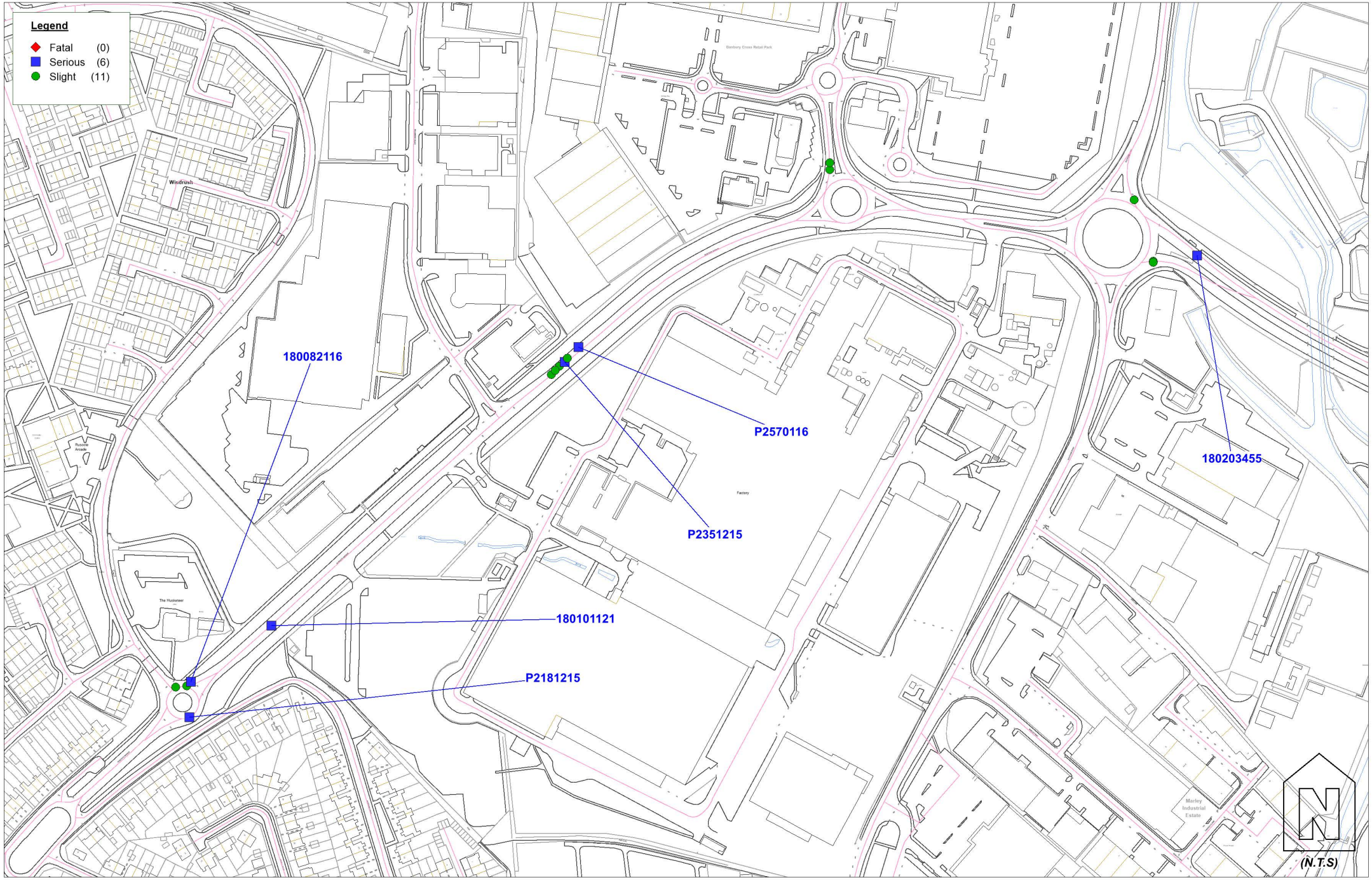
G:\Project Data\16061 Ruscote Avenue Banbury\DATA\TitleSheets\Phase 3 Planning\16061-(03)-S3-S-002_PL.dwg

Appendix B

ACCIDENT REQUEST - RUSCOTE AVENUE (BANBURY)

OXFORDSHIRE COUNTY COUNCIL - INFRASTRUCTURE OPERATIONS

Accidents between following dates:
01/01/2009 and 31/12/2018



OXFORDSHIRE COUNTY COUNCIL

Date drawn: 28/03/2019
Drawn by: CJM

Map centre:
easting. 445190, northing. 241639

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 08/03/2014 Time 1215 Slight at A422 RUSCOTE AVENUE APPROX 50M NE OF J/W BEAUMONT ROAD BANBURY

E: 445097 N: 241693 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Van or Goods 3.5 to	Moving from	S	to	NE	Going ahead other	On main carriageway	
Vehicle Reference 2	Car	Moving from	S	to	NE	Going ahead but held up	On main carriageway	

Casualty Reference:	1	Age:	71	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	2	Age:	38	Female	Passenger	Severity: Slight	Injured by vehicle: 2

Wednesday 16/04/2014 Time 1907 Slight at A422 RUSCOTE AVE AT RBT J/W LOCKHEED CLOSE BANBURY

E: 445295 N: 241837 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car	Moving from	S	to	N	Going ahead other	On main carriageway	
Vehicle Reference 2	Pedal Cycle	Moving from	E	to	W	Going ahead other	On main carriageway	

Casualty Reference:	1	Age:	26	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months
Selection: **Notes:**
Selected using Manual Selection

Thursday 28/08/2014 Time 1800 Slight at A422 RUSCOTE AVE RBT J/W LONGELANDES WAY BANBURY

E: 444816 N: 241458 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from N to NE Turning left On main carriageway
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 21/11/2014 Time 1610 Slight at LOCKHEED CLOSE RBT J/W A422 RUSCOTE AVENUE BANBURY

E: 445295 N: 241842 Junction Detail: Roundabout Control: Give way or controlled
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Motorcycle - unknow Moving from W to N Turning left On main carriageway
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 21/04/2015 Time 1820 Slight at A423 SOUTHAM RD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY

E: 445532 N: 241770 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway
Vehicle Reference 2 Car Moving from E to W Going ahead but held up On main carriageway
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 08/12/2015 Time 1145 Serious at A422 RUSCOTE AVE RBT J/W LONGELANDES WAY BANBURY

E: 444826 N: 241436 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway
Vehicle Reference 2 Motorcycle over 500 Moving from N to S Turning right On main carriageway
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Serious Injured by vehicle: 2

Saturday 19/12/2015 Time 1642 Serious at A422 RUSCOTE AVENUE APPROX 50M NE OF J/W BEAUMONT ROAD BANBURY

E: 445101 N: 241696 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway
Casualty Reference: 1 Age: 28 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway
Vehicle Reference 3 Car Moving from S to NE Stopping On main carriageway
Casualty Reference: 2 Age: 49 Female Passenger Severity: Serious Injured by vehicle: 3

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 17/01/2016 Time 1224 Slight at A422 RUSCOTE AVENUE APPROX 50M NE OF J/W BEAUMONT ROAD BANBURY

E: 445094 N: 241690 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

Vehicle Reference 2 Car Moving from S to NE Stopping On main carriageway

Vehicle Reference 3 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 42 Female Passenger Severity: Slight Injured by vehicle: 3

Casualty Reference: 2 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 3

Sunday 24/01/2016 Time 1137 Serious at A422 RUSCOTE AVENUE APPROX 80M NE OF J/W BEAUMONT ROAD BANBURY

E: 445111 N: 241707 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway

Casualty Reference: 1 Age: 82 Female Passenger Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 06/02/2016 Time 1305 Slight at A422 RUSCOTE AVENUE APPROX 50M NE OF J/W BEAUMONT ROAD BANBURY

E: 445091 N: 241687 Junction Detail: Not within 20m of j Control:
Fine with high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway

Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 2

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up On main carriageway

Friday 29/04/2016 Time 1445 Slight at A422 RUSCOTE AVENUE APPROX 60M NE OF J/W BEAUMONT ROAD BANBURY

E: 445103 N: 241699 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway

Vehicle Reference 2 Car Moving from S to NE Going ahead other On main carriageway

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 27/09/2016 Time 1800 Slight at A423 SOUTHAM ROAD RBT J/W A422 HENNEF WAT & RUSCOTE AVENUE BANBURY

E: 445518 N: 241815 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to E Turning left On main carriageway
Vehicle Reference 2 Car Moving from W to E Going ahead other On main carriageway
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 11/12/2016 Time 1602 Slight at A422 RUSCOTE AVE RBT J/W LONGELANDES WAY BANBURY

E: 444824 N: 241459 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping On main carriageway
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months

Selection:
Selected using Manual Selection

Notes:

Friday 10/03/2017 Time 1444 Serious at A422 RUSCOTE AVENUE RBT J/W LONGELANDES WAY BANBURY

E: 444827 N: 241462 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Pedal Cycle Moving from S to NE Going ahead other On main carriageway
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up On main carriageway

Thursday 05/04/2018 Time 0335 Serious at A422 RUSCOTE AVE APPROX 75M NE OF J/W LONGELANDES WAY BANBURY

E: 444886 N: 241503 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway
Casualty Reference: 1 Age: 37 Male Pedestrian Severity: Serious Injured by vehicle: 1

Wednesday 06/06/2018 Time 1838 Slight at A422 HENNEF WAY RBT J/W A361 SOUTHAM ROAD BANBURY

E: 445532 N: 241769 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway
Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to W Going ahead but held up On main carriageway

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months

Selection:
Selected using Manual Selection

Notes:

Thursday 28/06/2018 Time 0846 Serious at A422 HENNEF WAY RBT AT TOUCAN CROSSING 40M SE OF J/W A423 SOUTHAM ROAD BANBURY

E: 445564 N: 241774 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway

Casualty Reference: 1 Age: 31 Female Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months

Selection:
Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	4	8	12
2-wheeled motor vehicles	0	1	1	2
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	6	11	17

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	8	8
Passenger	0	2	4	6
Motorcycle rider	0	1	0	1
Cyclist	0	1	2	3
Pedestrian	0	2	0	2
Other	0	0	0	0
Total	0	6	14	20

Number of casualties meeting the criteria: **20**

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Sunday 17/01/2016 Time 1224 Slight at A422 RUSCOTE AVENUE APPROX 50M NE OF J/W BEAUMONT ROAD BANBURY
E: 445094 N: 241690 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Stopping
Vehicle Reference 3 Car Moving from S to NE Stopping

Casualty Reference: 1 Age: 42 Female Passenger Severity: Slight Injured by vehicle: 3
Casualty Reference: 2 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 3

