

# Graven Hill, D1 Site, Bicester Interim Travel Plan

Prepared for  
Graven Hill Purchaser Ltd  
June 2022



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## **Appendices**

Appendix A Development Proposals

Appendix B Trip Generation

# 1.0 Introduction

Graven Hill Purchaser Ltd (the Applicant) is proposing the redevelopment of former MOD land in Bicester, Oxfordshire, as a logistics park. The D1 Site (the Site) is part of the wider Graven Hill development area, the masterplan for which gained outline planning permission in 2014 (11/01494/OUT).

In accordance with Oxfordshire County Council guidance<sup>1</sup>, the production of an Interim Travel Plan for all components of the development is required in support of the outline planning application.

This Interim Travel Plan has been prepared by Alan Baxter Ltd (ABA) for discussion and agreement with the local planning authority, Cherwell District Council (CDC), and local highway authority, Oxfordshire County Council (OCC). It should be read alongside the Transport Assessment that is separately submitted in support of the Outline Planning Application.

The proposal for the site is for logistics usage, being a development of 104,008 sqm of B8 Storage or Distribution space. Submission of outline planning is anticipated in 2022 and it is aimed to start occupation in 2024. Each occupier of the Site is committed to produce a full subsidiary travel plan within 3 months of occupation.

The contents of this Interim Travel Plan include the following:

- A summary of baseline transport and existing conditions, specific to the site
- Trip rates and trips for the site's development quantum, from which to derive a modal split
- An overview of the Travel Plan management, including a requirement for identifying a Travel Plan Coordinator (TPC) for the Site
- Objectives and targets of the Travel Plan, including modal shift and car trip cap
- A package of measures in order to achieve the modal shares and targets
- The monitoring and review programme for the Travel Plan
- A summary of key actions in an Action Plan, in order to take the Travel Plan forward

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<sup>1</sup> <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/travel-plans-and-statements>



## 2.0 Site & Access Arrangements

### 2.1 Site Location and Context

The Graven Hill development area is located approximately 2km to the south of the centre of Bicester. The outline permission for this area was for development of 1,900 homes, a primary school, local shops, a pub/restaurant/hotel and employment floorspace, with associated open space and highways. Whilst much of the northern end has been delivered, the logistics park is proposed for the southern portion of the area that remains undeveloped, on land parcels D1 and EL1 (the site). The site has consent for employment usage (see Figure 2-2). As former MOD land, there are a number of existing buildings on site, including warehouses and ancillary buildings, along with areas of hardstanding and disused rail tracks.

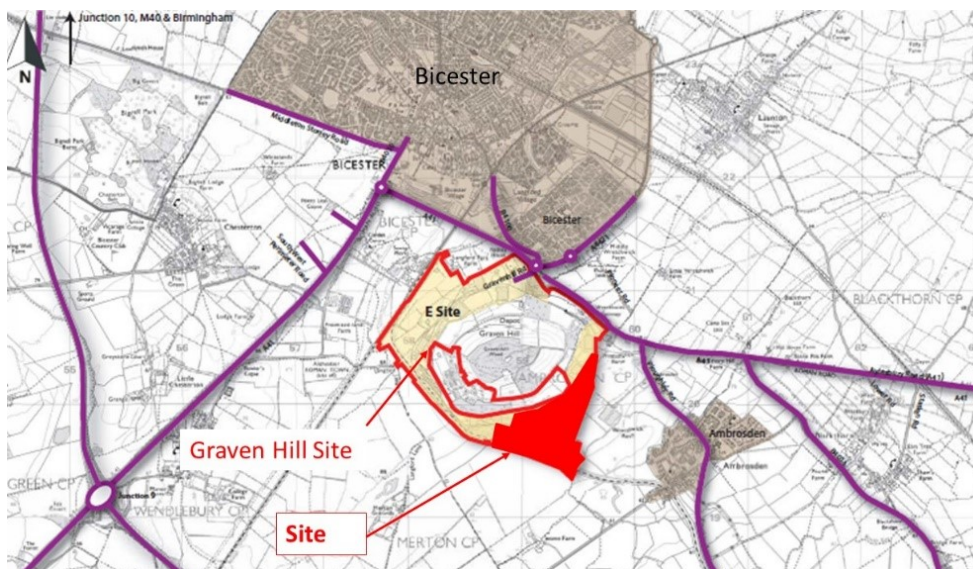


Figure 2-1 Site Location

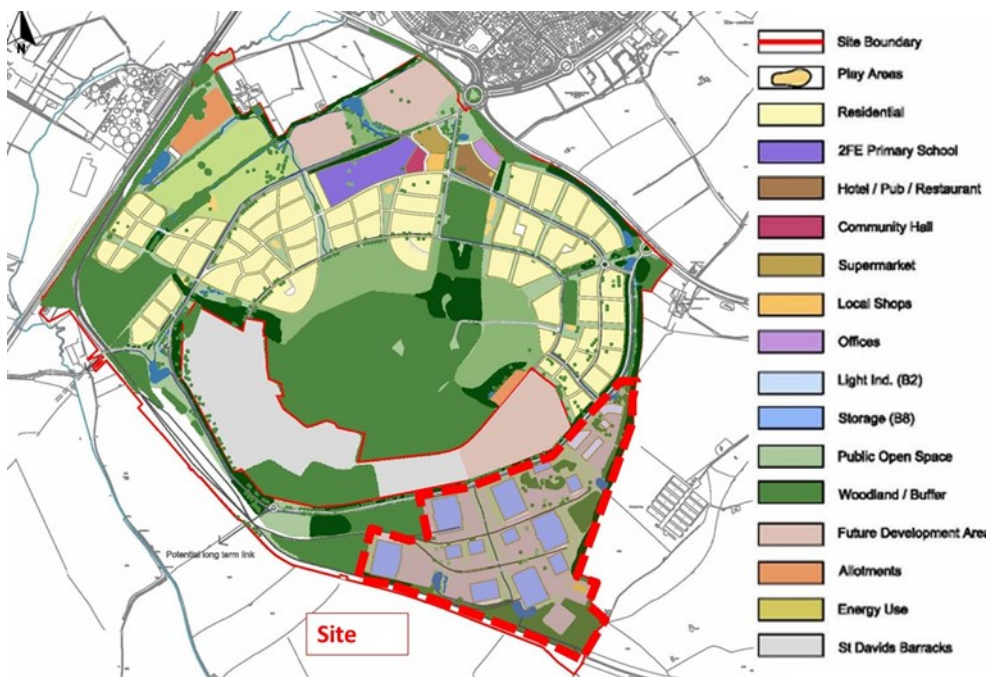


Figure 2-2 Site Context Within Outline Application Strategic Masterplan



Figure 2-3 Site Aerial



## 2.2 The Development

The outline proposals are for 104,008sqm of B8 Storage or Distribution Use, including 9 new warehouse buildings (indicative masterplan scheme only) with ancillary office space, along with associated access and parking provisions, SUDS and soft landscaping features. The draft masterplan is shown in Figure 2-4, with a larger scale drawing shown in **Appendix A**.

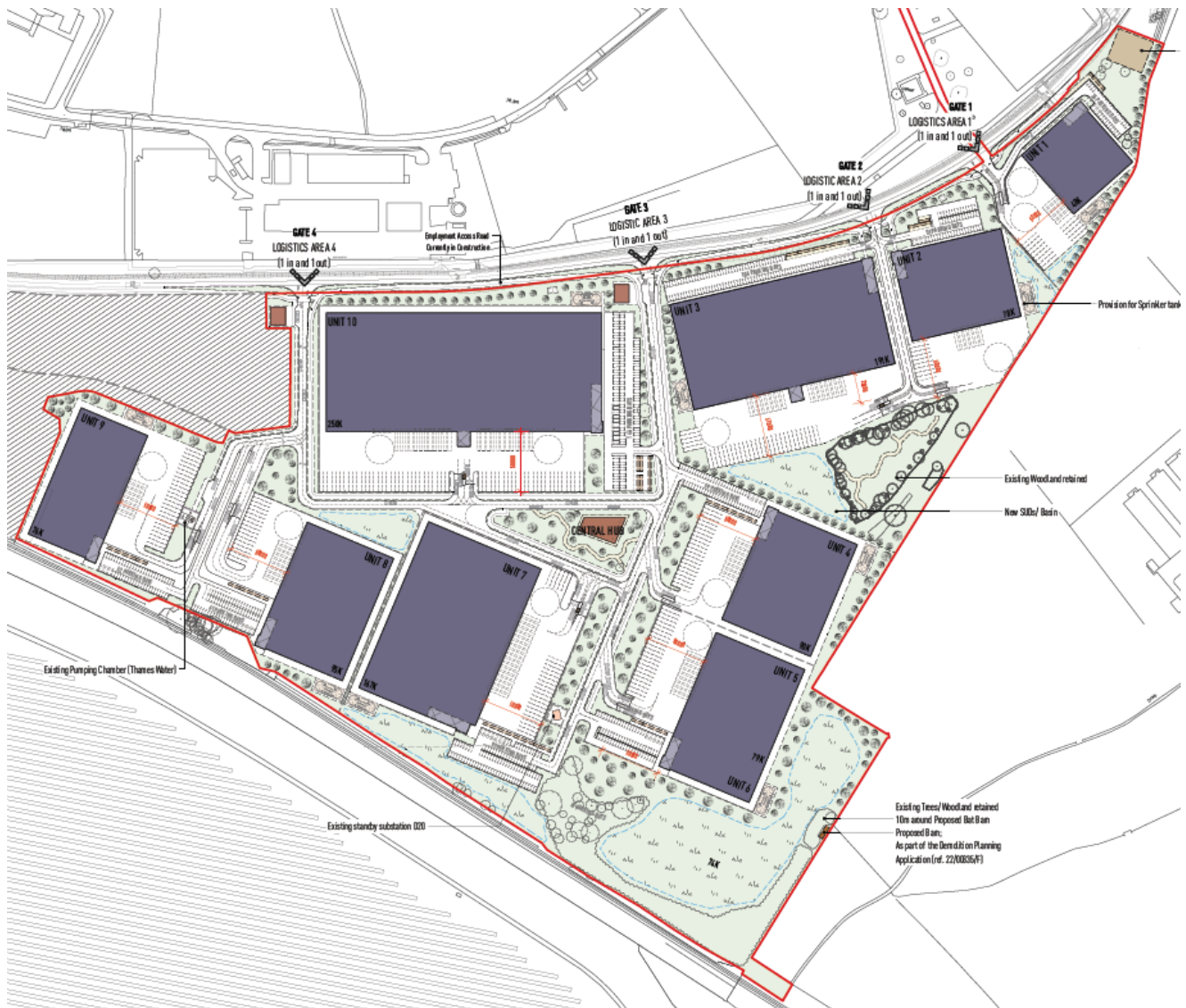


Figure 2-4 Indicative Masterplan

## 2.3 Rail

Within Bicester there are two rail stations: Bicester Village and Bicester North. These enable journeys to London (50-60 mins), Birmingham (60-70 mins), and Oxford (20 mins).

