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TRANSPORT STATEMENT

# Oxford Technology Park Ltd

# Building 6, Oxford Technology Park.

June 2022

# Contents



# Figures



# Drawings



# Appendices

# 1 Introduction

## Background

1.1 Vectos has been commissioned by Oxford Technology Park Limited to provide transport and highways advice in relation to a Planning Application for the development of the Building 6 at the Oxford Technology Park (OTP) site. The site is located 1.4km to the northwest of Kidlington, Oxfordshire.

1.2 Building 6 is located within the Oxford Technology Park development. Building 6 is to be divided into two independent smaller units, Unit 6a and Unit 6b. The Oxford Technology Park is located approximately 9.5km to the north of Oxford city centre, and accessed off Langford Lane, between the A44 and A4260.

1.3 Building 6 is shown on the Masterplan presented at **Appendix A**. Building 6 is set back by 3 plots on the west of the site and is accessed from the development's spine road.

1.4 As part of the proposal, Units 6a and 6b are intended to be used for Research and Development purposes with permission sought for Use Classes E (g) (I), and/or (ii), and/or (iii), and/or B2 and/or B8 consistent with the outline approval described below. Building 6 will comprise of a total of 4,396 sqm GIA.

## Planning History

1.5 This section provides a description of the planning history associated with the application site.

1.6 The Oxford Technology Park was granted outline planning approval by Cherwell District Council (CDC) in 2016 (ref: 14/02067/OUT) for 40,362 sqm of office research and development (R&D), laboratory, storage, and ancillary space. The outline planning application was supported by a Transport Assessment prepared by Peter Brett Associates, dated 2014.

1.7 An application for a new Hotel (C1) and ancillary restaurant (A3) (ref: 17/02233/F) in relation to the Unit 2 plot at OTP was permitted by CDC in July 2018. The hotel has been constructed and is operational.

1.8 A Reserved Matters Application (ref:17/01542/REM) was then approved in November 2017, covering siting, design, layout, and external appearance of Buildings (Units) 1 and 3 at OTP. This consent covered 3,796 sqm of B1 office use at Unit 1 and 2,779 sqm of B1(b) the previous reference related to R&D use along with ancillary office space at Unit 3.

1.9 Proceeding this, an application was agreed in order to amend the approved floor space for Unit 3 (ref: 21/00690/REM) increasing it from 2,750 sqm to 4,452 sqm of R&D. Oxford County Council (OCC) issued 'no objection' on the 4th of May 2021. Permission was granted by CDC on the 2nd of July 2021.

1.10 Further to this, a Planning Application for Buildings 4A and 4B (ref: 21/02278/F) was submitted seeking approval for a proposed development with uses including classes E(g) (i)-(iii), B2 and B8 and more generally described as R&D/Innovation. Building 4A includes 5 units for a total 3,228sqm

GIA and Building 4B 6 units with a total 3,220sqm GIA. Resolution to grant consent was made by Cherwell DC Planning Committee on 7th October 2021 and the decision is imminent.

1.11 In addition, an application was submitted for development of Unit 5a and Unit 5b at OTP (ref 21/03913/F) for a total of 4,078sqm GIA of uses E(g)(i-iii), B2 and B8, again, in line with other units within OTP and in line with the OTP outline consent. The application has been resolved to be approved subject to conditions at Committee on 19th May 2022 and the decision is also imminent.

1.12 Most recently, an application submitted for development of Unit 7 (ref 22/01683) for a total of 3,455sqm GIA of uses E(g)(i-iii), B2 and B8, again, in line with other units within OTP and in line with the OTP outline consent. This application is still under consideration.

1.13 It is important to stress that the proposed development at Units 6a and 6b remains within the scope of the development that has been approved at OTP by the Local Planning Authority. A total of 40,362 sqm of floorspace has been approved at the wider Oxford Technology Park under the outline planning approval. The total floorspace applied for at Units 6a and 6b is 4,396 sqm GIA and falls well within the overall agreed extent of floor space supported and approved at OTP, including the pending Units 4a, 4b, 5a, 5b and 7.

## This Report

1.14 This transport statement has been prepared to support a planning application by Oxford Technology Park Limited for the development of Units 6a and 6b at Oxford Technology Park (see proposed masterplan at **Appendix A**). This report provides an overview of the proposed Units 6a and 6b development and assesses the sustainability of the site access for the proposed development. This assessment is undertaken with regards to the relevant information provided within the original outline application in 2014.

1.15 Having regards to requirements of the National Planning Policy Framework, this Transport Statement considers the transport impacts that may arise from the proposed development and has been prepared to consider the key tests set out in the National Planning Policy Framework (NPPF) paragraph 110 and how they may apply as set out in NPPF paragraph 112:

- Will the opportunities for travel by sustainable travel modes be appropriately adopted?
- Will safe and suitable access be provided for all modes of travel?
- Will the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance?
- Can any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, be mitigated to an acceptable degree?
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

1.16 The proposals for Units 6a and 6b will remain in line with what was consented as part of the original outline approval (ref: 14/02067/OUT). Therefore, an agreed precedent has been set by CDC that confirms the suitability of the Units 6a and 6b proposals in highways terms.

### Content of the Transport statement

1.17 The remainder of this report includes the following sections:

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

# 2 Policy Review

## Introduction

2.1 A review of the national and local transport policies relevant to the Units 6a and 6b development has been undertaken. This section summarises the policies that have informed the preparation of the proposals for Units 6a and 6b.

## National Policy

### National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) (MHCLG, 2021) sets out the Government's economic, environmental, and social planning policies for England. Paragraph 10 of the NPPF states:

'*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.'*

2.3 Achieving sustainable development through the entire planning process therefore remains the key focus of national planning policy.

2.4 In this context, paragraph 113 of the NPPF states:

*'All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

2.5 This report presents a Transport Statement supporting development proposals for Units 6a and 6b. In terms of Travel Plan, it is expected that a condition will apply on occupation of Units 6a and 6b linked to the provision of a subsidiary and 'occupier specific' Travel Plan in line with the OTP Framework Travel Plan.

2.6 One of the core principles of the NPPF is to:

'*Actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*'

2.7 Paragraph 105 states that:

*'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 considered in both plan-making and decision-making.'*

2.8 Paragraph 111 states that:

*'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

2.9 The sustainability credentials of Oxford Technology Park were confirmed in the context of the outline planning consent and the Units 6a and 6b proposals benefit from the wider sustainable accessibility of the wider OTP site. Suitable transport mitigations to the predicted transport impacts of the OTP site were agreed at the time of the outline consent. The Units 6a and 6b proposals are considered in this report within the context of the wider OTP outline consent, their highway impacts are assessed in relation to the wider impacts of the OTP development that have already been addressed through the OTP outline consent.

**National Planning Practice Guidance**

2.10 The Ministry of Housing, Communities and Local Government (MHCLG) provides a web-based National Planning Practice Guidance (NPPG). The resource includes guidance and good practice related to the preparation of transport statements.

2.11 As a prerequisite, the guidance suggests transport statements should be made as useful and accessible as possible. This is achieved by ensuring that any information or assumptions are set out clearly and are publicly accessible.

2.12 The guidance indicates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *'Encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.'*

2.13 The guidance specifies that it is linked directly to paragraph 105 of the NPPF which promotes a planning decision process that manages the patterns of growth and then focuses development on locations which are, or can be made, sustainable.

2.14 When defining the key principles of a Transport Statement, the guidance states that Statements should strive to be:

- *'Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*

- *Established at the earliest practicable possible stage of a development proposal;*
- *Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and*
- *Brought forward through collaborative ongoing working between the local planning authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency* [Now known as National Highways] *where there may be implications for the strategic road network and other relevant bodies engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*'

## Local Policy

### Oxfordshire Local Transport Plan: Connecting Oxfordshire 2015 – 2031

2.15 Adopted in 2015, Connecting Oxfordshire 2015-2031 (LTP4) sets out Oxfordshire County Council's (OCC's) policy and strategy for developing transport systems in Oxfordshire to 2031.