Sunday 24/01/2016 Time 1137 Serious at A422 RUSCOTE AVENUE APPROX 80M NE OF J/W BEAUMONT ROAD BANBURY
E: 445111 N: 241707 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Car Moving from S to NE Stopping
Casualty Reference: 1 Age: 82 Female Passenger Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Saturday 06/02/2016 Time 1305 Slight at A422 RUSCOTE AVENUE APPROX 50M NE OF J/W BEAUMONT ROAD BANBURY
E: 445091 N: 241687 Junction Detail: 0 Control
Fine with high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 2
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Friday 29/04/2016 Time 1445 Slight at A422 RUSCOTE AVENUE APPROX 60M NE OF J/W BEAUMONT ROAD BANBURY
E: 445103 N: 241699 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 27/09/2016 Time 1800 Slight at A423 SOUTHAM ROAD RBT J/W A422 HENNEF WAT & RUSCOTE AVENUE BANBURY
E: 445518 N: 241815 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to E Turning left
Vehicle Reference 2 Car Moving from W to E Going ahead other
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Sunday 11/12/2016 Time 1602 Slight at A422 RUSCOTE AVE RBT J/W LONGELANDES WAY BANBURY
E: 444824 N: 241459 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Stopping
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2

Friday 10/03/2017 Time 1444 Serious at A422 RUSCOTE AVENUE RBT J/W LONGELANDES WAY BANBURY
E: 444827 N: 241462 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Pedal Cycle Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up

Thursday 05/04/2018 Time 0335 Serious at A422 RUSCOTE AVE APPROX 75M NE OF J/W LONGELANDES WAY BANBURY
E: 444886 N: 241503 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 37 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Wednesday 06/06/2018 Time 1838 Slight at A422 HENNEF WAY RBT J/W A361 SOUTHAM ROAD BANBURY
E: 445532 N: 241769 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from E to W Going ahead but held up

Thursday 28/06/2018 Time 0846 Serious at A422 HENNEF WAY RBT AT TOUCAN CROSSING 40M SE OF J/W A423 SOUTHAM ROAD BANBURY
E: 445564 N: 241774 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 31 Female Pedestrian Severity: Serious Injured by vehicle: 1

Monday 17/12/2018 Time 2030 Slight at A422 RUSCOTE AVENUE RBT J/W LONGELANDES WAY BANBURY
E: 444809 N: 241443 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to NE Going ahead other
Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from NE to N Turning right

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Friday 15/02/2019 Time 1253 Slight at A422 HENNEF WAY NWBOUND CWAY APPROX 100M SE OF RBT J/W A423 SOUTHAM ROAD BANBURY
E: 445621 N: 241720 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from SE to N Stopping

Vehicle Reference 2 Car Moving from SE to N Stopping

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 24/03/2019 Time 1856 Slight at A422 RUSCOTE AVENUE J/W BEAUMONT ROAD BANBURY
E: 445051 N: 241662 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from N to NE Waiting to turn left

Vehicle Reference 2 Car Moving from N to NE Waiting to turn left

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight Injured by vehicle: 2

Casualty Reference: 2 Age: 56 Female Passenger Severity: Slight Injured by vehicle: 2

Casualty Reference: 3 Age: 26 Female Passenger Severity: Slight Injured by vehicle: 2

Friday 21/06/2019 Time 1530 Slight at A422 RUSCOTE AVENUE APPROX 175M NE OF J/W BEAUMONT ROAD BANBURY
E: 445121 N: 241712 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Taxi/Private hire car Moving from S to NE Going ahead other

Vehicle Reference 2 Car Moving from S to NE Going ahead other

Casualty Reference: 1 Age: 17 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 28/11/2019 Time 0900 Slight at A361 SOUTHAM RD RBT J/W A422 RUSCOTE AVENUE & HENNEF WAY BANBURY
E: 445493 N: 241751 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to N Overtaking moving vehicle O/S
Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other
Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 05/12/2019 Time 0540 Slight at A422 RUSCOTE AVE J/W BEAUMONT RD BANBURY
E: 445052 N: 241658 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Turning right
Vehicle Reference 2 Pedal Cycle Moving from NE to S Going ahead other
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 09/02/2020 Time 1530 Slight at A422 RUSCOTE AVE J/W BANBURY CROSS RETAIL PARK BANBURY
E: 445348 N: 241813 Junction Detail: 1 Control 4
Fine with high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to E Going ahead left bend
Casualty Reference: 2 Age: 30 Female Pedestrian Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to E Going ahead left bend
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Tuesday 18/02/2020 Time 1831 Slight at A361 SOUTHAM RBT J/WA422 HENNEF WAY & RUSCOTE AVENUE BANBURY
E: 445479 N: 241775 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from E to N Turning right
Vehicle Reference 2 Car Moving from E to W Going ahead other
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 12/07/2020 Time 1500 Slight at A422 RUSCOTE AVENUE RBT J/W LOCKHEED CLOSE BANBURY
E: 445303 N: 241827 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from W to E Overtaking moving vehicle O/S
Casualty Reference: 1 Age: 29 Female Passenger Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Goods 7.5 tonnes mgw and over Moving from W to E Going ahead other

Thursday 20/08/2020 Time 1850 Serious at A422 RUSCOTE AVE J/W LOCKHEED CLOSE BANBURY
E: 445283 N: 241802 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from E to W Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Thursday 03/09/2020 Time 0745 Slight at A361 SOUTHAM RD OUTSIDE WICKES APPORX 90M S OF RBT J/W A422 HENNEF WAY BANBURY
E: 445488 N: 241664 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to N Stopping
Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 17/09/2020 Time 1429 Slight at A361 SOUTHAM RD J/W UNCL RD 100 M SOUTH OF HENNEF WAY BANBURY
E: 445480 N: 241636 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to E Turning right
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Casualty Reference: 1 Age: 65 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 03/10/2020 Time 1522 Slight at LOCKHEAD CLOSE RBT J/W A422 RUSCOTE AVENUE BANBURY
E: 445313 N: 241834 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from W to E Going ahead other
Vehicle Reference 2 Car Moving from N to E Turning left
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection: **Notes:**

Selected using Manual Selection

Monday 02/11/2020 Time 0815 Slight at A422 HENNEF WAY RBT AT TOUCAN CROSSING 40M SE OF J/W A423 SOUTHAM ROAD BANBURY
E: 445556 N: 241777 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to SE Going ahead other

Vehicle Reference 2 Car Moving from N to SE Going ahead other

Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 26/11/2020 Time 1458 Slight at A422 RUSCOTE AVE 50 METRES SW OF RBT J/W LONGELANDES WAY BANBURY
E: 444774 N: 241401 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Stopping

Casualty Reference: 1 Age: 40 Male Passenger Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from NE to S Stopping

Accidents between dates **01/01/2016** **and** **31/05/2021** (65) months

Selection:
Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	16	19
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	2	3	5
Horses & other	0	0	0	0
Total	0	5	20	25

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	13	13
Passenger	0	1	6	7
Motorcycle rider	0	0	1	1
Cyclist	0	2	3	5
Pedestrian	0	2	1	3
Other	0	0	0	0
Total	0	5	24	29

Number of casualties meeting the criteria: **29**

Appendix C

BINS

18306

DRIVE THRU UNIT

10826

WAITING BAY

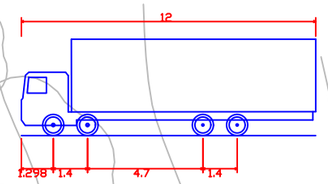
102.22

LOADING ONLY

6000

DRIVE THRU & 29 SPACES (2 DISABLED)

Rigid Truck



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

BINS

18306

DRIVE THRU UNIT

10826

WAITING BAY

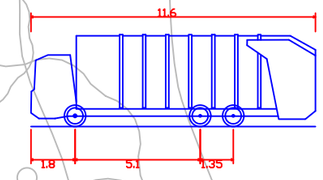
102.22

LOADING ONLY

6000

DRIVE THRU & 29 SPACES (2 DISABLED)

Oxfordshire Refuse



Oxfordshire Refuse Design Vehicle	
Overall Length	11.600m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.250m

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DTA
Transport Planning Consultants

Forester House, Doctors Lane,
Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE	CLIENT
Site 3 – Proposed Drive Thru	Paloma Capital

DRAWING TITLE

Refuse & Rdigid Truck Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/250@A3	BP	Nov21	20297–04	

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 undertaking 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 PLANNING & ENGINEERING BRISTOL CITY
ST THOMAS STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 5736 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 CA-02-A-04 OFFICE CAMBRIDGESHIRE
BRETTON WAY
PETERBOROUGH

Edge of Town
Commercial Zone
Total Gross floor area: 6483 sqm
Survey date: THURSDAY *20/10/11* *Survey Type: MANUAL*

3 CA-02-A-06 OFFICES CAMBRIDGESHIRE
LYNCH WOOD
PETERBOROUGH

Edge of Town
Commercial Zone
Total Gross floor area: 4040 sqm
Survey date: WEDNESDAY *19/10/16* *Survey Type: MANUAL*

4 CO-02-A-01 GOVERNMENT OFFICES CONWY
NARROW LANE
LLANDUDNO JUNCTION

Edge of Town
Commercial Zone
Total Gross floor area: 6186 sqm
Survey date: WEDNESDAY *28/03/18* *Survey Type: MANUAL*

5 CS-02-A-02 COUNCIL OFFICE SLIGO
QUAY STREET
SLIGO

Town Centre
Built-Up Zone
Total Gross floor area: 2750 sqm
Survey date: FRIDAY *01/11/13* *Survey Type: MANUAL*

6 DH-02-A-02 CONSTRUCTION COMPANY DURHAM
DURHAM ROAD
NEAR DURHAM
BOWBURN
Edge of Town
Industrial Zone
Total Gross floor area: 2000 sqm
Survey date: TUESDAY *27/11/12* *Survey Type: MANUAL*

7 DL-02-A-07 OFFICES DUBLIN
BELGARD SQUARE EAST
DUBLIN
TALLAGHT
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 3230 sqm
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

8 DU-02-A-01 OFFICES DUNDEE CITY
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY *27/04/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 EB-02-A-06 REGUS OFFICES CITY OF EDINBURGH
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey date: WEDNESDAY *16/03/16* *Survey Type: MANUAL*

10 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

11 GM-02-A-07 LAW OFFICES GREATER MANCHESTER
MOSELEY STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 4200 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

12 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

13 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

14 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

15 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

16 KC-02-A-07 KCC HIGHWAYS REG. KENT
KAVELIN WAY
ASHFORD
HENWOOD IND. ESTATE
Edge of Town
Commercial Zone
Total Gross floor area: 2525 sqm
Survey date: MONDAY *05/12/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 KC-02-A-08 KCC HIGHWAYS REG. OFFICE KENT
ST MICHAEL'S CLOSE
AYLESFORD
CLAY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 3168 sqm
Survey date: MONDAY 28/11/11 Survey Type: MANUAL