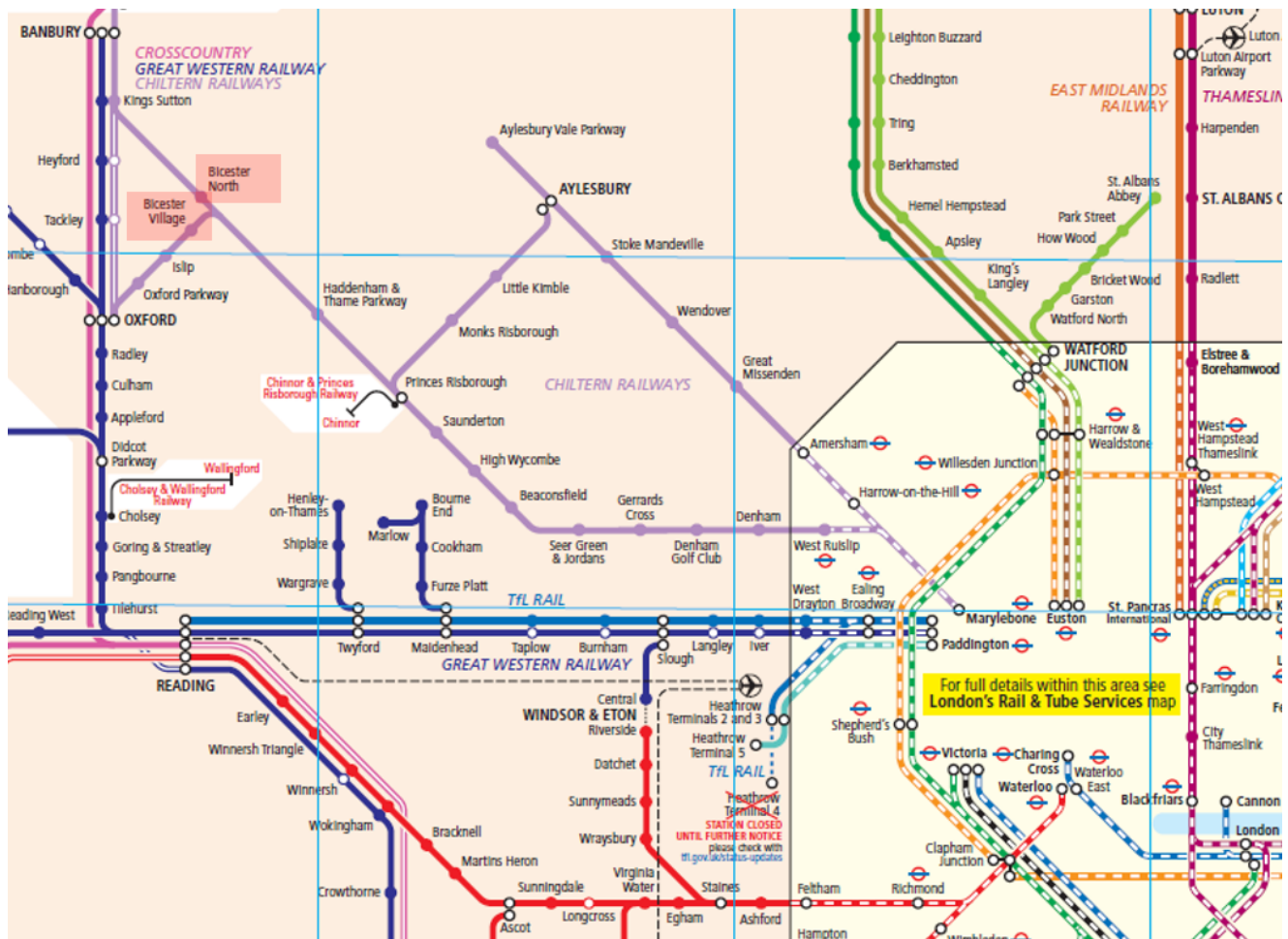


Figure 2-5 Rail Network

Bicester Village is located approximately 2km north of the Site, and is approximately a 5-minute drive, or 10-minute cycle away. A half hourly service is available to London Marylebone (a 50 – 60-minute journey time), and Oxford (a 16-minute journey time). Car and cycle parking are available at the station.

Bicester North is located approximately 3.5km north of the site, and is approximately a 10-minute drive, or 20-minute cycle. A half hourly service is available to London Marylebone (a 50 – 70-minute journey time), with an hourly service to Banbury (a 15-minute journey time), and an hourly service to Birmingham Snow Hill (a 70 – 80-minute journey time). Car and cycle parking is available at the station.



## 2.4 Bus

Bicester has a local bus service, with radial routes from the town centre to local and regional destinations. Bicester's rail stations are also served. A bus map is shown in Figure 2-6. As the site is former MOD land which is not currently accessible to the public, the closest bus stop is 800m to the northeast (or a 10 min walk), on the A41 near Symmetry Park. There are two services, which are the 17 and 18.

Further north, buses serve the residential component of the Graven Hill development. There are bus stops to the south of Rodney House roundabout, which is 1.3km to the north of the site (or a 20 min walk). Bus services were introduced relatively recently, in January 2021, being the 29 and H5 services. The services are summarised in Table 2-1.

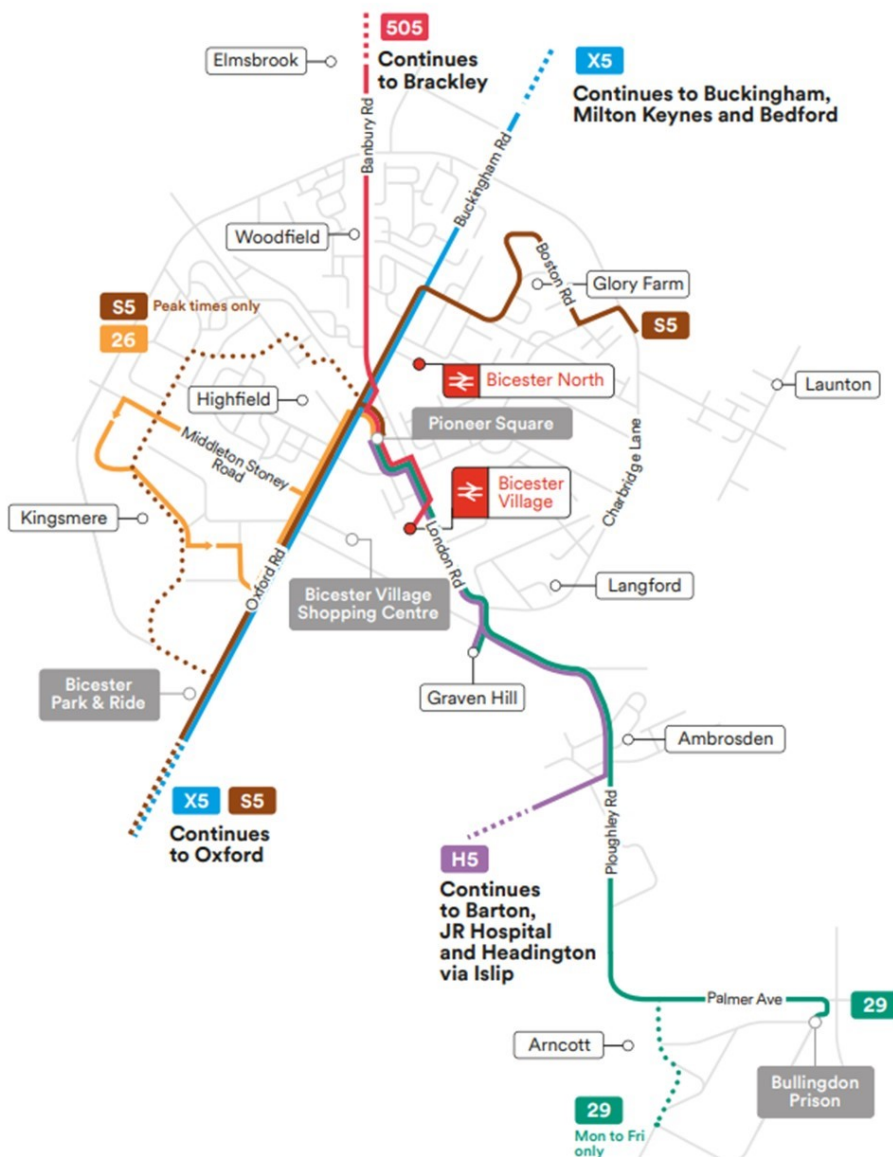


Figure 2-6 Bicester Bus Network

Table 2-1 Local Bus Services

Bus/Coach Number	Stop Location	Walking Distance from Site	Route	One-way Frequency
<b>17</b>	Symmetry Park (Westbound)	10 min	Aylesbury - Bicester	Hourly
<b>18</b>	Symmetry Park (Westbound)	10 min	Buckingham - Steeple Claydon - Bicester	Every 2 Hours
<b>29</b>	Graven Hill	20 min	Headington - Ambrosden - Bicester	Hourly
<b>H5</b>	Graven Hill	20 min	JR Hospital (Oxford) - Islip - Ambrosden - Bicester	Hourly

New bus stops will be provided on the EAR upon its completion (see Section 2.6). These would be bus cages in the carriageway, along with shelters and flags. No laybys are anticipated to be necessary, given that vehicular numbers would be low, and that bus frequencies to serve the logistics usage would similarly be low. Given that the footway is on the south side, bus stops would be provided on this side only. For any departing passenger it would be expected they would board and the bus would turn at the roundabout to the west before continuing eastwards.

Negotiations with local bus companies and the local council on any increases in service provision and on lighting, landscaping and shelter provision are expected at the determination stage.

## 2.5 Walking

In terms of pedestrian provision, footways would be provided within the site in coordination with the internal road network. This would enable the various units to be served on foot. Furthermore, there are no specific amenities (e.g. local shops) within a walkable distance, and similarly it is anticipated that the new development would provide these locally.

The Graven Hill development is also expected to provide new public highways and improved pedestrian connectivity across the masterplan area (see Section 2.9). As part of this, by the time that the proposals would be delivered, it is anticipated that a new pedestrian route as part of the Employment Access Road would serve the site and connect to wider routes. This would provide access to local bus stops as summarised in Section 2.4. A summary of the pedestrian context on site, including isochrones and key routes to bus stops, is shown on Figure 2-7.

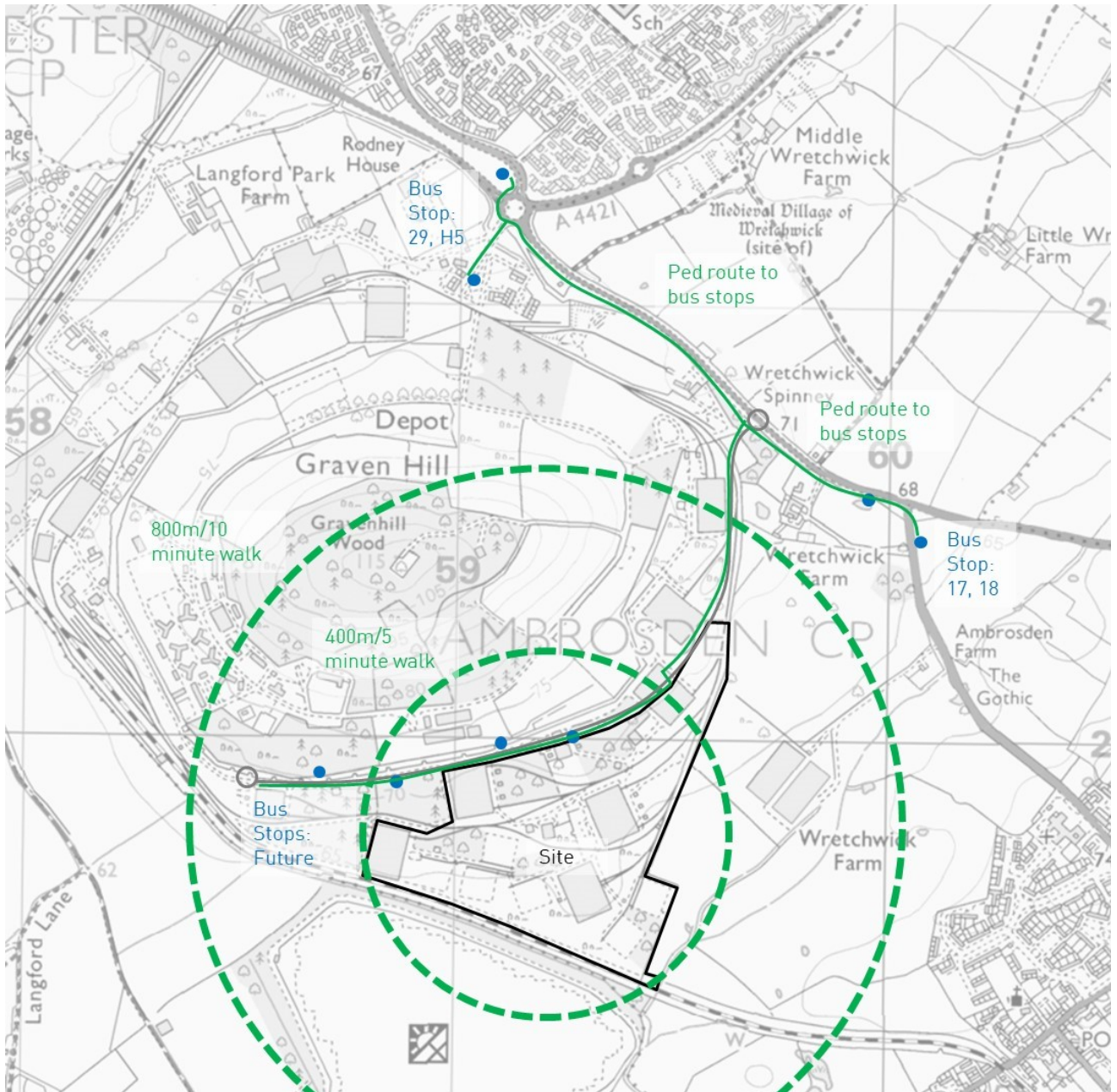


Figure 2-7 Walking Routes

Details on the provision of safe crossing points, tactile surfaces, good lighting, signposting and off-site pedestrian routes are expected at the determination stage.