2.16 OCC sets their transport goals as follows, in line with three key themes:

- To be supportive of jobs and housing growth and economic vitality with a focus on job creation in research, science and technology, engineering, and high-tech manufacturing and the 30,000 inner Oxfordshire jobs it aspires to (Theme 1 – Supporting growth and economic vitality);
- To support the transition to a low carbon future for example by providing charging infrastructure to electric cars (Theme 2 – Reducing emissions);
- To protect, and, where possible, enhance Oxfordshire's environment and improve quality of life by promoting a sustainable approach to development (Theme 3 – Improving quality of life).

### Cherwell Local Plan 2011 – 2031

2.17 The Cherwell Local Plan, adopted in 2015, sets out the Council's vision for the area up to 2031. This includes improving the economy of the area but also protecting existing town centres and villages.

2.18 Cherwell's Local Plan, in line with the policy direction of Oxfordshire County Council and National guidance, focuses on the delivery of sustainable growth through a number of strategic objectives, such as:

- Strategic Objective 13. To reduce single occupancy of vehicles by improving the quality and appeal of public and active transport routes.

— Strategic Objective 14. Creating attractive developments which contribute to the wellbeing of the area, contributing to the long-term sustainability of projects in the area.

### Relevance to the Proposed Development

2.19 The proposed development at Units 6a and 6b is mindful of the policy context summarised above. The sustainable accessibility credentials of the wider OTP development provide the appropriate framework to deliver access to Units 6a and 6b in line with the national and local policy objectives identified above.

# 3 Existing Conditions

## Introduction

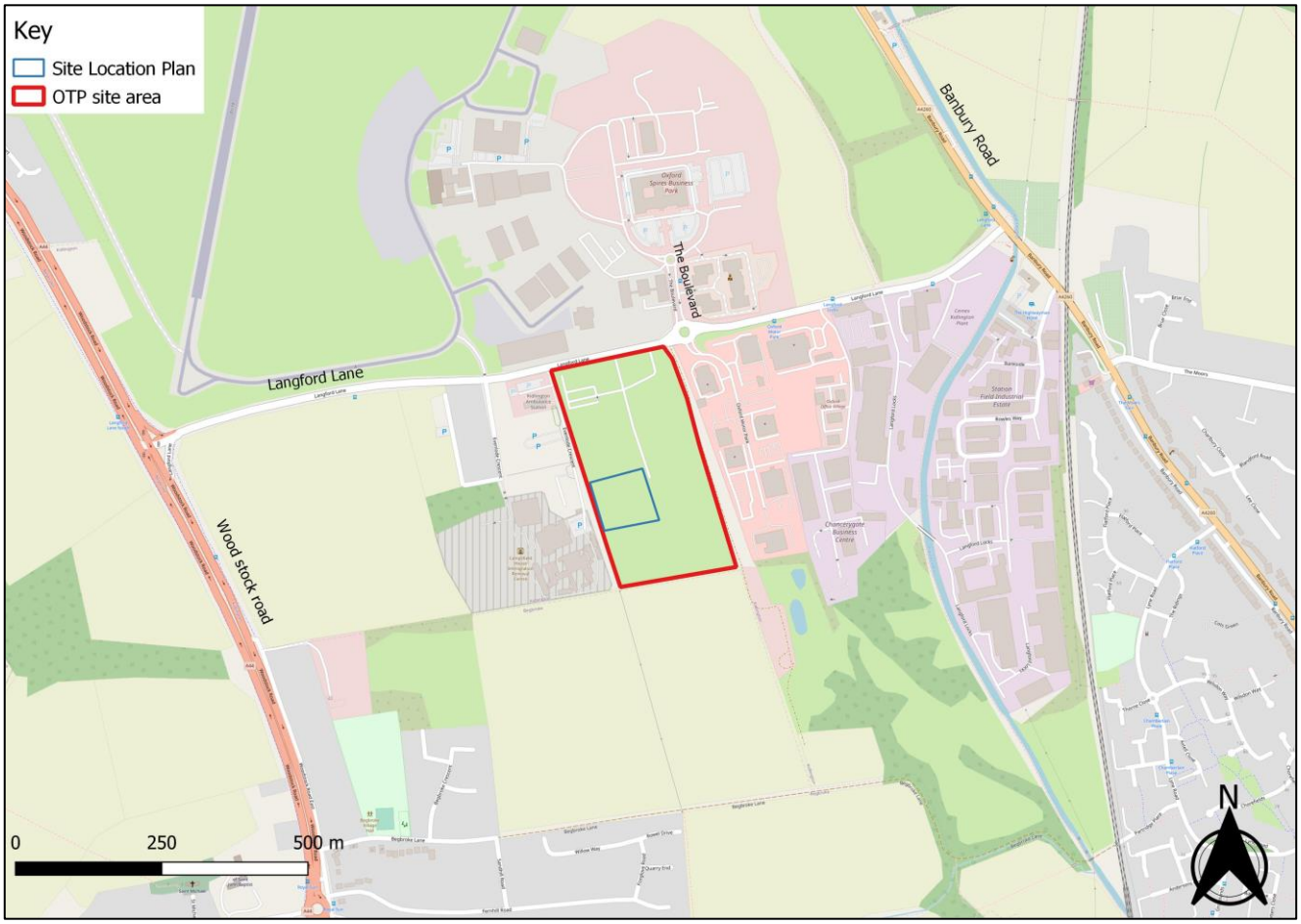
3.1 This section of the Transport Statement sets out the accessibility of the Units 6a and 6b development by all modes of transport. It details the site's location and proximity to local facilities and amenities and how these can be accessed by walking, cycling and public transport. This is done within the context of the wider Oxford Technology Park development and considering the package of transport mitigation measures agreed with the local planning and highway authority in support of the wider OTP development, mitigation measures that have now been delivered.

## Site location and description

3.2 Units 6a and 6b are accessed from the central spine road serving the OTP development. This central spine road connects to Langford Lane at a priority junction with a ghost island right turn lane. The Oxford Technology Park is located approximately 9.5km to the north of Oxford City Centre, off Langford Lane, between the A44 and A4260. The A44 provides access to the A34 to the south of the site. The A34 connects Bicester to the north and to the M4 corridor south linking to Reading, London, and the Southwest.