18 KC-02-A-10 COUNCIL OFFICES KENT
SANDLING ROAD
MAIDSTONE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2900 sqm
Survey date: WEDNESDAY 19/10/11 Survey Type: MANUAL

19 LC-02-A-09 OFFICES LANCASHIRE
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: TUESDAY 04/06/13 Survey Type: MANUAL

20 LE-02-A-04 COUNCIL OFFICES LEICESTERSHIRE
BURTON STREET
MELTON MOWBRAY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3981 sqm
Survey date: WEDNESDAY 30/11/16 Survey Type: MANUAL

21 MG-02-A-02 OFFICES MONAGHAN
ARMAGH ROAD
MONAGHAN

Edge of Town
Out of Town
Total Gross floor area: 3205 sqm
Survey date: WEDNESDAY 16/11/16 Survey Type: MANUAL

22 MT-02-A-02 COUNCIL OFFICES MERTHYR TYDFIL
CASTLE STREET
MERTHYR TYDFIL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5250 sqm
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

23 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY 12/09/17 Survey Type: MANUAL

24 PS-02-A-01 COUNCIL OFFICES POWYS
SEVERN ROAD
WELSHPOOL

Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
Survey date: TUESDAY 12/05/15 Survey Type: MANUAL

25 RO-02-A-02 GOVERNMENT OFFICES ROSCOMMON
GOLF LINKS ROAD
ROSCOMMON
ARDSALLAGH BEG
Edge of Town Centre
Residential Zone
Total Gross floor area: 7200 sqm
Survey date: TUESDAY 23/09/14 Survey Type: MANUAL

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

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
TAXIS
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									
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

	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									
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

	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									
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

	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									
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.*

Appendix E

Calculation Reference: AUDIT-623801-190427-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	EX	ESSEX	3 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	3 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: 4133 to 10000 (units: sqm)
Range Selected by User: 4000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 18/05/18

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	3 days
Tuesday	6 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	16 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 Centre	2
Suburban Area (PPS6 Out of Centre)	6
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	8
Residential Zone	6
Village	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

B1	9 days
B2	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®.

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
25,001 to 50,000	4 days
50,001 to 100,000	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
25,001 to 50,000	2 days
125,001 to 250,000	11 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	8 days
1.6 to 2.0	2 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	16 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	16 days

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

LIST OF SITES relevant to selection parameters

1 CA-02-D-04 INDUSTRIAL ESTATE CAMBRIDGESHIRE
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY *02/12/14* *Survey Type: MANUAL*

2 ES-02-D-06 INDUSTRIAL ESTATE EAST SUSSEX
COURTLANDS ROAD
EASTBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 7525 sqm
Survey date: MONDAY *21/10/13* *Survey Type: MANUAL*

3 ES-02-D-07 INDUSTRIAL ESTATE EAST SUSSEX
HUGHES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6625 sqm
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

4 EX-02-D-02 INDUSTRIAL ESTATE ESSEX
CHELMSFORD ROAD
DUNMOW

Edge of Town Centre
Residential Zone
Total Gross floor area: 9300 sqm
Survey date: FRIDAY *08/07/16* *Survey Type: MANUAL*

5 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

6 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

7 GM-02-D-07 BUSINESS PARK GREATER MANCHESTER
VULCAN STREET
OLDHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4400 sqm
Survey date: THURSDAY *22/10/15* *Survey Type: MANUAL*

8 HE-02-D-02 BUSINESS PARK HEREFORDSHIRE
BURCOTT ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5214 sqm
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 LC-02-D-05 INDUSTRIAL ESTATE LANCASHIRE
APPLEBY STREET
BLACKBURN

Edge of Town Centre
Industrial Zone
Total Gross floor area: 7020 sqm
Survey date: TUESDAY 04/06/13 Survey Type: MANUAL

10 LC-02-D-06 INDUSTRIAL ESTATE LANCASHIRE
SMALLSHAW LANE
BURNLEY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7383 sqm
Survey date: THURSDAY 29/09/16 Survey Type: MANUAL

11 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRE
CHAIN CAUL WAY
PRESTON
ASHTON-ON-RIBBLE
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 17/11/17 Survey Type: MANUAL

12 LN-02-D-02 INDUSTRIAL ESTATE LINCOLNSHIRE
STATION ROAD
NEAR BOSTON
SWINESHEAD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 4600 sqm
Survey date: TUESDAY 11/12/12 Survey Type: MANUAL

13 NF-02-D-03 INDUSTRIAL ESTATE NORFOLK
BIDEWELL CLOSE
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 6000 sqm
Survey date: MONDAY 08/10/12 Survey Type: MANUAL

14 WL-02-D-02 INDUSTRIAL ESTATE WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY 20/09/16 Survey Type: MANUAL

15 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE
WEIR LANE
WORCESTER

Edge of Town
Residential Zone
Total Gross floor area: 9500 sqm
Survey date: MONDAY 14/11/16 Survey Type: MANUAL

16 WY-02-D-06 INDUSTRIAL ESTATE (PART) WEST YORKSHIRE
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY 23/05/17 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/D - INDUSTRIAL ESTATE
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									
06:00 - 07:00									
07:00 - 08:00	16	6430	0.386	16	6430	0.078	16	6430	0.464
08:00 - 09:00	16	6430	0.491	16	6430	0.230	16	6430	0.721
09:00 - 10:00	16	6430	0.421	16	6430	0.320	16	6430	0.741
10:00 - 11:00	16	6430	0.364	16	6430	0.329	16	6430	0.693
11:00 - 12:00	16	6430	0.319	16	6430	0.343	16	6430	0.662
12:00 - 13:00	16	6430	0.344	16	6430	0.399	16	6430	0.743
13:00 - 14:00	16	6430	0.373	16	6430	0.351	16	6430	0.724
14:00 - 15:00	16	6430	0.323	16	6430	0.350	16	6430	0.673
15:00 - 16:00	16	6430	0.278	16	6430	0.385	16	6430	0.663
16:00 - 17:00	16	6430	0.262	16	6430	0.475	16	6430	0.737
17:00 - 18:00	16	6430	0.153	16	6430	0.448	16	6430	0.601
18:00 - 19:00	16	6430	0.063	16	6430	0.163	16	6430	0.226
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.777			3.871			7.648

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:	4133 - 10000 (units: sqm)
Survey date date range:	01/01/11 - 18/05/18
Number of weekdays (Monday-Friday):	16
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TAXIS
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									
06:00 - 07:00									
07:00 - 08:00	16	6430	0.001	16	6430	0.001	16	6430	0.002
08:00 - 09:00	16	6430	0.003	16	6430	0.003	16	6430	0.006
09:00 - 10:00	16	6430	0.001	16	6430	0.001	16	6430	0.002
10:00 - 11:00	16	6430	0.001	16	6430	0.001	16	6430	0.002
11:00 - 12:00	16	6430	0.000	16	6430	0.000	16	6430	0.000
12:00 - 13:00	16	6430	0.000	16	6430	0.000	16	6430	0.000
13:00 - 14:00	16	6430	0.001	16	6430	0.001	16	6430	0.002
14:00 - 15:00	16	6430	0.000	16	6430	0.000	16	6430	0.000
15:00 - 16:00	16	6430	0.003	16	6430	0.002	16	6430	0.005
16:00 - 17:00	16	6430	0.001	16	6430	0.001	16	6430	0.002
17:00 - 18:00	16	6430	0.003	16	6430	0.003	16	6430	0.006
18:00 - 19:00	16	6430	0.001	16	6430	0.001	16	6430	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.014			0.029

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/D - INDUSTRIAL ESTATE
OGVS
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									
06:00 - 07:00									
07:00 - 08:00	16	6430	0.016	16	6430	0.009	16	6430	0.025
08:00 - 09:00	16	6430	0.023	16	6430	0.027	16	6430	0.050
09:00 - 10:00	16	6430	0.038	16	6430	0.038	16	6430	0.076
10:00 - 11:00	16	6430	0.021	16	6430	0.031	16	6430	0.052
11:00 - 12:00	16	6430	0.021	16	6430	0.019	16	6430	0.040
12:00 - 13:00	16	6430	0.023	16	6430	0.025	16	6430	0.048
13:00 - 14:00	16	6430	0.023	16	6430	0.017	16	6430	0.040
14:00 - 15:00	16	6430	0.028	16	6430	0.026	16	6430	0.054
15:00 - 16:00	16	6430	0.027	16	6430	0.027	16	6430	0.054
16:00 - 17:00	16	6430	0.016	16	6430	0.016	16	6430	0.032
17:00 - 18:00	16	6430	0.013	16	6430	0.012	16	6430	0.025
18:00 - 19:00	16	6430	0.006	16	6430	0.008	16	6430	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.255			0.255			0.510

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/D - INDUSTRIAL ESTATE
PSVS
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									
06:00 - 07:00									
07:00 - 08:00	16	6430	0.002	16	6430	0.000	16	6430	0.002
08:00 - 09:00	16	6430	0.005	16	6430	0.006	16	6430	0.011
09:00 - 10:00	16	6430	0.004	16	6430	0.005	16	6430	0.009
10:00 - 11:00	16	6430	0.005	16	6430	0.003	16	6430	0.008
11:00 - 12:00	16	6430	0.003	16	6430	0.002	16	6430	0.005
12:00 - 13:00	16	6430	0.002	16	6430	0.003	16	6430	0.005
13:00 - 14:00	16	6430	0.000	16	6430	0.001	16	6430	0.001
14:00 - 15:00	16	6430	0.004	16	6430	0.002	16	6430	0.006
15:00 - 16:00	16	6430	0.001	16	6430	0.003	16	6430	0.004
16:00 - 17:00	16	6430	0.002	16	6430	0.000	16	6430	0.002
17:00 - 18:00	16	6430	0.000	16	6430	0.001	16	6430	0.001
18:00 - 19:00	16	6430	0.000	16	6430	0.000	16	6430	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.026			0.054

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/D - INDUSTRIAL ESTATE
CYCLISTS
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									
06:00 - 07:00									
07:00 - 08:00	16	6430	0.008	16	6430	0.001	16	6430	0.009
08:00 - 09:00	16	6430	0.009	16	6430	0.004	16	6430	0.013
09:00 - 10:00	16	6430	0.003	16	6430	0.001	16	6430	0.004
10:00 - 11:00	16	6430	0.002	16	6430	0.004	16	6430	0.006
11:00 - 12:00	16	6430	0.000	16	6430	0.001	16	6430	0.001
12:00 - 13:00	16	6430	0.002	16	6430	0.000	16	6430	0.002
13:00 - 14:00	16	6430	0.002	16	6430	0.003	16	6430	0.005
14:00 - 15:00	16	6430	0.002	16	6430	0.003	16	6430	0.005
15:00 - 16:00	16	6430	0.003	16	6430	0.002	16	6430	0.005
16:00 - 17:00	16	6430	0.007	16	6430	0.008	16	6430	0.015
17:00 - 18:00	16	6430	0.007	16	6430	0.012	16	6430	0.019
18:00 - 19:00	16	6430	0.000	16	6430	0.005	16	6430	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.044			0.089