## 2.6 Cycling

National Cycle Network Route 51 passes through Bicester (see Figure 2-8). This is an east-west route, running from Oxford to Felixstowe, via Milton Keynes and Ipswich. Through Bicester, it largely consists of on-road and traffic-free (e.g. shared footway) routes. In the vicinity of the site, there are cycle routes at the A41/Graven Hill Road roundabout. These largely consist of on-footway routes that were delivered as part of the roundabout improvement works.

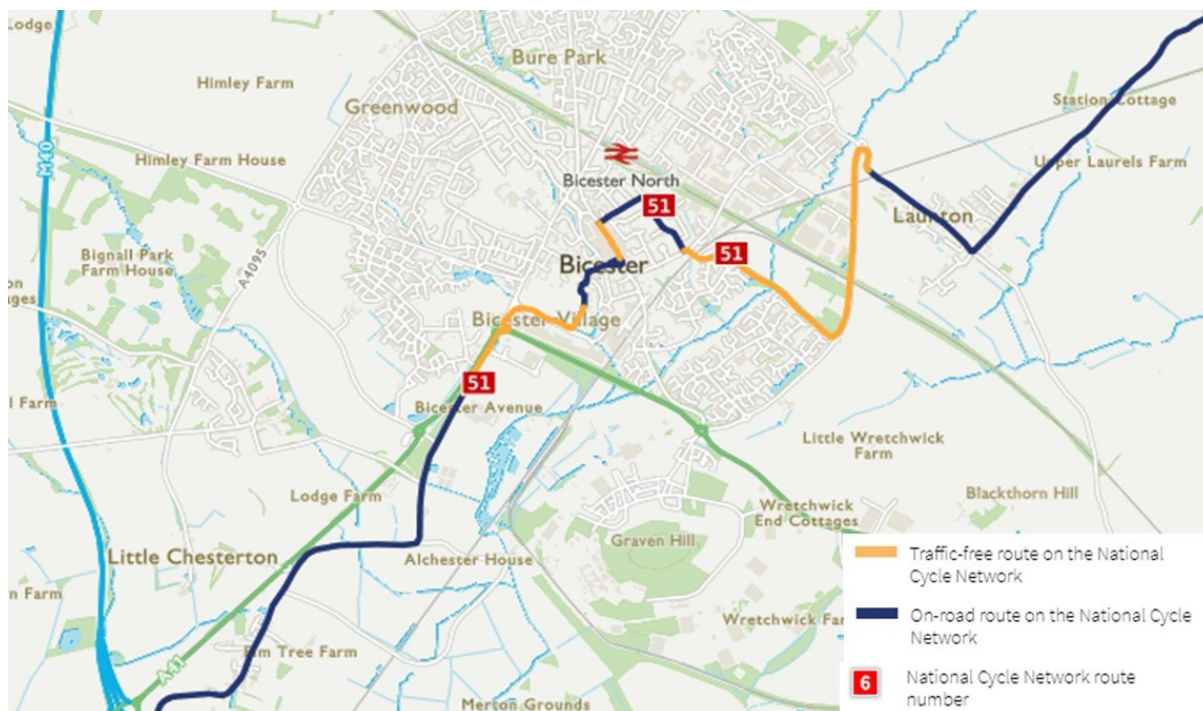


Figure 2-8 National Cycle Network Route 51

From the site itself, many amenities will be within a 5 – 10-minute cycle. These include Bicester Village station, parts of the south of the town centre, and local amenities as part of the Graven Hill development. Cycle isochrones are shown on Figure 2-9. This will be enabled via a high-quality off-road cycleway delivered as part of the EAR (see Section 2.6), plus at the Pioneer Roundabout. These designs were discussed with OCC as part of the pre-app process, where they agreed to the principles (see Appendix to Transport Assessment May 2022). Detailed comments from them on the design were subsequently incorporated into the junction designs.

In terms of other onward routes beyond this, the cycle route provision is more limited. Of note are widened crossings and paths suitable for combined pedestrian and cycle usage that were delivered as part of the works at Rodney House roundabout.





Figure 2-9 Cycle Isochrones

At the Site there would already be a footway and cycleway delivered as part of the EAR, which would be maintained. Furthermore, new cycle crossings would be provided at each of the new vehicular accesses in the form of “full set back” crossings as defined by LTN 1-20. The EAR cycle lanes would also be extended within the site, in order to cater for further cycle journeys. The detail of this would be developed as part of a Reserved Matters Application. A 3m cycleway would be provided alongside the loop road served from Accesses 3 and 4. This would enable sustainable transport options to the various units. Details on the provision of cycle lanes, safe crossing points, direct routes, lighting, signposting and off-site cycle routes are expected at the determination stage.

A total of **345** cycle parking spaces is proposed, based on the development quantum and the parking standards as summarised in Table 2-2. These are both long stay and visitor spaces. Long stay cycle parking would be provided in secure, covered cycle stores, which would be located in well overlooked and convenient locations which provide easy access to proposed units and cycle routes. Additionally, ancillary changing and showering facilities would be provided within individual units. Short stay cycle parking would

be provided as Sheffield stands or other cycle parking solutions, and would be located near to the main entrances of buildings. The proposed cycle parking can be summarised as follows:

Table 2-2 Proposed Cycle Parking

Use Class	Area (sqm)	Cycle Parking		
		Long Stay	Visitor	Total
B8 Storage or Distribution	94470	189	94	283
E(g)(i) Office	6113	41	20	61
<i>Total:</i>		230	115	345

## 2.7 Vehicle Access and Highway Network

The site is in proximity to key strategic highways, with the A41 in particular running close to the site. Connections are available to the M40 and the A34 (see Figure 2-10). Convenient journeys are available to London (1hr 30 min drive via the M40 south), Birmingham (1 hr 10 min drive via the M40 north), and Oxford (30-minute drive via the A41 & A34). In terms of local provision, there are various private roads through the site, which would have served the various MOD buildings. These connect to the A41 to the north, via the Pioneer roundabout.

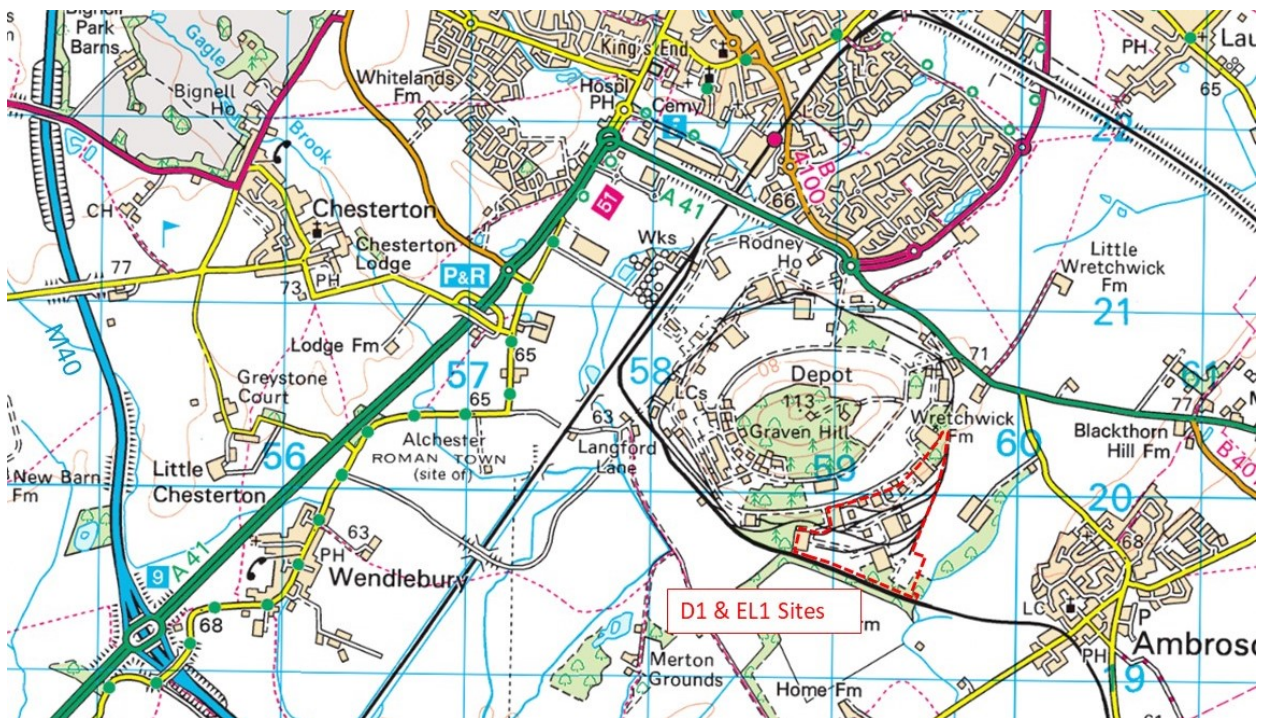


Figure 2-10 Strategic Highways

Most immediately to the site, the Employment Access Road (EAR) will be constructed, running along the northern perimeter of the site, and connecting north to the A41, with a new roundabout. Whilst there was



already a local road for MOD purposes, the EAR is designed for the employment land expected to be delivered as part of the Graven Hill masterplan. The EAR is being delivered by Graven Hill Village Development Company (GHVDC). This was given planning permission in April 2021 (ref: 20/02415/F), with an anticipated completion of October 2022. The road includes two lanes, a 2m footway and 3m cycleway on one side (which is on the southern side as it passes the site), and pedestrian crossings. At the western end, it includes a roundabout, enabling vehicles to turn back.