3.3 The location of Units 6a and 6b and the wider Oxford Technology Park site is illustrated in **Figure 3.1**

**Figure 3.1 Oxford Technology Park and Units 6a and 6b Location**



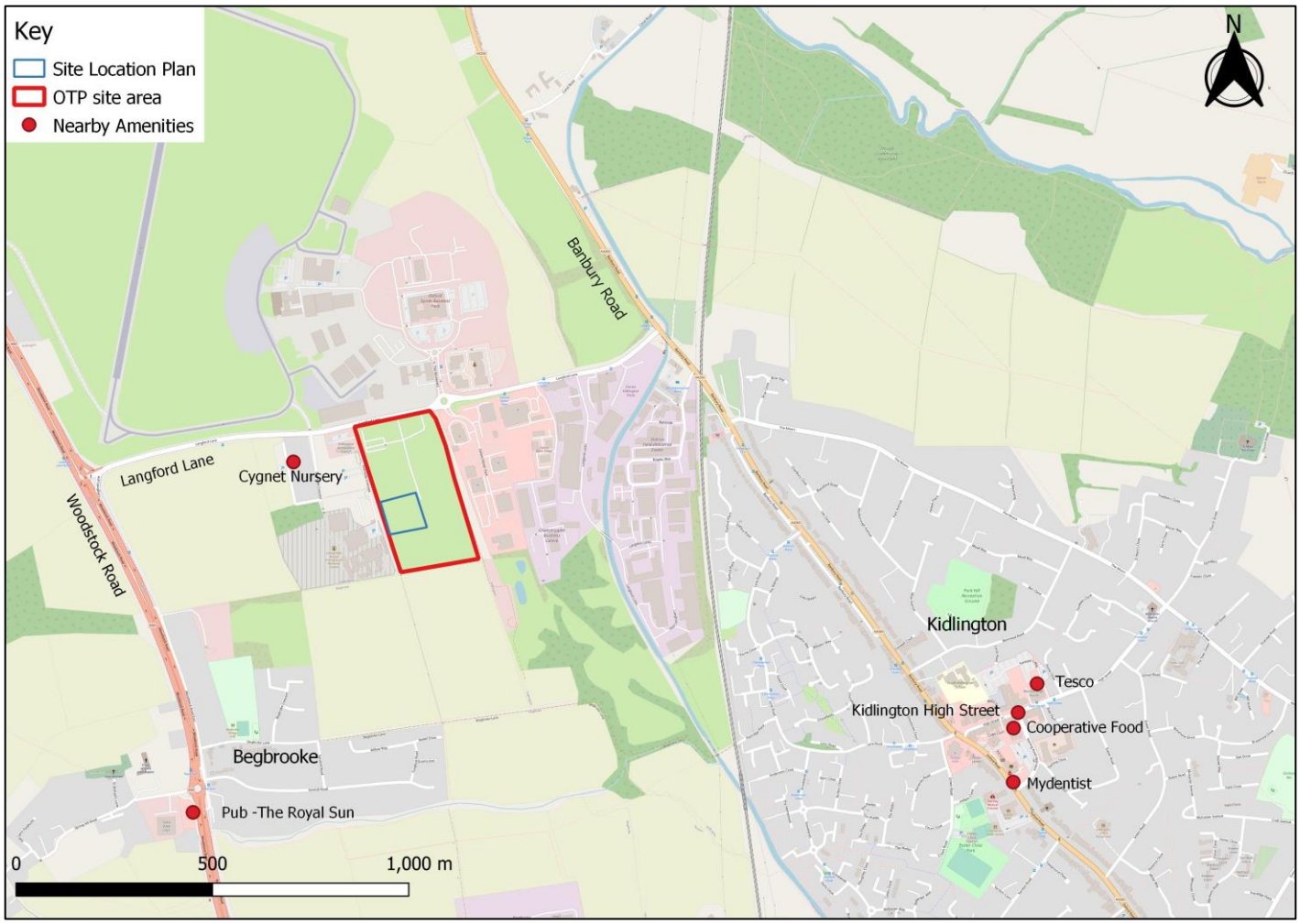

## Local Facilities and Amenities

3.4 Units 6a and 6b are within a reasonable walking distance of all units within the Oxford Technology Park. This includes access to the on-site Premier Inn hotel and restaurant.

3.5 In the area nearby, there are a range of local services and facilities. Predominantly these services are located to the south-east in Kidlington town centre. These facilities include a health centre, post office, local supermarket, banks, restaurants, and public houses.

3.6 **Figure 3.2** illustrates the location of Units 6a and 6b in relation to the local facilities and services and demonstrates that the development is in the vicinity of a broad range of leisure retail, education, and health facilities.

**Figure 3.2 Important Local Amenities Map**




3.7 **Table 3.1** provides actual walking distances from Units 6a and 6b to some of the key local services and facilities with distances measured from the access to Units 6a and 6b.

**Table 3.1 Distance of Nearby Amenities**

| Facility | Distance |
|---|---|
| Cygnet Nursery | 0.6km |
| Pub – The Royal Sun | 1.0km |
| The Co-Operative Food Store | 1.1km |
| Tesco Super Store | 1.7 km |
| Mydentist on Oxford Road | 2.0 km |
| Kidlington High Street | 2.1 km |

## Walking and Cycling

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

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

3.10 As part of the S106 agreement for the wider Oxford Technology Park, a 2.5m shared foot/cycleway is currently being constructed along the southern side of Langford Lane from the A44 / Lanford Lane junction to the west of the site to the Langford Lane / The Boulevard Junction to the east of the site. The section of this shared foot/cycleway across the frontage of the site has been delivered already and is in use. A 2m wide pedestrian refuge will be provided on Langford Lane at the bus stop west of the spine road junction.

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

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

3.13 In line with the outline consent for the wider OTP development, access to Units 6a and 6b will benefit from the delivery across OTP of a network of footways and crossings which will deliver a

safe permeable network of routes throughout the wider development, connecting Units 6a and 6b with other employment plots, the hotel and restaurant on site, and the offsite foot / cycle network.

3.14 Therefore, staff and visitors travelling to/from Units 6a and 6b will benefit from good access by active travel modes to a diverse range of amenities.

### Public transport

Bus

3.15 The nearest existing bus stop to Units 6a and 6b is located approximately 300m northwest of the site on Langford Lane and currently serves Oxford Spires Business Park and London – Oxford Airport. There are additional bus stops located along Langford Lane and on the A44 Woodstock Road. A summary of available services is provided **Table 3.2** and **Figure 3.3** illustrates the location of bus stops in proximity to the site.

**Figure 3.3 Nearby Bus Stop Plan**

**Table 3.2 Nearby Bus Stop Services**

| Destination | Route | Frequency (Mins) | | |
|---|---|---|---|---|
| | | Monday - Friday | Saturday | Sunday |
| S3 – Stagecoach Oxfordshire | Oxford – Chipping Norton | 90 Mins 05:00-07:00<br><br>Every 15 mins 08:00-9:00<br><br>30 Mins 09:00-19:00<br><br>60 Mins 19:00-00:00 | 30 Mins 08:00-19:00<br><br>60 Mins 19:00-00:00 | 60 Mins 06:00-09:00<br><br>30 Mins 09:00-19:00<br><br>60 Mins 19:00-00:00 |
| 7 Gold – Stagecoach Oxfordshire | Oxford – Woodstock | Every 30 mins until 06:00-20:00<br><br>Then Every 60 Mins 20:00-00:00 | Ever 60 mis until 06:00-08:00<br><br>Then Every 30 mins until 08:00-20:00<br><br>Then Every 60 Mins 20:00-00:00 | Every 30 mins until 8:30-19:00<br><br>Then every 60 Mins 19:00-23:00 |
| H4 | Oxford – Banbury | 09:00 and 17:00 | No service | No service |
| S4 | Oxford – Banbury | 30 Mins 07:30-9:30<br><br>60 Mins 9:30-23:30 | Twice at the same time every hour 8:30-23:30 | 60 mins 10:20-19:20 |

3.16 **Table 3.2** above indicates that Stagecoach service S3, which links Woodstock and Oxford city centre every 15 – 30 mins Monday to Saturday is available from the stops on the A44, located to the west of the site. Stagecoach service 7 supplements service S3 operating every 30 minutes and connecting Old Woodstock to Oxford city centre. Service 7 is available from the stops on The Boulevard and Langford Lane located to the east of the site and provides a connection to Oxford

Parkway Station. Finally, services H4 and S4 on Banbury Road to the east of the site provide an hourly service between Oxford and Banbury via Oxford Parkway Station.

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

3.18 As a result, Oxford Technology Park, and Units 6a and 6b will be connected to Oxford city centre, Oxford Parkway Station and local settlements offering staff and visitors good accessibility to / from the site by bus.