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.*

Appendix F

Calculation Reference: AUDIT-623801-190427-0414

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
	SY	SOUTH YORKSHIRE	2 days
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	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: 219 to 469 (units: sqm)
Range Selected by User: 150 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 07/04/17

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	4 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	10
Built-Up Zone	1
High Street	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:

A1	12 days

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

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	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
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	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	7 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	12 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	12 days

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

LIST OF SITES relevant to selection parameters

1 CA-01-O-01 CO-OP CAMBRIDGESHIRE
MAYORS WALK
PETERBOROUGH
NETHERTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

2 DH-01-O-01 SAINSBURY'S LOCAL DURHAM
132 STATION LANE
HARTLEPOOL
SEATON CAREW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY *26/11/12* *Survey Type: MANUAL*

3 ES-01-O-01 ONE STOP EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *19/12/12* *Survey Type: MANUAL*

4 LE-01-O-01 BEST ONE LEICESTERSHIRE
THE FAIRWAY
LEICESTER
AYLESTONE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 220 sqm
Survey date: THURSDAY *27/09/12* *Survey Type: MANUAL*

5 NF-01-O-01 TESCO EXPRESS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 298 sqm
Survey date: FRIDAY *26/10/12* *Survey Type: MANUAL*

6 NY-01-O-02 SAINSBURY'S LOCAL NORTH YORKSHIRE
COLD BATH ROAD
HARROGATE

Edge of Town Centre
Residential Zone
Total Gross floor area: 220 sqm
Survey date: MONDAY *10/12/12* *Survey Type: MANUAL*

7 NY-01-O-03 CO-OPERATIVE NORTH YORKSHIRE
FOREST ROAD
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 305 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

8 SY-01-O-01 SAINSBURY'S LOCAL SOUTH YORKSHIRE
DIVISION STREET
SHEFFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 219 sqm
Survey date: WEDNESDAY *12/12/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SY-01-O-02	SAINSBURY'S LOCAL		SOUTH YORKSHIRE
	ECCLESALL ROAD			
	SHEFFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		306 sqm	
	Survey date: FRIDAY		*14/12/12*	*Survey Type: MANUAL*
10	TW-01-O-02	CO-OPERATIVE		TYNE & WEAR
	ETHEL TERRACE			
	SUNDERLAND			
	CASTLETOWN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		330 sqm	
	Survey date: FRIDAY		*07/04/17*	*Survey Type: MANUAL*
11	WL-01-O-01	ONE STOP		WILTSHIRE
	THE CIRCLE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		292 sqm	
	Survey date: FRIDAY		*23/09/16*	*Survey Type: MANUAL*
12	WY-01-O-01	SAINSBURY'S LOCAL		WEST YORKSHIRE
	KEIGHLEY ROAD			
	BRADFORD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		400 sqm	
	Survey date: THURSDAY		*06/12/12*	*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 01 - RETAIL/O - CONVENIENCE STORE
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									
06:00 - 07:00	4	315	2.862	4	315	2.305	4	315	5.167
07:00 - 08:00	12	310	6.408	12	310	5.870	12	310	12.278
08:00 - 09:00	12	310	8.051	12	310	7.377	12	310	15.428
09:00 - 10:00	12	310	6.785	12	310	6.543	12	310	13.328
10:00 - 11:00	12	310	6.085	12	310	5.843	12	310	11.928
11:00 - 12:00	12	310	6.866	12	310	6.758	12	310	13.624
12:00 - 13:00	12	310	8.912	12	310	8.454	12	310	17.366
13:00 - 14:00	12	310	6.516	12	310	6.274	12	310	12.790
14:00 - 15:00	12	310	7.754	12	310	7.566	12	310	15.320
15:00 - 16:00	12	310	8.697	12	310	9.047	12	310	17.744
16:00 - 17:00	12	310	9.478	12	310	8.616	12	310	18.094
17:00 - 18:00	12	310	10.178	12	310	9.828	12	310	20.006
18:00 - 19:00	12	310	10.878	12	310	11.470	12	310	22.348
19:00 - 20:00	12	310	8.239	12	310	9.262	12	310	17.501
20:00 - 21:00	11	311	3.244	11	311	4.296	11	311	7.540
21:00 - 22:00	10	320	2.467	10	320	3.061	10	320	5.528
22:00 - 23:00	2	422	1.066	2	422	1.896	2	422	2.962
23:00 - 24:00									
Total Rates:			114.486			114.466			228.952

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:	219 - 469 (units: sqm)
Survey date date range:	01/01/11 - 07/04/17
Number of weekdays (Monday-Friday):	12
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
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									
06:00 - 07:00	4	315	0.000	4	315	0.000	4	315	0.000
07:00 - 08:00	12	310	0.108	12	310	0.108	12	310	0.216
08:00 - 09:00	12	310	0.188	12	310	0.162	12	310	0.350
09:00 - 10:00	12	310	0.108	12	310	0.108	12	310	0.216
10:00 - 11:00	12	310	0.081	12	310	0.108	12	310	0.189
11:00 - 12:00	12	310	0.108	12	310	0.108	12	310	0.216
12:00 - 13:00	12	310	0.215	12	310	0.188	12	310	0.403
13:00 - 14:00	12	310	0.081	12	310	0.108	12	310	0.189
14:00 - 15:00	12	310	0.135	12	310	0.081	12	310	0.216
15:00 - 16:00	12	310	0.108	12	310	0.162	12	310	0.270
16:00 - 17:00	12	310	0.162	12	310	0.108	12	310	0.270
17:00 - 18:00	12	310	0.081	12	310	0.081	12	310	0.162
18:00 - 19:00	12	310	0.108	12	310	0.108	12	310	0.216
19:00 - 20:00	12	310	0.108	12	310	0.162	12	310	0.270
20:00 - 21:00	11	311	0.088	11	311	0.088	11	311	0.176
21:00 - 22:00	10	320	0.156	10	320	0.156	10	320	0.312
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.835			1.836			3.671

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 01 - RETAIL/O - CONVENIENCE STORE
OGVS
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									
06:00 - 07:00	4	315	0.000	4	315	0.000	4	315	0.000
07:00 - 08:00	12	310	0.269	12	310	0.269	12	310	0.538
08:00 - 09:00	12	310	0.188	12	310	0.135	12	310	0.323
09:00 - 10:00	12	310	0.108	12	310	0.162	12	310	0.270
10:00 - 11:00	12	310	0.054	12	310	0.054	12	310	0.108
11:00 - 12:00	12	310	0.135	12	310	0.135	12	310	0.270
12:00 - 13:00	12	310	0.054	12	310	0.054	12	310	0.108
13:00 - 14:00	12	310	0.054	12	310	0.054	12	310	0.108
14:00 - 15:00	12	310	0.000	12	310	0.000	12	310	0.000
15:00 - 16:00	12	310	0.027	12	310	0.027	12	310	0.054
16:00 - 17:00	12	310	0.027	12	310	0.027	12	310	0.054
17:00 - 18:00	12	310	0.027	12	310	0.027	12	310	0.054
18:00 - 19:00	12	310	0.000	12	310	0.000	12	310	0.000
19:00 - 20:00	12	310	0.000	12	310	0.000	12	310	0.000
20:00 - 21:00	11	311	0.000	11	311	0.000	11	311	0.000
21:00 - 22:00	10	320	0.000	10	320	0.000	10	320	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.943			0.944			1.887

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 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
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									
06:00 - 07:00	4	315	0.397	4	315	0.318	4	315	0.715
07:00 - 08:00	12	310	0.377	12	310	0.377	12	310	0.754
08:00 - 09:00	12	310	0.485	12	310	0.458	12	310	0.943
09:00 - 10:00	12	310	0.296	12	310	0.215	12	310	0.511
10:00 - 11:00	12	310	0.215	12	310	0.188	12	310	0.403
11:00 - 12:00	12	310	0.162	12	310	0.215	12	310	0.377
12:00 - 13:00	12	310	0.296	12	310	0.215	12	310	0.511
13:00 - 14:00	12	310	0.108	12	310	0.215	12	310	0.323
14:00 - 15:00	12	310	0.215	12	310	0.215	12	310	0.430
15:00 - 16:00	12	310	0.377	12	310	0.404	12	310	0.781
16:00 - 17:00	12	310	0.592	12	310	0.431	12	310	1.023
17:00 - 18:00	12	310	0.485	12	310	0.458	12	310	0.943
18:00 - 19:00	12	310	0.673	12	310	0.619	12	310	1.292
19:00 - 20:00	12	310	0.296	12	310	0.269	12	310	0.565
20:00 - 21:00	11	311	0.058	11	311	0.175	11	311	0.233
21:00 - 22:00	10	320	0.094	10	320	0.094	10	320	0.188
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			5.126			4.866			9.992

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.*

Appendix G

Costa Banbury Interview Survey, Wednesday 18th M

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it
a. Commute to/from work
b. Shopping trip
c. School run
d. Other (Specify)