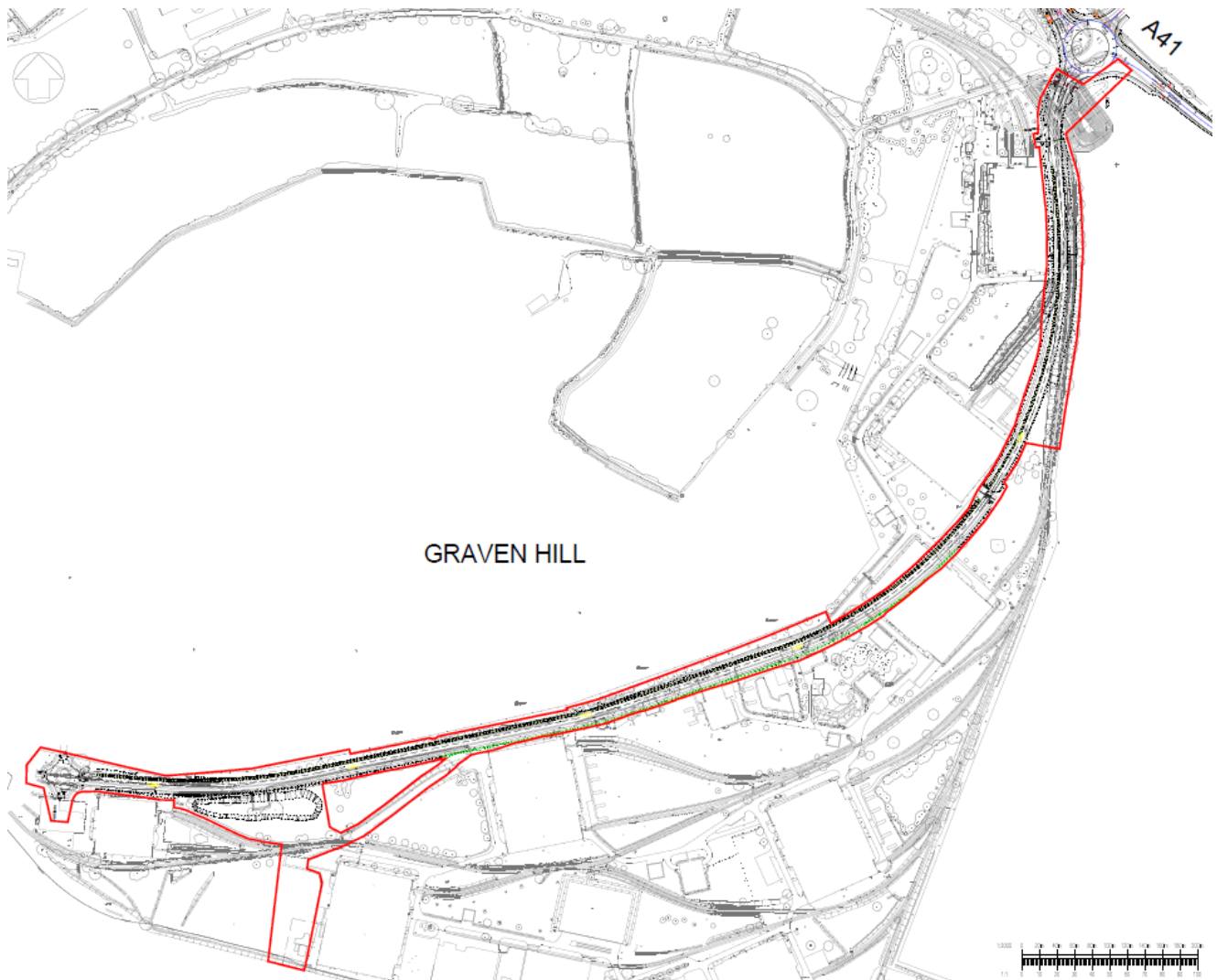


Figure 2-11 Employment Access Road (EAR)

Four vehicular accesses are proposed to be constructed on the EAR, to access various areas of the site. These are proposed to be priority junctions. Accesses 1 and 2 would serve warehouse units located immediately adjacent to the EAR. Accesses 3 and 4 would provide access to an internal road network within the site which would serve the remainder of the warehouse units via local accesses. Each unit would have surface car parking and HGV parking associated with it.

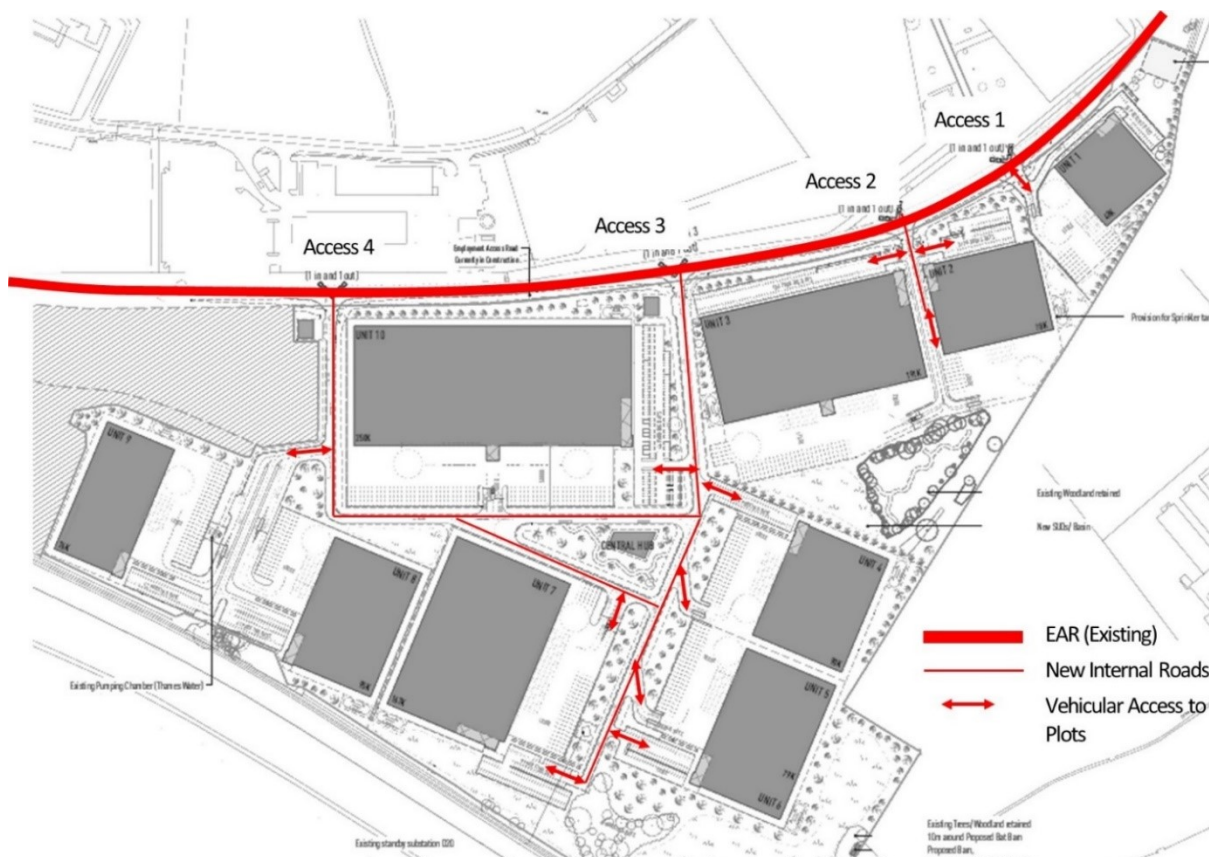


Figure 2-12 Vehicular Access Principles

## 2.8 Car Parking

A total of **678** car parking spaces is proposed, based on the development quantum and the parking standards as summarised in Table 2-3.

Although the site is proposed as 100% B8 usage, as a robust worst case, E(g)(i) standards have been applied to the ancillary offices in order to demonstrate that this could be accommodated on site if necessary<sup>2</sup>.

Disabled parking is proposed at a rate of 6%. Electric vehicle parking (which could be either regular or disabled spaces) is proposed at a rate of 25%. These are proposed to be fast chargers, which are the most commonly used for the workplace.

5% of the total car parking capacity will be provided as priority spaces for car sharers. These could be either regular or electric vehicle parking. The spaces will be located nearest the development entrance just after the disabled spaces.

The proposed car parking can be summarised as follows:

<sup>2</sup> Note: the basis of this was agreed with OCC during pre-app consultation



Table 2-3 Proposed Car Parking

Unit	Area (sqm)		Car Parking			
	Warehouse	Ancilliary Office	Regular	Disabled	Total	EV (regular or disabled)
Unit 1	4,050	443	33	2	35	9
Unit 2	6,690	531	48	3	51	13
Unit 3	15,087	909	99	6	106	26
Unit 4	7,737	609	55	4	59	15
Unit 5	9,244	609	63	4	67	17
Unit 6	14,717	810	95	6	101	25
Unit 7	8,276	587	57	4	61	15
Unit 8	6,552	479	47	3	50	13
Unit 9	22,118	1,137	140	9	148	37
<i>Total</i>			637	41	<b>678</b>	169

Parking areas would be surface car parking, located adjacent to each unit. This is shown in the indicative masterplan in **Appendix A**.

For operational vehicle parking, generally there aren't specific standards. Parking numbers are typically based on the operational needs of each facility. However, a total of 224 bays for large vehicle parking are proposed as a starting point, based on similar precedents. Each unit will have spaces allocated to it. It is expected that these numbers could be subsequently refined following agency advice, and based on an assessment of the likely operational requirements for the proposed units.

In terms of servicing, numerous loading areas will be located within the Site.

In each unit car park area sufficient space for a drop-off and waiting area will be provided.

## 2.9 Planned Transport Improvements

The Graven Hill development will bring notable transport improvements to the area, including new roads, pedestrian and cycle routes, and extensions to local bus routes.

Besides construction of the EAR mentioned above there are longer term ambitions to extend the road to the west, connecting to the A41. This would become the South East Perimeter Road (SEPR). A route alignment for this was chosen in 2016. This has yet to be delivered, however, and would require crossing MOD land and a railway.

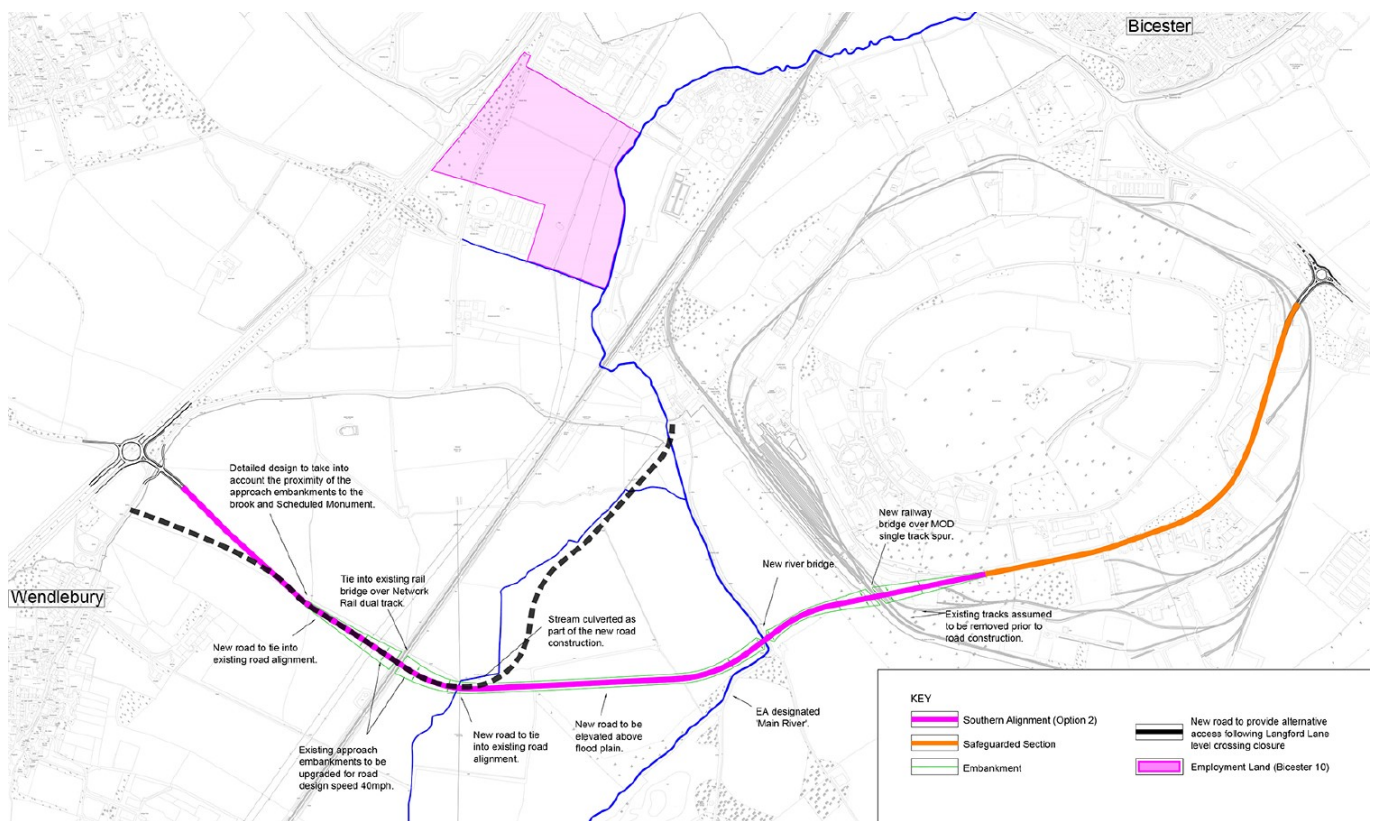


Figure 2-13 South East Perimeter Road (SEPR)