Rail

3.19 The closest railway station to the site is Oxford Parkway Station. It is approximately 3.9km to the southeast of the site and lies on the Oxford – Bicester railway line. The station forms part of a multi-modal transport interchange hub providing connections to rail services by bus, cars (Park and Ride site) and cycle.

3.20 Oxford Parkway Station is accessible using bus service 7, providing a direct service to the station from Oxford Technology Park that takes approximately 15 mins.

3.21 The following facilities are provided at the station:

- 830 Parking spaces, including 19 accessible spaces;
- 150 bicycle parking spaces under CCTV surveillance;
- ATM's available; and
- Toilet and waiting rooms.

3.22 **Table 3.3** provides a summary of the services available from Oxford Parkway. Stops are located along a line from Oxford to London Marylebone (Oxford – Oxford Parkway – Bicester Village – High Wycombe – London Marylebone):

**Table 3.3 – Rail services at Oxford Parkway Station**

| Destination | Frequency (Trains every hour) | | Journey Time (approx.) |
|---|---|---|---|
| | Peak | Off Peak | |
| Bicester | 2-3 | 2 | 10 Mins |
| Oxford | 2-3 | 2 | 8 Mins |
| High Wycombe | 2-3 | 2 | 36 Mins |
| London Marylebone | 2-3 | 2 | 72 Mins |

3.23 **Table 3.3** demonstrates that Oxford Parkway Station provides direct rail services to key destinations including Oxford city centre, Bicester, High Wycombe, and London.

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

**Local Highway Network**

3.25 Within the vicinity of the site, Langford Lane is subject to a 30mph speed limit. Langford Lane meets the A44 to the west of the site. The A44 in the vicinity of the site is subject to a 50mph speed limit. To the east of the site, Langford Lane connects with the A4260 Banbury Rd. Banbury Rd north of Langford Lane is a 50mph road, and south a 30mph road. Both the A44/Langford Lane and the A4260/Langford Lane junctions are traffic signal controlled. As part of the S106 agreement for the outline Oxford Technology Park consent, a signal-controlled crossing of the A44 is to be delivered providing a connection between Langford Lane and the site with National Cycle Route 5.

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

# 4 Development Proposals

## Introduction

4.1 This section of the Transport Statement sets out the development proposals for Units 6a and 6b, confirming the suitability of the consented site access and parking strategy already approved for the Oxford Technology Park Development.

## The Proposals

4.2 The proposed use for Units 6a and 6b on the Oxford Technology Park is anticipated to deliver 4,3968 sqm GIA of floor space. Units 6a and 6b will be each a single unit with each two floors delivering a mix of 64% B2 and 36% E(g)(i-iii) land uses.

4.3 **Table 4.1** below summarises the composition of Units 6a and 6b in terms of land use class and size.

**Table 4.1 – Unit 6a and 6b – Proposed land use and size**

| Land use | UNIT 6a<br>SQM | UNIT 6b<br>SQM | Total<br>SQM |
|---|---|---|---|
| E(g) (i-iii) | 796 | 796 | 1,592 |
| B2 | 1402 | 1402 | 2804 |
| TOTAL | 2,198 | 2,198 | 4,396 |

## Parking Provision

4.4 The proposed Units 6a and 6b development would include:

- 85 car parking spaces;
- Including 6 disabled spaces;
- Including 10 Electric Vehicle (EV) charging spaces; and
- 40 Cycle parking spaces.

4.5 OCC parking standards set out the maximum requirement for B1 (corresponding to new use class E(g) (i-iii)) and B2 class uses, with 1 space per 30sqm being required for B1 and 1 space per 50 sqm required for B2. If applied to the Units 6a and 6b proposals, this would result in a maximum parking requirement of 109 spaces.

4.6 The Units 6a and 6b proposals are delivering 85 spaces, an appropriate level of provision within the OCC standards maximum. It is also noted that as part of the consent for Unit 3 it has been agreed

that a parking provision at one space per 60sqm GFA for the typical land uses proposed at OTP would be acceptable. If applied in the case of the Units 6a and 6b proposals, this would equate to a provision of 73 spaces. The proposed 85 spaces are therefore within an acceptable range.

4.7 Within the total 85 parking spaces proposed, Units 6a and 6b will provide 6 spaces for disabled users) and 10 EV charging spaces. Therefore, the parking provision proposed for Building 6 is considered appropriate. In particular, the Units 6a and 6b proposals reflect the upward trend in EV use by delivering proportionally more EV charging points, in line with the local authorities' objectives in terms of reduced carbon emissions.

4.8 Units 6a and 6b will provide 40 cycle parking spaces within two 20 space shelters.

### Walking and Cycling Strategy

4.9 Access by active travel modes to Units 6a and 6b will be provided through the excellent facilities delivered by the wider Oxford Technology Park supported by off-site improvements set out in the wider OTP S106 agreement. For clarity, these facilities are identified in section 3 of this report.

### Vehicle Site Access

Consented Oxford Technology Park - Vehicular Access

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

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

Building 6 – Vehicular Access

4.12 It is proposed that vehicular access to Units 6a and 6b will be gained from a priority junction formed off the Oxford Technology Park spine road. A new access road will then lead vehicle traffic either to the front car park or the rear service and car parking area. The new access junction with the spine road will provide visibility splays achieving 2.4m x 43m, appropriate for a 30mph carriageway (illustrated in drawings 226698_PD04).

Refuse Collection

4.13 To demonstrate that the proposed layout is deliverable, swept path analysis has been undertaken to demonstrate that the rear service area and car park layout can accommodate the turning movements of a refuse vehicle (11.35m in line with Oxford County Council's requirements). The swept path analysis is shown in Drawing 226698_PD02_AT01 Rev A.

Rigid Vehicle

4.14 To demonstrate that the proposed layout can be served by delivery vehicles, swept path analysis has been undertaken to demonstrate that the rear service area and car park layout can accommodate the turning movements of a rigid vehicle (12.0m in line with Oxford County Council's requirements). The swept path analysis is shown in Drawing 226698_PD02_AT02.

# 5 Travel Demand and Traffic Impact Assessment

## Introduction

5.1 This section of the Transport Statement considers the travel demand resulting from the proposed development at Units 6a and 6b. The predicted vehicle trip generation from the proposed development has been derived and is compared to the threshold of trip generation set within the outline application for the wider Oxford Technology Park development.

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

## Development Vehicle Trip Generation

5.3 As part of the outline application, the TRICS database was consulted to estimate the expected trip rates for the development.

## Vehicle Trip Rates

5.4 The trip rates and generation for the proposed Units 6a and 6b is set out in **Table 5.1** below. The trip generation is derived using the B1(b) trip rates agreed at the time of the outline application (associated with the new land use class E(g) (i-iii)). B2 trip rates have also been derived from the TRICs database as part of the assessment undertaken for Unit 5 (Cherwell ref: 21/03913/F). These trip rates for B2 use are attached in **Appendix C** and are used in this assessment for consistency. Both land use trip rates derived are representative of the anticipated R&D/innovation and small industrial use of the development.

**Table 5.1 Proposed Vehicular Trip Rates and Trip Generation.**

| Use | Size (Sqm) | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| **Trip Rates** | | | | | | | |
| **B1(B)** | | 1.191 | 0.078 | 1.269 | 0.086 | 0.914 | 1 |
| **B2** | | 0.605 | 0.142 | 0.747 | 0.047 | 0.501 | 0.548 |
| **Trip Generation** | | | | | | | |
| **B1(B)** | 1,592 | 19 | 1 | 20 | 1 | 15 | 16 |
| **B2** | 2,804 | 17 | 4 | 21 | 1 | 14 | 15 |
| **Total Combined** | 4,396 | 36 | 5 | 41 | 2 | 29 | 31 |

5.5 As shown in **Table 5.1** the proposed development at Units 6a and 6b will generate 41 and 31 two-way trips, during the AM and PM peak hours respectively, equating approximately to 1 vehicle every 1.5 to 2 minutes in the AM and PM peak.