3a. Origin Postcode: | | | **3b. Home or Work?**

4. Vehicle occupants: |

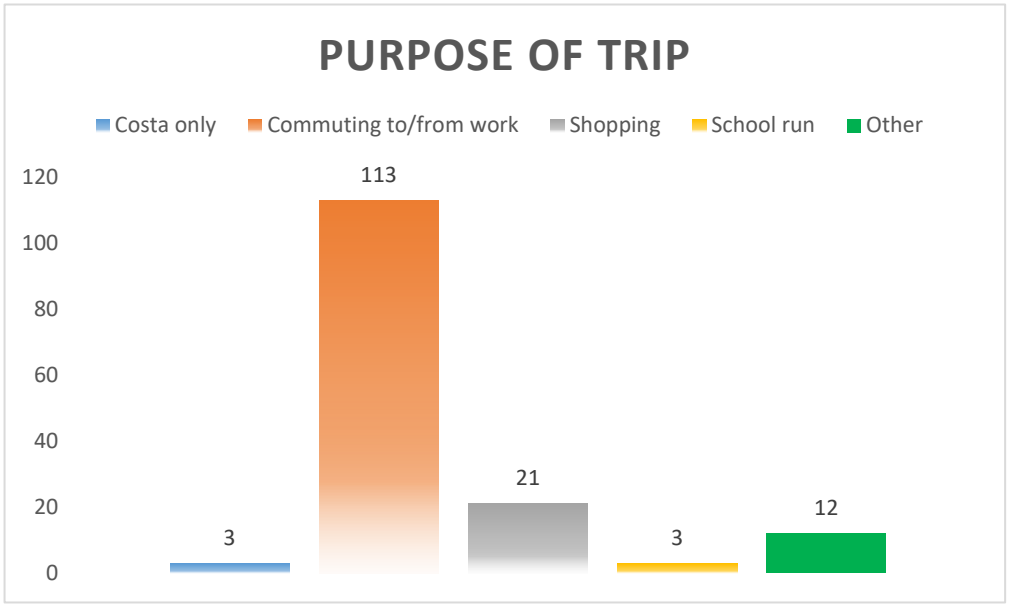
Time	Q1	Q2	Q3a	Q3b	Q4
06:06	No	a	OX16	Home	1
06:08	No	a	OX15	Home	1
06:11	No	a	OX15	Home	1
06:14	No	a	OX16	Home	1
06:16	No	a	SL6	Home	1
06:20	No	a	OX17	Home	1
06:27	No	a	OX16	Home	1
06:29	No	a	OX16	Home	1
06:33	No	a	OX16	Home	1
06:37	No	a	OX16	Home	1
06:40	No	a	OX16	Home	1
06:41	No	a	OX16	Home	1
06:48	No	a	OX16	Home	1
06:55	No	a	OX16	Home	2
07:01	No	a	OX17	Home	1
07:07	No	a	OX16	Home	1
07:13	No	a	OX16	Home	2
07:15	No	a	OX16	Home	1
07:18	No	a	OX16	Home	2
07:22	No	a	OX16	Home	1
07:26	No	a	OX16	Home	1
07:30	No	a	OX17	Home	1
07:33	No	a	OX17	Home	1
07:37	No	a	OX16	Home	1
07:40	No	a	OX16	Home	1
07:41	No	a	OX16	Home	1
07:45	No	a	OX16	Home	1
07:46	No	a	OX15	Home	1
07:51	No	a	OX16	Home	1
07:54	No	a	OX16	Home	1
07:58	No	a	OX16	Home	1
07:59	No	a	OX16	Home	1
08:00	No	a	OX16	Home	1
08:03	No	a	OX16	Home	1
08:04	No	a	CV37	Home	1
08:06	No	a	OX16	Home	1
08:08	No	a	OX16	Home	1
08:09	No	a	OX17	Home	1
08:11	No	a	OX15	Home	1
08:14	No	a	OX15	Home	1

Summaries	
Costa only	**3**
Commuting to/from work	**113**
Shopping	**21**
School run	**3**
Other	**12**
From home	**143**
From work	**9**
Average Occupants	**1**

08:15	No	a	OX3	Home	1
08:17	No	a	NN11	Home	1
08:19	No	a	OX16	Home	1
08:20	No	a	OX16	Home	1
08:21	No	a	NN5	Home	2
08:24	No	a	-	Home	1
08:24	No	a	OX29	Home	1
08:28	No	a	OX16	Home	1
08:32	No	a	OX16	Home	1
08:34	No	a	OX17	Home	1
08:35	No	c	OX16	Home	1
08:37	No	Hospital	OX16	Home	1
08:39	No	a	NN13	Home	1
08:40	No	a	B21	Home	1
08:40	No	a	RT21	Home	1
08:41	No	a	OX16	Home	1
08:43	No	a	NN11	Home	1
08:44	No	a	OX11	Home	2
08:46	No	a	OX11	Home	2
08:50	No	Leisure	OX15	Home	1
08:52	No	Leisure	OX15	Home	1
08:53	No	a	OX15	Home	1
08:56	No	a	OX15	Home	1
09:00	No	a	OX16	Home	1
09:03	No	a	NN1	Home	1
09:06	No	a	OX16	Home	1
09:10	No	a	OX15	Home	1
09:12	No	a	OX7	Home	1
09:20	No	a	OX16	Home	2
09:26	No	a	OX16	Home	1
09:27	No	a	OX15	Home	1
09:29	No	c	OX16	Home	1
09:30	No	a	NN6	Home	1
09:41	No	a	OX16	Home	1
09:45	No	a	OX16	Home	1
09:48	No	b	OX16	Home	2
09:50	No	a	OX15	Home	1
09:53	No	a	OX16	Home	1
10:04	No	Leisure	OX15	Home	1
10:20	No	a	OX27	Home	1
10:26	No	a	OX16	Home	2
10:40	No	b	OX15	Home	1
10:48	No	a	-	Home	1
10:52	No	a	OX16	Home	1
10:56	No	a	CV35	Home	2
11:00	No	b	OX16	Home	1
11:04	No	Social	OX17	Home	1
11:05	No	a	OX16	Home	1
11:06	No	Social	OX16	Home	1
11:08	No	a	OX16	Home	1
11:12	No	b	OX16	Home	2
11:13	No	Leisure	OX16	Home	1
11:18	No	a	OX16	Home	1
11:24	No	Leisure	OX16	Home	1
11:25	No	b	OX16	Home	1
11:31	No	b	OX17	Home	1
11:37	No	a	OX16	Home	1
11:38	No	a	OX14	Home	1
11:41	No	b	OX16	Home	1

11:45	No	a	OX15	Home	1
11:48	No	b	OX16	Home	1
11:49	No	a	B8	Home	1
11:50	No	a	OX16	Home	2
11:57	No	a	OX16	Home	1
11:59	No	Leisure	OX15	Home	2
12:00	No	b	OX16	Home	2
12:04	No	a	OX16	Home	1
12:09	No	b	OX16	Home	2
12:09	No	a	OX16	Work	1
12:11	Yes		OX17	Home	1
12:13	No	b	OX16	Home	1
12:25	No	b	OX17	Home	1
12:34	No	b	OX16	Home	1
12:40	No	a	OX16	Home	1
12:43	No	a	NN1	Home	1
12:49	No	a	OX16	Home	1
12:53	Yes		OX16	Home	2
12:54	No	b	OX16	Home	1
12:56	No	b	OX16	Home	1
13:04	No	a	OX16	Work	1
13:10	No	a	OX15	Home	2
13:15	No	b	OX16	Home	1
13:22	No	a	OX16	Home	1
13:24	No	a	OX15	Home	1
13:28	No	Leisure	OX1	Home	1
13:33	No	a	OX16	Home	2
13:38	No	a	OX16	Home	1
13:40	No	b	OX11	Home	1
13:45	No	b	OX16	Home	1
13:52	Yes		OX14	Home	1
14:00	No	a	OX17	Home	2
14:04	No	a	NN1	Home	2
14:05	No	a	OX16	Home	1
14:27	No	a	OX16	Home	1
14:35	No	b	OX17	Home	2
14:38	No	b	OX25	Home	1
14:50	No	Social	OX16	Home	1
14:52	No	a	OX16	Home	1
15:01	No	a	OX16	Home	1
15:16	No	a	OX17	Home	1
15:31	No	b	OX16	Home	1
15:35	No	a	OX16	Home	1
15:46	No	a	OX15	Work	2
15:54	No	c	OX15	Work	3
16:11	No	a	OX16	Work	1
16:29	No	a	OX16	Work	1
16:32	No	a	OX16	Home	1
17:17	No	a	OX14	Work	1
17:23	No	a	OX16	Home	1
17:25	No	Leisure	OX16	Home	4
17:44	No	a	OX15	Work	1
18:41	No	a	OX16	Work	2

May 2016


PURPOSE OF TRIP
Costa only
Commuting to/from work
Shopping
School run
Other
120
100
80
60
40
20
0
3
113
21
3
12

Costa Banbury Car Park Survey, Wednesday 18th May 2016

	Car Park		Drive Through	
Time	Ins	Outs	Ins	Max Queue
06:00 - 06:15	3	3	2	1
06:15 - 06:30	8	4	8	2
06:30 - 06:45	5	8	5	1
06:45 - 07:00	8	10	7	3
07:00 - 07:15	4	4	3	1
07:15 - 07:30	4	2	3	1
07:30 - 07:45	6	4	4	1
07:45 - 08:00	8	12	6	2
08:00 - 08:15	14	8	7	2
08:15 - 08:30	14	10	8	2
08:30 - 08:45	13	10	10	3
08:45 - 09:00	10	11	8	2
09:00 - 09:15	8	6	5	1
09:15 - 09:30	15	10	7	2
09:30 - 09:45	7	11	6	1
09:45 - 10:00	10	14	6	2
10:00 - 10:15	8	7	6	2
10:15 - 10:30	9	11	4	1
10:30 - 10:45	8	8	4	1
10:45 - 11:00	3	5	2	1
11:00 - 11:15	14	9	9	2
11:15 - 11:30	11	9	4	1
11:30 - 11:45	9	8	6	2
11:45 - 12:00	11	13	7	2
12:00 - 12:15	11	7	5	2
12:15 - 12:30	8	7	3	1
12:30 - 12:45	13	8	7	2
12:45 - 13:00	6	10	4	1
13:00 - 13:15	10	3	4	1
13:15 - 13:30	12	11	6	2
13:30 - 13:45	6	11	2	1
13:45 - 14:00	7	11	3	1
14:00 - 14:15	7	10	4	1
14:15 - 14:30	6	5	2	1
14:30 - 14:45	9	9	3	1
14:45 - 15:00	4	9	2	1
15:00 - 15:15	3	2	1	1
15:15 - 15:30	6	6	3	1
15:30 - 15:45	5	5	2	1
15:45 - 16:00	9	6	3	1
16:00 - 16:15	4	6	3	1
16:15 - 16:30	3	5	1	1
16:30 - 16:45	4	8	2	1
16:45 - 17:00	2	4	0	0
17:00 - 17:15	5	3	0	0
17:15 - 17:30	7	3	3	1
17:30 - 17:45	3	5	1	1
17:45 - 18:00	6	7	4	1
18:00 - 18:15	2	2	0	0
18:15 - 18:30	0	2	0	0
18:30 - 18:45	5	3	1	1
18:45 - 19:00	5	5	2	1
TOTALS	**378**	**370**	**208**	

Costa Banbury Interview Survey, Saturday 21st May 2016

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If eleswhere, is it
a. Commute to/from work
b. Shopping trip
c. School run
d. Other (Specify)