In terms of bus provision, existing routes are proposed to be extended within the Graven Hill masterplan area, in order to serve new development here. This includes a number of new bus stops. Along the northern perimeter of the site, two sets of bus stops will be delivered as part of the EAR. These would be bus cages in the carriageway, along with shelters and flags. At present, the exact service and frequency at these bus stops is unknown, but it would be expected to build on the existing provision within the vicinity of the site (see Section 2.4).



Figure 2-14 Graven Hill Bus Routes (proposed at Outline Application)

In terms of broader strategic transport improvements, “East West Rail” is a long-term project to link Oxford to Cambridge via a number of towns, and includes a stop at Bicester Village. The first section, Oxford to Bicester, was delivered in 2016. The second, from Bicester to Bletchley, is currently under construction and anticipated to be complete by 2025. When complete, this rail project would establish Bicester on a strategic business and knowledge corridor. This will increase the accessibility of the Site and increase the attractiveness of commuting to the Site by rail.

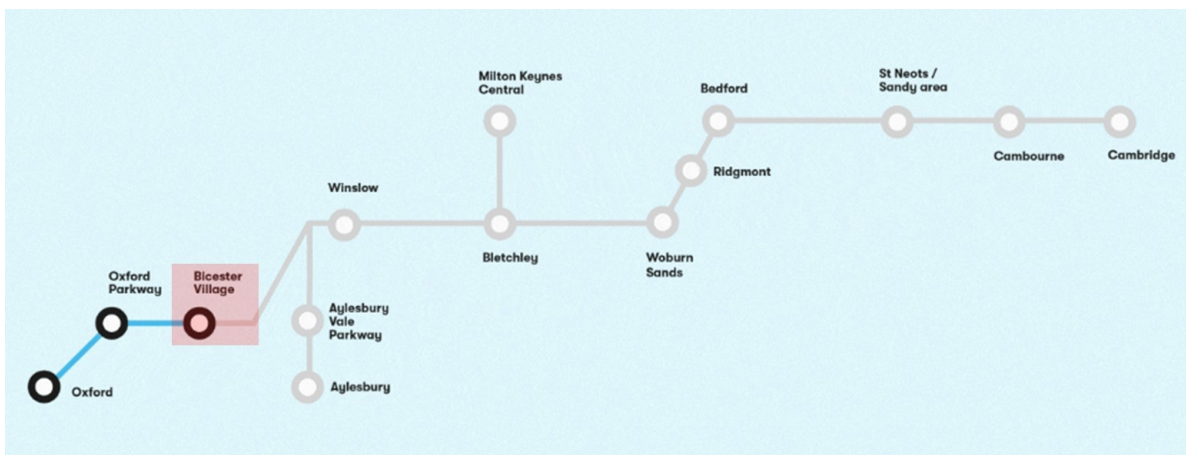


Figure 2-15 East West Rail



## 3.0

# Base Modal Share

In order to calculate a base modal share for the various transport options available to the Site's users, the trip generation from the Transport Assessment based on TRICS trip rates for other B8 sites is assumed to be a sensible starting point (see data in **Appendix B**). Note that this will subsequently be updated as part of the ongoing monitoring of the Travel Plan (see Section 7.0). Trip rates for HGVs and LGVs were excluded as these trips are not commuter trips and cannot easily be replaced by other modes.

The trip rates are as follows:

Table 3.1 B8 Trip Rates

Mode	B8 Trip Rates			
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	<i>Arr</i>	<i>Dep</i>	<i>Arr</i>	<i>Dep</i>
Car Driver	0.066	0.016	0.018	0.077
Car Passenger	No Data	No Data	No Data	No Data
Pedestrians	No Data	No Data	No Data	No Data
Public Transport	No Data	No Data	No Data	No Data
Cyclists	0.003	0.001	0.001	0.003
Taxi/Other	0.001	0.001	0.000	0.001
<b>Total</b>	<b>0.070</b>	<b>0.018</b>	<b>0.019</b>	<b>0.081</b>

The development's 104,008 m<sup>2</sup> of B8 floor space were multiplied with the above trip rates to arrive at the trips generated. This resulted in the following trips generated:

Table 3.2 Trips Generated

Mode	Trip Generation			
	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	<i>Arr</i>	<i>Dep</i>	<i>Arr</i>	<i>Dep</i>
Car Driver	64	12	15	75
Car Passenger	No Data	No Data	No Data	No Data
Pedestrians	No Data	No Data	No Data	No Data
Public Transport	No Data	No Data	No Data	No Data
Cyclists	3	1	1	3
Taxi/Other	1	1	0	1
<b>Total</b>	<b>69</b>	<b>15</b>	<b>16</b>	<b>79</b>

Averaging these values across the two peaks, the following baseline modal share is therefore derived:

Table 3.3 Mode Share (Peak Period)

<b>Mode</b>	<b>Mode Share</b>
Car Driver	93%
Car Passenger	0%
Pedestrians	0%
Public Transport	0%
Cyclists	5%
Taxi/Other	2%
<b>Total</b>	<b>100%</b>

Notably, the mode share suggested a very heavy use of the car, which is single use. This is likely reflected by the nature of B8 logistics sites. The sites selected in TRICS were chosen based on floorspace, and were reviewed and approved by OCC. The sites were generally in edge of town contexts. Furthermore, the trip rates from these sites didn't provide pedestrian or public transport usage, likely representative of their urban contexts. So, whilst this trip profile is expected, it provides a baseline only, and an opportunity to increase sustainable transport mode share for this type of usage (to be subsequently laid out in this Travel Plan). This baseline modal share informs the targets which are set in Section 5.2. These are therefore a draft modal share, until baseline surveys are undertaken following first occupation.

# 4.0

## Travel Plan Management

### 4.1 Overview

A Travel Plan is an active, dynamic document that requires a detailed strategy for its implementation. It will also require continued updating throughout its life, as aspects of the development change and evolve.

This Interim Travel Plan is appropriate for an Outline Application. It will be followed by Full Travel Plan which must be agreed with OCC at least three months prior to first occupation of the development.

The following sections address the management structure specific to the Site.

### 4.2 Responsibilities

For the Site, a Travel Plan Coordinator (TPC) will be appointed who will take the lead for implementing the travel plan across the entire site. Potentially, Sustainable Travel Managers (STM) can be appointed to implement the Full Travel Plan on a building or sub-lease level. The site-wide TPC can also be appointed as an STM. This management structure would be determined during a Reserved Matters application. The Full Travel Plan will contain sufficient details to meet the demands and challenges of the site's users and set out how best to implement a shift towards more sustainable travel.

Unless S106 negotiations determine otherwise, recruiting and funding of the TPC is anticipated to be the responsibility of Graven Hill Purchaser Ltd or their successor as site owner. They are further responsible to communicate the name and contact details of the TPC to the OCC Travel Plan Team once a TPC has been appointed.

The role of the Travel Plan Coordinator is undertaken on a part-time basis alongside other duties. The responsibilities include:

- Management, implementation and monitoring of the Travel Plan
- Gaining commitment and support from the site occupants
- Giving travel advice and ensuring travel information is produced and distributed to the site users
- Coordinating with other Sustainable Travel Managers in the development regarding site-wide issues
- Attending Travel Network meetings
- Evaluating progress (see chapter 7.1) towards achieving Travel Plan targets, including arranging regular travel surveys and producing progress reports for OCC, the TPC and the building's occupants
- Liaising with Oxfordshire County Council (OCC)

### 4.3 Travel Network

A Travel Network will be established by the TPC at a site wide level, as a forum for occupiers to help support and sustain Travel Plan measures. Membership of the Travel Network will be compulsory for all commercial occupiers of the site and is secured through lease conditions. Recurring meetings will be held with all Sustainable Travel Managers and the TPC to attend. Representatives from OCC and CDC will also be invited to attend.

### 4.4 Funding

Funding for the Site's Full Travel Plan, Travel Plan Coordinator, measures, and monitoring programme will be secured through Section 106 Agreement.



# 5.0

## Objectives and Targets

### 5.1 Objectives

The overarching principles of this Interim Travel Plan are to promote sustainable modes of travel by reducing reliance on motorised vehicle trips, particularly single-occupancy trips, and to widen choices for staff and all other site users. This will work towards reducing the impact of the development on the local highway network and the environment.

To achieve this aim, there are the following key objectives:

- To encourage carbon-neutral travel (such as walking and cycling) as the first choice for trips to/from the development;
- To reduce reliance on the use of private cars/taxis, while still providing access for disabled site users;
- To encourage car sharing or car trips by multiple occupants rather than driver-only car trips;
- To promote and support active and healthy travel;
- To promote the use of public transport to/from the development
- To minimise congestion and associated impacts; and,
- To reduce the overall need to travel.

### 5.2 Targets

Targets are essential for monitoring the progress and success of the Travel Plan and should be “**SMART**” – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime - related.

Targets come in two forms:

- **Aim** type targets are quantifiable and generally relate to the degree of modal shift the Travel Plan is seeking to achieve.
- **Action** type targets are non-quantifiable actions that need to be achieved by a certain time.

#### Aim Targets

A good way of measuring performance is through monitoring modal split. The objective is to encourage a modal shift away from (single occupancy) car use, towards a greater proportion of journeys made by sustainable modes, primarily walking, cycling and public transport.

This Interim Travel Plan contains in Table 5.1 draft targets for a modal shift across the Site based upon the estimated base modal split derived in Section 3.0.

Table 5.1 Target Modal Shift

Mode	Base	Modal Shift	Target
Car Driver	93%	-18%	75%
Car Passenger	0%	+4%	4%
Pedestrians	0%	+2%	2%
Public Transport	0%	+8%	8%
Cyclists	5%	+4%	9%
Taxi/Other	2%	0%	2%
<b>Total</b>	<b>100%</b>		<b>100%</b>

The largest opportunities for modal shift are with public transport, walking, and cycling. For public transport, there is a notable opportunity given the introduction of a bus service around Graven Hill to Bicester town centre. The introduction of East-West Rail will bring considerable improvements to the public transport offer at Bicester Village station, thus also giving the opportunity for commuters to travel to the Site by combining rail and bus travel or rail and cycling. In terms of cycling, the cycling infrastructure being proposed as part of the EAR offers great potential to encourage cycling to work to the Site from Graven Hill or other parts of Bicester. Furthermore, the provision of a new footway along the EAR means it would be feasible to walk from some of the residential communities (for example in Graven Hill) to the site. These mode share increases would primarily be at the expense of the mode share of car drivers. As a means to reduce the Site's transport impact car passenger trips should also be encouraged which is reflected in the targets.