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

5.7 **Table 5.2** provides a comparison between the trip generation for the proposed development at Units 6a and 6b within the context of the wider trip generation for all consented or currently applied for plots at the Oxford Technology Park (Unit 1: Office, Unit 2: Hotel, Units 3, 4a, 4b, 5a, 5b and Unit 7: R&D/B2) against the previously consented outline application.

**Table 5.2 Proposed Vehicular Trip Generation Comparison with Previously consented outline Application**

| Use | Size (Sqm) | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| **Previously Consented - Outline Application Trip Generation** | | | | | | | |
| **Total outline application** | 40362 | 283 | 40 | 323 | 28 | 268 | 296 |
| **New Total - Oxford Technology Park Including (1-5 and 7 and proposed Building 6)** | | | | | | | |
| **Unit 1: Office (consented)** | 3,796 | 58 | 5 | 63 | 4 | 61 | 65 |
| **Unit 2: Hotel (consented)** | 101 Bed | 14 | 23 | 37 | 30 | 18 | 48 |
| **Unit 3: R&D/B1(b)/B2 (consented)** | 4,452 | 53 | 3 | 56 | 4 | 41 | 45 |
| **Units 4a and 4b: R&D/B1(b)/B2 (consented)** | 6,448 | 77 | 5 | 82 | 6 | 59 | 65 |
| **Units 5a and 5b: R&D/B1(b)/B2 (consented)** | 4,078 | 39 | 4 | 43 | 3 | 31 | 34 |
| **Unit 7: R&D/B1(b)/B2 (Under Consultation)** | 3,455 | 29 | 4 | 33 | 2 | 23 | 25 |
| **Units 6a and 6b: R&D/B1(b)/B2 (proposed)** | 4158 | 36 | 5 | 41 | 2 | 29 | 31 |
| **Total Combined** | - | 306 | 49 | 355 | 51 | 262 | 313 |
| **Space from agreed outline Trip Generation** | | | | | | | |
| **New Total – Difference from Outline consent** | - | 23 | 9 | 32 | 23 | -6 | 17 |
| **Percentage difference from outline** | - | 8% | 23% | 10% | 82% | -2% | 6% |

5.8 In Summary, **Table 5.2** demonstrates that, with the proposed development for Units 6a and 6b combined with current consents on Units 1-5 and 7, trip generation at Oxford Technology Park is predicted to slightly exceed the threshold of trip generation agreed at the outline consent stage in both the AM and PM peaks, in terms of 2-way trips. The predicted exceedance would be +10% in the AM peak and +6% in the PM peak. However, in net value, the predicted exceedance would represent a very small number of vehicular trips (+33 in the AM peak, so about 1 additional trip every 2 minutes, and +16 in the PM peak, so about 1 additional trip every 4 minutes). As a result, the Units 6a and 6b proposals will not lead to any noticeable additional detrimental impacts in terms of the operation of the local road network. The level of trips will be well within daily variations on the network.

## Summary

5.1 The assessment above provides a forecasted vehicle trip generation during both the AM and PM peak hours for Units 6a and 6b. The forecasted trips to/from Units 6a and 6b are considered to be low and to lead only to a negligible impact on the highway operation and the highway and infrastructure proposals forming part of the original consented development have been implemented in accordance with the planning consent and S106 agreement. The proposed development at Units 6a and 6b is not considered to result in any noticeable additional detrimental impacts on the operation of the local road network.

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

# 6 Summary and Conclusions

## Introduction

6.1 This Transport Statement has been prepared by Vectos on behalf of Oxford Technology Park Limited and presents an assessment of the expected transport related impacts associated with the proposed development of the Units 6a and 6b at the Oxford Technology Park site.

## Development Proposals

6.2 The development is located within the Oxford Technology Park, near Kidlington. In 2016, Oxford Technology Park received outline planning permission for B1(a), B1(b) and B8 use. Further Reserved Matters consent was obtained for Unit 1, Unit 3, Unit 4a/4b, Unit 5a/5b and Unit 7 with separate planning permission granted for Unit 2.

6.3 The proposed Units 6a and 6b at Oxford Technology Park are anticipated to deliver 4,396sqm GIA of floor space to provide R&D, E(g) (i-iii) and B2 uses and ancillary B8.

6.4 In terms of car and cycle parking provision, the development proposals would include:

- 85 car parking spaces, including 6 disabled spaces and 10 EV charging spaces – This level of provision falls within OCC's maximum car parking provision requirement, based on their current standards.
- 40 cycle parking spaces – This level of provision is in line with the parking ratio previously agreed with OCC for Unit 3.

6.5 The proposed development at Units 6a and 6b would result in 41 two-way trips in the AM peak hour and 31 two-way trips in the PM peak hour. equating approximately to 1 vehicle every 1.5 to 2 minutes in the AM and PM peak and is considered a negligible predicted increase in traffic on the local road network. Moreover, the overall two-way trip generation at OTP with Units 6a and 6b added across both the AM and PM peak hours are predicted to remain within reasonable levels when compared with the two-way consented trips agreed in the Outline Application. The level of trip generation predicted for Units 6a and 6b cannot be considered to lead to a severe impact on the operation of the local road network.

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

## Conclusion

6.7 This Transport Statement demonstrates that the proposed development at Units 6a and 6b can be delivered in accordance with relevant transport planning policies. Considered against the key NPPF and agreements with OCC we consider that:

- Access will remain safe and open to all users.

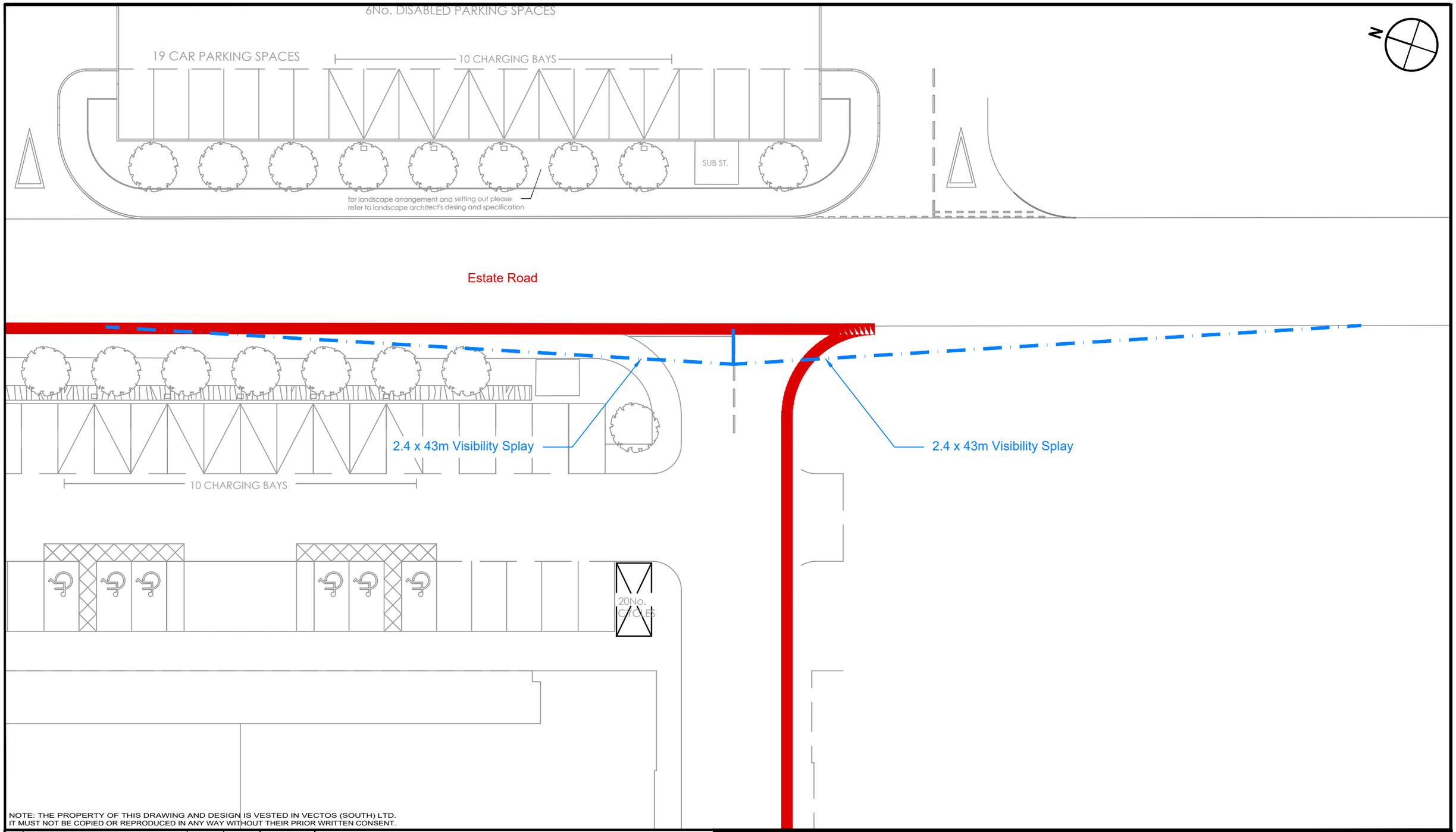
— Through the consented pedestrian network improvements and sustainable travel strategy set out as part of the section 106, opportunities for sustainable travel to/from the development exist.