3a. Origin Postcode: | | | **3b. Home or Work?**

4. Vehicle occupants: |

Time	Q1	Q2	Q3a	Q3b	Q4
06:08	No	a	OX16	Home	1
06:19	No	a	OX16	Home	1
06:22	No	a	OX17	Home	1
06:27	No	a	OX16	Home	1
06:34	No	a	NN33	Home	1
06:41	No	Social	CV47	Home	1
06:43	No	a	OX16	Home	1
06:46	No	a	OX16	Home	1
06:50	No	a	NN11	Work	1
06:52	No	a	OX15	Home	1
06:53	No	a	OX16	Home	1
06:56	No	a	OX16	Home	2
07:00	No	a	OX16	Home	1
07:04	No	Leisure	OX16	Home	2
07:10	No	a	OX16	Home	1
07:13	No	a	OX16	Home	2
07:16	No	a	OX16	Home	1
07:20	Yes		OX16	Home	1
07:21	No	a	OX16	Home	2
07:25	No	b	OX16	Home	1
07:29	No	a	OX16	Home	1
07:33	No	Social	NN11	Home	1
07:36	No	a	OX16	Home	1
07:38	No	a	OX16	Home	1
07:40	No	a	OX17	Home	1
07:41	No	a	OX16	Home	1
07:43	Yes		OX17	Home	1
07:50	No	Holiday	OX16	Home	1
07:56	No	a	OX16	Home	1
08:01	No	a	OX16	Home	1
08:04	No	c	OX17	Home	2
08:06	No	a	NN11	Home	1
08:07	No	a	OX16	Home	1
08:09	No	a	OX16	Home	1
08:10	No	a	OX16	Home	1
08:13	No	a	OX16	Home	2
08:16	No	a	OX16	Home	1
08:20	No	a	OX16	Home	1
08:21	No	a	OX16	Home	1
08:22	No	a	OX16	Home	2
08:25	No	a	OX16	Home	1
08:26	No	a	OX16	Home	1
08:28	Yes		OX16	Home	1
08:30	No	a	OX16	Home	1
08:35	No	a	OX16	Home	1
08:44	No	a	OX16	Home	1
08:49	No	a	OX16	Home	1
08:51	No	a	NN11	Home	1
08:52	No	Dog walker	OX16	Home	1
08:54	No	Leisure	OX15	Home	1
09:02	Yes		OX15	Home	1
09:03	No	a	OX16	Home	1

Summaries	
Costa only	**20**
Commuting to/from work	**76**
Shopping	**67**
School run	**2**
Other	**37**
From home	**200**
From work	**2**
Average Occupants	**1**

09:04	Yes		OX17	Home	1
09:06	No	c	CV26	Home	2
09:07	No	b	OX16	Home	2
09:11	No	a	OX15	Home	2
09:17	No	Social	OX16	Home	1
09:21	No	Social	OX16	Home	1
09:36	No	b	NN11	Home	2
09:37	No	Leisure	OX4	Home	1
09:41	Yes		OX16	Home	2
09:44	No	Social	OX16	Home	1
09:45	Yes		OX16	Home	1
09:48	No	Leisure	OX16	Home	1
09:52	No	a	OX17	Home	1
09:53	No	Leisure	OX17	Home	1
09:53	No	a	OX16	Home	1
09:56	No	b	OX16	Home	1
09:57	No	b	OX16	Home	1
09:59	No	a	OX16	Home	1
10:02	No	b	NN13	Home	1
10:14	No	a	OX16	Work	1
10:16	No	Social	OX16	Home	1
10:21	Yes		OX16	Home	1
10:32	Yes		OX15	Home	1
10:35	No	Leisure	OX28	Home	1
10:37	No	b	OX17	Home	1
10:38	No	Social	OX17	Home	2
10:39	No	b	OX15	Home	1
10:39	Yes		OX16	Home	1
10:40	No	a	B61	Home	1
10:41	No	a	OX15	Home	1
10:43	No	a	OX15	Home	1
10:46	No	Social	OX16	Home	3
10:47	No	b	NN33	Home	2
10:48	No	Leisure	OX17	Home	1
10:50	Yes		OX16	Home	2
10:52	No	a	OX16	Home	2
11:03	No	a	OX15	Home	1
11:05	No	b	OX26	Home	1
11:08	No	a	OX16	Home	2
11:09	Yes		OX16	Home	1
11:10	No	b	CV37	Home	2
11:12	No	b	OX17	Home	2
11:13	No	b	OX16	Home	2
11:15	No	b	OX16	Home	4
11:16	No	b	OX17	Home	2
11:17	No	b	NN11	Home	3
11:20	No	b	OX15	Home	2
11:22	No	b	OX17	Home	2
11:23	No	b	OX16	Home	2
11:25	Yes		OX16	Home	2
11:27	No	b	OX16	Home	1
11:29	No	b	OX17	Home	1
11:30	Yes		OX15	Home	2
11:32	No	a	OX15	Home	1
11:33	No	a	OX16	Home	2
11:35	No	a	OX17	Home	1
11:40	No	b	OX17	Home	1
11:43	No	Social	NN11	Home	4
11:45	No	b	OX16	Home	1
11:48	No	b	OX16	Home	1
11:51	No	b	OX17	Home	2
11:55	No	a	OX17	Home	2
11:57	No	b	OX17	Home	2
11:59	No	Social	CV32	Home	2
12:01	Yes		OX16	Home	1
12:02	No	a	OX16	Home	1
12:05	No	a	OX16	Home	1
12:08	No	Social	OX17	Home	2
12:11	No	Leisure	OX17	Home	1
12:12	No	Social	OX25	Home	1
12:14	No	b	OX26	Home	1

12:17	No	b	OX16	Home	1
12:24	No	b	OX16	Home	1
12:24	No	Social	MK44	Home	2
12:32	No	Social	OX17	Home	2
12:34	No	b	OX16	Home	1
12:35	No	b	OX17	Home	1
12:36	No	Leisure	HP11	Home	2
12:40	No	a	NN13	Home	1
12:42	No	Social	OX16	Home	2
12:45	No	b	OX16	Home	1
12:48	No	b	OX12	Home	1
12:52	No	b	OX16	Home	4
12:56	No	a	OX16	Home	1
12:57	No	a	NN13	Home	1
12:59	No	a	OX17	Home	1
13:04	No	a	OX16	Home	1
13:07	No	Social	OX25	Home	1
13:09	No	Leisure	CV25	Home	2
13:17	Yes		CV25	Home	1
13:21	Yes		OX16	Home	2
13:25	No	Social	OX25	Home	1
13:44	No	b	OX16	Home	2
13:48	No	b	OX16	Home	2
13:52	No	b	OX16	Home	1
13:54	No	b	OX28	Home	2
13:59	No	b	OX16	Home	2
14:01	No	b	OX15	Home	2
14:05	No	b	OX17	Home	1
14:09	No	Social	CV36	Home	2
14:13	No	Leisure	OX16	Home	2
14:15	No	b	OX16	Home	2
14:16	No	a	OX16	Home	1
14:18	Yes		OX16	Home	1
14:19	No	Social	OX16	Home	2
14:22	No	b	OX15	Home	2
14:23	No	a	NN1	Home	1
14:25	Yes		OX16	Home	1
14:27	No	b	OX15	Home	2
14:32	No	a	OX15	Home	2
14:33	No	a	OX25	Home	1
14:44	No	a	OX7	Home	1
14:36	No	a	OX15	Home	1
14:41	No	a	OX17	Home	1
14:43	No	a	OX16	Home	1
14:47	No	b	OX12	Home	1
14:49	No	a	OX27	Home	1
14:50	No	b	OX15	Home	1
14:53	No	b	OX17	Home	1
14:55	No	Leisure	OX25	Home	4
15:00	No	b	OX17	Home	2
15:07	No	Social	PO32	Home	2
15:10	No	Social	OX16	Home	1
15:15	No	b	OX16	Home	2
15:24	No	b	SP10	Home	1
15:33	No	Social	NN33	Home	2
15:45	No	b	CV47	Home	3
15:45	No	a	OX16	Home	1
15:47	No	a	OX16	Home	1
16:00	No	b	OX17	Home	1
16:21	No	a	OX16	Home	2
16:28	No	Social	OX17	Home	1
16:34	Yes		OX17	Home	2
16:48	No	b	OX16	Home	2
16:50	No	b	OX16	Home	2
16:53	No	b	OX17	Home	2
16:58	No	b	OX16	Home	1
17:04	No	b	NN11	Home	2
17:13	No	b	NN11	Home	1
17:16	No	b	OX16	Home	2
17:21	No	b	OX16	Home	1
17:30	No	b	OX15	Home	2

17:41	No	b	OX15	Home	1
17:48	No	a	NN1	Home	1
17:50	No	b	OX17	Home	2
17:53	No	b	OX17	Home	2
17:58	No	b	OX16	Home	4
18:00	No	b	OX16	Home	2
18:10	No	b	OX16	Home	1
18:19	No	a	OX15	Home	1
18:40	No	a	OX17	Home	1

Costa Banbury Car Park Survey, Saturday 21st May 2016

	Car Park		Drive Through	
Time	Ins	Outs	Ins	Max Queue
06:00 - 06:15	2	2	1	1
06:15 - 06:30	6	5	6	2
06:30 - 06:45	5	5	4	1
06:45 - 07:00	6	3	6	1
07:00 - 07:15	4	5	5	1
07:15 - 07:30	6	8	6	2
07:30 - 07:45	8	5	6	2
07:45 - 08:00	4	6	4	1
08:00 - 08:15	8	7	8	1
08:15 - 08:30	9	8	7	2
08:30 - 08:45	8	9	4	1
08:45 - 09:00	9	6	5	1
09:00 - 09:15	13	5	7	2
09:15 - 09:30	6	11	4	1
09:30 - 09:45	8	9	6	1
09:45 - 10:00	13	12	7	2
10:00 - 10:15	12	11	4	1
10:15 - 10:30	9	10	5	1
10:30 - 10:45	13	9	8	2
10:45 - 11:00	12	14	9	2
11:00 - 11:15	11	11	7	2
11:15 - 11:30	14	15	7	3
11:30 - 11:45	12	10	6	2
11:45 - 12:00	11	8	5	2
12:00 - 12:15	15	12	8	4
12:15 - 12:30	25	13	5	1
12:30 - 12:45	11	13	6	2
12:45 - 13:00	27	15	7	2
13:00 - 13:15	20	20	7	2
13:15 - 13:30	13	21	7	2
13:30 - 13:45	10	30	5	1
13:45 - 14:00	20	13	7	1
14:00 - 14:15	8	8	3	1
14:15 - 14:30	17	12	6	2
14:30 - 14:45	15	20	5	2
14:45 - 15:00	10	10	4	1
15:00 - 15:15	7	19	3	1
15:15 - 15:30	8	9	4	1
15:30 - 15:45	6	4	3	1
15:45 - 16:00	6	8	4	1
16:00 - 16:15	5	6	3	1
16:15 - 16:30	5	8	2	1
16:30 - 16:45	4	5	2	1
16:45 - 17:00	12	10	4	2
17:00 - 17:15	9	5	4	1
17:15 - 17:30	4	7	2	1
17:30 - 17:45	5	4	2	1
17:45 - 18:00	6	8	4	1
18:00 - 18:15	4	6	2	1
18:15 - 18:30	5	3	3	1
18:30 - 18:45	7	7	4	1
18:45 - 19:00	6	2	4	1
TOTALS	**499**	**492**	**257**	