Although the base modal share has been set by agreed trip generation, subsequent baseline surveys will be undertaken (see Section 7.1), following which the base and the targets may be revised.

Furthermore, there shall be an allowable maximum number of car trips generated by the development per day. This is assumed to be the car trips approved for the extant permission, and is unlikely to be exceeded.

## Action Targets

Action type targets are non-quantifiable actions that need to be achieved by a certain time. Therefore, these targets have no numerical values but each target can be assessed by its own method. Action type targets will be devised by the Sustainable Travel Manager for the site once the Travel Plan is live. Examples of action type targets are given in Section 8.0.

## 6.0 Measures

In order to achieve the modal shift targets, set out above, a package of concrete measures will need to be put in place. The performance of these measures should be reviewed on a regular basis and their overall success measured against the targets set. The proposed set of measures is set out below.

### 6.1 Pedestrians

It is recommended that the measures for pedestrians include:

- Improvements to general pedestrian provision to the development. This provides, from the beginning, an amenable, inviting and accessible environment for pedestrian usage.
- Improvements to facilities at key junctions and pedestrian crossing points in the vicinity of the site.
- Information on pedestrian routes to and from the site for site users to be provided in travel information packs, including to and from important attractors in Bicester;
- Liaison between TPC and OCC to advance any maintenance of pedestrian routes in the vicinity of the site, including issues with accessibility, lighting and personal security; and,
- Promotion of local and national annual walking events.

### 6.2 Cycling

It is recommended that the measures for cyclists include:

- Provide adequate cycle parking facilities from the beginning so that this is not an obstacle to users to cycle for everyday journeys.
- Promote/advertise the spaces, both in cycle stores and external parking, whilst actively encouraging site users to cycle to and from the development.
- Information to be provided on cycle routes to and from the site to be provided in travel information packs and on communal notice boards.
- The usage level of cycling parking will be monitored, and if demand for either long- or short-stay cycle parking facilities exceeds supply, further cycle parking facilities should be provided.
- During the first year of the Travel Plan a survey will be undertaken to establish if there are any problems with the cycle parking and changing facilities;
- The TPC will establish a Bicycle Users Group (BUG). This will enable collaboration between all cycle users and link to cycling events such as Bike Week.

- BUG and the TPC will take active steps to encourage cycling by providing ongoing reviews of parking, changing facilities and equipment storage. Additionally, if there is sufficient interest, bicycle safety training courses, pool bikes, mobile bike maintenance teams and other schemes to encourage cycling could be provided. Where possible these schemes should be provided at a discounted rate;
- Liaison between TPC and OCC to promote any maintenance of cycle routes in the vicinity of the site, including issues with lighting and personal security.

### 6.3 Public Transport

It is recommended that the measures to support and encourage use of public transport include:

- All site occupiers will be provided with information on the location and frequencies of public transport as part of a travel information pack, and on communal notice boards.
- Promote/advertise online journey planner tools and other useful apps to help site users in planning individualised and multi-modal journeys.
- Liaison between TPC and OCC to advance any maintenance of bus shelters in the vicinity of the Site, including issues with accessibility, lighting and personal security.
- Every 12 months after the implementation of the Travel Plan, the TPC will review the performance of public transport in the area to meet the development users' needs. This will include looking at timetables, routes, information, maintenance and accessibility. If required, the TPC will liaise with the local bus operator(s), Network Rail, CDC and OCC on any matters arising.

### 6.4 Managing Car Use

This section includes measures for reducing single-occupancy vehicle trips as well as reducing car parking provision which is directly linked to car use. It is recommended that the measures to manage car use include:

- Promotion of a Car Sharing scheme for those working at the development. This will be organised by the TPC. There are clear environmental benefits of car sharing and it is most effective when sharers live in the same area, work consistent hours and commute a significant distance (between 5 and 13 miles). Provision of a percentage of dedicated car sharing spaces that can be adapted based on demand.
- Encouraging the use of no and low emission vehicles, e.g. by dedicating priority parking spaces specifically for such vehicles or through financial incentives such as reduced parking costs
- Monitoring of parking demand through surveys and as the need arises, changes to management, operation (e.g. charges), allocation and reallocation of car parking (e.g. to cycle parking) over time



## 6.5 Deliveries and Servicing

As a logistics site a large number of delivery and servicing trips are expected to begin and end at the site. The occupiers of the units will be encouraged to coordinate deliveries to the Site and suppliers will be encouraged to use low emission vehicles.

## 6.6 Reducing the Need to Travel

The need to travel in the first place could be reduced with the following measures:

- Promotion of teleworking and home working, although it is acknowledged that this working practice is not applicable to all employees.

## 6.7 Promotion and Awareness

Welcome Packs are to be produced and distributed by the TPC. The welcome packs should include:

- Location map of the site highlighting transport facilities such as the rail station, bus stops, cycle parking, and car parking. Cycle routes to and from the site should also be identified.
- Public transport information and timetables.
- Links to a journey planner tool, suggestions for relevant travel apps, and links to any other relevant local websites.
- Information on cycle parking;
- Information on specific incentives, such as “Walk to Work” week;
- Information on local road cycle training schemes; and,
- A feedback form.

The TPC will be responsible for analysing the feedback forms and updating the welcome packs to take account of changes in the travel plan or travel conditions of the site.

Customer Travel Options Leaflets to be created and distributed by the TPC. The leaflet will be distributed when new initiatives are introduced, at travel plan monitoring milestones or in association with travel plan events. The leaflets will be shorter documents than the Welcome Packs and will include information on:

- Walking maps showing local routes;
- Cycling maps showing local facilities and routes;
- Local public transport travel information including fares and timetables;
- Details of car share schemes;
- Details of car parking provision including electric vehicle charging points;
- Information on local road cycle training schemes;
- Details of other Travel Plan initiatives run by occupiers;
- Links to a journey planner tool, and suggestions for relevant travel apps
- A feedback form.

The travel information packs should be updated frequently to take account of changes to the travel environment of the site.

Travel Plan notice boards will be installed at prominent locations in staff areas. The boards will promote travel plan measures such as walking, cycling and public transport to all site users.

# 7.0

## Monitoring and Review

### 7.1 Monitoring

A Travel Plan requires monitoring, review and revision to ensure it remains relevant to the site and its' users.

The monitoring and review specifications and cycles shall apply unless defined otherwise in a Section 106 Agreement. Similar to the Graven Hill Outline Application, it is expected that the terms of the Travel Plan and hence the monitoring regime will inure for five years following completion of the development.

This Interim Travel Plan includes a draft baseline modal split based on the TA trip rates, against which specific modal shift targets are set (see Section 5.2). Following the first six months of occupation, a survey should establish the final baseline modal split, following which the targets can be reviewed. Subsequent monitoring of the Full Travel Plan will occur biennially after that, using travel surveys. The surveys will be conducted using the templates provided by OCC.

The results from each travel survey will be combined to provide a phase wide monitoring report for each respective monitoring year. Other performance indicators will be reported from the surveys, including usage of the cycle parking and usage of different parking space types. Key achievements and headline facts will be used to continue the promotion of the travel plan.

Monitoring reports will be submitted to OCC and be available to any organisation, business or employee on the site who wish to view it. Reports will include modal share summaries, identifiable excesses in car ratio when measured against the Travel Plan target, and the results of any consultation that have taken place with occupier of the development where applicable. As part of the monitoring programme, occupiers will have regular meetings through the Travel Network to review site wide issues such as parking management and loading bay operational hours.

### 7.2 Review

The modal shift targets set out in Section 5.2 will be tested biannually via travel surveys of staff, visitors and other site users. A review of how well these targets are being achieved will need to be carried out. If the specified modal split targets are not being met, it may be necessary for the TPC to identify and implement new measures in order to achieve the objectives set out in this Travel Plan.

## 8.0 Action Plan

Table 8 1 below is a summary of key actions to be carried out by the TPC. The draft list is not exhaustive and should be reviewed and updated on a regular basis.

Table 8.1      Action Plan

	Actions	When	Length of Actions
1	Appoint the Travel Plan Coordinator(s)	Three months before occupation	Short Term
2	Distribute welcome packs to site users	Within first month of occupation of each unit	Short Term
3	Distribute customer travel options leaflets to site users	Within first month of occupation of each unit	Short Term
4	Provide relevant information on notice board	Before occupation	Short Term
5	Coordinate cycling promotion campaign	Within six months of occupation	Medium Term
6	Coordinate regular meetings of the BUG	Quarterly	Medium Term
7	Promote car sharing schemes	Within six months of occupation	Medium Term
8	Carry out a travel survey, review targets and measures, and submit report to OCC	Six months after first occupation and biannually thereafter	Medium Term
9	Regularly update welcome packs and customer travel options leaflets for site users	Ongoing	Long Term
10	Liaise with OCC and transport operators on transport Issues	Ongoing	Long Term
11	Regular meetings of the Travel Network	Every 6 months	Long Term



## 9.0

# Securing and Enforcing

The Interim Travel Plan has been submitted as part of an Outline Planning Application for the D1 site at Graven Hill. Following this, it is expected that there would be a Reserved Matters Application for the site. At this time, a Full Travel Plan would be submitted, and would be secured by way of a Section 106 agreement, as part of the planning permission.