— All transport elements have been designed to reflect current national design guidance or to reflect any previous agreement on design that had been negotiated with OCC in relation to development at OTP. This has been demonstrated by the drawings supporting this Transport Statement; and

— The traffic impacts of the proposed development will fall within a reasonable threshold of the expectations set out in the outline application (ref: 14/02067/OUT). This suggests that the transport impacts of the proposed development will not approach a level that could be considered severe.

6.8 The proposed development at Units 6a and 6b of the Oxford Technology Park is therefore acceptable in transport terms.

# Drawings






| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| . | . | . | . | . |

STATUS:
INFORMATION ONLY

PROJECT:
Oxford Technology Park (Unit 6)

CLIENT:
-

DRAWING TITLE:
Visibility Assessment
Building 6 / Estate Road Junctions

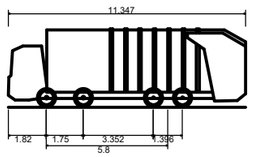
vectos. | PART OF SLR
3rd Floor, Brew House, Jacob Street, Bristol, BS2 0EQ
t: 0117 203 5240 e: enquiries@vectos.co.uk

| DRAWN: | CHECKED: | DATE: | SCALES: | DRAWING NUMBER: | REVISION: |
|---|---|---|---|---|---|
| LJ | FC | 17.06.22 | 1:250 @ A3 | 226698_PD03 | . |




| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| . | . | . | . | . |

STATUS:
INFORMATION ONLY




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

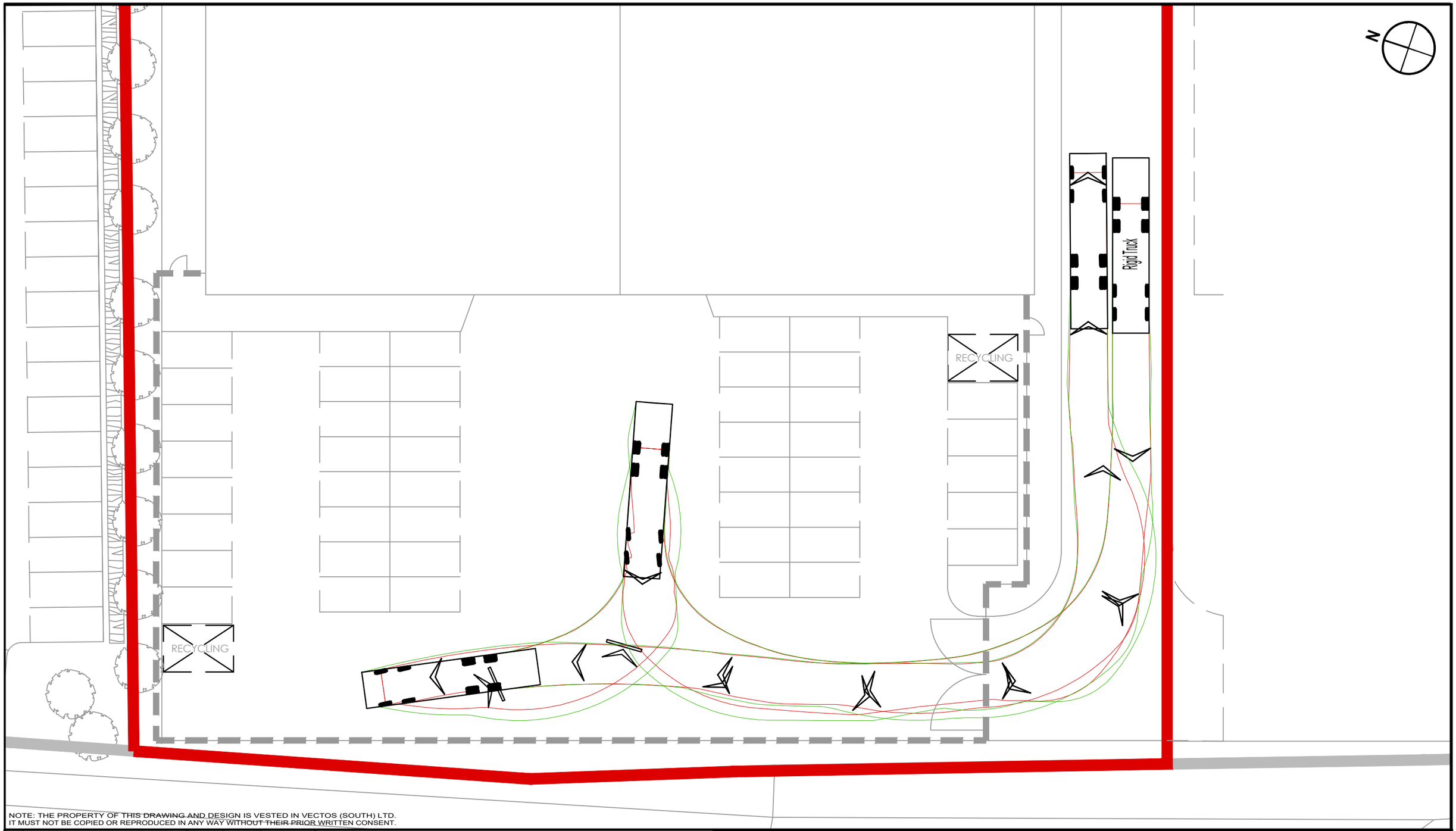
PROJECT:
Oxford Technology Park (Unit 6)

CLIENT:
-

DRAWING TITLE:
Swept Path Analysis
Refuse Vehicle

vectos. | PART OF SLR
3rd Floor, Brew House, Jacob Street, Bristol, BS2 0EQ
t: 0117 203 5240 e: enquiries@vectos.co.uk