Appendix H

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: junctions 9 proposed employment South.j9
Path: P:\20000's\20297\Traffic Gen
Report generation date: 08/05/2019 11:53:16

»Development + 2019, AM
»Development + 2019, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	Res Cap	Q (PCU)	Delay (s)	RFC	Res Cap
	Development + 2019							
Stream B-C	0.1	8.21	0.07	16 % [Stream B-A]	0.1	8.20	0.07	17 % [Stream B-A]
Stream B-A	0.2	22.72	0.16		0.2	22.65	0.16	
Stream C-AB	0.1	7.33	0.07		0.1	7.31	0.07	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

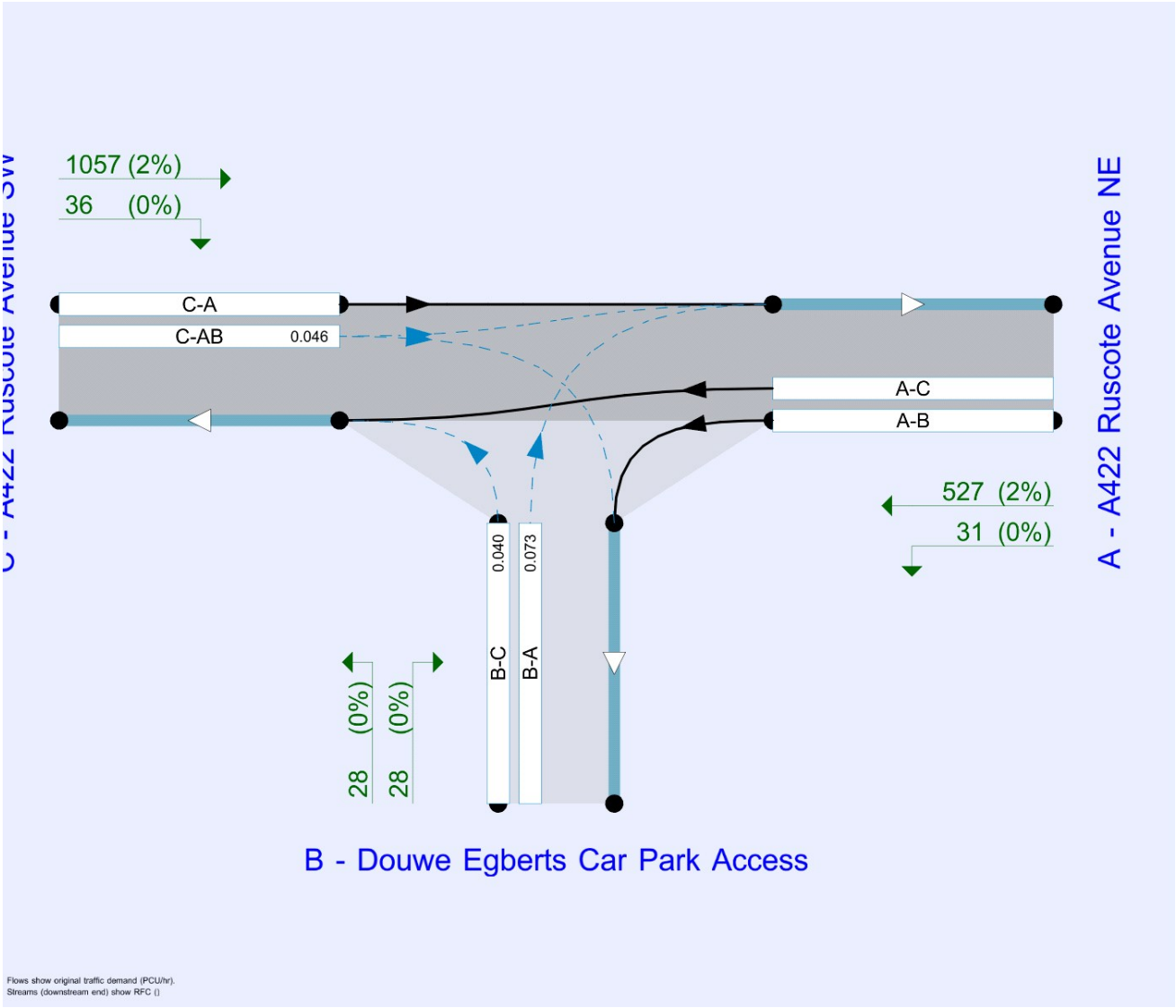
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08/05/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\Arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Development + 2019	AM	ONE HOUR	07:45	09:15	15	✓
D4	Development + 2019	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Development + 2019, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	16	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A422 Ruscote Avenue NE		Major
B	Douwe Egberts Car Park Access		Minor
C	A422 Ruscote Avenue SW		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A422 Ruscote Avenue SW	6.50		✓	3.00	110.8	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Douwe Egberts Car Park Access	One lane plus flare	10.00	5.40	4.40	4.40	4.40		1.00	48	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	503	0.090	0.226	0.142	0.323
1	B-C	636	0.095	0.241	-	-
1	C-B	694	0.263	0.263	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Development + 2019	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A422 Ruscote Avenue NE		ONE HOUR	✓	563	100.000
B - Douwe Egberts Car Park Access		ONE HOUR	✓	56	100.000
C - A422 Ruscote Avenue SW		ONE HOUR	✓	1093	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A422 Ruscote Avenue NE	B - Douwe Egberts Car Park Access	C - A422 Ruscote Avenue SW
From	A - A422 Ruscote Avenue NE	0	36	527
	B - Douwe Egberts Car Park Access	28	0	28
	C - A422 Ruscote Avenue SW	1057	36	0

Vehicle Mix

HV %s

		To		
		A - A422 Ruscote Avenue NE	B - Douwe Egberts Car Park Access	C - A422 Ruscote Avenue SW
From	A - A422 Ruscote Avenue NE	0	0	7
	B - Douwe Egberts Car Park Access	0	0	0
	C - A422 Ruscote Avenue SW	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	8.21	0.1	A	26	39
B-A	0.16	22.72	0.2	C	26	39
C-AB	0.07	7.33	0.1	A	33	50
C-A					970	1455
A-B					33	50
A-C					484	725

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	528	0.040	21	0.0	0.0	7.098	A
B-A	21	5	288	0.073	21	0.0	0.1	13.442	B
C-AB	27	7	582	0.047	27	0.0	0.0	6.481	A
C-A	796	199			796				
A-B	27	7			27				
A-C	397	99			397				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	505	0.050	25	0.0	0.1	7.505	A
B-A	25	6	247	0.102	25	0.1	0.1	16.228	C
C-AB	32	8	561	0.058	32	0.0	0.1	6.813	A
C-A	950	238			950				
A-B	32	8			32				
A-C	474	118			474				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	470	0.066	31	0.1	0.1	8.195	A
B-A	31	8	189	0.163	31	0.1	0.2	22.650	C
C-AB	40	10	531	0.075	40	0.1	0.1	7.329	A
C-A	1164	291			1164				
A-B	40	10			40				
A-C	580	145			580				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	469	0.066	31	0.1	0.1	8.207	A
B-A	31	8	189	0.163	31	0.2	0.2	22.719	C
C-AB	40	10	531	0.075	40	0.1	0.1	7.329	A
C-A	1164	291			1164				
A-B	40	10			40				
A-C	580	145			580				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	504	0.050	25	0.1	0.1	7.521	A
B-A	25	6	247	0.102	25	0.2	0.1	16.273	C
C-AB	32	8	561	0.058	32	0.1	0.1	6.815	A
C-A	950	238			950				
A-B	32	8			32				
A-C	474	118			474				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	527	0.040	21	0.1	0.0	7.113	A
B-A	21	5	289	0.073	21	0.1	0.1	13.473	B
C-AB	27	7	582	0.047	27	0.1	0.0	6.485	A
C-A	796	199			796				
A-B	27	7			27				
A-C	397	99			397				

Development + 2019, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	17	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Development + 2019	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - A422 Ruscote Avenue NE		ONE HOUR	✓	558	100.000
B - Douwe Egberts Car Park Access		ONE HOUR	✓	56	100.000
C - A422 Ruscote Avenue SW		ONE HOUR	✓	1093	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A422 Ruscote Avenue NE	B - Douwe Egberts Car Park Access	C - A422 Ruscote Avenue SW
From	A - A422 Ruscote Avenue NE	0	31	527
	B - Douwe Egberts Car Park Access	28	0	28
	C - A422 Ruscote Avenue SW	1057	36	0

Vehicle Mix

HV %s

		To		
		A - A422 Ruscote Avenue NE	B - Douwe Egberts Car Park Access	C - A422 Ruscote Avenue SW
From	A - A422 Ruscote Avenue NE	0	0	2
	B - Douwe Egberts Car Park Access	0	0	0
	C - A422 Ruscote Avenue SW	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	8.20	0.1	A	26	39
B-A	0.16	22.65	0.2	C	26	39
C-AB	0.07	7.31	0.1	A	33	50
C-A					970	1455
A-B					28	43
A-C					484	725

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	528	0.040	21	0.0	0.0	7.092	A
B-A	21	5	289	0.073	21	0.0	0.1	13.425	B
C-AB	27	7	583	0.046	27	0.0	0.0	6.469	A
C-A	796	199			796				
A-B	23	6			23				
A-C	397	99			397				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	505	0.050	25	0.0	0.1	7.498	A
B-A	25	6	247	0.102	25	0.1	0.1	16.199	C
C-AB	32	8	562	0.058	32	0.0	0.1	6.798	A
C-A	950	238			950				
A-B	28	7			28				
A-C	474	118			474				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	471	0.066	31	0.1	0.1	8.184	A
B-A	31	8	190	0.163	31	0.1	0.2	22.572	C
C-AB	40	10	532	0.074	40	0.1	0.1	7.307	A
C-A	1164	291			1164				
A-B	34	9			34				
A-C	580	145			580				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	470	0.066	31	0.1	0.1	8.197	A
B-A	31	8	190	0.162	31	0.2	0.2	22.648	C
C-AB	40	10	532	0.074	40	0.1	0.1	7.307	A
C-A	1164	291			1164				
A-B	34	9			34				
A-C	580	145			580				