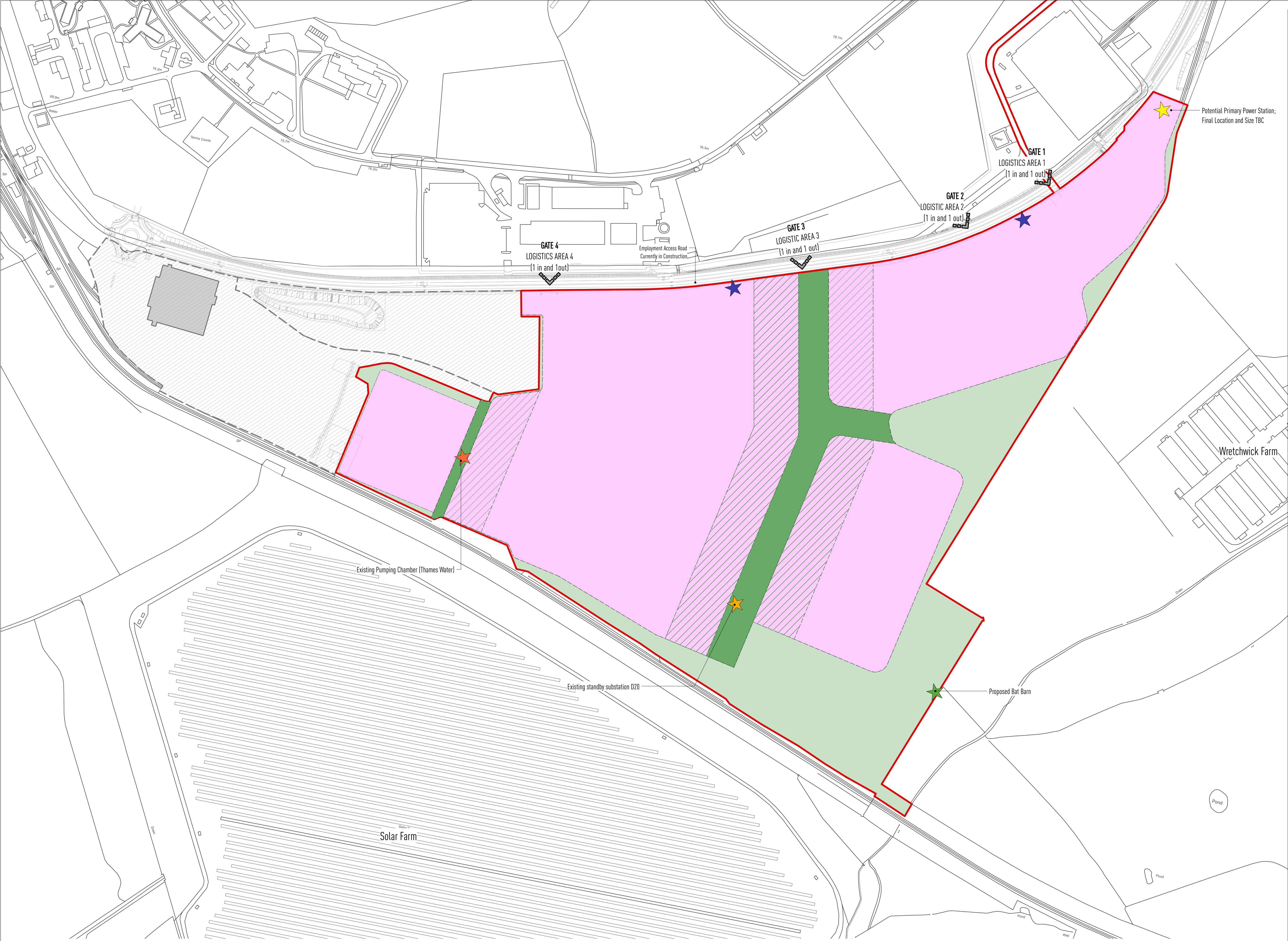
# Appendix A

## Development Proposals

PARKING		
LARGE	STANDARD	DISABLED
18.5*3.5m	2.4 X 4.8m	3.6 X 6m
13	33	2
9	48	3
32	100	6
21	55	4
23	63	4
25	95	6
19	57	4
26	47	3
56	139	9
224	637	41
902		

	<b>TOTAL</b>	
	<b>GIA</b>	
	sq.m	sq.ft
<b>TOTAL DEVELOPMENT</b>	<b>104,008</b>	<b>1,119,529</b>
<b>TOTAL NLA</b>	<b>102,780</b>	<b>1,106,312</b>
<b>TOTAL NLA WAREHOUSE</b>	<b>102,303</b>	<b>1,101,175</b>
	sq.m	acres
<b>TOTAL SITE AREA</b>	<b>305,153</b>	<b>75.4</b>





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KEY

- Site Boundary
- Extent of Employment Allocated Land
- Structural Landscape planting including Existing woodlands, Proposed Amenity and Sustainable Drainage System (SuDS)
- Indicative route of Green fingers/ wildlife corridors; Final location /extent to be determined at Reserved Matters Stage
- Parameter of Green fingers/ wildlife corridors; Final location /extent to be determined at Reserved Matters Stage
- Development Area; including roads, parking and service yards; Max. 20m Ridge Height Details at Reserved Matters Stage 227,511m<sup>2</sup> (2,448,908 ft<sup>2</sup>)
- Existing D20 Substation
- Existing Thames Water Pumping Station
- New Sub-stations (as part of EAR Dev.)
- New Bat Barn
- Indicative location for Potential Primary Power Station

Refer to 410\_S-50 Indicative Proposed Plan and ABA's Transport Report for detailed Gate/ Entrance Layout

P2	10/05/2022 FOR COMMENTS
P1	09/05/2022 FOR DISCUSSION
Revisions	

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Client	Graven Hill Purchaser Ltd	Project No.
Project	Graven Hill D1 Site, Bicester	410

Drawing Title  
PROPOSED LAYOUT PARAMETER PLAN

Status	Drawn	Checked
PRELIMINARY	JH	GO
Scale	Date	
1:2000 @A1	MAY 2022	
Drawing Number	Revision	
410_S-51	P2	



# Appendix B

## Trip Generation

Calculation Reference: AUDIT-232601-220308-0335

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

## Primary Filtering selection:

Parameter: Gross floor area  
 Actual Range: 20400 to 50000 (units: sqm)  
 Range Selected by User: 20000 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 03/04/19

Selected survey days:

Wednesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	3
Out of Town	1

## Secondary Filtering selection:

Use Class:

B8	4 days
----	--------

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
25,001 to 50,000	1 days

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Licence No: 232601

## Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

Travel Plan:

No	4 days
----	--------

PTAL Rating:

No PTAL Present	3 days
1a (Low) Very poor	1 days

LIST OF SITES relevant to selection parameters

- |   |   |                          |             |
|---|---|--------------------------|-------------|
| 1 | BE-02-F-01<br>THAMES ROAD<br>CRAYFORD   | FRESH FRUIT DISTRIBUTOR  | BEXLEY      |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 20400 sqm<br><i>Survey date: THURSDAY 20/09/18</i>                       |                          |             |
| 2 | DV-02-F-02<br>CHILLPARK BRAKE<br>NEAR EXETER<br>CLYST HONITON   | LIDL DISTRIBUTION CENTRE | DEVON       |
|   | Free Standing (PPS6 Out of Town)<br>Out of Town<br>Total Gross floor area: 50000 sqm<br><i>Survey date: WEDNESDAY 03/04/19</i>      |                          |             |
| 3 | SF-02-F-02<br>WALTON ROAD<br>FELIXSTOWE   | WAREHOUSING              | SUFFOLK     |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 22270 sqm<br><i>Survey date: THURSDAY 11/07/13</i> |                          |             |
| 4 | TW-02-F-01<br>MANDARIN WAY<br>WASHINGTON<br>PATTISON IND. ESTATE  | ASDA DISTRIBUTION CENTRE | TYNE & WEAR |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 31000 sqm<br><i>Survey date: FRIDAY 13/11/15</i>                         |                          |             |

*Survey Type: MANUAL**Survey Type: MANUAL**Survey Type: MANUAL**Survey Type: MANUAL*



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Licence No: 232601

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.011	2	36135	0.012	2	36135	0.023
05:30 - 06:00	2	36135	0.011	2	36135	0.014	2	36135	0.025
06:00 - 06:30	2	36135	0.021	2	36135	0.022	2	36135	0.043
06:30 - 07:00	2	36135	0.029	2	36135	0.018	2	36135	0.047
07:00 - 07:30	4	30918	0.039	4	30918	0.015	4	30918	0.054
07:30 - 08:00	4	30918	0.056	4	30918	0.015	4	30918	0.071
08:00 - 08:30	4	30918	0.052	4	30918	0.019	4	30918	0.071
08:30 - 09:00	4	30918	0.051	4	30918	0.028	4	30918	0.079
09:00 - 09:30	4	30918	0.042	4	30918	0.027	4	30918	0.069
09:30 - 10:00	4	30918	0.032	4	30918	0.023	4	30918	0.055
10:00 - 10:30	4	30918	0.027	4	30918	0.023	4	30918	0.050
10:30 - 11:00	4	30918	0.028	4	30918	0.025	4	30918	0.053
11:00 - 11:30	4	30918	0.022	4	30918	0.024	4	30918	0.046
11:30 - 12:00	4	30918	0.022	4	30918	0.023	4	30918	0.045
12:00 - 12:30	4	30918	0.021	4	30918	0.034	4	30918	0.055
12:30 - 13:00	4	30918	0.024	4	30918	0.030	4	30918	0.054
13:00 - 13:30	4	30918	0.044	4	30918	0.034	4	30918	0.078
13:30 - 14:00	4	30918	0.046	4	30918	0.056	4	30918	0.102
14:00 - 14:30	4	30918	0.021	4	30918	0.032	4	30918	0.053
14:30 - 15:00	4	30918	0.019	4	30918	0.021	4	30918	0.040
15:00 - 15:30	4	30918	0.021	4	30918	0.030	4	30918	0.051
15:30 - 16:00	4	30918	0.019	4	30918	0.021	4	30918	0.040
16:00 - 16:30	4	30918	0.025	4	30918	0.034	4	30918	0.059
16:30 - 17:00	4	30918	0.015	4	30918	0.036	4	30918	0.051
17:00 - 17:30	4	30918	0.015	4	30918	0.063	4	30918	0.078
17:30 - 18:00	4	30918	0.020	4	30918	0.038	4	30918	0.058
18:00 - 18:30	4	30918	0.015	4	30918	0.024	4	30918	0.039
18:30 - 19:00	4	30918	0.030	4	30918	0.027	4	30918	0.057
19:00 - 19:30	3	30890	0.016	3	30890	0.050	3	30890	0.066
19:30 - 20:00	3	30890	0.010	3	30890	0.016	3	30890	0.026
20:00 - 20:30	3	30890	0.008	3	30890	0.015	3	30890	0.023
20:30 - 21:00	3	30890	0.015	3	30890	0.011	3	30890	0.026
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.858			0.878			1.736

#### Parameter summary

Trip rate parameter range selected: 20400 - 50000 (units: sqm)  
Survey date date range: 01/01/13 - 03/04/19  
Number of weekdays (Monday-Friday): 4  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.000	2	36135	0.000	2	36135	0.000
05:30 - 06:00	2	36135	0.000	2	36135	0.000	2	36135	0.000
06:00 - 06:30	2	36135	0.000	2	36135	0.000	2	36135	0.000
06:30 - 07:00	2	36135	0.000	2	36135	0.000	2	36135	0.000
07:00 - 07:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
07:30 - 08:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
08:00 - 08:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
08:30 - 09:00	4	30918	0.001	4	30918	0.001	4	30918	0.002
09:00 - 09:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
09:30 - 10:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
10:00 - 10:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
10:30 - 11:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
11:00 - 11:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
11:30 - 12:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
12:00 - 12:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
12:30 - 13:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
13:00 - 13:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
13:30 - 14:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
14:00 - 14:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
14:30 - 15:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
15:00 - 15:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
15:30 - 16:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
16:00 - 16:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
16:30 - 17:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
17:00 - 17:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
17:30 - 18:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
18:00 - 18:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
18:30 - 19:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
19:00 - 19:30	3	30890	0.000	3	30890	0.000	3	30890	0.000
19:30 - 20:00	3	30890	0.000	3	30890	0.000	3	30890	0.000
20:00 - 20:30	3	30890	0.000	3	30890	0.000	3	30890	0.000
20:30 - 21:00	3	30890	0.000	3	30890	0.000	3	30890	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.001			0.001			0.002

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
OGVS  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.007	2	36135	0.011	2	36135	0.018
05:30 - 06:00	2	36135	0.008	2	36135	0.011	2	36135	0.019
06:00 - 06:30	2	36135	0.011	2	36135	0.014	2	36135	0.025
06:30 - 07:00	2	36135	0.021	2	36135	0.018	2	36135	0.039
07:00 - 07:30	4	30918	0.019	4	30918	0.008	4	30918	0.027
07:30 - 08:00	4	30918	0.015	4	30918	0.015	4	30918	0.030
08:00 - 08:30	4	30918	0.019	4	30918	0.009	4	30918	0.028
08:30 - 09:00	4	30918	0.018	4	30918	0.021	4	30918	0.039
09:00 - 09:30	4	30918	0.025	4	30918	0.019	4	30918	0.044
09:30 - 10:00	4	30918	0.023	4	30918	0.019	4	30918	0.042
10:00 - 10:30	4	30918	0.019	4	30918	0.015	4	30918	0.034
10:30 - 11:00	4	30918	0.015	4	30918	0.019	4	30918	0.034
11:00 - 11:30	4	30918	0.011	4	30918	0.012	4	30918	0.023
11:30 - 12:00	4	30918	0.011	4	30918	0.013	4	30918	0.024
12:00 - 12:30	4	30918	0.011	4	30918	0.021	4	30918	0.032
12:30 - 13:00	4	30918	0.011	4	30918	0.016	4	30918	0.027
13:00 - 13:30	4	30918	0.015	4	30918	0.015	4	30918	0.030
13:30 - 14:00	4	30918	0.011	4	30918	0.019	4	30918	0.030
14:00 - 14:30	4	30918	0.006	4	30918	0.011	4	30918	0.017
14:30 - 15:00	4	30918	0.006	4	30918	0.006	4	30918	0.012
15:00 - 15:30	4	30918	0.011	4	30918	0.008	4	30918	0.019
15:30 - 16:00	4	30918	0.014	4	30918	0.009	4	30918	0.023
16:00 - 16:30	4	30918	0.011	4	30918	0.011	4	30918	0.022
16:30 - 17:00	4	30918	0.009	4	30918	0.008	4	30918	0.017
17:00 - 17:30	4	30918	0.010	4	30918	0.010	4	30918	0.020
17:30 - 18:00	4	30918	0.007	4	30918	0.012	4	30918	0.019
18:00 - 18:30	4	30918	0.003	4	30918	0.009	4	30918	0.012
18:30 - 19:00	4	30918	0.007	4	30918	0.009	4	30918	0.016
19:00 - 19:30	3	30890	0.009	3	30890	0.011	3	30890	0.020
19:30 - 20:00	3	30890	0.004	3	30890	0.008	3	30890	0.012
20:00 - 20:30	3	30890	0.006	3	30890	0.009	3	30890	0.015
20:30 - 21:00	3	30890	0.008	3	30890	0.003	3	30890	0.011
21:00 - 21:30	1	22270	0.013	1	22270	0.004	1	22270	0.017
21:30 - 22:00	1	22270	0.013	1	22270	0.000	1	22270	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.407			0.403			0.810