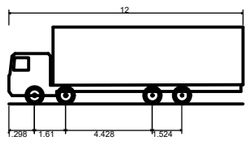
| DRAWN: | CHECKED: | DATE: | SCALES: | DRAWING NUMBER: | REVISION: |
|---|---|---|---|---|---|
| LJ | FC | 17.06.22 | 1:250 @ A3 | 226698_PD01_AT01 | . |






| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| . | . | . | . | . |

STATUS:
INFORMATION ONLY




| 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 |

PROJECT:
Oxford Technology Park (Unit 6)

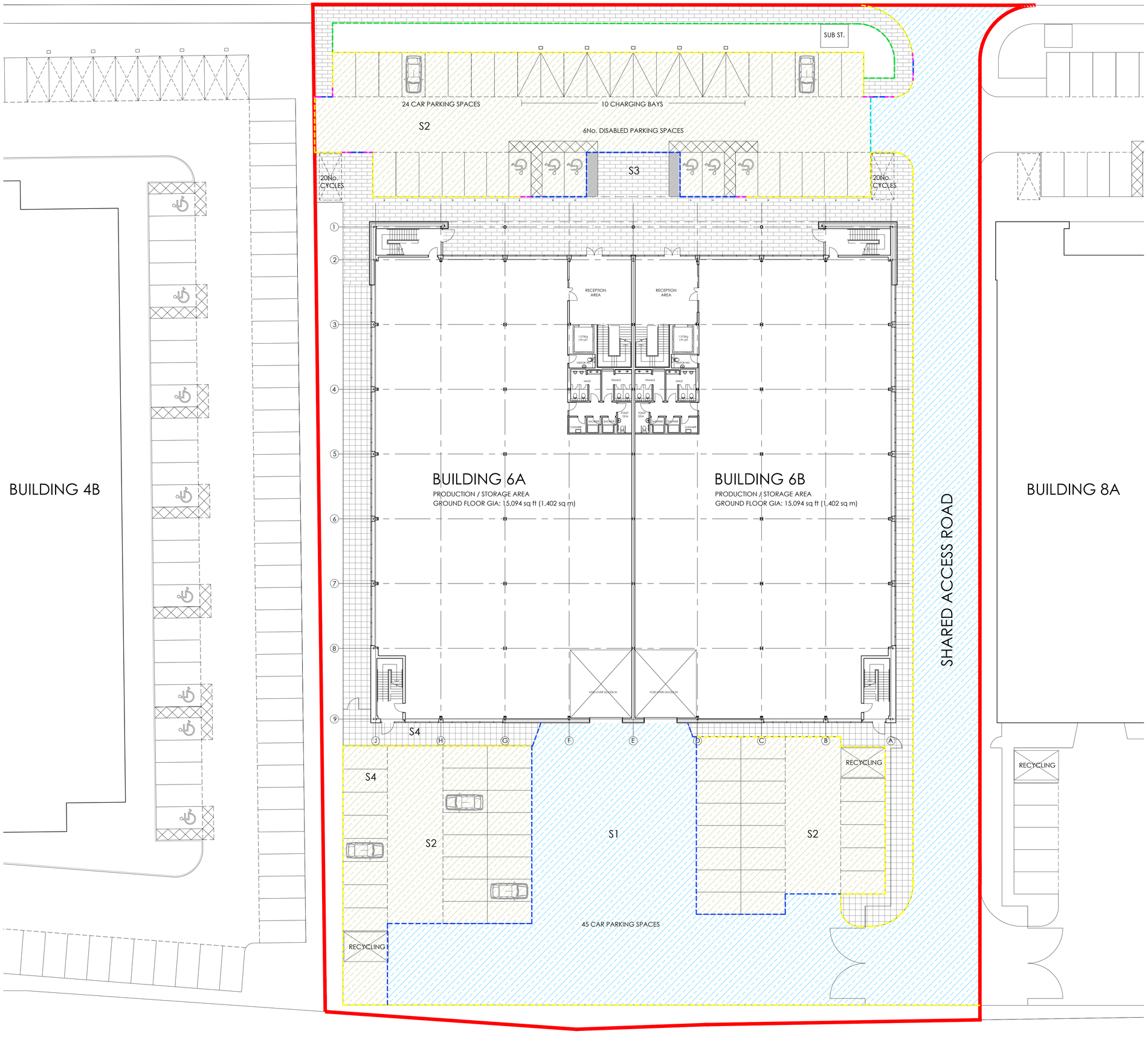
CLIENT:
-

DRAWING TITLE:
Swept Path Analysis
Rigid Truck

vectos. | PART OF SLR
3rd Floor, Brew House, Jacob Street, Bristol, BS2 0EQ
t: 0117 203 5240 e: enquiries@vectos.co.uk

| DRAWN: | CHECKED: | DATE: | SCALES: | DRAWING NUMBER: | REVISION: |
|---|---|---|---|---|---|
| LJ | FC | 17.06.22 | 1:250 @ A3 | 226698_PD01_AT02 | . |

# Appendix A – Building 6 Scheme Layout




HILL STREET HOLDINGS

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

| External kerb Types | Spec |
|---|---|
| Type 1 | Standard 125 x 255 HB2 kerb (Roads) |
| Type 2 | Standard 50x150 kerb (Pathways) |
| Type 3 | Standard 125 x 150 BN Kerb (drop kerb) |
| Type 4 | Standard 125 x 150 BN Kerb - FLAT TOP |
| Type 5 | Standard 125 x 255 Precast concrete channel laid flush - see S.E. details |

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

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

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

**S4** — **FOOTWAY CONSTRUCTION**
Surface course — 600mm x 600mm Concrete Paving slabs (product TBC) to BS EN 1338:2003

PLEASE REFER TO ENGINEERS DRAWINGS IN RELATION TO SURFACE AND BUILD UP DEPTHS AND SPECIFICATION. ALL LEVELS/KERBS SHOULD BE READ IN CONJUNCTION WITH SIMPSON'S LATEST ENGINEERING LAYOUT DRAWING.