17:45 - 18:00

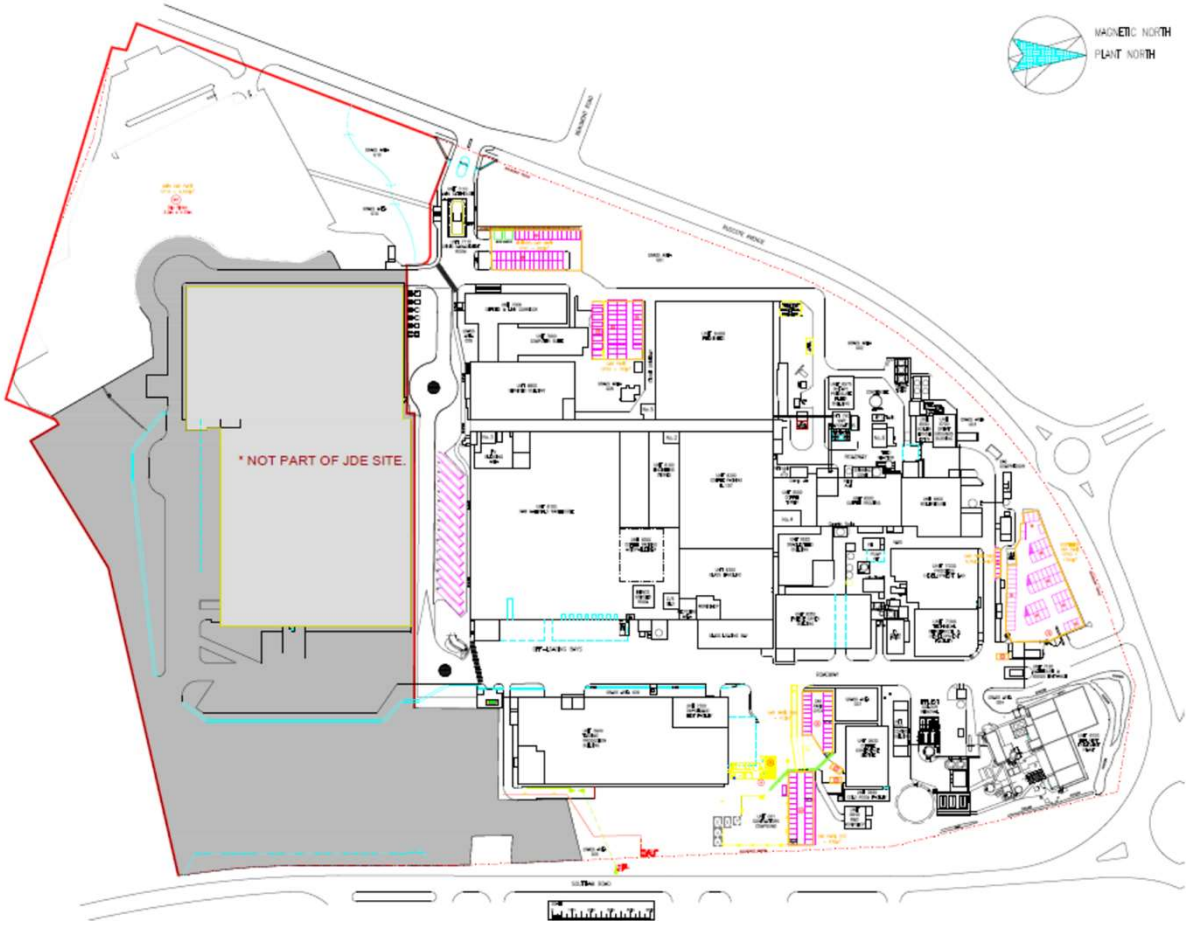
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	504	0.050	25	0.1	0.1	7.514	A
B-A	25	6	247	0.102	25	0.2	0.1	16.244	C
C-AB	32	8	562	0.058	32	0.1	0.1	6.803	A
C-A	950	238			950				
A-B	28	7			28				
A-C	474	118			474				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	528	0.040	21	0.1	0.0	7.110	A
B-A	21	5	289	0.073	21	0.1	0.1	13.459	B
C-AB	27	7	583	0.046	27	0.1	0.0	6.476	A
C-A	796	199			796				
A-B	23	6			23				
A-C	397	99			397				

Appendix I

JDE Banbury Sitewide Parking 2019



TOTAL	468
MAIN	257
VISITORS	44
OVERFLOW	28
O'FL DISABLED	7
∑-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
A422
Hennef Way
Ace Taxis Banbury
McDonald's
Evans Halshaw
Citroen Banbury
Kannegiesser
Beaumont Rd
Longelandes Way
Windrush
Ruscote Arcade
Post Office
Louwe Egberts
ALDI
Play Park
Wickes
Bristol Street Motors
Peugeot Banbury
C B FleetCare
A361
Pipe Ln
C A R Motor Services
Wernick Group
Musketeer
JACOBS DOUWE
EGBERTS (JDE)
The Kenco
Coffee Company
Car Medics
Nursery Dr
Southam Rd
Marley Way
Willans
Canada Rd
Waitrose & Partners
Halfords - Banbury Store
Tile Giant
B&Q Banbury
Google
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3D
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United Kingdom
Terms
Send feedback
50 m

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

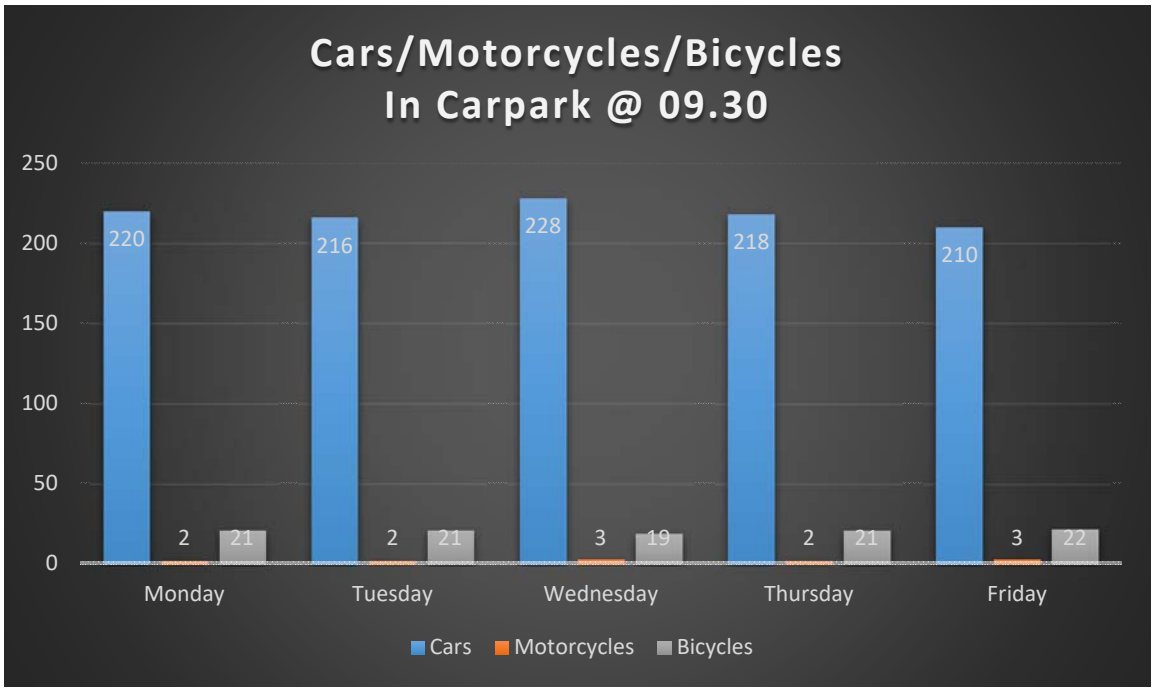
TIME	CAR PARK		ACC
	IN	OUT	
06:00	1	1	0
06:15	2	0	2
06:30	3	2	3
06:45	5	1	7
07:00	1	3	5
07:15	2	2	5
07:30	7	3	9
07:45	14	3	20
08:00	6	2	24
08:15	18	3	39
08:30	15	4	50
08:45	10	3	57
09:00	9	1	65
09:15	4	4	65
09:30	5	0	70
09:45	3	1	72
10:00	3	3	72
10:15	6	5	73
10:30	3	3	73
10:45	6	4	75
11:00	3	2	76
11:15	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

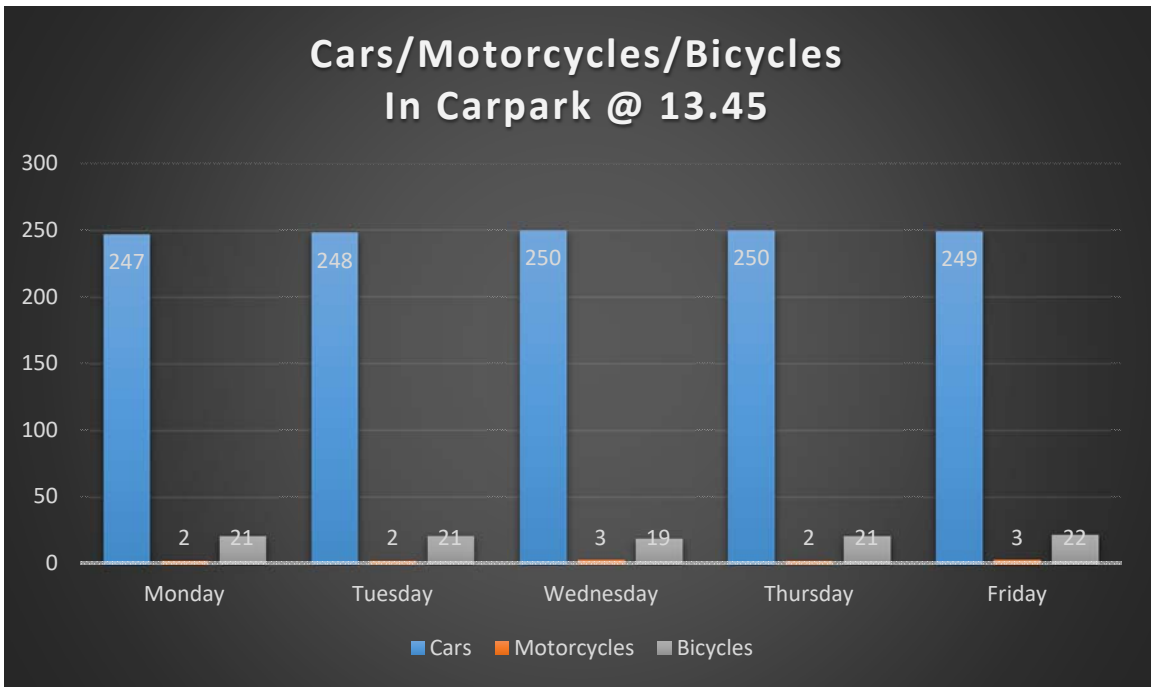
Max Capacity: 78

Average Vehicles Parked in Main Carpark

Monday 5th June – Friday 30th June 2017.



Monday 5th June – Friday 30th June 2017.



Appendix J

		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	0X15						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

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