



e-mail : KDW@kidlingtondw.org

12<sup>th</sup> July 2025

**SUPPLEMENTARY OBJECTION (Trip Generation) to Planning Application 25/01346/OUT (Please also see KDW's main Objections Document)**

**From: Kidlington Development Watch (KDW)**  
**Contact details: Name and address supplied in covering e-mail.**

This document supplements our main objections by providing further information to question applicant's assessment of trip generation.

**We consider that the applicant has underestimated vehicle trip generation from the proposed development and attach evidence from the TRICS database below.**

We have estimated vehicle trip generation from the proposed development by applying the rates shown in the document TRICS Residential Sub-Category Comparative Analysis (TRICS Consortium Limited, August 2022), using data for mixed private/affordable housing (Table A7, page 14), as reproduced below.

*TRICS Residential Sub-Category Comparative Analysis*



**2000-2010**

Time Range	ARR.			DEP.			TOT.		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	25	164	0.060	25	164	0.164	25	164	0.224
08:00-09:00	25	164	0.105	25	164	0.246	25	164	0.351
09:00-10:00	25	164	0.109	25	164	0.133	25	164	0.242
10:00-11:00	25	164	0.097	25	164	0.105	25	164	0.202
11:00-12:00	25	164	0.103	25	164	0.109	25	164	0.212
12:00-13:00	25	164	0.124	25	164	0.116	25	164	0.240
13:00-14:00	25	164	0.119	25	164	0.125	25	164	0.244
14:00-15:00	25	164	0.119	25	164	0.121	25	164	0.240
15:00-16:00	25	164	0.169	25	164	0.147	25	164	0.316
16:00-17:00	25	164	0.199	25	164	0.142	25	164	0.341
17:00-18:00	25	164	0.249	25	164	0.140	25	164	0.389
18:00-19:00	25	164	0.203	25	164	0.158	25	164	0.361
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
<b>Total Trip Rates:</b>			<b>1.656</b>			<b>1.706</b>			<b>3.362</b>

**2011-2021**

Time Range	ARR.			DEP.			TOT.		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	86	161	0.062	86	161	0.198	86	161	0.260
08:00-09:00	86	161	0.112	86	161	0.266	86	161	0.378
09:00-10:00	86	161	0.108	86	161	0.127	86	161	0.235
10:00-11:00	86	161	0.093	86	161	0.108	86	161	0.201
11:00-12:00	86	161	0.101	86	161	0.110	86	161	0.211
12:00-13:00	86	161	0.114	86	161	0.108	86	161	0.222
13:00-14:00	86	161	0.116	86	161	0.114	86	161	0.230
14:00-15:00	86	161	0.105	86	161	0.130	86	161	0.235
15:00-16:00	86	161	0.190	86	161	0.130	86	161	0.320
16:00-17:00	86	161	0.186	86	161	0.123	86	161	0.309
17:00-18:00	86	161	0.224	86	161	0.127	86	161	0.351
18:00-19:00	86	161	0.200	86	161	0.128	86	161	0.328
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
<b>Total Trip Rates:</b>			<b>1.611</b>			<b>1.669</b>			<b>3.280</b>

**Table A 7: Trip rate calculation results for 03/M (Mixed Private/Affordable Housing) – Total Vehicles**

The Applicant's Design and Access Statement states that *"The proposed development is anticipated to generate approximately 90 and 110 additional vehicle trips in the weekday morning and evening peaks"*. (p61). The County Council notes that this is for a peak hour (rather than a peak period) but appears to accept the applicant's document at face value stating that *"This development is forecast to generate approximately 100 peak-hour trips"*.

However, the TRICS data reproduced above indicates that the morning and evening peak hours would each be expected to generate 129 vehicle trips (i.e.  $340 \times 0.378$ ) and 132 vehicle trips ( $340 \times 0.389$ ) respectively. The applicant therefore appears to have significantly understated trip generation.

The 90 to 110 trips per peak hour, quoted by the applicant, would be more typical of the hourly average of 93 throughout the day (07.00 to 19.00).

For the 12-hour period 07:00 to 19:00 the applicant estimates total vehicle trips to be 846. (Transport Assessment, Table 5.3, page 38). However using the TRICS data quoted above, total vehicle trips would be 1115 ( $340 \times 3.28$ ). This is 32% more than stated in the Transport Assessment.

We cannot locate data for existing flows on the Moors but we think that this will add significantly to traffic flows on a relatively narrow road already experiencing traffic problems and excessive parking problems..

We are also unable to check all of the applicant's figures and modelling but find it very concerning that the vehicle trips that would be generated appear to have been underestimated.

Kidlington Development Watch  
July 2025

*Kidlington Development Watch (KDW) was established in 2014 because of concerns about proposals for excessive development and their damaging consequences in and around Kidlington. It aims to provide information to residents about planning proposals affecting Kidlington and has been a very active participant in the Local Plan Process It has a mailing list of over 600 people and can reasonably claim to represent the views of a large number of residents.*