PLANNING ISSUE

| REV. | AMENDMENT | DATE | AUTH'D |
|---|---|---|---|
| PL1 | PLANNING ISSUE 1 | 17.06.22 | MD |

client : HILL STREET HOLDINGS

project : OXFORD TECHNOLOGY PARK

site : LANGFORD LANE
KIDLINGTON, OXFORDSHIRE

content : BUILDING 6
HARD LANDSCAPING PLAN

date : JUNE 2022

scale : 1 : 200 @ A1

ALL DIMENSIONS TO BE CHECKED ON SITE

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

drg.no : 2703 - 05

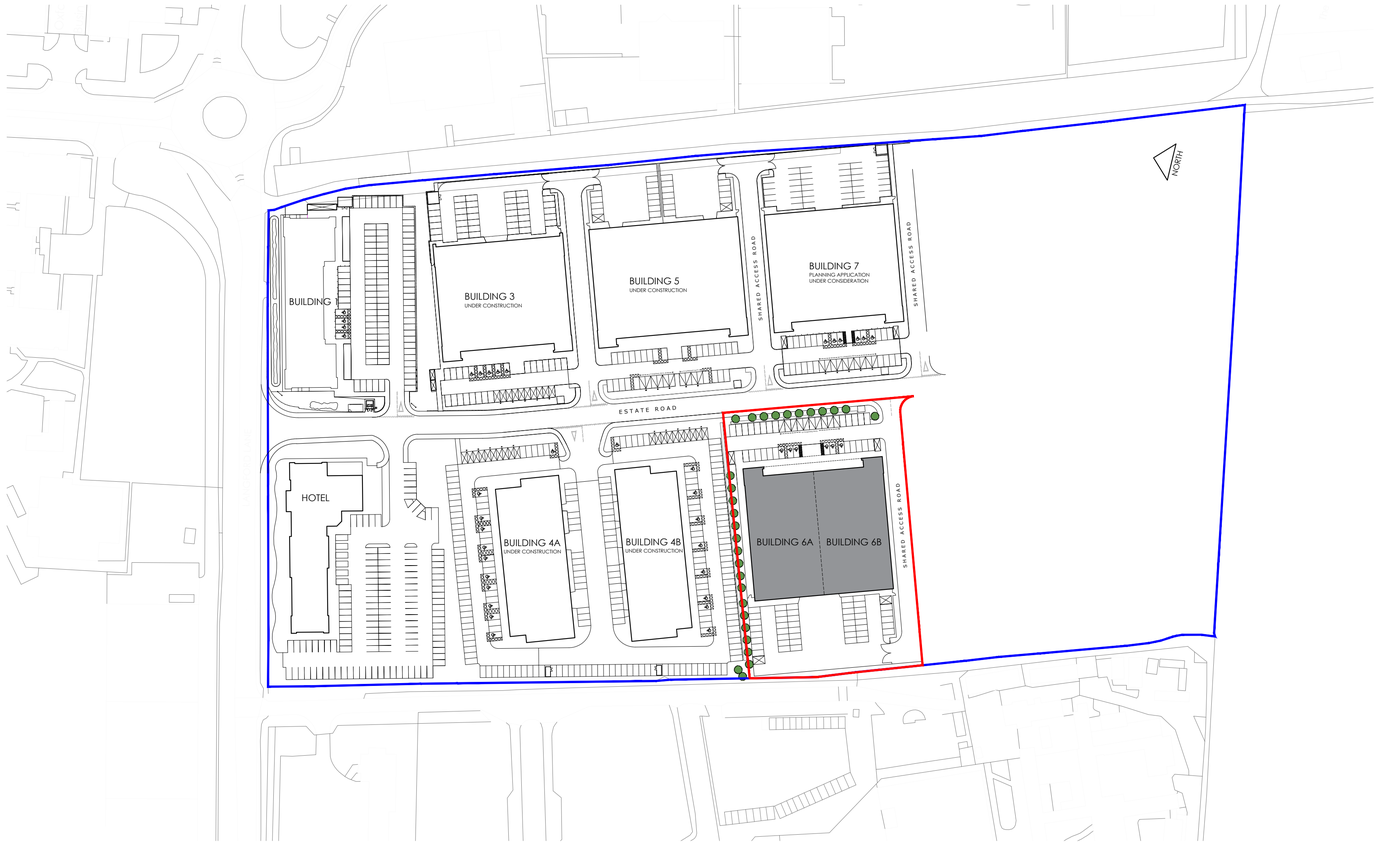
revision : PL1

vectos.

# Appendix B – OTP Masterplan

HILL STREET
HOLDINGS

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




# PROPOSED LOCATION PLAN

SCALE - 1:1250

SCALE BAR

25M 0M 25 50 75 100M

PLANNING ISSUE

| REV. | AMENDMENT | DATE | AUTH'D |
|---|---|---|---|
| PL1 | PLANNING ISSUE 1 | 17.06.22 | MD |

client : HILL STREET HOLDINGS

project : OXFORD TECHNOLOGY PARK

site : LANGFORD LANE
KIDLINGTON, OXFORDSHIRE

content : BUILDING 6
PROPOSED SITE LOCATION PLAN

date : JUNE 2022

scale : 1:1250 @ A1

ALL DIMENSIONS TO BE CHECKED ON SITE

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

drg.no : 2703 - 01

revision : PL1

# APPENDIX C – B2 TRICS output (from Unit 5 TS)

Filtering Summary

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

Calculation Reference: AUDIT-706710-211020-1035

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| **02** | **SOUTH EAST** | | |
| | HC | HAMPSHIRE | 1 days |
| **03** | **SOUTH WEST** | | |
| | BR | BRISTOL CITY | 1 days |
| **04** | **EAST ANGLIA** | | |
| | NF | NORFOLK | 1 days |
| **06** | **WEST MIDLANDS** | | |
| | HE | HEREFORDSHIRE | 1 days |
| **08** | **NORTH WEST** | | |
| | LC | LANCASHIRE | 1 days |
| **09** | **NORTH** | | |
| | CB | CUMBRIA | 1 days |

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

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
Actual Range: 260 to 3000 (units: sqm)
Range Selected by User: 150 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

*Selected survey days:*

| | |
|---|---|
| Tuesday | 3 days |
| Thursday | 3 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 6 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town | 6 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 5 |
| Commercial Zone | 1 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Secondary Filtering selection:**

*Use Class:*

| | |
|---|---|
| Not Known | 6 days |

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

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included

*Population within 1 mile:*

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

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

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 5 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

*Travel Plan:*

| | |
|---|---|
| No | 6 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 6 days |

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

*LIST OF SITES relevant to selection parameters*

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

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

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

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

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

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

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

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

**TOTAL VEHICLES**

**Calculation factor: 100 sqm**

**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | 1 | 2950 | 0.102 | 1 | 2950 | 0.000 | 1 | 2950 | 0.102 |
| 06:00 - 07:00 | 1 | 2950 | 0.136 | 1 | 2950 | 0.034 | 1 | 2950 | 0.170 |
| 07:00 - 08:00 | 6 | 1763 | 0.463 | 6 | 1763 | 0.104 | 6 | 1763 | 0.567 |
| 08:00 - 09:00 | **6** | **1763** | **0.605** | 6 | 1763 | 0.142 | **6** | **1763** | **0.747** |
| 09:00 - 10:00 | 6 | 1763 | 0.378 | 6 | 1763 | 0.180 | 6 | 1763 | 0.558 |
| 10:00 - 11:00 | 6 | 1763 | 0.322 | 6 | 1763 | 0.265 | 6 | 1763 | 0.587 |
| 11:00 - 12:00 | 6 | 1763 | 0.199 | 6 | 1763 | 0.199 | 6 | 1763 | 0.398 |
| 12:00 - 13:00 | 6 | 1763 | 0.199 | 6 | 1763 | 0.217 | 6 | 1763 | 0.416 |
| 13:00 - 14:00 | 6 | 1763 | 0.284 | 6 | 1763 | 0.340 | 6 | 1763 | 0.624 |
| 14:00 - 15:00 | 6 | 1763 | 0.142 | 6 | 1763 | 0.227 | 6 | 1763 | 0.369 |
| 15:00 - 16:00 | 6 | 1763 | 0.151 | 6 | 1763 | 0.151 | 6 | 1763 | 0.302 |
| 16:00 - 17:00 | 6 | 1763 | 0.085 | 6 | 1763 | 0.340 | 6 | 1763 | 0.425 |
| 17:00 - 18:00 | 6 | 1763 | 0.047 | **6** | **1763** | **0.501** | 6 | 1763 | 0.548 |
| 18:00 - 19:00 | 6 | 1763 | 0.132 | 6 | 1763 | 0.303 | 6 | 1763 | 0.435 |
| 19:00 - 20:00 | 1 | 2950 | 0.203 | 1 | 2950 | 0.203 | 1 | 2950 | 0.406 |
| 20:00 - 21:00 | 1 | 2950 | 0.102 | 1 | 2950 | 0.136 | 1 | 2950 | 0.238 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.550 | | | 3.342 | | | 6.892 |

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

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

**Parameter summary**

| | |
|---|---|
| Trip rate parameter range selected: | 260 - 3000 (units: sqm) |
| Survey date date range: | 01/01/13 - 01/03/20 |
| Number of weekdays (Monday-Friday): | 6 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

vectos.

# Contact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**Cardiff**
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Cardiff CF10 2HE
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Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

**Birmingham**
Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

**Manchester**
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Manchester M1 6EQ.
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**Leeds**
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