ALAN BAXTER &amp; ASSOCIATES COWCROSS STREET LONDON

Licence No: 232601

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.000	2	36135	0.000	2	36135	0.000
05:30 - 06:00	2	36135	0.000	2	36135	0.000	2	36135	0.000
06:00 - 06:30	2	36135	0.001	2	36135	0.001	2	36135	0.002
06:30 - 07:00	2	36135	0.000	2	36135	0.000	2	36135	0.000
07:00 - 07:30	4	30918	0.001	4	30918	0.001	4	30918	0.002
07:30 - 08:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
08:00 - 08:30	4	30918	0.002	4	30918	0.000	4	30918	0.002
08:30 - 09:00	4	30918	0.001	4	30918	0.001	4	30918	0.002
09:00 - 09:30	4	30918	0.001	4	30918	0.000	4	30918	0.001
09:30 - 10:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
10:00 - 10:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
10:30 - 11:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
11:00 - 11:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
11:30 - 12:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
12:00 - 12:30	4	30918	0.001	4	30918	0.000	4	30918	0.001
12:30 - 13:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
13:00 - 13:30	4	30918	0.002	4	30918	0.002	4	30918	0.004
13:30 - 14:00	4	30918	0.004	4	30918	0.001	4	30918	0.005
14:00 - 14:30	4	30918	0.001	4	30918	0.001	4	30918	0.002
14:30 - 15:00	4	30918	0.000	4	30918	0.002	4	30918	0.002
15:00 - 15:30	4	30918	0.003	4	30918	0.000	4	30918	0.003
15:30 - 16:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
16:00 - 16:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
16:30 - 17:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
17:00 - 17:30	4	30918	0.000	4	30918	0.003	4	30918	0.003
17:30 - 18:00	4	30918	0.001	4	30918	0.000	4	30918	0.001
18:00 - 18:30	4	30918	0.001	4	30918	0.002	4	30918	0.003
18:30 - 19:00	4	30918	0.002	4	30918	0.000	4	30918	0.002
19:00 - 19:30	3	30890	0.000	3	30890	0.000	3	30890	0.000
19:30 - 20:00	3	30890	0.000	3	30890	0.000	3	30890	0.000
20:00 - 20:30	3	30890	0.000	3	30890	0.001	3	30890	0.001
20:30 - 21:00	3	30890	0.000	3	30890	0.000	3	30890	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.025			0.019			0.044

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
 CARS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.004	2	36135	0.001	2	36135	0.005
05:30 - 06:00	2	36135	0.001	2	36135	0.001	2	36135	0.002
06:00 - 06:30	2	36135	0.008	2	36135	0.007	2	36135	0.015
06:30 - 07:00	2	36135	0.008	2	36135	0.000	2	36135	0.008
07:00 - 07:30	4	30918	0.019	4	30918	0.005	4	30918	0.024
07:30 - 08:00	4	30918	0.039	4	30918	0.000	4	30918	0.039
08:00 - 08:30	4	30918	0.031	4	30918	0.006	4	30918	0.037
08:30 - 09:00	4	30918	0.031	4	30918	0.006	4	30918	0.037
09:00 - 09:30	4	30918	0.015	4	30918	0.008	4	30918	0.023
09:30 - 10:00	4	30918	0.008	4	30918	0.002	4	30918	0.010
10:00 - 10:30	4	30918	0.007	4	30918	0.007	4	30918	0.014
10:30 - 11:00	4	30918	0.011	4	30918	0.005	4	30918	0.016
11:00 - 11:30	4	30918	0.005	4	30918	0.006	4	30918	0.011
11:30 - 12:00	4	30918	0.009	4	30918	0.009	4	30918	0.018
12:00 - 12:30	4	30918	0.009	4	30918	0.010	4	30918	0.019
12:30 - 13:00	4	30918	0.010	4	30918	0.013	4	30918	0.023
13:00 - 13:30	4	30918	0.027	4	30918	0.016	4	30918	0.043
13:30 - 14:00	4	30918	0.031	4	30918	0.033	4	30918	0.064
14:00 - 14:30	4	30918	0.014	4	30918	0.017	4	30918	0.031
14:30 - 15:00	4	30918	0.010	4	30918	0.011	4	30918	0.021
15:00 - 15:30	4	30918	0.005	4	30918	0.018	4	30918	0.023
15:30 - 16:00	4	30918	0.003	4	30918	0.011	4	30918	0.014
16:00 - 16:30	4	30918	0.011	4	30918	0.020	4	30918	0.031
16:30 - 17:00	4	30918	0.004	4	30918	0.027	4	30918	0.031
17:00 - 17:30	4	30918	0.003	4	30918	0.049	4	30918	0.052
17:30 - 18:00	4	30918	0.011	4	30918	0.023	4	30918	0.034
18:00 - 18:30	4	30918	0.008	4	30918	0.015	4	30918	0.023
18:30 - 19:00	4	30918	0.023	4	30918	0.019	4	30918	0.042
19:00 - 19:30	3	30890	0.008	3	30890	0.037	3	30890	0.045
19:30 - 20:00	3	30890	0.004	3	30890	0.008	3	30890	0.012
20:00 - 20:30	3	30890	0.000	3	30890	0.006	3	30890	0.006
20:30 - 21:00	3	30890	0.008	3	30890	0.006	3	30890	0.014
21:00 - 21:30	1	22270	0.004	1	22270	0.004	1	22270	0.008
21:30 - 22:00	1	22270	0.000	1	22270	0.009	1	22270	0.009
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.389			0.415			0.804

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
 LGVS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.000	2	36135	0.000	2	36135	0.000
05:30 - 06:00	2	36135	0.001	2	36135	0.001	2	36135	0.002
06:00 - 06:30	2	36135	0.000	2	36135	0.000	2	36135	0.000
06:30 - 07:00	2	36135	0.000	2	36135	0.000	2	36135	0.000
07:00 - 07:30	4	30918	0.001	4	30918	0.002	4	30918	0.003
07:30 - 08:00	4	30918	0.002	4	30918	0.000	4	30918	0.002
08:00 - 08:30	4	30918	0.002	4	30918	0.004	4	30918	0.006
08:30 - 09:00	4	30918	0.002	4	30918	0.000	4	30918	0.002
09:00 - 09:30	4	30918	0.002	4	30918	0.000	4	30918	0.002
09:30 - 10:00	4	30918	0.001	4	30918	0.002	4	30918	0.003
10:00 - 10:30	4	30918	0.001	4	30918	0.000	4	30918	0.001
10:30 - 11:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
11:00 - 11:30	4	30918	0.006	4	30918	0.006	4	30918	0.012
11:30 - 12:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
12:00 - 12:30	4	30918	0.002	4	30918	0.003	4	30918	0.005
12:30 - 13:00	4	30918	0.003	4	30918	0.001	4	30918	0.004
13:00 - 13:30	4	30918	0.002	4	30918	0.003	4	30918	0.005
13:30 - 14:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
14:00 - 14:30	4	30918	0.001	4	30918	0.004	4	30918	0.005
14:30 - 15:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
15:00 - 15:30	4	30918	0.004	4	30918	0.004	4	30918	0.008
15:30 - 16:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
16:00 - 16:30	4	30918	0.003	4	30918	0.003	4	30918	0.006
16:30 - 17:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
17:00 - 17:30	4	30918	0.002	4	30918	0.003	4	30918	0.005
17:30 - 18:00	4	30918	0.002	4	30918	0.002	4	30918	0.004
18:00 - 18:30	4	30918	0.002	4	30918	0.000	4	30918	0.002
18:30 - 19:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
19:00 - 19:30	3	30890	0.000	3	30890	0.002	3	30890	0.002
19:30 - 20:00	3	30890	0.001	3	30890	0.001	3	30890	0.002
20:00 - 20:30	3	30890	0.001	3	30890	0.000	3	30890	0.001
20:30 - 21:00	3	30890	0.000	3	30890	0.001	3	30890	0.001
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.053			0.054			0.107



ALAN BAXTER &amp; ASSOCIATES COWCROSS STREET LONDON

Licence No: 232601

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	36135	0.000	2	36135	0.000	2	36135	0.000
05:30 - 06:00	2	36135	0.000	2	36135	0.000	2	36135	0.000
06:00 - 06:30	2	36135	0.001	2	36135	0.001	2	36135	0.002
06:30 - 07:00	2	36135	0.000	2	36135	0.000	2	36135	0.000
07:00 - 07:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
07:30 - 08:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
08:00 - 08:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
08:30 - 09:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
09:00 - 09:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
09:30 - 10:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
10:00 - 10:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
10:30 - 11:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
11:00 - 11:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
11:30 - 12:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
12:00 - 12:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
12:30 - 13:00	4	30918	0.001	4	30918	0.000	4	30918	0.001
13:00 - 13:30	4	30918	0.001	4	30918	0.000	4	30918	0.001
13:30 - 14:00	4	30918	0.002	4	30918	0.001	4	30918	0.003
14:00 - 14:30	4	30918	0.001	4	30918	0.000	4	30918	0.001
14:30 - 15:00	4	30918	0.000	4	30918	0.002	4	30918	0.002
15:00 - 15:30	4	30918	0.001	4	30918	0.000	4	30918	0.001
15:30 - 16:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
16:00 - 16:30	4	30918	0.000	4	30918	0.000	4	30918	0.000
16:30 - 17:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
17:00 - 17:30	4	30918	0.000	4	30918	0.001	4	30918	0.001
17:30 - 18:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
18:00 - 18:30	4	30918	0.001	4	30918	0.000	4	30918	0.001
18:30 - 19:00	4	30918	0.000	4	30918	0.000	4	30918	0.000
19:00 - 19:30	3	30890	0.000	3	30890	0.000	3	30890	0.000
19:30 - 20:00	3	30890	0.000	3	30890	0.000	3	30890	0.000
20:00 - 20:30	3	30890	0.000	3	30890	0.000	3	30890	0.000
20:30 - 21:00	3	30890	0.000	3	30890	0.000	3	30890	0.000
21:00 - 21:30	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:30 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.008			0.005			0.013

# Alan Baxter

**Prepared by** Steven Hawkes

**Reviewed by** Michael Bredin

**Issued** 01.06.2022

T:\1923\1923-050\10 Reports\01 ABA Reports\07 Travel Plan - 100% Logistics\1923-50 Interim Travel Plan (v1).docx

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